

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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Annual Meeting.

The Prince of Wales's Presidential Address.

THE Hundred and Fourth Annual General Meeting of the Governors of the Institution was held at the Central Hall, Westminster, on Wednesday, 28th March, at 3 p.m.

His Royal Highness the Prince of Wales, K.G., President of the Institution, was in the chair, supported by members of the Committee of Management. He delivered his presidential address, and presented medals awarded for gallantry in rescuing life from shipwreck during last year.

The speakers were, His Excellency the French Ambassador, the Right Hon. Philip Snowden, M.P., Dame Caroline Bridgeman, D.B.E., Sir William Milligan, M.D., a Vice-President of the Institution and Chairman of the Manchester, Salford and District Branch, Mr. Harry Hargood, O.B.E., a Vice-President of the Institution, Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R., a Vice-President of the Institution, who spoke in the absence of the Hon. George Colville, Deputy-Chairman of the Committee of Management.

Among those who accepted the invitation of the Committee of Management to be present were Their Excellencies the German Ambassador and Frau Sthamer, the American Ambassador and Mrs. Houghton, the Italian Ambassador, the Belgian Ambassador, the Norwegian Minister and Mrs. Vogt, the Minister for the Netherlands, the Swedish Minister, the Danish Minister and Countess Ahlefeldt-Laurvig; the Consuls-General for France, Italy, the Netherlands, Japan, Sweden, Finland, Siam, Latvia, Denmark, Lithuania, China, and the Kingdom of the Serbs,

Croats and Slovenes; the Lady Mayoress of London, the Lord and Lady Provost of Glasgow, the Lord Mayor of Bristol, the Mayors and Mayoresses of Bermondsey, Chelsea, Fulham, Islington, Lambeth, Lewisham, St. Marylebone, Stepney, Stoke Newington, Wandsworth, St. Albans, Great Yarmouth, Lowestoft, Margate, Southampton and Southwold; the Mayors of Bethnal Green, Deptford, Hammer-smith, St. Pancras, Southwark, Westminster, Douglas (Isle of Man) and Eastbourne, and the Chairman of the Cromer Urban District Council.

There were present the following Vice-Presidents of the Institution: the Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, Sir William W. B. Priestley, Chairman of the Bradford and District Branch, and Miss Alice Marshall; the following Honorary Life Governors of the Institution: Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-boat Guild, Mrs. Walter Beamish, Honorary Secretary and Treasurer of the Coventry Ladies' Life-boat Guild, Brig.-General Noel M. Lake, C.B., and M. André Citroën.

There were also present holders of the Institution's Gold Badge, representatives of Branches and the Ladies' Life-boat Guild, members of the Central London Women's Committee, representatives of Trinity House, the Shipwrecked Fishermen and Mariners Royal Benevolent Society, the Seamen's Hospital, Greenwich, the Royal Alfred Aged Merchant Seamen's Institution, the British Sailors' Society, the Missions to Seamen, King George's Fund for Sailors, the Mercantile Marine Service Association, the National Union of Seamen, the Marine Engineers' Institute, the Royal Humane Society, the British Red Cross Society, the St. John Ambulance Asso-

ciation ; parties of Sea Scouts and Girl Guides (Sea Rangers and Powder Monkeys). and parties of cadets from the training ships *Worcester*, *Arethusa* and *Stork*.

A Message from the King.

H.R.H. THE PRINCE OF WALES : Your Excellencies, my Lords, Ladies and Gentlemen, first of all I will read the reply to a message which was sent to His Majesty the King :—

“ Please express to the Committee of Management of the Royal National Life-boat Institution assembled to-day under your Chairmanship my sincere appreciation of the loyal sentiments contained in their message.

“ Watching, as I do with unflinching interest, the progress of the Institution, I rejoice to know that its high traditions have been fully maintained during the past year, and I congratulate those to whom you will present awards for gallantry and distinguished service.—George, R.I.” (Applause.)

H.R.H. the Prince of Wales.

His Royal Highness then said : Ladies and Gentlemen, this is the Hundred and Fourth Annual Meeting of one of our greatest institutions, and I am very proud indeed to be taking the chair this afternoon. The Life-boat Service is one in which the very best qualities of our race are expressed ; and expressed not in one supreme effort as in war, but in a constant year to year, day and night output of heroism, endurance and humanity.

Since my recent appointment to that high position as Master of the Merchant Navy and of the Fishing Fleets, I am even prouder than before to be in the chair, because this title gives me yet another link with this great Institution, and with its crews which are the very pick of that splendid body of men, our fishermen. (Applause.)

It is the business, I believe, of the Chairman at the Annual Meetings to present the Report of the year's work, and ordinarily I should, I suppose, review that work. If I were to do so I should have no difficulty in showing that, whether you look to the value of

the lives saved or to the material output in the construction of new Life-boats and Slipways, this Institution is in the happy position of always returning a high rate of interest. If you look at what are sometimes called the invisible assets, you have in this Institution one of as great value as any that can be assessed in material terms. But, Ladies and Gentlemen, may we take that Report as read, and it will be my endeavour this afternoon, in recommending this Institution as worthy of your support, and of the support of the nation, to give it what I will call, for the want of a better expression, some publicity.

There are very many organisations and institutions in this country which are forced to make annual appeals to the generosity of their supporters ; and a great many of these—such as our hospitals and the other institutions and organizations which we see every day of our lives and which almost come into our lives—have a more ready response to their appeals. But with the Life-boat Institution it is rather different, and one of its difficulties lies in the fact that the work of its crews is carried out mostly in the darkness of a winter's night at some remote spot on our coast ; and quite often little more is heard of that splendid work than is contained in a short paragraph in the newspapers (and maybe only in the local newspapers) the following day. So I can understand why it may require some imagination to enable some people to realize what the Life-boat Service means ; and in order to help us this afternoon, the Committee of Management have brought to this Annual General Meeting, as is their custom, those Coxswains and others who have especially distinguished themselves during the year under review. (Applause.) Quite apart from the privilege that it is to us to see these men and to meet them face to face, there are several reasons why their presence here is both suitable and interesting. They come from widely different parts of our coast. They are typical, not of selected Crews, but of the stamp of men who are to be found in every Life-boat Crew, and this

year they represent an exceptionally brilliant group of services. (Applause.)

THE MEDALLISTS.

You will hear later on a brief account of the services in which these men have earned their most honourable distinctions. I will only say here that among those present who are to receive the Bronze Medal are the Second Coxswain and the Motor Mechanic of the St. Mary's Life-boat from the Scilly Isles, as well as Dr. Ivers from the same Station, who rendered such valuable assistance to those who were rescued from the Italian steamer *Isabo*; and Coxswain Uprcraft, of the Southwold Life-boat. (Applause.)

Silver Medals are awarded to Coxswain Lethbridge and Mr. C. Jenkins, of St. Mary's, in the Scilly Isles, Coxswain Spurgeon, of the Lowestoft Life-boat, and Coxswain Fleming, of the Great Yarmouth and Gorleston Life-boat, the latter of whom already holds the Gold Medal for the splendid service to the *Hopelyn* in October, 1922, and the Bronze Medal earned on another occasion. (Applause.) In fact, it would seem as if Coxswain Fleming were a collector of medals, and wanted to have the complete set, Gold, Silver and Bronze. (Laughter and applause.)

Then we have on this occasion the rare pleasure of welcoming three Gold Medallists. This is the first time that three Gold Medals have been awarded since 1914, when they were given in connection with the group of services to the hospital ship *Rohilla*, when six Life-boats were launched and 85 lives rescued. (Applause.) Prior to 1914 we have to go back to 1851 to find a year in which three Gold Medals were awarded. (Applause.)

Now let me say a word about our Gold Medallists. There are here to-day Second Coxswain William Roberts and Captain Owen Jones, of the Moelfre, Anglesey, Life-boat, who have earned the Gold Medal for the arduous exploit in which that Life-boat rescued the crew of the ketch *Excel* on the 27th October last. (Applause.)

COXSWAIN BLOGG.

Finally, the Institution honours for the second time Coxswain Blogg, of

Cromer. (Applause.) He is known I can see to all of you. He already holds the Gold Medal, the Victoria Cross of the Life-boat Service, for the magnificent rescue of the crew of the Swedish steamer *Fernebo* in January, 1917. Coxswain Blogg is the only man alive who has earned the Gold Medal of the Institution twice. (Applause.) Coxswain Blogg's achievement is one which confers honour not only on himself, not only on the splendid crew which he leads, nor even only on the Norfolk Stations, which have a magnificent record in the annals of the Life-boat Service, but on the whole Life-boat Service, whose spirit he so splendidly embodies; and I am sure we shall all join in congratulating him on the unique distinction. (Loud Applause.)

But there is one little habit which I feel that Coxswain Blogg should break himself of; and I am sure if there are any shipowners or marine underwriters here present they would like me to bring this to his notice. Apparently he seems to regard it as an indispensable condition of the highest exercise of his seamanship, at any rate in Gold Medal cases, that the vessel must break in two. (Laughter.) In the case of the *Fernebo*, in January, 1917, that vessel broke in two, each part floating away and coming to rest a mile or so apart on the rocks off Cromer, where Blogg rescued the crew of 11 after three heroic efforts in the Pulling Boat. In the case of the *Georgia*, I notice that the vessel took care to follow the same procedure, and therefore received Blogg's immediate attention. (Laughter.) I know that he will always be ready to launch his Boat to the assistance of any vessel in distress, and I can only suggest to him that he should not be too particular as to the precise number of pieces into which the wreck divides itself. (Laughter and Applause.)

I should just like to draw your attention to the way in which the services which we are honouring to-day illustrate the endurance of our Crews. The Southwold service lasted 13 hours, the Moelfre Pulling and Sailing Boat was out for 17 hours, the Great Yarmouth and Gorleston Crew were working for

21 hours, and the Cromer men for 28 hours. (Applause.) Since that date the Ramsgate men, in the rescue of the crew of the steam trawler *Cyclone*, of Boulogne, were fighting for the lives of the crew for upwards of 30 hours. (Applause.)

THE WORK OF THE SERVICE.

Now, Ladies and Gentlemen, to show you the continued and daily examples of the work which is done by the Life-boat Crews, I should like to read a record of service dated to-day. This report has just been received from Peterhead regarding the launch of the Motor Life-boat on the 25th March during a moderate easterly gale in a heavy swell. The record runs: "Information was received from the Coastguard that the trawler *Renaissance*, of Aberdeen, was ashore, and the Life-boat proceeded to the position indicated. On her way she picked up a man clinging to an oar, and on reaching the vessel took off six other men. It was then learned that the ship's boat had been capsized while trying to put out an anchor, and search was made, but no trace of three missing men could be found."

To return to the record of last year's work. The Report shows that 354 lives were rescued during the year by Life-boats and Shore-boats. Can any one regard this as a small result, or one that does not justify the building up of a great and perfect instrument for the purpose of saving life? I personally have never had the very unpleasant experience of being shipwrecked, and I do not know if any of you have, but should this ever befall me, and should I happen to be included in the number of the saved, any doubt I might have had of the justification of this organization would very quickly fly. In fact, I should consider that the Institution had never been more fortunate in its beneficent work than on that special occasion when I was saved. (Laughter and Loud Applause.) None of us can regard the value of human life as we would that of money, because in rescuing lives from shipwreck we are not only saving lives which are mostly in the prime of manhood and restoring them to continue

to play an active and useful part in the life of the nation, but we are often thereby saving homes from the shipwreck of poverty and destitution which inevitably follows the loss of the breadwinner.

THE VALUE AND COST OF MOTOR LIFE-BOATS.

For this great purpose of saving life, it is the aim of the Institution, as it has been for a century past, to provide for the Life-boat Crews around our 5,000 miles of coast the very best Life-boats, Boat-houses and Slipways which science can devise and money can supply. Even a glance at the Report which you have will show how necessary that equipment is. You will see that some 18 Motor Life-boats are actually being built or to be laid down this year: seven Motor Life-boats are being built for England, six for Scotland, three for Ireland, and two for Wales. That list illustrates the impartiality with which the Committee of Management look at the needs of every part of the coast, because, as you will see, the needs of Scotland, Ireland and Wales, as well as the English coast, have received the fullest consideration. Those Boats will cost from £4,500 for the smaller type, to £8,500 for a 45-foot Boat, and £12,000 to £14,000 for the largest type.

You will agree that this programme represents a formidable enterprise, but it is part of the urgent task which the Institution has in hand of transforming the fleet of Pulling and Sailing Life-boats into one of Motor Life-boats. Those Boats are, of course, very much more costly than the Boats which they replace, but the wisdom of the change is obvious, and has never been more overwhelmingly proved than by the Report which lies before you and by the services which we are recognizing to-day. Except in the case of the Moelfre Life-boat, nearly all the most successful rescues have been carried out by Motor Life-boats. The Crews of the Sailing Boats are just as fine, just as brave, just as ready, but the Motor Boat can work against wind and tide, and can get to the wreck in half or a quarter of the time. That is why we want to replace the Pulling and Sailing Life-boats by

Motor Life-boats wherever we can. That is why, Ladies and Gentlemen, a great effort is needed to provide the financial resources required to enable

Service around our 5,000 miles of coast for a sum which, including capital expenditure, amounts to less than £250,000—less than a quarter of a



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[Photo Press.

COXSWAIN HENRY BLOGG, OF CROMER.

Awarded the Gold Medal of the Institution for the services to the Greek steamer "Pyrin" and the Swedish steamer "Ferneo," on 9th January, 1917. Awarded the Second Service Clasp to his Gold Medal for the service to the Dutch steamer "Georgia," on 22nd November, 1927. The first man since 1848 to be twice awarded this, the V.C. of the Life-boat Service, for conspicuous gallantry. Decorated by H.M. The King with the Medal of the Order of the British Empire in 1924.

the Institution to complete its present task of modernizing its fleet. In making an appeal, an appeal to the whole nation, may I point out that the Institution is providing and maintaining the whole of the Life-boat

million pounds a year—a very small fraction of the cost of one battleship.

AN APPEAL TO SHIPPING COMPANIES.

And so, Ladies and Gentlemen, I appeal to the whole nation to help on this

magnificent and humane work. The responses to appeals vary according to people's means, and may I start from the top and make a suggestion with reference to these new Motor Life-boats which are planned? I cannot help feeling that there may be generous people, able and willing to help the Institution, who might care to give a Life-boat which should bear their name, or possibly the name of some one dear to them. May I also make a suggestion to our great Shipping Lines? I know their wonderful seamen's charities, but may I suggest that one or two of them might give a Life-boat? What prouder thing could a great Shipping Line have than its name on one of our Life-boats? (Applause.) It is true that the Life-boat will not be seen by many people; it will not have very much publicity; but think what it can do! (Applause.)

Then we come to the nation as a whole, and to the response which it can make to our appeal, such a response as was made yesterday, on Life-boat Day in London. It was the greatest possible pleasure to me to go round and see for myself the splendid work that was being done by so many of those ladies who were kind enough to stand out for many hours in the rain collecting for us. May I thank them very sincerely. (Applause.)

Those ladies belong to the Ladies' Life-boat Guild, which was established in 1921, and which has made splendid progress. I have considerable experience of making appeals, but, Ladies and Gentlemen, or rather Gentlemen, I know it is not the slightest bit of good to make an appeal if we do not enlist the help of our women. You cannot get any distance without it. *With* it you can do almost anything. (Applause.)

AN APPEAL TO THE EMPIRE.

I have kept you a very long time, and there are many more items on the agenda. May I conclude by appealing once again, as President of this great Institution, for the support of the men and women of our Empire. I do appeal most strongly. The Life-boat Service is worthy of your support. I appeal not only as President of the Institution,

but as Master of the Merchant Navy and the Fishing Fleets. (Loud Applause.)

I will now call upon the Chairman of the Committee of Management, Sir Godfrey Baring, to read the list of those nominated for the offices of President, Vice-Presidents, Treasurer, and other members of the Committee of Management, and Auditors for the ensuing year.

Election of Officers.

SIR GODFREY BARING: In the name and on behalf of the Committee of Management of the Royal National Life-boat Institution I hereby nominate the following noblemen and gentlemen as suitable persons to fill the various posts and offices in connexion with the Institution during the period dating on and from the 28th March, 1928, until the date of the Annual Meeting of the Governors of the Institution in 1929; also Messrs. Price, Waterhouse & Company as Auditors for the same period:—

President.

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

Vice-Presidents.

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

Treasurer.

The Earl of Harrowby.

Other Members of the Committee of Management.

Mr. Charles G. Ammon, M.P.
Mr. H. Arthur Baker.
Rear-Admiral T. P. H. Beamish, M.P.
Mr. Frederick Cavendish Bentinck.
Major Sir Maurice Cameron.
Captain Charles J. P. Cave.
Colonel Lord William Cecil.
Mr. Kenneth M. Clark.
Mr. Harold D. Clayton.
The Hon. George Colville.
Sir John G. Cumming.
Captain the Viscount Curzon, R.N.V.R., M.P.

Commander Herbert G. Evans, R.N.R.
 Captain Guy Fanshawe, R.N., M.P.
 Sir Johnston Forbes-Robertson.
 Mr. T. B. Gabriel.
 Admiral Sir Lionel Halsey.
 The Hon. Esmond C. Harmsworth, M.P.
 Commodore Sir Bertram F. Hayes, R.N.R.
 (retired).
 Captain G. C. Holloway, R.N.R.
 Sir Frederick Thomas Hopkinson.
 Admiral Sir Thos. H. M. Jerram.
 Sir Woodburn Kirby.
 Mr. J. F. Lamb.
 Colonel Sir A. Henry McMahon.
 Commander Sir Harry Mainwaring, Bt.,
 R.N.V.R.
 Mr. Algernon Maudslay.
 General Sir Charles Monro, Bt.
 Mr. Gervais S. C. Rentoul, M.P.
 The Rt. Hon. F. O. Roberts, M.P.
 The Rt. Hon. Walter Runciman, M.P.
 Major-General the Rt. Hon. John E. B. Seely.
 The Lord Southborough.
 Colonel the Master of Sempill.
 Commander F. F. Tower, late R.N.V.R.
 The Viscount Tredegar.
 The Rt. Hon. Wm. Dudley Ward.
 Mr. H. Tansley Witt.

And ex-officio.

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

I should think that constitutes the most comprehensive and extensive unopposed return on record. (Laughter.)

H.R.H. THE PRINCE OF WALES: I declare these gentlemen duly elected.

I will now call on the Secretary to read the account of the services for which the Medals and other awards have been given.

St. Mary's, Isles of Scilly.

The SECRETARY: Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, on the afternoon of 27th October an Italian steamer, *Isabo*, went ashore on the Scilly Rock, north-west of the Isles of Scilly, in a dense fog. A heavy swell was running, and by night the wind had risen to a whole gale. Three small boats from the island of Bryher succeeded, at great danger to themselves, in rescuing 28 men from among the rocks and floating wreckage. When the Motor Life-boat from St. Mary's, four miles away, arrived after a hazardous journey among the rocks in the fog, night had come, the fog was still dense, the gale was at its height, and the seas were breaking right over the men in the rigging of the wreck. In the circumstances it was hopeless to attempt a rescue until daybreak, and the Life-boat stood by all night in New Grimsby Harbour.

At dawn she put out again. It was impossible to anchor to windward and veer down to the wreck, so she approached from leeward. The men who were in the rigging slid down.

As each man reached the fore-castle head, he was swept into the sea; the Life-boat closed in; a line was thrown to the man; he was towed out from among the rocks and dragged aboard. In this way three men were rescued, while a fourth, who had taken refuge on a rock, swam out to the Life-boat and was picked up. All four men were completely exhausted, and one was unconscious when taken on board the Life-boat.

In recognition of this very difficult service, in which great courage was shown by the crews, both of the Life-boat and the Shore-boats, the Committee have made a number of awards.

The members of the Life-boat Crew have each been awarded the Thanks of the Institution inscribed on Vellum.

The Committee have awarded the Bronze Medal to DR. W. E. IVERS, of St. Mary's, who went out with the Life-boat in order to give first aid, to the SECOND COXSWAIN JAMES T. LETHBRIDGE, and to the MOTOR MECHANIC, J. H. ROKAHR.

The Silver Medal has been awarded to COXSWAIN MATTHEW LETHBRIDGE in recognition not only of his courage and seamanship, but of the excellent judgment and resolution which he showed in very difficult circumstances.

