

THE LIFEBOAT.

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Second International Life-boat Conference.

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

IN February, 1823, Colonel Sir William Hillary, soldier, author, philanthropist and greatest of Life-boat men, issued his appeal to the nation, advocating the formation of an organization for the preservation of life from shipwreck on the coasts of the United Kingdom.

On 4th March, 1824, at the "City of London Tavern," the Archbishop of Canterbury presided at the meeting at which it was unanimously resolved to form "a National Institution for the preservation of life from shipwreck on the coasts of the United Kingdom . . . for conferring rewards on those who preserve their fellow-creatures from destruction and for granting relief to the destitute families of any who may unfortunately perish in their attempts to save the lives of others." Among those present at this meeting were the Archbishop of York; the Bishops of London, Durham, Bath and Wells and Bristol; Lord John Russell; William Wilberforce, M.P., the advocate of the abolition of slavery, and Sir William Hillary himself.

On 4th March, 1924, the Institution celebrated its Centenary. Among the measures taken in this connexion it was decided to invite those countries which possessed a Life-boat Service—whether under the Government or under voluntary auspices—to send representatives to a Life-boat Conference to be held in London. Thus, for the first time in the history of civilization, an opportunity was afforded of bringing together for the discussion of the vital problems affecting the Life-boat Service all those who were engaged in the organization and promotion of that Service.

At that time some doubts were expressed as to whether the interest in the Life-boat Service—so remote from the ken of the average individual—was

sufficiently widespread to induce the Governments and the Societies concerned to send their representatives to London. In any case, it was thought well at the outset to limit the invitations to those countries which were known to possess an organized Life-boat Service. Unfortunately, we were at that time not closely in touch with the Belgian Government Service; nor could the Turkish Service, although based on the advice and assistance of the Institution, be regarded as fully organized. Hence invitations were not sent to these two countries.

The First International Conference.

Even under these limited conditions, however, events proved the wisdom of the step then taken. Although financial considerations prevented Germany and Portugal* from sending delegates, the invitation of the Institution was accepted by eight nations, including the United States of America and Japan; and five were prompted to send Life-boats, which lay for several days near the Houses of Parliament—a peaceful argosy, symbolic of the Cause which brought them together. It is interesting to recall the fact that the Conference was held under the auspices of the City of Westminster; the delegates were entertained by the Government at a dinner presided over by the Right Hon. Sidney Webb, then President of the Board of Trade, and were received by H.R.H. the Prince of Wales, the President of the Institution, who presided at the Centenary Dinner, attended by over 500 persons.

Four years later, in 1928, the second

* It is greatly to be regretted that the Portuguese Society, which was established in 1892, was not represented at the Paris Conference.

International Conference met in Paris on 26th and 27th June, at the Ministry of Public Works, having been called together by our sister Society, the Société Centrale de Sauvetage des Naufragés. Those who had the privilege of being present at both Conferences—and I was fortunate enough to be one of them—must have felt the greatest satisfaction in seeing the immense strides which have been made since 1924.

It will be remembered that one of the resolutions adopted in that year was that proposed by Count Yoshii, the President of the Imperial Japanese Society, who urged the desirability of establishing some Life-boat organization in all the maritime countries of the world. This resolution was sent, through their Ambassadors or Ministers in Great Britain, to the Governments of all maritime countries, to the Under Secretary of State for Foreign Affairs, with a request that it might be brought officially to the League of Nations Council by the British Government, to the League of Nations Union at Geneva, and to the Headquarters of the League of Nations Societies at Brussels. Subsequently, in November, 1925, at the request of the Committee of Management, I attended a Sub-committee of the League of Nations on Ports and Navigation, at which the resolution referred to was discussed, and it was resolved that the desirability of establishing a Life-boat Service should be urged upon all nations with a seaboard. It was also resolved that the Secretariat to the League of Nations should place itself at the disposal of the Life-boat Services in any way which might be found of advantage to those Services.

The publicity thus given to the idea of the Life-boat Service as a great practical means to the service of humanity spread with remarkable rapidity. Hence, our French colleagues were prompted to invite to the second Conference not merely all the countries which possess a Life-boat Service, but all those which have an important seaboard and are, therefore, directly interested in the Service, either from the point of view of the rescue of their own nationals or of the provision of suitable means with

which to succour the mariners of the world who may be wrecked on their shores.

Consequently, at the Conference held in Paris, eighteen nations were represented, either personally or by papers contributed, and seventeen nations actually participated in the meetings, these being, in the alphabetical order of their names in French :—

GERMANY.

The German Life-boat Society.

Herr Johannes Rösing, General Secretary.

Herr Benno Mentz, Inspector.

BELGIUM.

The Ministry of Railways, Marine, Posts and Telegraphs.

Baron de Gerlache, Inspector-General.

DENMARK.

The Royal Danish Government.

Captain Topsoe-Jensen, Departmental Head of the Naval Department of the Ministry of Marine.

Mr. C. V. Fabricius, Director of the Life-saving Service for North Jutland.

SPAIN.

The Spanish Society for Saving the Shipwrecked.

Captain Manuel Gutierrez Corcuera.

UNITED STATES OF AMERICA.

The United States Government.

Vice-Admiral Frederick C. Billard, Commander of the United States Coast Guard.

Mr. Oliver M. Maxam, Chief, Division of Operations.

District Commander Martin W. Rasmussen.

FINLAND.

The Finnish Government.

Mr. Mauno Nordberg, Consul-General of Finland.

FRANCE.

The Central Society for Saving the Shipwrecked.

Captain le Verger, General Secretary of the Society.

Lieutenant Cogniet, Chief Inspector.

Captain Chollet, Inspector.