Each of the members of the crews of the three shore-boats has been awarded the Thanks of the Institution inscribed on Vellum. The Bronze Medal has been awarded to MR. EDWARD R. JENKINS, MR. WILLIAM E. JENKINS, and MR. ERNEST JENKINS, and the Silver Medal to MR. CHARLES JENKINS, who is present this afternoon. Mr. Charles Jenkins was in charge of one of the three boats—a motor boat—which carried a small dinghy. This he launched, with Mr. E. R. Jenkins, and they picked up three men from among the wreckage, each man having to be hauled in over the stern of the dinghy, and separately brought back to the motor boat, as the dinghy would have been swamped with more than three occupants. As it was, the dinghy returned half full of water. Mr. Charles Jenkins thus carried out a very hazardous and gallant exploit. (Applause.)

(H.R.H. the Prince of Wales then presented the Medals.)

Lowestoft, Suffolk.

On the afternoon of 21st October, with a whole gale blowing, a sailing smack, *Lily of Devon*, attempted to run into Lowestoft Harbour; she was caught by the tide, missed the entrance, and was carried into shallow water, where she bumped 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 rescued it must be done at once, for the smack was being carried towards a concrete breakwater, not 50 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. She gradually got alongside. Then a heavy sea threw her under the stern of the wreck. She was badly damaged, but not out of control. The three men jumped aboard and, with all hands hauling on the cable and the engines going full speed, she drew clear of the surf.

It was a service carried out with great promptitude and courage, and the Committee of Management have awarded the Silver Medal to COXSWAIN ALBERT SPURGEON. (Applause.)

(H.R.H. the Prince of Wales then presented the Medal.)

Moelfre, Anglesey.

On the night and early morning of 28th October a terrible gale from the south-west was blowing. It struck with special violence on the coast of North Wales, and gusts of 85 miles an hour were registered. On that one night 10 Life-boats were out, four of them from Anglesey. One of these, the Pulling and Sailing Life-boat from Moelfre, was launched in the afternoon. She found the ketch *Excel* on the point of sinking. If her crew of three were to be rescued it must be done without delay, and the Life-boat rescued them by the desperate expedient of sailing right on top of the water-logged ketch.

The three men were dragged on board, but the Life-boat herself was badly damaged, her bottom being pierced by some of the deck fittings. With three holes in her, and full of water, with her jib blown to ribands and her mainsail split, she had to fight her way home against the gale. She was out altogether 17 hours. One of the rescued men died, during the night, of injuries. One of the Life-boat's Crew died of exposure. The Second Coxswain, who had been at the tiller for the whole time, was completely blind for some hours after he had landed, from the salt water, the wind, and the terrible strain of that unrelaxed watching through the whole night, while the whole Crew were exhausted by their long and terrible struggle.

In recognition of the conspicuous gallantry and devotion to duty shown in circumstances of the greatest danger, the Committee of Management have awarded to each member of the Crew the Bronze Medal of the Institution, and to the widow of the Life-boatman who lost his life a pension, and an allowance for a grandchild dependent on her. The Crew is represented at this meeting by the BOWMAN, WILLIAM WILLIAMS.

The Coxswain was absent from the Station, and the Life-boat was in charge of two men, Second-Coxswain William Roberts, and Captain Owen Jones, who, though not a regular member of the Crew, goes out with the Life-boat whenever he can. To these two men, SECOND-COXSWAIN WILLIAM ROBERTS and CAPTAIN OWEN JONES, the Committee of Management have granted the highest award which it is in their power to bestow—the Institution's Gold Medal. It is given only in

recognition of conspicuous courage and leadership in face of very grave danger, and these are the first Gold Medals to be awarded since 1922. (Loud Applause.)

(H.R.H. the Prince of Wales then presented the Medals.)

Cromer, Great Yarmouth and Gorleston, and Southwold.

On 21st November a Dutch steamer, *Georgia*, struck on the Haisborough Sands on the East Coast. A full gale was blowing from the east by south, with a very heavy sea. The *Georgia* broke completely in two. The after-part drifted away, and the men on her were rescued by another steamer. The fore-part, with 15 men on board, remained on the sands, with great seas breaking right over the bridge, where the crew had taken shelter. All that night and next day the Motor Life-boat from Great Yarmouth and Gorleston stood by. She fired all her lines from her line-throwing gun, and got a stout rope on board the wreck, but the seas snapped it. By this time, after 20 hours, her Crew were completely exhausted. At dusk the Life-boat put back to her Station, meaning to return to the wreck again at daybreak.

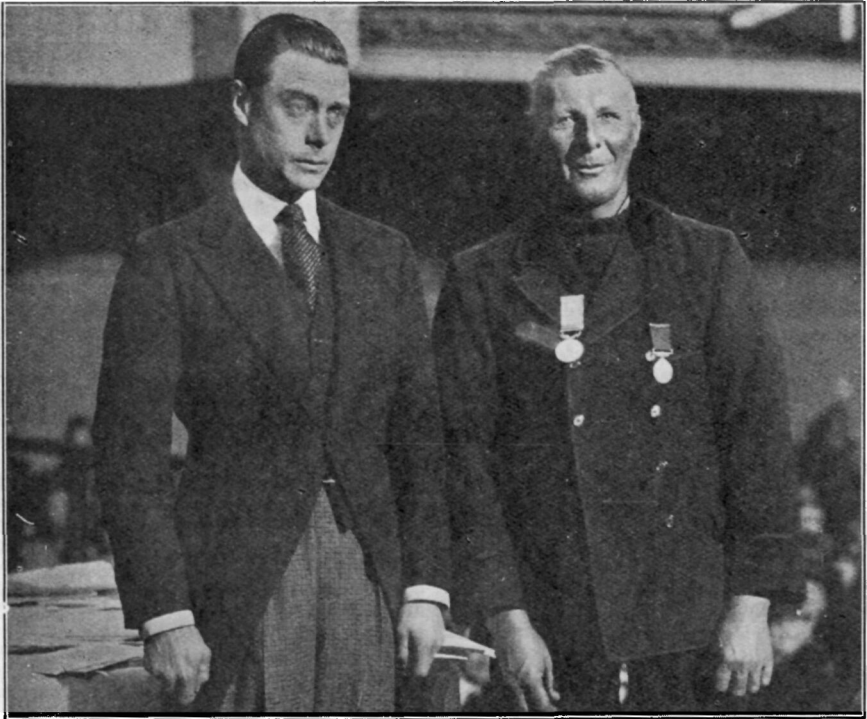
Shortly afterwards the Motor Life-boat from Cromer, ordered out by a telegram from Headquarters, arrived on the scene. She, too, had been on service the whole of the previous night, standing by the other half of the *Georgia*, which had drifted towards Cromer, and was a grave danger to shipping, as she was right in the fairway.

Seeing the desperate state of the 15 men, the Cromer Coxswain did not wait to anchor or use his line-throwing gun. He chose the desperate course of running alongside the wreck. The sea and the strong tide turned the Life-boat completely round, and threw her stern-first against the wreck. She was severely damaged, but not out of control. Ropes were thrown and the 15 men jumped into the Life-boat. Then, for a moment, as a heavy sea carried her right on to the bulwark of the wreck, she was in imminent danger of being completely smashed, but her engines were reversed, and before the next sea came she was thrown clear.

The Southwold Motor Life-boat had also been called out. In the darkness she passed the Cromer Life-boat returning. She examined the wreck with her searchlight, and did not leave it until certain that no one was left on board. Had not the Cromer Life-boat already taken off the men, there is no doubt that they would have been rescued by the Southwold Life-boat.

In this difficult and dangerous service, in which all the Crews showed conspicuous endurance, gallantry and devotion, the Southwold Life-boat was out for 13 hours, the Great Yarmouth and Gorleston for 21 hours, and the Cromer for 28 hours.

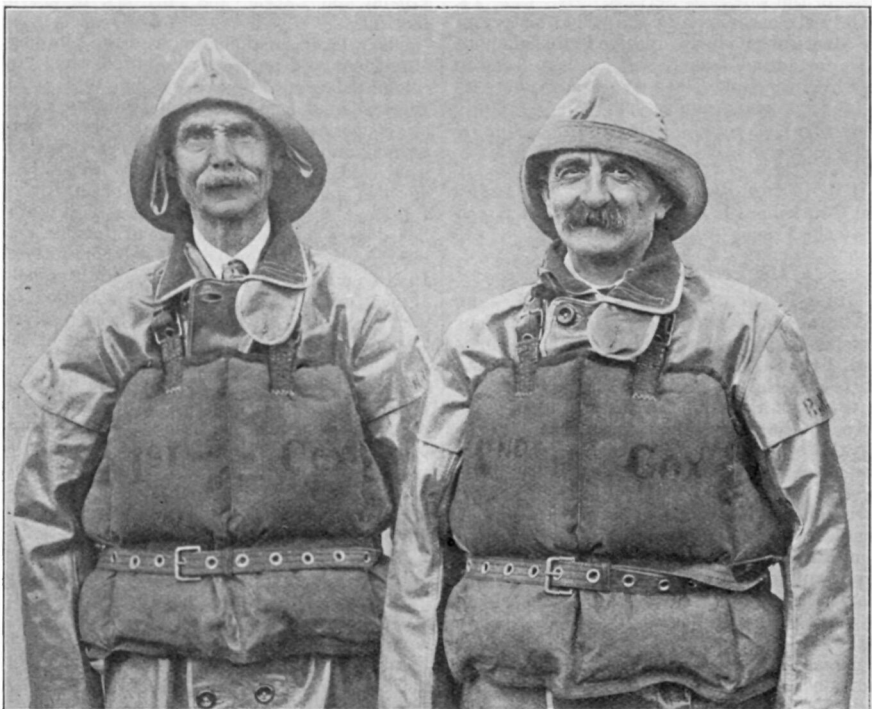
The Committee of Management have shown their recognition of the exceptional character of this service by exceptional awards.



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THE PRINCE OF WALES AND COXSAIN BLOGG.

[Sports and General.



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THE TWO WELSH GOLD MEDALLISTS.

[Central News, Ltd.

Captain Owen Jones and Second Coxswain William Roberts, of Moelfre, Anglesey.

TO COXSWAIN FRANK UPCRAFT, of Southwold, they have awarded the Bronze Medal.

TO COXSWAIN WILLIAM FLEMING, of Great Yarmouth and Gorleston, they have awarded the Silver Medal. Coxswain Fleming already holds the Bronze Medal and the Gold Medal, and on the occasion of the Centenary of the Institution he was one of the eight Gold Medallists who were personally decorated by the King with the Medal of the Order of the British Empire. Shortly after the service to the *Georgia*, Coxswain Fleming distinguished himself by taking out his Life-boat four times in one day, in a heavy sea, in spite of the fact that on the first of these four services he was injured.

To each member of the Cromer Crew the Committee of Management have awarded the Bronze Medal. The Crew is represented at this meeting by the SECOND-COXSWAIN, GEORGE BALLS.

TO COXSWAIN HENRY BLOGG the Committee have awarded the highest honour possible by conferring on him a Second Service Clasp to the Gold Medal which he was awarded for a very gallant service to two foreign vessels in 1917, the Greek steamer *Pyrin* and the Swedish steamer *Fernebo*.

Coxswain Blogg, in 1924, was personally decorated by the King with the Medal of the Order of the British Empire.

Coxswain Blogg is the only living man who has twice received this, the Victoria Cross of the Life-boat Service.

Only six other men in the whole history of the Institution have received this honour twice for actual service, and the last occasion on which the Gold Clasp was so awarded was in 1848. (Loud Applause.)

(H.R.H. the Prince of Wales then presented the Medals.)

H.R.H. THE PRINCE OF WALES: Ladies and Gentlemen, I will now call on His Excellency the French Ambassador.

The French Ambassador.

THE FRENCH AMBASSADOR (M. DE FLEURIAU): Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, I thank Your Royal Highness for giving me to-day the opportunity of expressing the gratitude of the French nation, and particularly of the French seafaring men, to the Royal National Life-boat Institution. Many French ships and many French sailors have been helped and saved by your Life-boats during the last 104 years. In 1927, five French vessels in distress were succoured by them, and Your Royal Highness has referred to a very important service, since the beginning of this year, rendered to a French ship, the steam trawler *Cyclone*, of Boulogne. The crew of 15 of the *Cyclone* were saved by the Life-boatmen of Ramsgate after 30 long hours of tiring exertions. To the Life-boatmen of Ramsgate, to all the Life-boatmen of Great Britain, and to your Institution, we French owe a great debt. (Applause.)

We have tried as far as we could to wipe out

that debt by creating the Société Centrale de Sauvetage des Naufragés. That Society is endeavouring to pay the debt by the services which its Life-boats render to British ships. I am a member of that Society, and we have tried to do what we can. We have tried to help as many British ships as we can. (Applause.)

I have not the latest statistics here, but I am proud to say that during the 60 years, beginning in 1867 and ending in the spring of 1927, the French Life-boats succoured 178 British ships and saved 777 sailors or passengers on those ships. (Applause.) That is a result which I am proud to quote. If I were to say any more I should only be saying what my colleagues who are here now could say of their own countries.

Your great founder, Sir William Hillary, declared that the people and vessels of every nation, whether in peace or in war, were to be equally the objects of this Institution. His directions have been faithfully followed by you, and the vessels succoured by your Life-boats during last year belonged to no less than nine nations, including your own. Sir William Hillary's principle is applied by those institutions which have been created in other countries on your model—in the Netherlands in 1824, in Germany in 1852, in Norway in 1854, in Sweden in 1855, in France in 1865, in Russia in 1872, in Spain in 1880, in Japan in 1889, in Portugal in 1892, quite recently in Poland and Latvia, and only last month in Iceland.

The international character of the Life-boat Movement was publicly recognized when you celebrated your Centenary in 1924. An International Life-boat Conference, to which all countries with a Life-boat Service were invited, and in which nine nations participated, was held in London, and the resolutions adopted in favour of the establishment of Life-boat Services in all countries with a sea-board were sent to the League of Nations, and referred by it to one of its sub-committees. In November, 1925, that Sub-Committee held a meeting in Paris, which was attended by your Secretary, and at which it was resolved to place the services of the Secretariat of the League of Nations at the disposal of the International Life-boat Movement. The question will be examined within a few months at the Second International Life-boat Conference, which is to be held in Paris, where you may be assured of a hearty welcome. Your founder, Sir William Hillary, should be very pleased at the development of the movement he initiated. (Applause.)

I have up to now spoken as an Ambassador, but before I move the resolution which stands in my name, perhaps I may be permitted to say a few words in my private capacity. I have been brought up near the sea—in fact, I can say I have been partially brought up on the sea. When young, I was exercised on a Life-boat of the whaler type, without rudder, with two skippers, one at each end governing with a long oar. That boat had revolving seats which I found very inconvenient.

However, I had not the luck to go out in real action on board a Life-boat. Once only from the shore I attended a Life-boat expedition. Some 35 or 36 years ago at Sables d'Olonne the Life-boat had gone out and rescued the crew of a coaster lost upon the rocks at the north of the beach. When she came back at low tide, she missed the narrow entrance to the port, and she grounded upon the very sandy beach. The captain of the port, according to the custom of the coast of Olonne and Ré, immediately organized a chain of men holding each other by the arms, shoulder to shoulder; when it reached the Life-boat we were 140 or 150 men in the chain, which brought back safely to shore the Crew of the Life-boat and the rescued men. Afterwards I asked the Coxswain of the Life-boat what would happen to the stranded boat? He replied that if the boat could be taken in the port at high tide she would be all right, because she had been carefully built upon an English pattern—the pattern of your Institution—and he was quite right. The good boat built in France upon English plans looked none the worse for her adventure. (Applause.)

Since that time circumstances have led me to travel on many seas, and experience has shown to me the truth of the axiom I had so often heard during my youth, that one of the greatest dangers at sea was the land. Sometimes, when in dirty weather near some wild coast of Asia or Africa, I have said to myself: "If something happens to the ship, we shall not find here the help of the good Life-boats of our countries and of their gallant Crews." Therefore I support this cause with all my heart, and I move the resolution which stands in my name, namely:—

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

H.R.H. THE PRINCE OF WALES: I now call upon Mr. Philip Snowden.

Mr. Philip Snowden.

The Rt. Hon. PHILIP SNOWDEN, M.P.: Your Royal Highness, Your Excellencies, Ladies and Gentlemen, I appreciate very highly the honour of the invitation to second this resolution which has been moved in such felicitous terms by His Excellency the French Ambassador. It is a relief to me to get away for a time from the turmoil of the party political conflict to take part in a gathering of this kind which is neither a class nor a party, but a great humanitarian movement. (Applause.)

There is something in the blood of the British people which responds to the call of the sea. This Institution, the pattern of other institutions in other countries, is typical of

the British race. It is national in the widest sense of the word, national in its organization, national in its support, but the presence of the distinguished representatives of other countries upon this platform this afternoon shows that its work is not merely national, but international. Whenever the call is seen or heard, the men of the Life-boat Service never ask what is the race, what is the nation, or what is the flag of the people who are needing help. It is enough for them that human beings are in need of succour. (Applause.)

There are two or three features of the work of this Institution which specially appeal to me, and I think appeal to you. The first is that the work of the Life-boat Service typifies labour in its noblest and highest form. (Applause.) The men of the Life-boat Service are humble fisher folk, they belong to what Abraham Lincoln called the common people, the people of whom God made so many because he loved them. We have had cases called to our attention this afternoon of heroic courage on the part of these men. Some of you will remember that Hugh Walpole in one of his stories put these words into the mouth of a Cornish fisherman, who is giving advice to a little boy: "'Tisn't life that matters. 'Tis the courage we bring to it.'" That I am sure is the spirit that animates the men whom we have had on this platform just now, and all the men of the Life-boat Service. (Applause.)

There is one other great lesson which I think we may draw from Life-boat work: it is a great instrument for promoting that cause to which you, Sir, have contributed so much by your efforts and by your eloquent appeals, I mean the cause of international peace. This work brings nations together, it shows a common humanity, it proves that the links that bind all the peoples of the world together are stronger and more lasting than the artificial barriers which may be reared to separate people from people. (Applause.)

I should not be doing justice, Sir, to the resolution if I were not humbly to add my appeal to the very powerful appeal which you have made on behalf of support for this Institution. It is an Institution which is entitled to our support. It is doing a great humanitarian work. You, Sir, pointed out that the expenses for a year's work of this Institution represent only a small part of the cost of a cruiser or a battleship. May I put it to you in another way? The work of this Institution is carried on an income which is only one-fifteen-thousandth part of the aggregate of our personal incomes.

I am told that the miners, the factory workers, the fisherfolk themselves, the sailors in the tramp steamers, all contribute generously to this Institution; and, therefore, those who are blessed with a larger abundance of this world's goods should, I think, make their proportionate contribution. (Applause.)

I should like to say just one word more. The resolution before the Meeting thanks the Local Committees, Honorary Secretaries and Honorary Treasurers of the various local branches of the Institution for the work that

they have done, and I am quite sure that you will desire to associate yourself with that expression of thanks. Sir, I heartily second the resolution. (Applause.)

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

H.R.H. THE PRINCE OF WALES : I will now call upon Dame Caroline Bridgeman to move the next resolution.

Dame Caroline Bridgeman

DAME CAROLINE BRIDGEMAN, D.B.E. : Your Royal Highness, Your Excellencies, Ladies and Gentlemen, I have the honour of proposing the following resolution :—

“That this Meeting desires to record its sense of the deep obligation of the Institution to the Ladies’ Life-boat Guild and its many hundreds of voluntary workers for the Life-boat Cause, and its conviction of the increasing importance of the part which the Guild is destined to play in educating public opinion with regard to the value of the Life-boat Service, and in raising funds therefor.”

The position which women take in public life in this country is well known, and it is practically a commonplace to say that there are hardly any new fields for them to enter, if not to conquer; but I think perhaps it may be news to some, as it certainly was to me until recently, to learn the remarkable part which women play in launching the Life-boats, especially on the North-east Coast of these islands, where the population of the villages is often so small that practically the whole of the man-power is needed to man the boats, and therefore the women must take their share in launching them. The work of launching a Life-boat is hardly less arduous than that of manning a Life-boat. It may entail many hours of waiting in the cold, in the wet and in the wind; it may mean many hours of anxious expectancy; and we know that in many cases these magnificent women are helping to launch a Life-boat manned by their brothers, their sons and their fathers, and that they are willingly sending those men to rescue the lives of others whose only call upon them is that they are fellow men, and possibly fellow women, in distress. I think, Ladies and Gentlemen, that heroism can hardly rise to greater heights than that. (Applause.)

I think you may like to know that only in February of this year there passed away one of the most heroic women on that coast, who, for the whole term of her life of 80 years had lived in the little village of Crosswell. Her name was Margaret Armstrong, and for over 50 years she assisted in launching the Life-boats, and she never missed a launch. As long ago as the year 1876 she did what was perhaps the greatest piece of work in saving life that she had an opportunity of doing in all that 50 years. There was a wreck, and she went the five miles along the coast to let the Life-saving Apparatus know of it. It was a frightful journey in the teeth of a full gale.

There she went with her feet bleeding, her clothes torn half off her back by the wind and the rain, and she reached that station in a condition of such exhaustion that she collapsed without being able to say a word; but the Coast Guard knew her and knew what her message must be.

We cannot all be Grace Darlings, we cannot all be Margaret Armstrongs, and we cannot all emulate those splendid men we have seen here to-day, but through the Ladies’ Life-boat Guild we have a real opportunity of doing something, however small, however insignificant, in helping on this magnificent work. (Applause.)

When we realize that we depend on ocean-borne food for practically all but seven weeks of the year, and when we realize that we depend on our overseas trade for the life-blood of our industrial existence, I am sure there is no one living, in however small a village, or even in the centre of a great town, who will not feel inspired, on realizing our dependence on the sea, to do something for this great work. (Applause.)

Your Royal Highness a few years ago said something about the task of imagining in our minds what these men go through; and these were your words: “It requires a strong effort of the imagination on the part of the ordinary man in the street to realize the services that are carried out at some remote spot on the coast in the darkness of a winter’s night.” Surely we will give rein to our imagination when next on a winter’s night we sit comfortably by the fire or turn over in our warm and comfortable beds; and when we hear the wind rage and the windows rattle, surely we will send up a prayer for those gallant men, and determine that next day we will do something practical for those in peril on the sea.

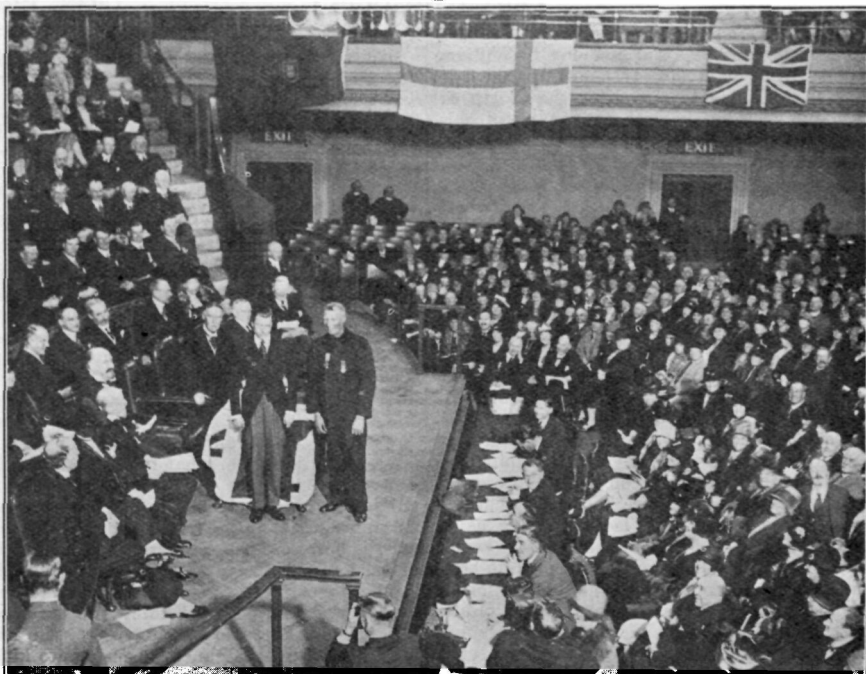
I have great pleasure in moving the resolution. (Applause.)

H.R.H. THE PRINCE OF WALES : Ladies and Gentlemen, I will call on Sir William Milligan, a Vice-President of the Institution and Chairman of the Manchester, Salford and District Branch.

Sir William Milligan.

SIR WILLIAM MILLIGAN, M.D. : Your Royal Highness, Your Excellencies, Ladies and Gentlemen, I have very great pleasure indeed in seconding the resolution which has been so ably and so appreciatively proposed by Dame Caroline Bridgeman.

The Royal National Life-boat Institution has a very warm corner indeed in the hearts of the people of the North of England; and well it may, considering the part which the North has played in its fortunes and vicissitudes. Perhaps I may take the liberty of reminding Your Royal Highness that the first Life-boat Station was founded at Bamburgh on the coast of Northumberland in the year 1786, that the first Life-boat was built and the first permanent Life-boat Station established at Tynemouth, and that the great historic appeal for the preservation of lives



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THE ANNUAL MEETING.

The Prince of Wales and Coxswain Blogg, of Cromer, standing.



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MEDALLISTS OF 1927 AT THE ANNUAL MEETING.

Top Row: Second Coxswain Roberts and Captain Owen Jones (Moelfre, Anglesey), Coxswain Upercraft (Southwold), Coxswain Fleming (Great Yarmouth and Gorleston), Second Coxswain Balls and Coxswain Blogg (Cromer).
 Bottom Row: Coxswain H. Lethbridge and Second Coxswain J. T. Lethbridge (St. Mary's, Isles of Scilly), Mr. C. Jenkins (Bryher, Isles of Scilly), Coxswain Spurgeon (Lowestoft), Bowman Williams (Moelfre, Anglesey).

from shipwreck at sea was made by Sir William Hillary from his home at Douglas in the Isle of Man. Those facts connect the North of England very firmly with the affairs of this great and magnificent Institution. (Applause.)

In the North we have a very active organization which taps every great city and every town. The population in the area which is represented by the North of England District is, roughly speaking, 12,760,000 people, and our contribution last year to the funds of the Institution was £31,850. (Applause.) That represents roughly 25 per cent. of the contributions made to the Institution; and, what is more, a very large amount of that money is secured in very small sums. I estimate that at least 250,000 people have contributed to make up that £31,000 odd. (Applause.)

I am here especially to thank the ladies for their trouble, and for their zeal in helping the Institution, and I think you will be interested to know that last year we had in Manchester and Salford alone 2,000 ladies helping us in making our appeal. That shows how widespread is the desire to help the Life-boat Service. We do not regard this Institution as a charity at all, for we look upon it as a public duty to give it our help. That is the spirit which animates all those who are connected with it. (Applause.)

Without our Ladies' Guild we could not raise the money which we are raising to-day. I commend this resolution to you. I sincerely trust that more ladies will join the Guild, and I appeal to the ladies to stimulate the zeal of their friends, remembering how large a share they have in the success, both the present success and the future success of the Institution. (Applause.)

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

HIS ROYAL HIGHNESS: I will now call on Mr. Harry Hargood to move the next resolution.

MR. HARRY HARGOOD, O.B.E.: Your Royal Highness, Your Excellencies, Ladies and Gentlemen, the resolution I have to submit to you does not entail a speech. It is merely to enable the Committee to dispose of two of their Boat-houses which they no longer require for the purposes of the Institution. I therefore beg to move:—

“That this Meeting do approve and ratify the sale of the Life-boat Houses at Southend-on-Sea and Yealm River, which are no longer required for the purposes of the Institution.”

Major SIR MAURICE CAMERON, K.C.M.G.: Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, I cannot do better than follow the example of brevity which has been set by the proposer of this prosaic resolution, which I have very great pleasure in seconding.

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

SIR GODFREY BARING: Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, I have the honour to move:—

“That the hearty and respectful thanks of this Meeting be given to His Royal Highness the Prince of Wales, K.G., for presiding over this, the Hundred and Fourth Annual General Meeting of the Royal National Life-boat Institution.”

If I may use a strikingly novel and original phrase, I should like to say that it requires very few words of mine to submit this resolution for your enthusiastic acceptance.

Since the Prince of Wales has been our President he has rendered countless services to the cause of the Life-boat Institution, services for which the Committee of Management are deeply and profoundly grateful. May I give, as an instance, what he has done in the last three months? In January His Royal Highness attended a film representation, organized through the kindness of Mr. Citroën, who is here to-day. Yesterday, on one of the most detestable days of an English spring, he went round for three solid hours encouraging our workers. In fact, I think the only two bright spots in a very gloomy day were first of all His Royal Highness's considerate kindness, and secondly the wonderful devotion of our women sellers. In addition to that, on the very next day he is presiding here at our Annual Meeting. (Applause.)

If I may respectfully say so, we consider the Prince of Wales not only as our Royal President, but as a wise, constant and most generous friend. (Applause.)

His Royal Highness long since won the hearts of the countless thousands whom he has addressed in the cause of charity, but he has done something else which is very very useful. For many years past, on behalf of charities, he has opened the cheque books of, shall I say, even the most prudent amongst us. I hope this afternoon that those cheque books are going to be in universal use, and that the post of the Institution to-morrow morning will be a record one, containing increased and even doubled subscriptions on behalf of our cause.

Annual subscriptions are of the utmost importance in the finances of the Institution, and I should like to remind the audience that annual subscribers have a special privilege. The only joke that *Punch* ever made with regard to the Institution was when it depicted a wreck, with a Life-boat approaching it, and a gentleman, one of the wrecked passengers, clinging to the rigging of the ship and crying, “Save me first, I am an annual subscriber to your Institution.” That should be an inducement to every one, I am sure, to become an annual subscriber. (Laughter and Applause.)

In the long and illustrious history of this Institution we have had many most successful meetings, but I venture to say that we have never had a more united, more enthusiastic and more successful meeting than the one which we are attending this afternoon. It is Your Royal Highness's gracious presence in the Chair which has so enormously contributed

to the success of this meeting, and in gratitude for your presence I have the great honour and pleasure of moving this resolution. (Applause.)

Sir Richard Williams-Bulkeley.

SIR RICHARD WILLIAMS-BULKELEY, K.C.B. : May it please Your Royal Highness, Your Excellencies, my Lords, Ladies and Gentlemen, a very few words indeed are enough from me who have the honour of seconding this resolution.

I am particularly delighted to have that honour on account of the fact that I am the President of the Anglesea Branch of this Association, and the three men from Moelfre, who have received awards for their gallantry at Your Royal Highness's hands this afternoon, are well known to me personally. They, Sir, will go away with enhanced pride from the fact that you have presented those medals to them this afternoon, and that pride will spread from the little village of Moelfre all over the coasts of Your Royal Highness's principality. I have the honour of seconding the resolution. (Applause.)

SIR GODFREY BARING : I ask all those in favour to carry it by their enthusiastic applause.

(The Resolution was carried with acclamation.)

H.R.H. THE PRINCE OF WALES : My Lords, Ladies and Gentlemen, although I do not feel that I deserve any thanks at all, I thank you

for the kind way in which you have accepted this resolution. In return, may I say how very much we appreciate the presence here this afternoon of Their Excellencies the Ambassadors of foreign countries. (Applause.) We appreciate it very much, and we take it as some recognition of what we are able to do for some of the foreign ships that lose their way and get wrecked on our coasts. May I also say that we appreciate the kindness of M. Citroën in taking the trouble to come all the way from Paris to attend this Meeting after what he did for us the other day by showing that film on our behalf.

One last word to those splendid men whom I had the privilege of decorating to-day. May I wish them long life and many years in which to continue doing their wonderful work, and the very best of luck. (Applause.)

(The Meeting then terminated.)

Entertainment of the Medallists.

After the meeting the Medallists were entertained to tea at the House of Commons by Captain the Viscount Curzon, R.N.V.R., M.P., a member of the Committee of Management, and in the evening they occupied the Royal Box at the Coliseum, as the guests of Sir Oswald Stoll and the management, and were given an enthusiastic reception.

Prince of Wales's Visit to a Life-boat Worker.

AFTER the Annual Meeting, which was held in the Central Hall, Westminster, the Prince of Wales paid a private visit to the Westminster Hospital to see Miss Hannah Denham, who for many years had been a patient in the incurable ward, and who was shortly to be moved to a hospital in Eastbourne. Though crippled and bedridden Miss Denham is able to knit and for many years has worked and collected for the Life-boat Service. In 1926 Miss Denham was

awarded the Gold Badge of the Institution, which is given only to those honorary workers who have done long and conspicuous service for the Institution.

The Prince thanked Miss Denham for all that she had done for the Life-boat cause, and our readers can imagine the joy which our President's kindness gave to a humble but devoted worker, who will look back on March 27th as the red letter day of her life.

Forthcoming Articles.

OWING to the heavy demand on the space in this number made by the report of the Annual Meeting, the Essay Competition, and News from the Branches, it has been necessary to hold over several articles, which will appear in the next number. These will include: "The French Lifeboat Society, a historical survey," by Mr.

George F. Shee, M.A., Secretary of the Institution; "The New Stromness Motor Life-boat" (with illustrations), by Captain Howard F. J. Rowley, R.N., Chief Inspector of Life-boats; "Some Unpublished Letters of Sir William Hillary, Founder of the Institution," by Major Evan W. H. Fyers, a member of the Council of the

Society for Nautical Research; "A Life-boat Service in Iceland," and "The Value of a Life," this last being an article based on independent calculations made by one of the leading insurance companies, in which the value of the lives rescued from shipwreck is contrasted with the cost to the Institution of rescuing them.

For the same reason it has been

necessary to hold over the account of the reopening of the Staithes Station, the Summary of the Meetings of the Committee of Management, the Awards made to Coxswains, Life-boatmen and Honorary Workers, and the report of the Conference of Workers in the South Eastern District, which was held in London on March 1st. These also will appear in the next number.

Record of the Branches: 1926—1927.

The 20 Branches with the highest Collection.

WE publish below a table showing the twenty Branches which made the largest contributions to the Institution during the Branch financial year ending September 30th, 1927.

The total sum raised by these twenty Branches is £38,177. This is £3,200 more than in 1926, but £2,029 less than

The first six towns are in the same order as in the previous year; and of these six the City of London, Manchester and Glasgow and District all have larger contributions. The most noticeable increase is in the case of Glasgow which has contributed £1,122 more than in 1926.

| Branch. | County. | Population of Branch area. | Collection. | Amount per head | Position last year. |
|--------------------------------|---------------|----------------------------|-------------|-----------------|---------------------|
| 1, City of London * | London | — | £ 9,601 | d. — | 1 |
| 2 Manchester and Salford | Lancs. | 1,258,854 | 4,499 | 0-86 | 2 |
| 3 Port of Liverpool | Lancs. | 955,000 | 3,660 | 0-92 | 3 |
| 4 Glasgow and District | Lanark | 1,060,000 | 3,512 | 0-79 | 4 |
| 5 Bradford and District | Yorks. | 394,700 | 1,900 | 1-15 | 5 |
| 6 Edinburgh, Leith and Granton | Edinburgh | 512,000 | 1,596 | 0-75 | 6 |
| 7 Eastbourne † | Sussex | 62,000 | 1,489 | — | 9 |
| 8 City of Birmingham. | Warwickshire | 919,438 | 1,319 | 0-34 | 7 |
| 9 Leeds | Yorks. | 600,000 | 1,105 | 0-44 | 20 |
| 10 Bristol | Glos. | 377,061 | 1,094 | 0-70 | 8 |
| 11 Poole, Bournemouth, etc. † | Dorset | 146,000 | 1,011 | — | 15 |
| 12 Southampton and District | Hants. | 220,000 | 1,003 | 1-09 | 11 |
| 13 City of Dublin | Dublin | 431,000 | 974 | 0-54 | 10 |
| 14 Isle of Wight † | Hants. | 94,000 | 950 | — | 13 |
| 15 Oxford | Oxon. | 57,100 | 781 | 3-29 | 12 |
| 16 Aberdeen | Aberdeenshire | 187,997 | 779 | 1-00 | — |
| 17 Margate † | Kent | 46,475 | 747 | — | 17 |
| 18 Douglas † | Isle of Man | 26,000 | 739 | — | 16 |
| 19 Hull and District | Yorks. | 325,000 | 733 | 0-54 | — |
| 20 Sunderland and District | Durham | 170,000 | 685 | 0-96 | — |

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

† Resident population. This is greatly increased by the influx of visitors all through the season.

in 1925. A higher contribution was needed to be among the first twenty than in 1926. In that year the twentieth Branch raised £599. Last year it raised £685. The Institution has 960 Branches. Last year they raised approximately £102,700, so that the first twenty Branches, by raising £38,177, were responsible for well over a third of the total.

Two other towns continue to move steadily up the list. Eastbourne was twelfth in 1925, ninth in 1926, and is now seventh. Poole, Bournemouth, Wimborne and Christchurch has risen from eighteenth in 1925 to fifteenth in 1926 and eleventh in 1927. Leeds, on the other hand has, in one year, jumped from twentieth to ninth.

In the City of London with its fluc-

tuating population and the big seaside resorts, where there is a great influx of summer visitors, any calculation is impossible of the amount contributed per head. Among these places where it can be made, Oxford comes first with a contribution per head of just over 3½d., and

Bradford comes next with just over one penny per head. Belfast, which was 18th in 1926, falls out of the list for the first time since 1922, and Salisbury and District, which was 14th, and Worthing, which was 19th, are also no longer among the first twenty.

A Gallant Service at Padstow.

Bronze Medal Awarded to the Coxswain.

ON 11th February, with a gale blowing from W.N.W. and a very heavy sea running, the Norwegian steamer *Taormina*, of Oslo, with a crew of eighteen, attempted to enter Padstow Harbour when the tide was low. She struck on the Doom Bar, and lay there with heavy seas breaking over her. The Institution's tug and the Life-boat *Edmund Harvey* were called out, but there was not enough water in the channel, so the smaller Life-boat, *Arab*, was launched and went down the channel under oars. She had to cross the dangerous Ketch Bank, and this put her beam on to a nasty breaking sea, but she passed safely through it, anchored to windward of the steamer, and veered down to her. There she lay alongside, while the

steamer's crew jumped aboard her. The operation called for great skill, and the Life-boat was admirably handled by Coxswain W. J. Baker. The return journey, with the laden Life-boat, was very dangerous, and it was only by the skilful seamanship of the Coxswain and the good work of the Crew at the oars that the Ketch Bank was crossed a second time in safety. It added considerably to the merit of the rescue that of the thirteen men who manned the Life-boat, seven had not been out on service before.

The Institution awarded its Bronze Medal to Coxswain Baker and its Thanks inscribed on Vellum to each member of the Crew. They also received additional monetary awards.

Bronze Medal for a Shore-boat Service.

THE Bronze Medal has been awarded to Thomas Boyle, of Seafeld, Quilty, Co. Clare, and its Thanks inscribed on Vellum to two other men for their gallantry in rescuing three men who had lost their boat and were marooned on Mutton Island, about a mile from the main land. The three men went out on the evening of 8th February in a small canoe to collect seaweed on the island. All the food which they had with them was one loaf of bread, as they intended to return the following morning, but a gale sprang up with a very high sea, and it was impossible for them to cross to the mainland. They were without food or fire, and their only shelter was an old ruin. When they had

been there two days the gale increased and their canoe was washed away and finally driven ashore at Seafeld, a complete wreck.

The following morning Thomas Boyle and the other two men set out to their rescue in a canvas canoe. The gale was still blowing; the seas were running very high; and the three rescuers were in great danger of losing their own lives. They reached the island, and getting under its lee, succeeded in taking off the three men who had then been without food for fifty hours. When they reached the main land again, the canoe was thrown up on the rocks, and badly damaged, but the six men got ashore.

Life-boat Day in London.

The Prince of Wales's Tour of the Depôts.

LAST year the Prince of Wales, as President of the Institution, issued a special appeal through the Press, for a generous response. This year he took a still more intimate part in the Day by visiting a number of depôts, and personally thanking the collectors. He spent the greater part of the afternoon going round, accompanied by Sir Godfrey Baring, Bt., Chairman of the Committee of Management and Mr. George F. Shee, M.A., Secretary of the Institution. He visited the depôts at several of the West End hotels, in Trafalgar Square, and at the Mansion House. He then crossed the Thames and visited depôts in Bermondsey, Southwark and Brixton, at all of which Life-boats were stationed. At both Southwark and Brixton he had tea with the Mayor and Mayoress, who had personally organised the Day in their own boroughs. At a number of the depôts the Prince bought flags until, as he said, he began to feel like a Christmas tree.

Help of Mayors and Mayoresses.

In the City the Lady Mayoress, who is a member of the Central London Women's Committee of the Ladies' Life-boat Guild, in Westminster, the Mayor and Mayoress (who is also a member of the Women's Committee) and in the majority of the other boroughs, the Mayor or Mayoress—and in some cases both—also gave their personal help in organising the appeal.

The Day took place on the 27th March, the day before the Annual Meeting. This early date was chosen as an experiment, in order to avoid the competition of the many street-appeals which are made from the beginning of May onwards. It was an experiment about the success of which many of those concerned had serious misgivings, and these misgivings have been justified by the result. The weather was what was to be expected in March, cold, with heavy rain during the afternoon. The

weather seriously affected the generous efforts of the Life-boat workers who, in spite of it, carried out the appeal, and the fixing of the Day for such an early date undoubtedly prevented many from collecting who would otherwise have done so. As a result of this choice of an early date, and of the bad weather experienced, the amount collected—£3,995—is £444 less than last year.

The Spirit of the Day.

The spirit in which, in spite of the bad weather, the appeal was made and responded to by the public is shown by the fact that only one case was reported of anyone being annoyed by it, and in that case the protester—a well-dressed woman—crossed the road in order to tell a collector that "flag sellers were a nuisance." Another person also expressed indignation—a newspaper seller in Leicester Square—but he was indignant because he had *not* been asked to give.

There are, in fact, none so poor that they are not ready to give. Among the contributions were pennies from an old man who was scavenging in Covent Garden, and an old woman who was selling matches, while a sailor gave a collector "his last lucky farthing." Another old man, who put in half a crown, told the collector that he had passed a dozen others who had not asked him because "he supposed he looked too poor."

Even the bad weather had its humour, and one man who put his contribution into the Life-boat collecting box in the middle of a heavy fall of rain, said "If this weather goes on I shall ask for one."

The Oxford and Cambridge Boat-race took place on the following Saturday. No doubt this was why one eager collector, an Irish-woman, began by saying, "Will you help the boat-race?" and hurriedly corrected this to "I mean, will you buy a Life-boat?"

LONDON LIFE-BOAT DAY.



By permission of]

JUST IN TIME !

[Fox Photos.



By permission of]

A DIGNIFIED GIVER.

[Photo Press.

The Prince of Wales's Opinion of Life-boat Days.

"Every Town Ought to Have a Flag-Day for the Life-boats."

THE Secretary of the Institution had the honour of accompanying the Prince of Wales during part of his tour of the depôts on London Life-boat Day. His Royal Highness asked questions about every aspect of the Institution's work, technical, financial and administrative. He showed the keenest interest in hearing about the sources of the Institution's

revenue, and its methods of appeal. On this point he said, with great emphasis, "*Every* town ought to have a flag-day for the Life-boat Service."

We feel sure that all Life-boat workers will be glad to know this expression of our President's opinion, and will be able to make good use of it in organising their appeals.

Life-boat Essay Competition, 1927.

Presentation of Prizes in the London District.

At the Caxton Hall, Westminster, on Friday, 20th April, the Mayor of Westminster (Mr. Jacques Abady) presided at the presentation of the prizes won in the Life-boat Essay Competition in London (consisting of schools in the London County Council area) in 1927. The presentations were made by the Right Hon. Lord Eustace Percy, M.P., President of the Board of Education.

Supporting the Mayor on the platform were the Mayoress of Westminster, Sir Godfrey Baring, Bt. (Chairman of the Committee of Management of the Institution), the Hon. George Colville (Deputy Chairman of the Committee of Management), Mr. Shapurji Saklatvala, (M.P. for North Battersea), the Lady Florence Pery (Deputy Chairman of the Central London Women's Committee), and Mr. George F. Shee, M.A. (Secretary of the Institution). In the middle of the meeting, Mr. Arthur Cranmer, the well-known baritone, sang five sea-songs, which were very much enjoyed by the audience.

In opening the proceedings the Mayor of Westminster said: It gives me very great pleasure to be here this afternoon to direct your attention to the real business of the meeting, which is to call upon the Right Hon. Lord Eustace Percy, M.P., President of the Board of Education, to present the Challenge Shield and the Certificates to the successful competitors in London in the Life-boat Essay Competition organised by the Royal National Life-boat Institution in 1927.

As you know, for this competition the country is divided into six different districts. London

is one of them, and I think about 215 London schools competed last year, which is a satisfactory increase on the previous year. You will be pleased to know that the winner of the Challenge Shield is Christopher Street, of the Battersea Central School for Boys. We are all proud of any boy or girl who is successful in such a searching competition as this is, and I am certain that those who are interested in the particular borough he comes from, namely, Battersea, will be as proud, even prouder than we are.

We are grateful to Lord Eustace Percy for sparing us the time, which must be very precious to him as President of the Board of Education, one of the most important Government Departments, to come here; and in introducing him I feel that I should say how close is the connexion between the Institution and his family, and how much the success of this wonderful Institution is due to it. As you are doubtless aware, this Essay Competition was founded by Lord Eustace Percy's father in 1918, when he was President of the Institution. He was the third Duke of Northumberland to hold this high office, now held by the Prince of Wales. It was on the coast of Northumberland that the first Life-boat Station was established, and it was the scene of the glorious exploit of that national, I might say world-renowned, heroine, Grace Darling, which will never be forgotten by boys and girls. (Applause.)

Lord Eustace Percy.

After presenting the shield and other prizes, Lord Eustace Percy said: The Mayor has said that this was the main business of the afternoon, but I do not think that my address is at all the main business of the afternoon. I fancy that the one thought in the minds of the audience will be, "how soon are we going to get on to the Sea Songs?" I shall not detain you very long.

One of the difficulties in speaking about the Royal National Life-boat Institution is that

its importance is so fully realised in the country, and it already has such a great name, that it is impossible to find anything new to say about it. But I think it is worth while, even at the cost of repetition, to remind ourselves of what the situation really is. The maintenance of the whole organization of Life-boat work round our coasts is in the hands of this Institution and is supported out of voluntary funds. It is voluntary funds, voluntary work and voluntary heroism which carries on the whole of this great national enterprise. (Applause.)

The fact that we leave it in the hands of a voluntary organization, and that we are not only content to leave it there, but that we are, I fancy, determined that it shall remain there, shows more than any other fact what is, I think, the main strength of this country, the tremendous power and efficiency of voluntary organization.

But there is the danger that the very success of this Institution will make people feel that, after all, the work will go on, that there is no danger of the work decreasing in efficiency, that there is no danger of it lacking money, and that, therefore, we can sleep quietly in our beds and leave the Institution to carry on without our help. In fact, of course, this Institution always needs money and always needs workers. However efficient its organization may be, it can always be improved, and it is only if the public consistently and continuously support it that we can maintain a Life-boat Service which is really worthy of the nation and of the men who risk their lives in life-saving round our coasts.

We sitting here in this hall owe a duty to the nation and to those whose lives may depend upon our Life-boat Service at any moment of the year, but we also owe perhaps a special duty to the men who man the Life-boats themselves. They have the hardest part of the job. They have the dangerous and most responsible part of the job, and yet they can only carry out their job if they are continually supported by us on whom falls, and ought to fall, the main work of providing the funds of the voluntary organization. (Applause.)

It is because of these facts that the Life-boat Essay Competition in our schools is so valuable and so important. These are days when a very large number of people are anxious to use our school organization for pushing various good causes, and I have sometimes thought that there was a little danger that our schools might become so much the channels of propaganda, using propaganda in no bad sense—the channels for spreading information on various matters—that our school work might be affected. But this Essay Competition is not of that nature. It is a competition of a thoroughly educational kind. Every teacher, I am sure, wants to have his school competing in this competition, not merely because of the desirability and the necessity of awakening interest in the Life-boat Service, but because of the purely educational value of an Essay Competition of this kind. It is of immense

importance that children in our schools should realize, through a competition of this kind, what responsibilities rest upon the people of this country in the way of voluntary organization and voluntary work.

These are days when boys and girls in our schools might be excused if they grew up with a kind of idea that the State and the Local Authority could be relied upon to provide all things that were necessary to salvation; that the State which provides the schools, or at any rate maintains them, can be relied upon to perform all the work of organization which a nation needs. Because of that temptation, it is of immense importance that they should be brought, through a competition of this kind, to realize that this is not the case, that some of the most essential functions of our national life depend entirely upon volunteer work and volunteer organization and volunteer funds.

It is also of immense importance that they should realize, through that fact, that even those things which appear to be in the hands of that vague abstraction called the State really depend upon ourselves, upon the individual work and initiative of the individual citizen. That is the value of a competition of this kind.

Finally, it is my pleasant duty to congratulate all those who have succeeded in winning Certificates, and, above all, Christopher Street, who has won the Challenge Shield; to congratulate the schools and the teachers in those schools on that result, and also to congratulate all those schools and those boys and girls who have entered for the Competition, and by entering for it, even though unsuccessful, have shown their interest and their keenness. (Applause.) I congratulate them all, and I hope that the Institution's next Essay Competition will meet with an ever greater response than the last one. In this last one I think nearly 1,500 schools in Great Britain and Ireland competed. I hope that many more will compete next time, and I wish the schools and the Institution the greatest of success in this Competition and the general work of the Institution. (Loud Applause.)

Mr. Arthur Cranmer then sang "Sea Fever," "Shenandoah," "The Old Superb," "Rolling Down to Rio" and "Hearts of Oak," the audience being asked to join in the choruses of "Shenandoah" and "Hearts of Oak."

Sir Godfrey Baring.

Sir Godfrey Baring proposed a vote of thanks to Lord Eustace Percy and the Mayor. In doing so he referred to the "endless acts of kindness, support and general encouragement which for generations past the Institution has received from Lord Eustace Percy's family." He referred also to the support and encouragement which for many years the Institution had received from the Mayors of Westminster.

Mr. Shapurji Saklatvala, M.P.

Mr. Saklatvala seconded the vote of thanks, and in the course of his speech he said: There

are certain human instincts and certain human qualities which we all admire and to which we all pay respect, irrespective of all differences of opinion in matters of politics or anything like that. (Applause.)

The one great quality which, from times immemorial, human beings have all admired is physical courage. The other great quality which we all revere is the application of physical courage for an entirely selfless purpose in the succour of those who are in trouble. This Institution maintains essentially those two qualities, the spirit of courage and the spirit of help to those who are in the need of help regardless of the consequences that may come to those brave men who go out to help. There is another element associated with this afternoon's function which is also one of the general qualities in human life—the spirit of youth. There is no doubt about it that a movement like the Life-boat Institution depends much on the rashness, I might say, and the fearlessness of youth, and we are glad to see that to-day's function brings to the surface those boys and girls who from their youth show an appreciation of the qualities that are needed by them in after life. (Applause.)

I entirely agree that this Institution must be voluntary. It would be impossible to have a Board or a Minister of the State ordering life-rescues. Here a voluntary spirit and voluntary work is absolutely essential. But I do not see why the State cannot be as much a volunteer in contributing funds as any other man or woman. The State must realize that if citizens did not do this work voluntarily the State would have to do it. But because citizens are doing the work voluntarily it does not mean that the State should escape its obligation to pay, and my suggestion is, not that the Life-boat Institution should be transformed

into one of the Departments of any of the Ministers—not even Lord Eustace Percy's—but that it should receive a voluntary contribution, and a substantial one, worthy of a State which has a revenue of hundreds of millions of pounds. We trust that in return for our Vote of Thanks, Lord Eustace Percy will go to the Cabinet and demand a grant for this Institution. (Laughter and Applause.)

In returning thanks Lord Eustace Percy said: It is a very attractive suggestion that you should have a large grant from the State to be spent entirely and wholly at your discretion. I have never heard of a Government grant which started off quite as generously as that, but I have heard of Government grants that started off nearly as generously, and the history of all those grants is the same. The string tied to the grant, however tenuous and fairy-like a thread it is to start with, gets thicker and thicker and thicker, until the only thing that can be compared with it is the cable of an anchor, which effectually prevents the ship from moving at all unless the State is kind enough to let the anchor up. There are very few principles to which I still adhere (laughter), but one for which I do feel a certain affection is the constitutional principle of no taxation without representation, and I am afraid the Life-boat Institution is not likely to get a Government grant without a representative of the tax-payer very nearly in control. No doubt Mr. Saklatvala will have other occasions when he can urge this policy, and we will meet and continue the debate on another occasion. (Laughter.)

The Mayor of Westminster also expressed his thanks, and announced that a small Life-boat gift would be handed to each boy and girl on leaving the hall. He then called on Mr. Cranmer to lead the singing of the National Anthem.

Duke of Northumberland's Prize Life-boat Essay Competition, 1928.

THE subject set for the eighth Life-boat Essay Competition in Elementary Schools was "Describe the kind of man that a good Life-boatman should be."

The number of schools taking part was 1919, an increase on last year of 427. The most gratifying feature of the competition was the great increase in the number of competing schools from the South of England. The South was first last year with 390. This year it is again first—with 728. The North of England is again second, although the number has fallen from 381 to 371; London again third with 250, as compared with 215, and the Midlands which

was fourth last year with 204, ties for third place this year with 250. In Scotland 144 schools competed, one less than last year. In Ireland the number rose from 122 to 135, and in Wales from 35 to 51.

There are still, strange to say, Education Authorities which refuse to give permission for the competition to be held, but when the arrangements for the 1929 competition are being made, we shall hope to bring to their notice what Lord Eustace Percy, the President of the Board of Education, said, in the speech reported elsewhere in this issue about the competition.

He spoke of the fear that schools were being used too much for propaganda—using that word in its best sense—and he made a special exception of the Life-boat Essay Competition. It was, he said, purely educational and he was sure that every teacher would want his own school to take part in it.

The Winning Essays.

There were no essays of outstanding merit, and few were poor. The most noticeable feature of the competition, in fact, was the evenness of the essays, the great majority reaching about the same level. This made judging difficult, particularly when it came to selecting the best of all from among the six winners of the Challenge Shields. In the end it was decided that the special prize for the best essay of all had been won by Cyril Palmer, of Clint Road Council School, Liverpool, for a well-balanced and well-written essay. It is only right to say that Harold Mills, of Drayton Road Boys' School, Portsmouth, was only just behind him, and the other four winners of the Challenge Shields were very close. Special mention should also be made of Reginald Disney, of New King's Road School, Fulham. He is only eleven years old, and, with the handicap given for age, his essay comes second in the London District. It had the merit of saying a good deal in few words. Most of the essays, in fact, were simply written, and no doubt the absence of rhetorical flourishes was due to the fact that the subject gave every writer plenty to say.

The Phrases of the Year.

The phrase of the year comes from a London essayist, "The sea is called the Briton's Birthright, but it often proves to be his grave." Another London essayist gives, as a good motto for a Life-boatman, "God first, other people second, self last." Yet another who wrote "The Life-boatman's knowledge must be serene," deserves to be specially mentioned for that excellent choice of epithet, and there is something delightfully sturdy and stiff about "unquoncerable."

The Qualities of the Life-boatman.

One essayist wrote that the Life-boatman "must be perfect, both mentally and physically, and also have the dexterity of an athlete." After that there does not seem much more to be said; but even those essayists who did not ask for perfection set a very high standard. Strict temperance was demanded by a large number of the competitors. Others, again, touched on the question of diet, and the laws of health generally, pointing out the Life-boatman's need for regular and simple meals, no drinking between them, plenty of exercise, and houses in which, as one essayist wrote, "there should be plenty of fresh air and as much sunlight as the climate we enjoy (or have to put up with) admits."

The question of diet brings us naturally to the question of physique. Should the Life-boatman be a heavy-weight? On the whole, the children of the British Isles think that he should be. As one writes, "He must be very heavy and healthy to keep his place in the Boat." Another describes the "average Life-boatman" as "an old bunch of bone and muscle"; another says that he is usually "very fat." Others again are for the happy mean. One writes that he must have "a cool, steady head on a pair of sturdy shoulders. He need not be a heavy junk, but a middle weight." Another gives excellent reasons for a moderate figure: "A Life-boatman must not be too fat and not too thin; too much flesh is a burden, and his weight would smash fragile things if he trod on them; but a little flesh helps to keep him warm on a cold night."

It must not be thought that the competitors have discussed the physical to the neglect of the moral and spiritual side of the Life-boatman. A fair balance is kept between the two. What is most noticeable is the number of writers who have felt that the ability to turn out in the middle of the night is the best proof of the courage, good health and unselfishness of the Life-boatman.

As one writer excellently puts it: "A Life-boatman should always be pre-

pared to give his beauty sleep for others." But it is not sufficient that he should get up. "He must not be awkward with those who have called him." A lot seems to lie behind that adjective.

To be cheerful and good tempered, "and have a jolly face," is, in the opinion of several competitors, essential, "In his weather-beaten face you should find a smile which brave men always possess."

Should a Life-boatman be a Married Man?

THAT is a question which has exercised the thought of a number of the writers. Some are quite certain that he should be a bachelor. "Among little things a life-boatman should not have are wives or a child." Others are equally convinced that a wife is an advantage to him, but she must be "a cheery wife, not one who moans and groans, as it makes him miserable." Another goes so far as to say that "a good wife is the most important of all the qualifications," but you would never guess why: "Because she can make hot tea for the rescued."

Other Quaint Phrases.

Here are some more quaint and original reflections on the character of the Life-boatman:—

"A Life-boatman should not grumble, for the harder his life is, the brighter will sparkle his crown in heaven."

"Before the Life-boat Service was established millions of people yearly went to a watery grave, unknelled, uncoffined and unknown."

"The Life-boatman should never be brutal to his wife and children, but he himself will get knocked about plenty of times whilst at sea."

"A Life-boatman is a monstrous specimen of humanity and therefore has no difficulty in passing the doctor and becoming a trained member of the crew."

"The Life-boatmen are mostly drawn from the fishing population, not some grandly dressed fops."

"No person knows how dear life is until it is lost." This does not come from Ireland, by the way.

"For men must work and women must weep, and these gallant men do all this for nothing."

"Their hard, brown and horny hands have been set to tasks that the very thought of which would have made a raw 'land-lubber' quail."

"A Life-boatman should be a sea-dog to his last hair."

"The sea and all its vicissitudes must be as familiar to him as the kitchen is to the cook."

"He must not be selfish and grab the best seats."

"He must know the front of the boat from the back."

"Life-boatmen have very red faces and red noses because they get the very best fresh air."

"A Life-boatman must be a tall man and have the courage of a lion when caught in a pinch."

"He must have good teeth. What use would a Life-boatman be with toothache?"

"He must be strong and muscular, possess great courage, a spirit of self-sacrifice and a waterproof hat."

"Courage and wit are another two official things which must be in a Life-boatman's spirit."

The Winning Schools.

The Clint Road Council School, Liverpool, deserves double congratulations. It is the first school in Liverpool to win the Challenge Shield for the North of England, and it is the first school in the North of England to win the special prize for the best essay of all.

For the fourth year running the Challenge Shields have been won by schools which have not previously held them. In the South of England, however, it has been won for the second year in succession by a Portsmouth school. In the first two years of the Competition it was won by a Southsea school, and this record of Portsmouth and Southsea of winning a Shield in four out of the eight competitions is unequalled by any other town. Turning to counties, Staffordshire in the Midlands, and Hampshire in the South, have won the Shield five out of eight times. No other county can equal that

record, and in this year's list it will be seen that the first three names in the Midlands are from Staffordshire schools, and that the runner-up is a girl from the same Burslem school as the boy who has won the Shield. It will be seen too that several towns have three prize-winners, while there are no fewer than six Bristol schools in the Midlands list.

Below is the list of successful competitors, and the essay by Cyril Palmer. He will receive a copy of the five guinea edition of *Britain's Lifeboats*, by Major A. J. Dawson, signed by the Prince of Wales, and a certificate. Each of the other five who head the lists for the districts will receive a copy of the ordinary edition of *Britain's Lifeboats* and a certificate. The re-

maining 202 boys and girls in the lists will each be presented with a certificate. The name of the winner in each district will be inscribed on the District Challenge Shield, and the school will hold the Shield for a year. Each of these six schools will also receive, as a permanent record of its success, a copy of the certificate awarded to the pupil. If a shield is won three years running by the same school it becomes the school's property.

The particulars of the next competition will be sent out at the beginning of 1929, and we hope once again to have the interest and support of the Education Authority and the teachers, for whose invaluable help in this year's competition the Institution is most grateful.

List of Successes in the Essay Competition.

LONDON DISTRICT (County Council Area).

| Name. | Age. | School. |
|-----------------------|------|---|
| Ethel Gill | 14 | Alexandra Orphanage, Maitland Park, Haverstock Hill, N.W. 3. |
| Reginald Disney | 11 | New King's Road School, Fulham, S.W. 6. |
| Alma Peters | 14 | Wix's Lane School, Clapham, S.W. 4. |
| Martha Bassford | 12 | Roman Road Girls' School, Bow, E. 3. |
| Wilma de la Cour | 14 | Kennington Road Girls' School, S.E. 11. |
| George Daly | 14 | Droop Street Boys' School, Paddington, W. 10. |
| Henry Finch | 14 | Gateforth Street Boys' School, Marylebone, N.W. 8. |
| Stella McNab. | 13 | St. Mary's Girls' School, Hide Place, S.W. 1. |
| Margaret Lawrance | 14 | Alexandra Orphanage, Maitland Park, Haverstock Hill, N.W. 3. |
| Teresa Cooper | 13 | Hackford Road Girls' School, Brixton, S.W. 9. |
| Ronald Thomas | 14 | Stockwell Church of England School, Lingham Street, S.W. |
| Joan Sidey | 10 | Wix's Lane School, Clapham, S.W. 4. |
| Marjorie Cowen | 11 | St. Mary Bolton's School, Gilston Road, Kensington, S.W. 10. |
| William Perry | 14 | Fairfield Road Boys' School, Bow, E. 3. |
| Phyllis Wheeler | 13 | Gipsy Road Girls' School, West Norwood, S.E. 27. |
| Phyllis Grover | 14 | Sydenham Hill Road Girls' School, Rowland Grove, Sydenham. |
| Harriet Harris | 12 | All Saints' School, East Street, Walworth, S.E. 17. |
| Charlotte Boyce | 9 | Portman Place Junior Mixed School, Bethnal Green, E. 2. |
| Frank Kahn | 9 | Portman Place Junior Mixed School, Bethnal Green, E. 2. |
| Stephen Ballard | 13 | Hoxton House Boys' School, Hoxton Street, N. 1. |
| Fred Chapman | 13 | Droop Street Boys' School, Paddington, W. 10. |
| Alice Harsant | 13 | Monteith Road Girls' School, Bow, E. 3. |
| Sidney Usher | 14 | Monteith Road Boys' School, Bow, E. 3. |
| Reginald W. M. Gwynne | 11 | Athelney Street Boys' School, Bellingham, S.E. 6. |
| Mary Gillingham | 13 | Bath Street Girls' School, St. Luke's E.C. 1. |
| Beatrice Manzké | 14 | Bartram's School, 238, Haverstock Hill, N.W. 3. |
| Thomas Little | 14 | Battersea Park Road Boys' School, Forfar Road, S.W. 11. |
| Walter Offord | 10 | Kentish Town Church of England School, Islip Street, N.W. 5. |

LIST OF SUCCESSES—LONDON DISTRICT (County Council Area)—*continued.*

| Name. | Age. | School. |
|-------------------------------|------|---|
| Doris Walker | 13 | Credon Road Girls' School, Rotherhithe New Road, S.E. 16. |
| Josephine Thompson | 9 | Chester Road Girls' School, Highgate, N. 19. |
| Annie Roberts | 10 | Dempsey Street Girls' School, Mile End, E. 1. |
| Reginald Cooth | 11 | Ashington Road Roman Catholic School, Fulham, S.W.6. |
| William Shanley | 11 | Fair Street Boys' School, Rotherhithe, S.E. 1. |
| Leonora Smith | 11 | The Michael Faraday Girls' School, Southwark, S.E. 17. |
| Dorothy Muhlethaler | 14 | Gipsy Road Girls' School, West Norwood, S.E. 27. |

NORTH OF ENGLAND.

| Name. | Age. | School. |
|--------------------------------|------|---|
| *Cyril Palmer | 13 | Clint Road Council School, Liverpool. |
| Henry Birmingham | 13 | St. John's Roman Catholic Boys' School, Salford. |
| Olive Owston | 13 | Gladstone Road Girls' School, Scarborough. |
| Myles Carrigan | 13 | Sacred Heart School, Chorley, Lancashire. |
| Orry Quine | 13 | Demesne Road Boys' School, Douglas, Isle of Man. |
| Edith Potter | 12 | St. Mary's Girls' School, Everton Valley, Kirkdale, Liverpool. |
| Frederick Cole | 10 | New Seaham Council School, County Durham. |
| Mary Griffith | 14 | Belsay Council School, Newcastle-on-Tyne. |
| William Ashworth | 13 | Fulwell Council Boys' School, Sunderland. |
| Ernest Ellams | 11 | Walton Church of England School, Liverpool. |
| Elizabeth Archer | 14 | Greenside Council School, Ryton-on-Tyne. |
| Gladys Ibbotson | 13 | Bradfield Dungworth Church of England School, near Sheffield. |
| Janey Williams | 13 | Council School, Wilmslow, Cheshire. |
| Edith Bennett | 14 | Central Girls' School, Macclesfield, Cheshire. |
| Jacob Musaphia | 13 | Marlborough Road Boys' School, Higher Broughton, Salford. |
| Clara Bell | 13 | Redheugh Girls' School, Gateshead, Durham. |
| Evan Long | 13 | Sugley Church of England School, Lemington-on-Tyne. |
| Mary Dawes | 13 | Allerton Council School, Woodlesford, near Leeds. |
| Olive Tillston | 14 | "The Parade" Central School, Holylake, Cheshire. |
| Robert W. Wilson | 13 | Kirkwhelpington Council School, Newcastle-on-Tyne. |
| George Turner | 13 | St. Vincent's School, Fulwood, near Preston. |
| William Butler | 12 | Crank Hill Church of England School, Rainford, St. Helens, Lancashire. |
| Robert Henry Carine | 14 | Rushen Central School, Port St. Mary, Isle of Man. |
| Doris Carter | 13 | "Our Lady's" Girls' School, Cavendish Street, Birkenhead. |
| Doreen Yates | 13 | Central School, Kendal, Westmorland. |
| Violet Bell | 13 | St. Mary's Church of England School, Ellison Street, Gateshead, Durham. |
| Nancy Griffiths | 14 | Hunter Street Central School for Girls, Chester. |
| Sophie Morley | 12 | Selby Abbey School, Selby, Yorkshire. |
| Alice Nacey | 13 | St. Werburgh's School, Birkenhead, Cheshire. |
| Hilda Dickinson | 12 | Carr Lane School, Low Moor, Bradford. |
| Jessie Edith Radford | 12 | Roundthorn Council School, Oldham. |
| Marjorie Slee | 14 | Watermillock School, near Penrith. |
| F. Caruana | 14 | St. Bede's Roman Catholic Boys' School, South Shields. |
| Charles Holroyd | 14 | Cloughton Higher Grade School, Birkenhead. |

* The best essay in Great Britain and Ireland.

MIDLANDS.

| Name. | Age. | School. |
|------------------------------|------|--|
| Jack Durber | 13 | St. Paul's School, Dale Hall, Burslem, Staffordshire. |
| May Walkaden | 13 | St. Paul's School, Dale Hall, Burslem, Staffordshire. |
| Sydney Barber | 14 | Grove Senior School, Hanley, Staffordshire. |

LIST OF SUCCESSES—MIDLANDS—*continued.*

| Name. | Age. | School. |
|-------------------------------|------|--|
| Lilian Bradshaw | 14 | Bridge Street Council Girls' School, Redditch, Worcestershire. |
| William A. Tinkler | 13 | Church of England Mixed School, Frisby-on-the-Wreake, Leicester. |
| Arthur Bettel | 14 | St. Nicholas with St. Leonard's Mixed School, Bristol. |
| Douglas Hemmings | 11 | Lansdowne Road Council School, Leicester. |
| Fred Shattock | 13 | Mina Road Boys' School, Bristol. |
| Harold Smith | 13 | Council School, Ripley, Derbyshire. |
| Alec McEwen | 13 | Longport Council School (Mixed Department), Burslem, Staffordshire. |
| Albert Colley | 14 | St. Silas Boys' School, Bristol. |
| Harry A. Barker | 13 | Woodhouse Council Mixed School, Longton, Stoke-on-Trent. |
| Elsie Jones | 14 | York Street Girls' School, Hanley, Staffordshire. |
| Dora M. Lee | 11 | Breadsall Church of England School, Breadsall, Derbyshire. |
| Arthur Baker | 14 | Windmill Hill Senior Boys' School, Bedminster, Bristol. |
| Frances J. Collison | 9 | Ingoldmells School, near Skegness, Lincolnshire. |
| Frederick Collett | 13 | Dudley Road Council School, Birmingham. |
| Douglas Howsley | 13 | Tansley Church of England Schools, near Matlock, Derbyshire. |
| Edna McColl | 14 | Redcliffe Girls' School, Bristol. |
| Elsie Brooks | 13 | Chell Girls' School, Stoke-on-Trent. |
| Kathleen Dewey | 13 | Bardon Hill Church of England School, Leicester. |
| Jason Linch | 13 | Bardon Hill Church of England School, Leicester. |
| Irene Barlow | 14 | Etruria Council School, Stoke-on-Trent. |
| Reginald F. Langley | 14 | Parson Street Senior Mixed School, Bedminster, Bristol. |
| Joseph Jesney | 13 | Withern Church of England School, Alford, Lincolnshire. |
| Samuel J. Pitt | 14 | Boys' Central School, Bilston, Staffordshire. |
| Evelyn Clarke | 13 | Chilvers Coton Council Girls' School, Fitton Street, Nuneaton, Warwickshire. |
| Joyce Rosoman | 13 | St. Paul's School, Mount Pleasant, Stoke-on-Trent. |
| Evelyn Seaman | 13 | Eastwood Vale Council Girls' School, Hanley, Staffordshire. |
| Albert Prince | 13 | Florence Mixed Council School, Longton, Staffordshire. |
| Jack Hunt | 12 | St. Mary's Roman Catholic School, Glossop, Derbyshire. |
| Reggie Cole | 12 | Rubery Council School, Birmingham. |
| Agnes Leese | 13 | Florence Council Mixed School, Longton, Staffordshire. |
| Wilfred Fell | 14 | Higher Council School, Church Drive, Arnold, Nottinghamshire. |
| Kathleen Vickers | 13 | Rubery Council School, Birmingham. |

SOUTH OF ENGLAND.

| Name. | Age. | School. |
|-------------------------------|-----------|---|
| Harold Mills | 13 | Drayton Road Boys' School, Portsmouth. |
| Mollie Filer | 13 | Coleford Council School, Coleford, Bath. |
| Kathleen Ledbury | 13 | St. John's Girls' School, Frome, Somerset. |
| May Stevens | 14 | Church Street Girls' School, Portsmouth. |
| Alice Croucher | 12 | Ludlow Road Girls' School, Itchen, Southampton. |
| Sidney Horton | 12 | Hollesley Council School, Woodbridge, Suffolk. |
| Louis Borrill | 14 | Downsell Road Boys' School, Stratford, E. 15. |
| Ian A. McEwan | 14 | Christchurch Road Boys' School, Ilford, Essex. |
| Simeon Ridley | 14 | Glanville Street Central School, Plymouth. |
| Marjorie Welch | 14 | Downshall School, Seven Kings, Essex. |
| Harry Parker | 14 | Boys' Central School, Margate, Kent. |
| Geoffrey Law | 13 | Ashley Green School, Berkhamsted, Hertfordshire. |
| Henry L. Fowell | 14 | Carclaze Mixed School, St. Austell, Cornwall. |
| Patricia Harrison | 14 | Stamshaw Girls' School, Portsmouth. |
| Richard Barnes | 13 | Shinfield Church of England School, Reading. |
| Alice Parsons | 14 | Stock Street Girls' School, Plaistow, E. 13. |
| Patricia Derrick | 14 | Padstow Council Girls' School, Padstow, Cornwall. |

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

| Name. | Age. | School. |
|----------------------------|------|---|
| Spencer G. Worley | 14 | Seer Green Church of England School, Beaconsfield, Buckinghamshire. |
| Joan Pennells | 10 | Thornhill School, Wye, Kent. |
| Constance Brown | 13 | Sanderstead Council School, near Croydon, Surrey. |
| George H. Southam | 13 | Wood Street Boys' School, Wood Street, Walthamstow, E. 17. |
| Alfred Bates | 14 | Old Windsor School, Berkshire. |
| Charles Cook | 13 | East Lexham School, King's Lynn, Norfolk. |
| James Tolman | 14 | Exeter Road Boys' School, Exmouth, Devonshire. |
| Irene Windsor | 14 | Chamberlayne Wood Road Girls' School, Willesden, N.W. 10. |
| William Mitchell | 14 | Raglan Road Boys' Council School, Bromley, Kent. |
| Edith L. Tredger | 13 | Shirley Girls' School, Bellemoor Road, Southampton. |
| Iris Davy | 14 | National School, Dereham, Norfolk. |
| Violet Chessman | 13 | Station Road Girls' School, Egham, Surrey. |
| Violet Foskett | 14 | Lovewell Road Girls' School, S. Lowestoft. |
| Edna Foster | 13 | Council School, Olney, Buckinghamshire. |
| Sidney Arnold | 14 | St. Andrew's Church School, Croydon, Surrey. |
| Ivy Chissim | 14 | Goodmayes Girls' School, Goodmayes, Essex. |
| Mark North | 14 | Rectory Manor Boys' School, Mitcham Road, Croydon, Surrey. |
| John W. Stone | 14 | Council School, Clevedon, Somerset. |

SCOTLAND.

| Name. | Age. | School. |
|----------------------------------|------|--|
| Helen F. F. Scott | 13 | Burness Public School, Sanday, Orkney. |
| Jane McCallum | 13 | East Plean Public School, Stirlingshire. |
| Winifred Hamilton | 14 | Abriachan Public School, Inverness. |
| William Thomson | 12 | Sciennes Public School, Edinburgh. |
| Catherine McKinnon | 11 | Furnace Public School, Argyll. |
| George Boath | 13 | North Fort Street, Edinburgh. |
| Catherine Warren | 14 | Dalchreichart Public School, Dalchreichart, Glenmoriston, Inverness-shire. |
| Cathie Crawford | 14 | Auchtergaven Public School, Bankfoot, Perthshire. |
| Margaret Maxwell | 14 | Uphall Public School, West Lothian. |
| Charles P. Menzies | 14 | Tynecastle Intermediate School, Macleod Street, Edinburgh. |
| Letitia McGurk | 11 | Roman Catholic School, Carfin, Lanarkshire. |
| Agnes D. W. Russell | 13 | Lamington Public School, Lanarkshire. |
| Henrietta MacIennan | 14 | Altandhu Public School, Achiltibuie, Garve, Ross-shire. |
| Jemima Turner | 13 | Yetholm School, Roxburghshire. |
| Catherine Caffrey | 14 | West End School, Mayne Road, Elgin. |
| Alexander Moar | 12 | Skeld Public School, Shetland. |
| Daniel MacGregor | 13 | Public School, Kinlochleven, Argyllshire. |
| Jack J. Harper | 13 | Sullom Public School, Lerwick, Shetland. |
| Edith Logie | 14 | East End School, Elgin, Morayshire. |
| William Dickson | 13 | Rendall Public School, Orkney. |
| James Duncan | 13 | Cluny Public School, By Sauchen, Aberdeenshire. |
| Jack Ross | 12 | Kiltearn Public School, Evanton, Ross-shire. |
| Thomas Groundwater | 12 | South Walls Public School, Longhope, Orkney. |
| Mary Jean Ratter | 13 | Ollaberry Mixed Public School, Lerwick, Shetland. |
| Martin Bruce | 12 | Burnhaven Public School, Peterhead, Aberdeenshire. |
| Neil Gillies | 13 | St. Andrew's School, Rothesay, Bute. |
| Isabella Noble | 13 | Highland Orphanage, Inverness. |
| Jessie McClintock | 14 | Knock Public School, Portwilliam, Wigtownshire. |
| Margaret Paterson | 13 | St. Joseph's Roman Catholic Girls' School, Dundee. |
| Mamie Dickson | 13 | Duthil Public School, Carr-Bridge, Inverness-shire. |
| Mary Hughson | 14 | Firth Public School, Moss Bank, Lerwick, Shetland. |
| David Dewar Cameron | 12 | Doune Public School, Doune, Perthshire. |
| Thomas John Anderson | 11 | Laxfirth Public School, Brettabister, Shetland. |
| Elizabeth Hay | 13 | Calderbank Primary School, Calderbank, Airdrie, Lanarkshire. |

LIST OF SUCCESSES—*continued.*

IRELAND AND WALES.*

| Name. | Age. | School. |
|---------------------------------|------|---|
| Maureen Clenagan | 13 | Ballylough Public Elementary School, Co. Antrim. |
| John Henry Cousins | 14 | St. Woolo's Boys' School, Newport, Monmouthshire. |
| Maureen Morrison | 14 | The Model School, Coleraine, Co. Londonderry. |
| Thomas J. Briody | 14 | Clonoose National School, Ballinarry P.O., Co. Cavan. |
| Douglas Brown | 13 | Hall Street National School, Ballybay, Co. Monaghan. |
| May Jones | 12 | Adamsdown Girls' School, Cardiff. |
| Haydn Ludlow | 13 | Mixed Council School, Tonyppandy, Rhondda. |
| Richard Young | 12 | Trealaw Boys' School, Trealaw, Rhondda. |
| Eileen Daly | 13 | Classdaugh National School, Newbliss, Co. Monaghan. |
| Norman Quinn | 11 | Baden Powell Street Public Elementary School, Belfast. |
| Daniel J. Meaney | 14 | Lacken National School, Kilmihil, Co. Clare. |
| Mary Davison | 12 | Aughagash Public Elementary School, Glenarm, Co. Antrim. |
| John J. Dooley | 14 | Cranny Boys' School, Ennis, Co. Clare. |
| Georgina Lester | 13 | Hall Street National School, Ballybay, Co. Monaghan. |
| James R. Davies | 13 | Abersychan Council Schools, Abersychan, near Pontypool, Monmouthshire. |
| Edward Flanagan | 13 | Grange Public Elementary Boys' School, Kilkeel, Co. Down. |
| Betty Oriel | 13 | Wood Street Council School, Cardiff. |
| Violet Forde | 13 | Kilmore National School, Rockcorry, Co. Monaghan. |
| Majorie Higdon | 14 | Damer National (Mixed) School, St. Stephen's Green, Dublin. |
| Anna Elliott | 14 | Whiterock National School, Manorhamilton, Co. Leitrim. |
| Edmund Husbands | 14 | Cockshutt Church of England School, Ellesmere, Shropshire. |
| Kathleen V. Eccleshall | 14 | Hope Church of England School, Minsterley, Shropshire. |
| Lottie McClure | 13 | Rossnowlagh National School, Ballyshannon, Co. Donegal. |
| Mollie Tivenan | 13 | Kiltycreighton National School, Boyle, Co. Roscommon. |
| Nora Garbett | 14 | Shrewsbury Lancasterian School, Shrewsbury. |
| James B. Baker | 14 | Shrewsbury Lancasterian School, Shrewsbury. |
| Norman Kinnear | 14 | Park Parade Public Elementary School, Ravenhill Road, Belfast. |
| Mary Scott | 14 | Park Parade Public Elementary School, Ravenhill Road, Belfast. |
| Mollie McFetridge | 14 | Model School, Ballymena, Co. Antrim. |
| John Brown | 12 | Model School, Ballymena, Co. Antrim. |
| Edward Lake | 14 | The Hon. Irish Society's Boys' School, Coleraine, Co. Londonderry. |
| Betty Weirman | 14 | Lakefield Girls' School, Llanelly, Carmarthenshire. |
| Jack Mooney | 13 | Model School, Coleraine, Co. Londonderry. |
| Charlotte Thompson | 14 | Carnalbana Public Elementary School, Aughafatten P.O., Ballymena, Co. Antrim. |
| Gordon Griffiths | 14 | Mount Street Council School, Mount Street, Brecon. |

* Herefordshire and Shropshire are included in this area, as they are in the District of the Institution's Organising Secretary for Ireland and Wales.

The Best Essay.

By CYRIL PALMER (aged 13), of Clint Road Council Boys' School, Liverpool.

THE KIND OF MAN THAT A GOOD LIFE-BOATMAN SHOULD BE.

I remember the last gale. My thoughts, I confess, were of falling slates and chimneys, but to the men in our small fishing towns it meant watchfulness and standing in readiness to venture forth to help some seafarers in distress. We must remember that the work of the Life-boatman is voluntary, for he earns his

living in other ways: also that the call comes in the worst of weather, and the work of rescue often means hours of endurance. Only a man who possesses the spirit of self-sacrifice would remain ready to answer the call year after year.

It is quite possible for a brave man, who is

ready to risk his life, to be useless as a Life-boatman. In the old rowing and sailing Life-boats it was usually a great feat of endurance to reach the wreck and return. Even in the latest Motor Life-boat it requires a very hardy man to endure the exposure to cold, rain and sleet that is often necessary. A good Life-boatman needs to have the best of health and strength. He must not sap his strength by disobeying any of the laws of health.

The safety of the lives of his mates and those on the wreck often depend on his being quick-witted and cool when unexpected danger looms ahead. A good Life-boatman, then, would never dull his brain by indulging in intoxicants. He often has to go out during the night when good eyesight is essential. Lives may be saved by his being quick to see and quick to act.

A Life-boatman must possess the "Seafever." Otherwise one night's exposure would damp his ardour. Fishermen make the best Life-boatmen because they know the sea, and having experienced its wrath and power, they have the deepest sympathy for those in peril.

The Life-boatman must be clever in managing a boat in a storm, and do the right thing at the right moment by instinct.

He should be specially fitted for this, his noble work. He must be familiar with all life-saving appliances, and always be ready to render first aid, especially artificial respiration. He must be a practised swimmer from boyhood and be able to stem the raging waves with lusty strokes.

A good Life-boatman should always try to be cheerful and so encourage his fellow Life-boatmen when all hope is fading. He must be prepared to command a boat or to carry out orders without protest or argument. Amidst rocks and mountainous waves the lives of the crew and rescued people often depend on the instant obedience to the Coxswain's orders.

How proud we ought to feel that there have been such splendid men to be found to man the Life-boats round our five thousand miles of coast and to rescue over sixty thousand lives. They are the finest type of men, unsurpassed in courage, endurance and unselfishness.

Special Gifts.

From a Boy of Seven.

The following letter, enclosing 3s., from St. Edmunds, West Mersea, near Colchester, was received by the Honorary Secretary at Great Yarmouth and Gorleston not long after the service to the *Georgia*, in which the Life-boat from that Station played a very gallant part:

"Seeing the Life-boat on my summer holiday, and hearing of the brave deeds of the Life-boatmen, I thought I would like to send my pennies to help.—From J. Smith, age 7½ years."

In Gratitude for the Service to the "Georgia."

The same service to the *Georgia* brought from an Amsterdam merchant a subscription of a guinea, "in order to show his personal appreciation," and a gift of £6 5s. from the officers and men of the British steamer *Oilfield*, sent when the steamer was lying at New Orleans, in the United States of America.

Another Children's Gift.

The following letter from the Church of England School, Langton-by-Spilsby, in Lincolnshire, also deserves to be quoted in full:—

"We shall be so happy if you will accept our small gift of five shillings and

sixpence for the Life-boat fund. We say a little prayer every day for the sailormen and we wish them all a very 'Merrie Christmas' and a bright and glad New Year.

"We thought perhaps you might like a snapshot of our little school. Will you please accept it with all our best wishes for Christmas and the New Year?"

"God Bless the Life-boat.

"We beg to remain,

"Your tiny friends,

"The Small Pupils of the Church of England School, Langton-by-Spilsby."

"The snapshot is the idea of the children themselves. As a matter of fact the whole letter is practically theirs!"

This is the third gift received from this school.

From the Chaplain-in-Chief of the R.A.F.

Last November the Chaplain-in-Chief of the Royal Air Force sent a gift of over £26, which he had collected at parade services.

From the Argyll and Sutherland Highlanders.

A gift of £50 was received at the end of last year from the 1st Battalion of the

Argyll and Sutherland Highlanders, stationed at Cairo. In 1926 the Battalion sent £49, and the year before £45. Each year it heads the list of contributions from the Army. In sending the gift the Adjutant wrote that the greater part of it came from the men themselves, and that the battalion had twice been shipwrecked. The first time was in the *Abercrombie Robinson*, in 1842, and the second ten years later, when the battalion was on board the famous *Birkenhead*, lost off South Africa.

From the Readers of "The Quiver."

Last November the sum of £116 4s. 7d. was sent by the editor of the *Quiver* from his readers. It was as long ago as 1865 that the Institution received the *Quiver's* first gift, amounting to £627, with which a Life-boat was built,

being stationed at Margate. Three similar gifts were received in the succeeding years, with the result that *Quiver* Life-boats were stationed also at Southwold and Queenstown; while with the fourth gift the Margate Life-boat was replaced by a new Boat.

Chocolate for the Life-boats.

Messrs. Cadbury, Messrs. Fry, and Messrs. Rowntree have each sent the Institution thirty tins of chocolate. These three firms have for a number of years supplied, as their contribution to the Service, all the chocolate required by the Life-boats for emergency rations.

From a Lighthouse.

The wife of the Lighthouse-keeper at Flamborough Head, during last year, collected nearly £33 for the Institution.

Obituary.

Miss Letitia French, Honorary Secretary of the Palling Station; Mr. Charles Noden, of Blackpool.

Miss Letitia French, Honorary Secretary of the Palling Station.

By the death of Miss Letitia French, of Palling, Suffolk, on 6th April, the Institution has lost a most valued helper and one who had the distinction of having been, for a number of years, the only woman Honorary Secretary of a Station. Miss French succeeded her father on his death in 1904 at the age of eighty, but for some time before, during his illness which had put an end to all his activities, she had been Honorary Secretary in fact though not in name. The Institution has maintained a Station at Palling since 1852, and placed a second Life-boat there in 1870. Miss French's father was Honorary Secretary for 38 years, and Miss French herself for 24 years, so that between them they were in charge of the Station for 62 out of the 76 years of its existence. During the 24 years of Miss French's Honorary Secretaryship the Life-boats were launched on service 174 times and rescued 210 lives. Miss French was presented, in 1915, with an inscribed Barometer,

recording her services and the Institution's gratitude, and previous to that she had been given special permission to wear the Gold Medallion, the equivalent of the present Gold Pendant, which, shortly before his death, had been presented to her father in recognition of his long and distinguished services.

Mr. Charles Noden, of Blackpool.

By the death, on 16th April, of Mr. Charles Noden, of Blackpool, at the age of 82, the Institution has lost a very warm friend and devoted worker. He was a firm advocate of the Life-boat Cause, and his cheery personality and ardent enthusiasm were a great stimulus to all associated with the Institution's work in Blackpool. On Life-boat Days, when the Blackpool Life-Boat is exhibited on the Central Beach and thousands of visitors inspect her, Mr. Noden would tell graphic stories of work done by the local Crew, and his eloquence resulted in showers of coppers being thrown into the sheets. On one occasion, in Talbot Square, when the Salva-

tion Army band was accompanying appropriate hymns on a Sunday evening, and five-minute speeches were delivered by representative people advocating the Institution's claims, Mr. Noden suddenly observed the representative of the Institution wearing a silk hat and invited the crowd to throw their money at him. His special pride was in the Blackpool Life-boat Band, which, as is well known, comprises many members of the local

Crew. Nothing gave Mr. Noden greater pleasure than to march at the head of the Band, his association with it causing him to be universally known as "Mr. Blackpool." His death leaves the Institution the poorer, but the memory of his personality will always be treasured by the Blackpool Life-boat Crew, the local Committee and all who had the pleasure of knowing him.

The Deputy Secretary.

We have pleasure in announcing, for the information of Honorary Secretaries and other Life-boat workers, that the Deputy Secretary of the Institu-

tion, Major C. R. Satterthwaite, O.B.E., R.E., who is on the Reserve of Regular Officers, has been promoted to Lieutenant-Colonel.

News from the Branches.

Presentation of Medals and Other Awards.

GREAT YARMOUTH AND GORLESTON.—On 14th March a meeting was held at the Coliseum, Great Yarmouth, at which the Mayor presided, supported by Mr. A. H. Cartwright, Chairman, Councillor Mrs. A. M. Perrett, Sir Francis Vincent, Bt., and Lady Vincent, Chairman of the Ladies' Life-boat Guild, Mrs. Cooper, one of the Honorary Secretaries of the Guild, and Mr. C. A. Cooper and Mr. A. D. Snell, Joint Honorary Secretaries of the Branch. The Mayor presented Coxswain Fleming and the Crew of the Motor Life-boat with the Thanks of the Institution inscribed on Vellum, which had been awarded to them for their share in the service to the *Georgia* on 21st and 22nd November last. The Silver Medal awarded to Coxswain Fleming was presented to him later at the Annual Meeting of the Institution in London by the Prince of Wales. Captain E. S. Carver, R.D., R.N.R., the District Inspector of Life-boats, gave an account of the service, in which he had taken part on board the Southwold Motor Life-boat, and referred to the great privations suffered by the Gorleston Crew, which had been out for 21 hours at the height of the gale. Coxswain Fleming was called on for a speech and said, "You

know I don't care much about this job. My heart is good, but my tongue is not willing at speechmaking. I do thank you one and all for the appreciation you have shown for us old Life-boatmen and our work. If anything comes along again I know we are always ready to do our best."

SOUTHWOLD (SUFFOLK).—A special meeting was held on 30th March at the Southwold Cinema, with the Mayor, Councillor E. A. Allen, presiding, supported by Mr. Gervais Rentoul, M.P. for Lowestoft, and a member of the Committee of Management of the Institution, for the purpose of presenting to Coxswain Frank Upcraft the Thanks of the Institution inscribed on Vellum which accompanied the Bronze Medal awarded to him for the service to the *Georgia* on 22nd November. Coxswain Upcraft had received the medal itself from the Prince of Wales at the Annual Meeting of the Institution two days before. The Vellum was presented by Mr. Rentoul, who congratulated the Coxswain and his Crew on the splendid share which they had taken in a remarkable rescue. Major E. R. Cooper, a former Honorary Secretary of the Station, gave a short history of the life-saving work which had been carried

out by the Life-boatmen of Suffolk, and Captain E. S. Carver, R.D., R.N.R., the District Inspector of Life-boats, who went out in the Southwold Boat on the service to the *Georgia*, gave an account of the service. He spoke in high praise of the Crew who had gone out at mid-day, many of them leaving without having a meal, and for 13 hours were battling with the seas in bitterly cold weather.

Annual Meetings : Station Branches.

BLACKPOOL.—On 26th March, Mr. C. H. Turver, Chairman, presiding, supported by the Mayoress (Mrs. Lumb). The report for the year ending 30th September, 1927, showed that £431 had been collected, as compared with £502 in the previous year. Councillor C. E. Tatham, the Honorary Secretary, thanked the Mayor and Mayoress for the hearty help and goodwill which they had given to the Life-boat Crew, and Mr. Turver thanked the Ladies' Life-boat Guild for their work.

BLYTH (NORTHUMBERLAND).—On 14th January, Alderman G. E. Tynemouth, Chairman, presiding. The report for the year ending 30th September, 1927, showed that £330 had been collected, as compared with £282 in the previous year. The Chairman said that it was clear that they had been able to arouse great interest in the work of the Service in Blyth, and he specially congratulated the Ladies' Life-boat Guild on the energy which they had shown and the increased amount raised.

BRIDLINGTON (YORKSHIRE).—On 7th March, Colonel Y. G. Lloyd-Greame, J.P., President, in the chair. The report for the year ending 30th September, 1927, showed that the Life-boat had been out on two occasions, and that £273 had been collected, as compared with £259 in the previous year. Reference was made to the special letter of thanks which the Institution had sent to the Mayor, Alderman G. H. Gray, the Honorary Secretary of the Station, for his courageous action at a recent service, and the meeting gave him their special congratulations. Reference was also made to the excellent work of the Ladies' Life-boat Guild.

DOUGLAS (ISLE OF MAN).—On 23rd March, His Excellency the Lieutenant-Governor, Patron of the Branch, presiding. The report for the year ending 30th September, 1927, showed that the Life-boat had been out once, and that £739 had been collected, as compared with £740 in the previous year.

DUBLIN.—On 5th March, Senator the Right Hon. Andrew Jameson, Chairman, presiding. At the end of 1927, of the 19 Life-boats on the coast of the Irish Free State, 7 were motor-driven, and Motor Life-boats had been approved for Fenit, Clogher Head, Helvick Head and Youghal, at an approximate capital cost, for the Boats alone, of nearly £30,000. During 1927 the Life-boats on the Free State coast had been launched on service 14 times, had rescued 12 lives and saved 2 vessels. The Financial Statement for the year ending 30th September, 1927, showed that £974 had been collected, as compared with £926 in the previous year. Although nearly £8,000 was spent during 1927 on the maintenance of the Life-boat Service in Ireland the total contributed was under £5,000. In moving the adoption of the report Senator Jameson said he hoped that the appeal of the new Governor-General to make up as soon as possible the difference between the amount spent and the amount contributed would have a generous response. Mr. John Good, T.D., in seconding, said that Dublin ought to contribute more than £1,000 towards the £8,000 required. Mr. David Barry, President of the Chamber of Commerce, suggested that collecting boxes should be sent to all the big city shops. He also said that Masters of ships coming into the port did little, and he suggested that the Harbour Master might direct attention to the matter.

EXMOUTH AND BUDLEIGH SALTERTON.—On 3rd February, Captain A. B. Grenfell, R.N., Chairman, presiding. The report for the year ending 30th September, 1927, showed that £218 had been collected, as compared with £202 in the previous year. In presenting the report the Honorary Secretary, Captain W. H. Taylor, R.N., said

that since a Life-boat had been stationed at Exmouth he did not think the Station had ever asked the Institution for any contribution towards its maintenance, and during the 13 years he had been Honorary Secretary, in addition to paying its way, the Station had sent something like £600 to the general funds of the Institution.

KINGSTOWN (DUN LAOGHAIRE).—On 7th March, the Reverend J. Pim, B.D., presiding. The report for the year ending 30th September, 1927, showed that £181 had been collected, as compared with £179 in the previous year. Mr. H. R. Tweedy, who had resigned the Chairmanship owing to ill-health, was thanked for his services to the Branch, and Captain Fosbery Holmes, R.N., was elected in his place.

LIVERPOOL.—On 28th February, the Lord Mayor (Miss Margaret Bevan), 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 £3,660 had been collected as compared with £3,724 in the previous year, and the sum collected by the Ladies' Life-boat Guild had increased from £1,611 to £1,715. The thanks of the Committee were given to the Directors of the Canadian Pacific Steamships, the Cunard S.S. Company and the White Star Line for allowing collections to be made among the visitors to their vessels during Liverpool's Civic Week. The Lord Mayor, in proposing the adoption of the report, said that the story in the report of the service of the *Moelfre* Life-boat to the ketch *Excell* on 27th October, was the most thrilling story that she had ever read, and it must inspire all who read it to do everything possible to help such a Service. Mr. Charles Livingston, President of the New Brighton Station, said that he hoped to see a still larger sum collected next year. Mr. S. S. Jerrett, Chairman of the New Brighton Committee, referred to the service to the s.s. *Varand* from which 42 lives were rescued by the New Brighton Motor Life-boat, and Sir Godfrey Baring

expressed the warmest thanks of the Institution to the Branch and Ladies' Life-boat Guild. He was particularly glad to see that this year a Life-boat Day was to be held in Liverpool.

LYTHAM (LANCASHIRE).—On 23rd March, Mr. E. W. Mellor, J.P., Chairman, presiding. The report for the year ending 30th September, 1927, showed that £207 had been collected, as compared with £167 in the previous year. The Officers and the Ladies' Life-boat Guild were thanked for their services.

NEW BRIGHTON.—On 14th February, the Chairman, Mr. S. S. Jerrett, presiding. The report for the year ending 30th September, 1927, showed that the Motor Life-boat had been out on two occasions, and that £13 had been collected, as compared with £23 in the previous year.

After the meeting the annual Hot Pot Supper to the Crew was held. At this Mr. Jerrett also presided, supported by the Mayor (Alderman Dr. McMillan) and members of the Committee. A concert followed the supper.

PIEL (BARROW).—On 13th January, the Mayor (Alderman C. G. B. Ellison), presiding. The report for the year ending 30th September, 1927, showed that £133 had been collected, as compared with £54 in the previous year, the increase being largely due to the newly constituted Ladies' Life-boat Guild. In presenting the report Mr. J. M. Mawson, the Honorary Secretary, pointed out that it had been a momentous year for the Branch as a Motor Life-boat had been stationed there, and a new Boathouse had been built at a cost of £14,000. The Boat itself, costing nearly £10,000, had been provided out of various legacies, but apart from the capital expenditure the upkeep of the Station would be much more than it had been. It had been about £75 a year, and the Committee appealed for more and, if possible, increased subscriptions.

RHYL.—On 20th February, Mr. J. Pierce-Lewis, Chairman, presiding. The report for the year ending 30th September, 1927, showed that £289 had

been collected, as compared with £238 in the previous year.

ST. ANNE'S-ON-THE-SEA.—On 20th March, Mr. S. L. Stott in the chair. The report for the year ending 30th September, 1927, showed that £168 had been collected, as compared with £151 in the previous year.

SOUTHEND-ON-SEA.—On 24th January, Alderman Sir John Francis, J.P. Chairman, presiding. The report for the year ending 30th September, 1927, showed that £284 had been collected, as compared with £223 in the previous year. The resignation of Mr. J. C. Bruford, as Honorary Treasurer, was accepted with regret.

SUNDERLAND AND DISTRICT.—On 13th March, the Mayor (Alderman D. Cairns), President of the Branch, was in the chair supported by the Mayoress. The report for the year ending 30th September, 1927, showed that the Life-boat had been out on two occasions, and that £686 had been collected, as compared with £516 in the previous year. In presenting the report the Honorary Secretary, Captain Oliver, said that it was hardly satisfactory that they obtained the greater part of the Branch's revenue from Life-boat Day, the success of which so much depended on the weather.

WORTHING.—On 24th February, Councillor Major-General R. E. Vaughan, C.B., presiding, in the unavoidable absence of the Mayor. The Chairman was supported by the Hon. George Colville, Deputy-Chairman of the Committee of Management of the Institution, Lt.-Col. A. F. Randolph, C.M.G., D.S.O., D.L., Chairman of the Committee, and Lady Louisa Cecil, Chairman of the Ladies' Life-boat Guild. The report for the year ending 30th September, 1927, showed that £528 had been collected, as compared with £624 in the previous year. Mr. Colville, in thanking the Branch for its support, said that Worthing was noteworthy among the Station Branches for its generous contribution. During the last eight years it had collected no less than £4,000, and he was particularly glad to see that a

large proportion had come from annual subscriptions. If only all towns subscribed as liberally as Worthing, the Institution would find it an easy matter to raise the annual sum of £250,000 required to maintain the Service.

Annual Meetings : Financial Branches.

ABERDARE VALLEY (GLAMORGANSHIRE).—The first annual meeting of the Branch was held on 6th February, the High Constable, Mr. Gwilym Jones, President of the Branch, in the chair. The report showed that £8 had been collected. The Chairman pointed out that the continued bad state of the coal industry had made it almost impossible to raise funds for the most deserving of charities, but he hoped that it would not be long before the Aberdare Valley was contributing its share to the Life-boat Service.

ACTON AND CHISWICK.—On 7th March the Mayor (Mr. W. G. Middleton), President of the Branch, in the chair, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, the Deputy Mayoress (Mrs. Orange), Mrs. H. A. Lytton, Vice-President, and Mrs. Brooke-Platten, Honorary Secretary. The report for the year ending 30th September, 1927, showed that £83 had been collected, as compared with £71 in the previous year. Addresses were given by Sir Godfrey Baring and the District Organising Secretary, and the meeting was followed by tea and a concert.

ALDERSHOT AND DISTRICT.—On 9th January, Councillor E. A. Underwood, J.P., Chairman of the Branch, presiding. The report for the year ending 30th September, 1927, showed that £128 had been collected, as compared with £3 in the previous year. Mr. D. Llewellyn Griffiths and Mr. J. Constant were thanked for their services as Joint Honorary Secretaries, and Mr. Griffiths' resignation was accepted with regret.

BRADFORD.—On 24th January, the Lord Mayor, President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that £1,900 had been collected as compared with £1,975 in the previous year.

In moving the adoption of the report, the Lord Mayor congratulated the city on the remarkable contribution which it was making to the Life-boat Service, and Sir William Priestley, Chairman of the Branch, in seconding, said that the Institution gratefully recognised the generous help which it was receiving from Bradford.

CARDIFF AND PENARTH.—On 15th February, Mr. A. H. Hauser in the chair, in the absence of the Lord Mayor (Alderman A. J. Howell), President of the Branch. The report for the year ending 30th September, 1927, showed that £264 had been collected, as compared with £291 in the previous year. Just after the close of the Financial Year, another £194 was received from the Branch, so that it had collected, during the year £458. Mr. Hauser, on behalf of the Lord Mayor, made a special appeal for the balance of £11,000 needed to complete the cost of the two Motor Life-boats at Barry Dock and The Mumbles, presented by Glamorgan to the Prince of Wales as President of the Institution.

CITY OF LONDON.—On 29th February, the Lord Mayor (Sir Charles Batho), presiding, supported by the Hon. George Colville, Deputy Chairman of the Committee of Management, and Alderman Howell, Chairman of the Branch. The report for the year ending 30th September, 1927, showed that £9,601 had been collected, as compared with £8,972 in the previous year. The Lord Mayor said that he had a very pleasant recollection of the time when he was a member of the Committee of the Branch, and he trusted that the work of the City for the Life-boat Service would be carried on for many years to come. Alderman Howell, in moving the adoption of the report, spoke of the gratitude which the Branch felt to the Lord Mayor for his services when he had been a member of the Committee, and said that he hoped that the Branch would go on increasing its contribution as it had done in 1927. He expressed the thanks of the Branch to Mr. W. B. Chapman, C.C., for making an appeal to the textile trade, and said that he hoped

it would be continued. Mr. Colville seconded the motion.

COVENTRY.—The Annual Meeting of the Guild was held on 21st February, Mr. George F. Shee, M.A., Secretary of the Institution, in the chair. The report for the year ending 30th September, 1927, showed that £54 had been collected, as compared with £77 in the previous year. Mr. Shee then presented to Mrs. Walter Beamish, Honorary Secretary and Treasurer of the Ladies' Life-boat Guild, the Vellum signed by the Prince of Wales recording the fact that she had been elected an Honorary Life Governor of the Institution, an honour which was given only in recognition of long and exceptionally devoted service to the Institution, and which had been conferred on only eleven other people.

A meeting was held on the same evening, at which Alderman A. H. Drinkwater, Chairman of the Branch, presided, and at which Mr. Shee gave an address on the work of the Institution, in the course of which he said that he was sure that Coventry's work for the Institution would be continued by the younger generation, which had such fine examples of public service at the head of their Committee.

On 29th February, the Annual Meeting of the Branch was held, the Mayor (Alderman F. Lee), President of the Branch, in the chair, supported by Alderman Drinkwater and Mrs. Beamish. The report for the year ending 30th September, 1927, showed that £146 had been collected, as compared with £342 in the previous year. The report stated that the Committee deeply regretted that the amount collected was considerably less than in recent years, and pointed out that owing to very bad weather the Life-boat Day had realised only £83, as compared with £274 in the previous year. The Mayor congratulated the Branch on the enthusiastic way in which its appeals were carried out, and spoke of his satisfaction in seeing that the expenses were kept as low as possible. Alderman Drinkwater referred in particular to the splendid help given on Life-boat Day

by the City Fire Brigade, and the District Organising Secretary pointed out that the example of the Coventry Brigade had now been followed by Birmingham.

DARLINGTON.—On 7th March the Mayor (Councillor S. Hardwick), President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that £216 had been collected, as compared with £131 in the previous year. An address on the work of the service was given by the District Organising Secretary, who congratulated the Branch on its increase.

DURHAM.—On 8th March, the Mayoress (Mrs. Lynch), one of the Presidents of the Branch, in the chair, supported by the Mayor, the other President. The report for the year ending 30th September, 1927, showed that £75 had been collected, as compared with £84 in the previous year. An address was given by the District Organising Secretary, and it was decided that a Life-boat Day should be held in the summer, and a Whist Drive in the autumn.

HENLEY AND DISTRICT (OXFORDSHIRE).—On 21st February, Lieut.-Commander P. H. Bulnois, R.N., Chairman of the Branch, presiding. The report for the year ending 30th September, 1927, showed that £123 had been collected as compared with £142 in the previous year. Although it had been impossible to hold a Life-boat Day, subscriptions and donations had increased. Altogether during the four years of its existence the Branch had raised £674. The chairman made a special appeal for an increase in the number of annual subscribers.

HULL AND DISTRICT.—On 30th March, Colonel Stracey Clitheroe, in the chair, in the unavoidable absence of the Lord Mayor (Alderman H. Dean), one of the Presidents of the Branch. The Lady Mayoress, the other President, was among those present. The report for the year ending 30th September, 1927, showed that £734 had been collected, as compared with £541 in the previous year. The Honorary Secretary, the Reverend R. T. Newcombe, M.C., in

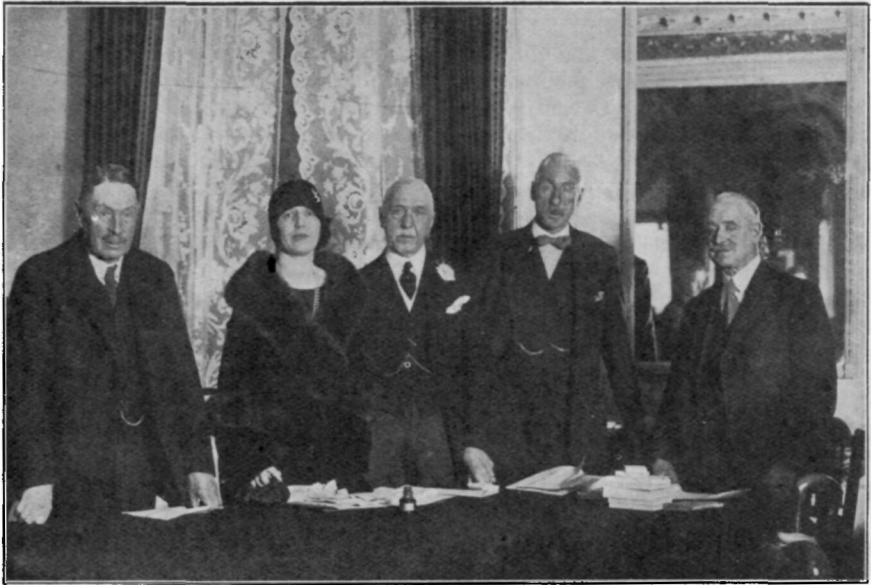
presenting the report, said that although Hull was among the twenty best Branches of the Institution, he thought that it could do still better, as at present the money came from a mere handful of people. An address was given by the District Organising Secretary, who congratulated the Branch on its increase.

HYDE (CHESHIRE).—On 9th March, the Mayor (Councillor A. Shaw, J.P.), one of the Presidents, in the chair, supported by the Mayoress, the other President of the Branch, and the Chief Constable. The report for the year ending 30th September, 1927, showed that £29 had been collected, as compared with £33 in the previous year. An address was given by the District Organising Secretary, and the Mayor said they must consider how to increase their support of a Service which was vital to the country.

INVERNESS.—On 24th February, ex-Provost Petrie in the chair. The report for the year ending 30th September, 1927, showed that £122 had been collected, as compared with nearly £90 in the previous year. The Honorary Secretary, Mr. Duncan Mackintosh, in presenting the report said that the most important event of the year had been the formation of the Inverness Ladies' Life-boat Guild. Inverness having contributed a sum of over £100 now had the right to representation on the Scottish Life-boat Council, and he felt sure that with the help of the Guild they would have no difficulty in maintaining that right.

MACCLESFIELD (CHESHIRE).—On 19th March, Mr. Robert Brown, J.P., Chairman, presiding, supported by the Mayoress, one of the Presidents of the Branch. The report for the year ending 30th September, 1927, showed that £133 had been collected, as compared with £120 in the previous year. It was announced that Life-boat Day had been arranged to take place in May, that collections would be made in the mills and workshops and that the Mayor would sign an appeal for subscriptions.

MANCHESTER, SALFORD AND DISTRICT.—On 27th February, the Lord Mayor (Mr. W. Davy), President of the

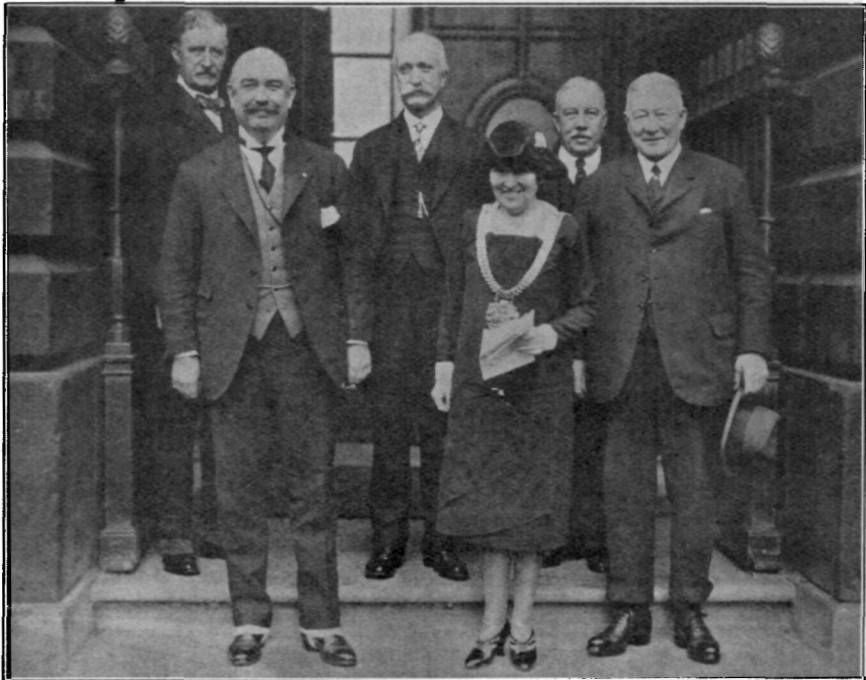


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CITY OF DUBLIN LADIES' LIFE-BOAT GUILD.

Left to right: Senator the Rt. Hon. Andrew Jameson (Chairman, City of Dublin Branch), Her Excellency Mrs. James McNeill, Major Arthur Whewell (Chairman, Special Effort Committee), Mr. R. Noel Guinness (Honorary Secretary), Mr. B. J. Newcombe (Ass'tant Secretary).



LIVERPOOL ANNUAL MEETING.

Front Row, left to right: Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), The Lord Mayor of Liverpool (Miss Margaret Bevan), Mr. Charles Livingstone (Chairman, Liverpool Committee). Back Row: Mr. B. J. Kirkham (Hon. Secretary, New Brighton Station), Mr. S. S. Jerrett (Chairman, New Brighton Station), Mr. F. Holt (Hon. Secretary, Liverpool Branch).

Branch, in the chair, supported, among others, by the Mayor of Salford (Mr. A. Williamson), Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Dr. Hewlett Johnson (the Dean of Manchester), Sir William Milligan, M.D., Chairman of the Branch, and Sir Edwin Stockton, J.P., Honorary Secretary. The report for the year ending 30th September, 1927, showed that £4,499 had been collected as compared with £4,132 in the previous year. Of this sum £1,006 had come from subscriptions and donations, £470 from works collections, over £300 from collections in places of amusement, £742 from the collections organised by the Ladies' Life-boat Guild, and £1,944 from Life-boat Day. In moving the adoption of the report Sir Godfrey Baring said that the great success of the Branch was due to the fact that it had the support of all classes.

NEWCASTLE-ON-TYNE.—On 9th March, the Deputy Lord Mayor (Dr. R. W. Simpson) presiding. The report for the year ending 30th September, 1927, showed that £510 had been collected, as compared with £144 in the previous year. Of this sum £325 had been raised by Life-boat Day. In presenting the report the Honorary Secretary, Mr. F. J. Crawley, the Chief Constable, said that the list of subscribers was increasing, and welcomed Mrs. Patterson, who had previously been Honorary Secretary of the Ladies' Life-boat Guild at Durham, and had now accepted the same office in Newcastle. He hoped that with her help the work of the Guild would be greatly developed. An address was given by the District Organising Secretary, who congratulated the Branch, and in particular the Honorary Secretary and Honorary Treasurer, on the way in which the Branch's work had been revived.

OLDHAM.—On 22nd February, the Mayor (Councillor E. H. Shorrocks), President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that £246 had been collected, as compared with £315 in the previous year. The Life-boat

Oldham, stationed at Abersoch, had been out once on service during the year. The District Organising Secretary thanked the Branch for its excellent work.

OXFORD.—On 3rd February, Sir Michael Sadler, K.C.S.I., Master of University College, presiding. Among those supporting him were the Mayor (Alderman W. M. Gray), Colonel Sir Henry McMahon, G.C.M.G., G.C.V.O., K.C.I.E., C.S.I., and the Right Hon. F. O. Roberts, M.P., members of the Committee of Management of the Institution, Miss Alice Marshall, late Honorary Secretary of the Branch, Lieut.-Col. N. E. Swann, R.E., Honorary Secretary, and Mr. George F. Shee, M.A., Secretary of the Institution. The report for the year ending 30th September, 1927, showed that £781 had been collected, as compared with £907 in the previous year. Sir Henry McMahon, Mr. Roberts and Mr. Shee all paid tributes to the work of the late Honorary Secretary of the Branch, Miss Alice Marshall, who had retired at the end of the Branch Financial Year.

PETERBOROUGH.—On 15th February, Lady Winfrey, President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that £100 had been collected, as compared with £170 in the previous year. It was announced that Mrs. Abington had taken over the duties of Honorary Secretary from Miss Swallow, and that Miss Swallow had become Vice-president.

PORTSMOUTH.—On 4th January, the Mayor (Councillor F. J. Privett, J.P.), President, in the chair, supported by the Mayoress, Sir Harold Pink, J.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 £430 had been collected, as compared with £248 in the previous year. An address on the work of the Service was given by Mr. Shee, and the Mayor said that they were all determined to increase Portsmouth's contribution which, he considered, was by no means representative of the deep interest which the city

must necessarily feel in the Life-boat service.

SALTBURN-BY-THE-SEA (YORKSHIRE).—On 15th March, Councillor Mrs. Marshall, J.P., Vice-president in the chair. The report for the year ending 30th September, 1927, showed that £81 had been collected, as compared with £69 in the previous year. It was announced that a Dancing Matinée and an Open-Air Whist Drive would be held during the summer.

SOUTHAMPTON.—On 2nd February, Mr. C. J. Sharp, J.P., Chairman of the Branch, presiding in the absence of the Mayor (Mrs. Foster Welch, J.P.), President, who came on later from another meeting. The report for the year ending 30th September, 1927, showed that £1,003 had been collected, as compared with £916 in the previous year. Of this sum Life-boat Day raised £300 and the collections on the Isle of Wight Steam Packet Company's steamers £171. The Mayor presented a certificate won by a Southampton girl in the Life-boat Essay Competition last year, and in referring to the report said that the work of the Institution was dear to the heart of every man, woman and child in the country. An address on the work of the service was given by Captain Basil Hall, R.N., late District Inspector of Life-boats.

SOUTHPORT.—On 27th March, the Mayor (Councillor J. G. Wilkinson) presiding. The report for the year ending 30th September, 1927, showed that £511 had been collected, as compared with £585 in the previous year. Of this sum £470 had been collected by the Ladies' Life-boat Guild. The District Organising Secretary expressed the Institution's thanks to the Branch and the Guild for their work during the year.

SOUTH SHIELDS.—On 6th February, Captain Bruhn in the chair. The report for the year ending 30th September, 1927, showed that £155 had been collected, as compared with £225 in the previous year. The Branch was thanked for its work by the District Organising Secretary.

SOWERBY BRIDGE (YORKSHIRE).—The Annual Meeting of the Guild was

held on 21st February, Mrs. Bethune in the chair. The report for the year ending 30th September, 1927, showed that £2 had been collected, as compared with £8 in the previous year. Special efforts are to be made to increase the Branch's contribution.

SIR JOHN FRANKLIN (SPILSBY) BRANCH (LINCOLNSHIRE).—On 10th March, Colonel C. A. Swan, C.M.G., presiding. The report for the year ending 30th September, 1927, showed that £60 had been collected, as compared with £53 in the previous year. It was decided to hold a meeting at Alford in order to revive the work of the Life-boat Service there, and to carry out a Life-boat Day in May.

SWANSEA.—On 16th February, the Mayor (Councillor T. W. Howells), President of the Branch, in the chair, supported by the Mayoress. The report for the year ending 30th September, 1927, showed that £215 had been collected, as compared with £222 in the previous year. In moving the adoption of the report the Mayor said that the sum raised last year was much below their record year, and he hoped that their support of the Life-boat Service, in which a great port like Swansea ought to take a special interest, would greatly increase in the future.

TRURO.—On 9th February, the Mayor (Mr. R. K. Worth) presiding. The report for the year ending 30th September, 1927, showed that £84 had been collected, as compared with £59 in the previous year. The sum raised last year was a record, but the report said that much still remained to be done and no effort would be spared until the Branch was raising £100 a year. An address on the work of the Service was given by the District Organising Secretary.

WARRINGTON AND DISTRICT.—On 23rd March, Mrs. Ralph Johnson presiding. The report for the year ending 30th September, 1927, showed that £212 had been collected, as compared with £160 in the previous year. An address was given by the District Organising Secretary, who congratulated the Branch on its increase.

WREXHAM AND DISTRICT (DENBIGH-SHIRE).—On 26th February, the Mayor (Mrs. S. Edwards), President of the Branch, in the chair. The report for the year ending 30th September, 1927, showed that £49 had been collected, as compared with £104 in the previous year. In proposing the adoption of the report the Mayor said that the Life-boat Day had been ruined by a 24 hours' downpour of rain, and that the decline in the proceeds of the day from £92 to £28, accounted for the decline in the total revenue. It was not surprising in these circumstances that a smaller sum had been collected, but it was surprising that any collectors should have been able to work at all on such a day.

Special Meetings.

BURNLEY.—A special meeting was held on 31st January at the residence of the Bishop of Burnley, Dr. Henn, on the invitation of the Hon. Mrs. Henn, at which some 30 ladies were present, and it was unanimously decided to reconstitute the Ladies' Life-boat Guild. The following officers were elected, President, Mrs. Macnamara, Vice-Presidents, The Hon. Mrs. Henn, Mrs. Lancaster and the Mayoress, Honorary Treasurer, Mrs. Heap, and Joint Honorary Secretaries, Mrs. J. H. Watson and Mrs. Butler.

CAMBRIDGE.—On 26th January, Miss Ramsey gave an At Home at the Master's Lodge, Magdalene College, on behalf of the Ladies' Life-boat Guild, and entertained about 60 guests. The Vice-Chancellor was present and introduced Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, who raised enthusiasm by his speech, describing the bravery and loyalty of the crews of the Life-boats. Later a number of undergraduates sang Sea Shanties. This very enjoyable party added many new annual subscribers to the Branch, and realised the sum of £20.

DUBLIN.—Her Excellency Mrs. James MacNeill, wife of the Governor-General of the Irish Free State, presided at a meeting which was held on 2nd April for the purpose of forming a Ladies'

Life-boat Guild. Mrs. MacNeill made a special appeal, in the course of which she said: "Last year nearly £8,000 was spent on the Life-boat Service in Ireland, while the amount collected was under £5,000. This state of affairs is regrettable, and I hope it will shortly be remedied. I ask for support for this work, as a humane and charitable work—a work of national importance; and because the gallant self-sacrifice of Irish Life-boatmen, who risk their lives voluntarily to save others, is an inspiration we can all fully appreciate." A resolution in favour of forming a Guild was proposed by Lady Myles, seconded by Lady Walker, and carried unanimously, and Mrs. MacNeill was elected President. A Vote of Thanks to Mrs. MacNeill was proposed by Senator Andrew Jameson, Chairman of the Branch, and seconded by Major A. Whewell, Chairman of the Special Effort Committee. In replying Mrs. MacNeill said that she gladly placed any influence that she had at the disposal of the ladies of Dublin for the excellent objects of the Guild.

EALING (MIDDLESEX).—At the invitation of the Mayoress a meeting was held in the Council Chamber of the Town Hall on 8th February, at which Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, gave an address on the work of the Service. At the end of his address he appealed to Ealing to re-form the Life-boat Branch, and to support it generously. The Mayoress said that she took a very keen interest in the Institution, and that she had been very glad to be present.

FARNBOROUGH (HAMPSHIRE).—On 19th January a special meeting was held at which it was unanimously decided to form a Farnborough Branch as distinct from the Aldershot Branch. Mr. F. C. Sandberg was elected Chairman and the Rev. Rhys Morgan, Honorary Secretary. It was resolved to hold a Life-boat Day early in the summer.

GRIMSBY.—A special meeting of the Ladies' Life-boat Guild was held on 25th March, Mrs. Rudolph McKane, President, in the chair. Mrs. McKane

made a stirring appeal to all those present to join the Guild, and to do all in their power to make it known throughout Grimsby. This appeal was supported by the District Organising Secretary, who referred to the forthcoming visit to Grimsby of the Prince of Wales, the Institution's President, and said that it would be a graceful compliment to him if, when he came, he found a powerful Guild already in existence. Before the meeting ended over 30 new members had joined the Guild.

HACKNEY (LONDON).—On 23rd February, a special meeting was held in the Town Hall at the invitation of Lady Keymer, a member of the Central London Women's Committee of the Ladies' Life-boat Guild, at which Sir Godfrey Baring, Bt., Chairman of the Committee of Management, gave an address on the work of the Service. Among those present were Lady Cooper, the Rev. N. A. Lash, M.A. (Rector of Hackney), and the District Organising Secretary for Greater London. Sir Godfrey Baring appealed to Hackney to increase its support of the Local Branch, and this appeal was supported by Lady Cooper and the Rector.

IPSWICH.—A special meeting was held on 6th February, at which the Mayor (Mr. W. Rowley Elliston) presided, and an address on the work of the Institution was given by the Hon. George Colville, Deputy Chairman of the Committee of Management. The Mayor said that the people of Ipswich should be specially generous in their support of the Institution both because they had so much interest in shipping, and because of the very gallant work of the Life-boat Crews on the coast of Suffolk. Mr. Colville pointed out that no county had a finer record of rescuing life from shipwreck, a record which went back many years before the Institution itself was founded, to the days when, in 1807, Lionel Lukin, the London coach-builder, built for the Suffolk Humane Society a sailing Life-boat which was the forerunner of the famous Norfolk and Suffolk Life-boat of to-day. The Suffolk Stations had

rescued nearly 2,800 lives. The Institution had now given rewards for the rescue of over 61,000 lives, so that Suffolk Life-boats alone had saved nearly 5 per cent. Mr. Colville also pointed out that the Ipswich Branch now had a population of nearly 80,000, but while in the year of its foundation, 1866, it had collected £66, its contribution in 1927 had fallen to £17. He made an earnest appeal for an increased number of subscribers, the formation of a Ladies' Life-boat Guild, and for permission for a Life-boat Day to be held.

ROYTON (LANCASHIRE).—A special meeting was held on 29th March, with Councillor J. Schofield in the chair. The object of the meeting was to arrange for a Life-boat Day to be held, and there was a large attendance of ladies. Councillor Schofield gave an account of the work of the Institution, and the Vicar, the Rev. W. Rowe, said that he had been in Royton for ten years, during which time nothing had been done for the Life-boat Service, and he thought that it was high time that Royton should take its part in supporting this work. Mrs. Travis and Mrs. F. Schofield were appointed Honorary Treasurer and Honorary Secretary respectively, and Committees were formed for each of the four wards of the town which will make its contribution to the Institution through the Oldham Branch.

TAUNTON.—A special meeting was held on 21st February under the auspices of the Taunton Rotary Club, with Mr. Harold Nicholson, President of the Club, in the chair, supported by Captain A. G. Warren, R.N., Honorary Secretary of the Taunton Branch. The object of the meeting was to re-organise the work of the Branch, and it was decided to hold a further meeting to discuss methods of helping the Institution. A Ladies' Life-boat Guild was formed, and Mrs. Dodson, and Mrs. Winckworth were chosen as Honorary Secretaries.

Entertainment of Crews.

BERWICK-ON-TWEED.—The Annual Supper for the Life-boat Crew was held on 14th January, Commander H. Lillington, R.N., a member of the Com-

mittee, presiding, supported by Captain Gibsone, D.S.O., Honorary Secretary. The supper was followed by a concert, and each of the guests was presented with a tobacco-pouch, cigarettes and tobacco. Among the toasts was "The Subscribers to the Supper and Mr. Waite," who had collected the subscriptions for it for nearly fifty years.

FLAMBOROUGH.—Mr. C. Hartley, a member of the Committee, and Mrs. Hartley entertained the officials of the Branch and the Crew to a dinner and smoking concert on 4th January.

NEWHAVEN.—The Annual Dinner to the Life-boat Crew, was held on 30th March. The Chairman, Mr. R. W. Dewdney (Divisional Marine Manager, Southern Railway), presided, supported by Rear-Admiral T. P. H. Beamish, C.B., M.P. for the Lewes Division, and a member of the Committee of Management of the Institution, Major-General W. A. Watson, C.B., C.M.G., C.I.E., President of the Local Branch of the British Legion, and Major T. Hunton Carter, D.S.O., Chairman of the Newhaven Chamber of Commerce. In proposing the toast of the Institution, Major-General Watson said that the spirit of the Service was that the shores of Great Britain should be safe for those who approached them in friendship, under whatever flag they sailed. Admiral Beamish who replied, and who proposed the toast of the Crew, paid a tribute to their courage, and said that when he was next at Headquarters he would tell the Institution how keen were the people of Newhaven to help it in its work.

ST. ABBS (BERWICKSHIRE).—About 100 guests were present at the Annual Supper given by Miss Cowe to the St. Abbs Life-boat Crew and their friends on 11th January. The supper was followed by a concert and dance, and Miss Cowe was warmly thanked.

SWANAGE.—On 10th February Mr. and Mrs. F. W. Pond entertained the Life-boat Crew, the Crew of the Board of Trade Rocket Apparatus and the Crew of the Fire Brigade to Dinner. The guests numbering about 140, and among those present were Major E. J.

Burt, President, and Mr. W. Powell, Honorary Secretary of the Branch.

Theatrical Performances.

ABERDEEN.—On 31st January and 1st February, the John Knox's Parish Church Dramatic Club gave performances of *Jamie Fleeman, the Laird of Udney's Fool* in aid of the Institution.

HULL.—The Annual Matinée arranged by the Lady Mayoress, was given on 22nd March at the Palace Theatre. Artistes from the various Hull theatres and the Palaise de Danse Band generously gave their services, supported by the Palace Theatre Orchestra.

PLYMOUTH.—On 3rd, 4th and 5th January the Plymouth Boy Scouts gave performances of Captain Reginald Berkeley's *The White Château* at the Globe Theatre, Royal Marine Barracks. These performances contributed £80 to the funds of the Branch.

On 26th, 27th and 28th January, the local Dramatic Society gave performances of *Mrs. Dane's Defence*, at the same theatre, which contributed over £50.

WESTERHAM (KENT).—On 20th February the Westerham Village Players gave performances of *The Happy Man*, played by children, *Slightly Mixed* and *Five Birds in a Cage*, in aid of the Institution. The plays were arranged by Mrs. C. F. Lucas, and the Drill Hall, where they took place, was packed.

Religious Services.

CROMER.—Life-boat Sunday was celebrated at Cromer on 4th March. The Vicar (the Rev. E. M. Davys) preached a Life-boat sermon at the evening service and offered a special prayer for the men of the Cromer Life-boat.

HENSTEAD (SUFFOLK).—The Annual Fisherman's Thanksgivings Services for the Harvest of the Sea were held on 1st January, at the Parish Church, the church being decorated with herring nets, fishing tackle, life-belts and flags. The collection at the evening service was given to the Lowestoft Branch of the Institution.

(Continued on page 96.)

Income and Expenditure for 1927.

| Life-boats:— | EXPENDITURE. | £ | s. | d. | £ | s. | d. |
|---|--------------|--------|----|----|----------|----|----|
| New Life-boats for the following stations :—On account | | | | | | | |
| —Aberdeen, Eastbourne, Piel (Barrow), Rosslare Harbour, Southend-on-Sea, Stromness, Swanage, and Walton-on-Naze, etc. | | 33,252 | 7 | 3 | | | |
| Provision of office accommodation and storage for timber, etc., at the Building Yards | | 755 | 16 | 1 | | | |
| Alterations and Repairs of Life-boats, etc. | | 6,864 | 10 | 2 | | | |
| Payments on Maintenance of Steam Life-boat and Tug | | 1,500 | 6 | 9 | | | |
| Consulting Naval Architect | | 244 | 9 | 8 | | | |
| Salaries and allowances of Inspectors and Surveyors of Machinery, Surveyors of Life-boats, Assistant Surveyors, Draughtsmen, and Clerks (31 persons) | | 9,381 | 13 | 5 | | | |
| Travelling Expenses | | 2,278 | 15 | 7 | | | |
| Pensions and gratuity | | 1,150 | 6 | 10 | | | |
| | | | | | 55,428 | 5 | 9 |
| Life-boat Carriages and Tractors, viz. :— | | | | | | | |
| New Tractors, etc. | | 2,997 | 11 | 5 | | | |
| Repairs to Tractors | | 169 | 19 | 0 | | | |
| Alterations and Repairs of Life-boat Carriages | | 90 | 15 | 5 | | | |
| Tipping's Sand Plates for Carriage Wheels | | 273 | 15 | 11 | | | |
| Salary and allowances of Assistant Surveyor of Life-boat Carriages | | 301 | 10 | 7 | | | |
| Travelling Expenses | | 200 | 14 | 10 | | | |
| | | | | | 4,034 | 7 | 2 |
| Life-boat Houses and Slipways, including Engineers' charges | | | | | 37,695 | 13 | 9 |
| Life-boat Stores | | | | | 11,332 | 3 | 5 |
| Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs | | 2,739 | 18 | 8 | | | |
| Salaries and allowances of Deputy Chief Inspector for Stores, Storekeeper and Clerks (15 persons), and Wages of Manual Workers (47 persons) | | 11,584 | 11 | 11 | | | |
| Pensions | | 217 | 0 | 0 | | | |
| Storeyard Extension Works | | 1,637 | 3 | 6 | | | |
| | | | | | 16,178 | 14 | 1 |
| Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally, Conveyance of Boats, Carriages, Stores, Postages, etc. | | | | | | | |
| Salaries of Assistant Secretaries, etc., of Stations (18 persons) | | 8,154 | 8 | 1 | | | |
| | | 256 | 0 | 0 | | | |
| | | | | | 8,410 | 8 | 1 |
| Life-boat Inspectors, Coxswains, Motor Mechanics, Bowmen, Signalmen and Crews, etc., viz. :— | | | | | | | |
| Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums | | | | | | | |
| | | 5,782 | 2 | 8 | | | |
| Grants to men injured in the Life-boat service | | 452 | 6 | 8 | | | |
| Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc. | | 18,188 | 18 | 5 | | | |
| Payments to Life-boat Crews and Launchers for exercises, etc. | | 6,677 | 4 | 7 | | | |
| Payments to permanent Crews of Steam Life-boat and Tug | | 2,181 | 0 | 11 | | | |
| Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen | | 3,309 | 17 | 5 | | | |
| Pensions and Grants to Relatives of deceased Life-boat men and others | | 627 | 2 | 6 | | | |
| Pensions to permanent Crews of Steam Life-boats | | 448 | 12 | 0 | | | |
| | | | | | 37,667 | 5 | 2 |
| Salaries and allowances of Inspectors of Life-boats, and Clerks (15 persons) | | 6,023 | 13 | 2 | | | |
| Travelling Expenses of Inspectors | | 2,182 | 0 | 10 | | | |
| Pensions | | 742 | 4 | 6 | | | |
| | | | | | 9,547 | 18 | 6 |
| Carried forward | | | | | £180,294 | 15 | 11 |

INCOME.

Subscriptions, Donations, etc. :—

| | £ | s. | d. | £ | s. | d. |
|--|--------|----|----|----------------|----|----|
| General Subscriptions to Headquarters | 5,683 | 15 | 4 | | | |
| " " through Station Branches | 6,459 | 9 | 11 | | | |
| " " through Financial Branches | 17,283 | 2 | 2 | | | |
| " Donations to Headquarters | 9,985 | 7 | 10 | | | |
| " " through Station Branches | 20,313 | 12 | 8 | | | |
| " " through Financial Branches | 45,369 | 1 | 6 | | | |
| Contributions from Harbour Authorities towards upkeep of Life-boat Stations | 1,987 | 18 | 4 | | | |
| Contribution Boxes (Headquarters) | 415 | 8 | 6 | | | |
| " " (Station Branches) | 3,989 | 9 | 1 | | | |
| " " (Financial Branches) | 504 | 6 | 6 | | | |
| | | | | <u>111,991</u> | 11 | 10 |

Life-boat Funds :—

| | | | | | | |
|--|-------|----|---|--------------|---|---|
| Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments—Kingstown, Margate No. 2, Maryport, North Deal and Montrose No. 1 (additional) | 2,436 | 9 | 3 | | | |
| North Deal—Bevan Reward Fund (per the Charity Commissioners) | 208 | 5 | 0 | | | |
| Northrepps Mariners' Fund, for Norfolk Life-boat Stations | 12 | 10 | 0 | | | |
| | | | | <u>2,657</u> | 4 | 3 |

Income from Investments :—

| | | | | | | |
|--|--------|----|----|---------------|----|---|
| Dividends and Interest on Investments | 44,570 | 10 | 6 | | | |
| Less Income Tax deducted | 4,423 | 7 | 11 | | | |
| | | | | <u>40,147</u> | 2 | 7 |
| Special Purposes Trust Fund Income | £ | s. | d. | | | |
| Account | 1,578 | 7 | 7 | | | |
| Less Transfer to Special Purposes Trust Fund (page 21) | 385 | 16 | 6 | | | |
| | | | | <u>1,192</u> | 11 | 1 |
| Less Transfers to Station Branch Contributions, and Financial Branch Contributions | 27 | 1 | 0 | | | |
| | | | | <u>1,165</u> | 10 | 1 |
| Income Tax recovered | 6,549 | 6 | 8 | | | |
| | | | | <u>47,861</u> | 19 | 4 |

Carried forward £162,510 15 5

EXPENDITURE.

| | £ | s. | d. | £ | s. | d. |
|--|-------|----|----|----------|----|----|
| Brought forward | | | | 180,294 | 15 | 11 |
| Administration :— | | | | | | |
| One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General), and Clerical Staff (27 persons) | 4,437 | 8 | 11 | | | |
| | £ | s. | d. | | | |
| Rent, Rates, Taxes, Lighting, Heating, Insurance, etc. | 1,423 | 17 | 1 | | | |
| Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts | 674 | 14 | 1 | | | |
| Commissionaires and Messenger (3 persons) | 545 | 10 | 0 | | | |
| Telephone, Postages and Parcels | 685 | 8 | 4 | | | |
| | 3,329 | 9 | 6 | | | |
| Less estimated amount chargeable to Publicity | 1,600 | 0 | 0 | | | |
| | | | | 1,729 | 9 | 6 |
| Pension | | | | 49 | 13 | 0 |
| Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. | 1,588 | 9 | 7 | | | |
| Auditors' Fees | 271 | 18 | 9 | | | |
| Law Expenses | 783 | 11 | 8 | | | |
| Repairs and improvements to the House of the Institution | 36 | 18 | 3 | | | |
| | | | | 8,897 | 9 | 8 |
| Renovation of Founder's Grave | | | | 10 | 0 | 0 |
| Publicity at Headquarters and 960 Branches :— | | | | | | |
| One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General) and Clerical Staff (as above), and Salaries and allowances of Assistant Secretary (Publicity) and Typist | 5,347 | 12 | 11 | | | |
| Salaries and allowances of District Organizing Secretaries, Clerks, etc. (27 persons) | 6,174 | 13 | 11 | | | |
| Travelling allowances of District Organizing Secretaries | 2,366 | 16 | 10 | | | |
| Annual General Meeting | 44 | 11 | 7 | | | |
| Advertising and Appeals | 6,309 | 16 | 0 | | | |
| Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. | 9,131 | 11 | 6 | | | |
| Printing and Binding the Annual Report and <i>The Lifeboat Journal</i> | 2,072 | 0 | 2 | | | |
| Payments in connexion with purchase and distribution of <i>Britain's Life-boats</i> | 10 | 7 | 0 | | | |
| Salaries and Commissions of Assistant Secretaries, etc., of Branches (123 persons) | 3,502 | 15 | 1 | | | |
| Estimated proportion of Administration Expenses as above | 1,600 | 0 | 0 | | | |
| | | | | 36,560 | 5 | 0 |
| Total Expenditure | | | | 225,762 | 10 | 7 |
| Balance unaccounted for by a dismissed Official | | | | 169 | 7 | 9 |
| Balance to General Purposes Fund | | | | 6,715 | 14 | 6 |
| | | | | £232,647 | 12 | 10 |

INCOME.

| | £ | s. | d. |
|--|---------|------|------|
| Brought forward | 162,510 | 15 | 5 |
| Sundry Receipts : | | | |
| Sale of old Life-boats, Life-boat Carriages, Life-boat Houses, Condemned Stores, etc. | £ 2,697 | s. 5 | d. 1 |
| Sale of <i>The Lifeboat Journal</i> , Advertisements, etc. | 183 | 11 | 11 |
| Sale of <i>Britain's Life-boats</i> | 3 | 9 | 3 |
| | 2,884 | 6 | 3 |
| Ordinary Income | 165,395 | 1 | 8 |
| Legacies for General Purposes | 56,812 | 0 | 11 |
| Gifts and Legacies for Special Purposes :— | | | |
| Income only available :— | | | |
| Legacies | 1,597 | 18 | 3 |
| Special Gifts | 200 | 0 | 0 |
| Capital available :— | | | |
| Legacies | 4,312 | 4 | 10 |
| Special Gifts | 657 | 18 | 3 |
| | 6,768 | 1 | 4 |
| Total Receipts | 228,975 | 3 | 11 |
| Less :— | | | |
| Transferred to Endowment Trust Fund | 1,797 | 18 | 3 |
| Do. Special Purposes Trust Fund | 4,970 | 3 | 1 |
| | 6,768 | 1 | 4 |
| Total Receipts available for General Purposes | 222,207 | 2 | 7 |
| Transferred from Special Purposes Trust Fund for Life-boats, etc., included in Expenditure defrayed during the year by Special Legacies and Donations | | | |
| | 10,440 | 10 | 3 |

£232,647 12 10

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1927, and of the Branches for the year to 30th September, 1927.

New Branches and Guilds.

Meetings, for the purpose of forming new Branches have been held at Conway, Carnarvon (President, The Mayor); Coppull, Lancashire (President, Mr. F. H. Tansley); Darton, Yorkshire (President, Councillor W. Hibbert); Flint, Flintshire (President, Mrs. J. Humphrey Williams); Rawmarsh, Yorkshire (President, Councillor W. Spick), and Royston, Yorkshire (President, the Chairman of the Council).

Meetings for the purpose of forming new Guilds have been held at Bamber Bridge and Walton-le-Dale, Lancashire (President, Mrs. Tatton); Cawthorne, Lancashire (President, Mrs. Pardoe); Connah's Quay and Shotton (Cheshire), (President, Mrs. Isaacs); Crigglesstone and District, Yorkshire (President, Mrs. A. H. Hobson); Market Drayton (Shropshire), (President, Mrs. Evan R. Davies); Millom, Cumberland (President, Mrs. Graham), and Stainland, Yorkshire (President, Mrs. Beaumont).

Special meetings have also been held at Colne and Leeds for the purpose of re-organising the work of the Ladies' Life-boat Guild.

Fêtes, Dances, Concerts, etc.

WICK AND ACKERGILL (CAITHNESS-SHIRE).—The chief feature of the New Year's Day celebrations was a Fancy Dress Parade in which the local tradesmen, Boy Scouts, Boys' Brigade and Salvation Army all took part. It marched through the principal streets in the town, ending at the riverside, where Colonel Buik, Chairman of the Branch, made an appeal, and thanked those who had organised the Parade. There were numerous collectors in fancy dress, and over £90 was collected.

Whist Drives, and Dances have

been held at Aberdovey, Abergavenny, (Monmouthshire), Accrington, Alnwick, Angle, Milford Haven, Berwick, Birmingham, Bradford, Bridlington, Carnforth (Lancashire), Chelmsford, Cowes, Darlington, Enmore, Ennis (Co. Clare), Exeter, Finchley (Middlesex), Fishguard, Grimsby, Halstead (Essex), Hartlepool, Hollingworth (Cheshire), King's Lynn, Ledbury (Herefordshire), Lichfield, Lincoln, Lisburn (Co. Antrim), Montrose, Mumbles (Glamorganshire), Newport (Monmouthshire), New Mill (Yorkshire), Porthdinllaen (Carnarvonshire), Rawmarsh (Yorkshire), Rishton (Lancashire), Rugby, Rugeley (Staffordshire), Seaham Harbour (Durham), Stanwix (Cumberland), Stockton and Thornaby (Durham), Swansea (Glamorganshire), Tuam (Co. Galway), Tunstall (Staffordshire), West Hartlepool and Workington (Cumberland).

A Bridge Drive was held at Truro.

Concerts have been given in aid of the following Branches, Bradford-on-Avon, Bridlington, Clacton-on-Sea, Donaghadee (Co. Down), Inverness, Newport (Salop), Peterhead, Scarborough and Walthamstow. A Cinema Matinée was given at Wellington (Salop).

American Teas have been held at Burnley and at Colne, Lancashire.

A very successful Social Evening was held by the Rawmarsh and Parkgate Branch (Yorkshire).

Addresses to Rotary Clubs.

Life-boat Addresses have been given to the following Rotary Clubs: Bedford, by Mr. George F. Shee, M.A., Secretary of the Institution; Littlehampton, by Major R. J. P. Wyatt, M.C. (District Organising Secretary for the South-East of England); and Montrose, by Mr. Loudon R. Connell.

Notice.

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

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