Captain Huon de Kermadec, Inspector.

Captain Richard, Inspector.
Lieutenant Joneaux, Inspector.

GREAT BRITAIN.

The Royal National Life-boat
Institution.

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

The Hon. George Colville, Deputy
Chairman.

Mr. George F. Shee, M.A., Secretary.

Captain H. F. J. Rowley, C.B.E., R.N.,
Chief Inspector.

Mr. J. R. Barnett, O.B.E., M.I.N.A.,
Consulting Naval Architect.

GREECE.

The Greek Government.

Mr. Spiro Marchetti, First Secretary of
the Legation.

Captain Mezeviris.

ITALY.

Italian Society for Saving the
Shipwrecked.

Captain Inigo Campioni, Naval Attaché
to the Italian Embassy.

JAPAN.

The Imperial Japanese Life-boat
Institution.

Captain M. Koga, Naval Attaché to the
Japanese Embassy.

LATVIA.

The Latvian Society for Saving
the Shipwrecked.

M. Woldemar Meslin, Vice-President.

HOLLAND.

The North and South Holland
Life-saving Society.

Mr. P. E. Tegelberg, President.

Mr. G. L. de Vries Feyens, Member of
Committee.

Mr. H. de Booy, Secretary.

The South Holland Society for
Saving the Shipwrecked.

Baron A. A. Sweerts de Landas Wy-
borgh, President.

Mr. J. Rypperda Wierdsma, Vice-
President.

POLAND.

The Polish Government.

Mr. Otto Weclawowicz, Commercial
Councillor to the Polish Embassy.

SWEDEN.

The Swedish Society for Saving
the Shipwrecked.

Mr. Edvard Lithander, Member of
Parliament and President of the
Society.

Mr. Albert Isakson, Civil Engineer, and
Member of the Committee.

Captain Sten Isberg, Secretary.

TURKEY.

The Government of the Turkish
Republic.

Djevdet Bey, Secretary of the Embassy.

UNION OF THE SOCIALIST SOVIET REPUBLICS.

Society for the Succour of the
Shipwrecked of the U.S.S.R.

Mr. Gloustchenko, Controller of the
Mercantile Marine of the U.S.S.R. for
the Baltic Sea.

The delegates were presented to the
President of the Republic on the 27th,
and were entertained to dinner by the
Société Centrale de Sauvetage des
Naufragés on the same evening.

On the 28th the delegates of the chief
countries were taken to Vileine-sur-
Seine, where experiments were carried
out by General Reibel with his Line-
Throwing Apparatus for use from the
shore or from ships, and the delegates
had an opportunity of seeing one of the
new French Motor Life-boats.

Latvia and Poland.

Let us take a look round the Conference
table, and we shall note some interesting
facts. Among the nations represented
there are five only that provide a
Life-boat Service maintained solely
by the State, namely, Belgium, Den-
mark, the United States, Turkey, and
the Soviet Republic of Russia. Finland
and Greece do not at present possess a
Life-boat Service at all, although, of
course, they have a very important
coast. It is very interesting, too, to
note the presence of Mr. Woldemar
Meslin, the representative of Latvia, a
new State which includes a part of the
coast which was originally incorporated
in the Russian Empire, and where the
Life-boats were formerly provided by

the Imperial Russian Life-boat Society. It was the privilege of the Institution to be able to supply the nucleus of a resuscitated Life-boat Service on this coast by transferring to Latvia three Pulling and Sailing Life-boats at a cost far below that which had been incurred in building them. Interesting, too, to note the presence of Poland (represented by M. Otto Weclawowicz, Commercial Attaché of the Polish Embassy), which has acquired a Life-boat Service only by the transfer to its flag of a number of Life-boat Stations which formerly belonged to the German Life-boat Society.

The Turkish Service.

Turkey was represented by Djévdet Bey, the Secretary of the Embassy. The nucleus of the Life-boat Service of the Turkish Republic was established many years ago under the advice of the Institution, and in 1913 we sent to Turkey plans and specifications of our Life-boats. As a result, the Institution consented, at the request of the Turkish Government, to two Self-righting Life-boats being built for the Black Sea entrance to the Bosphorus by Messrs. S. E. Saunders, Ltd., from the specifications and under the supervision of the Institution. After the War Turkey re-organized her Service, and not long ago invited Mr. de Booy, the Secretary of the North and South Holland Life-boat Society, to visit its shores. The invitation was gladly accepted, and the *Reddingboot*, of June, 1928, the organ of the North and South Holland Society,* contains an extremely interesting account of Mr. de Booy's visit, which shows that the Turkish authorities have attained a high standard of efficiency in the provision and the use of the Rocket Apparatus and in the limited number of Life-boats which they have in the Service, while the crews are of an excellent type—strong and sturdy, with the courage of the Turkish peasant.

* It should be explained that there are two Life-boat Societies in Holland, the North and South Society, and the South Holland Society. Both were founded in 1824, a few months after the Institution, and they divide the coast of the Netherlands between them.

Russia and Italy.

Finally, to deal with the exceptional features of the Conference first, the representative of the Soviet, Mr. Gloustenchenko, the Director of the Mercantile Marine of the Union of Socialist Soviet Republics, read a paper, giving a description of the organization originally provided by the Imperial Russian Life-boat Service and that which now exists under the Soviet *régime*, with figures as to the number of Life-boats, Rocket Apparatuses, lives saved, "Voluntary" Committees, etc. This paper, as was the case with the Turkish contribution, had not been circulated previously, and, therefore, nothing more can be said about it at present except that it gave just a glimpse of the Life-boat Service * after the Revolution and the efforts of the Soviet authorities to revive it in some shape or form.

It was interesting to see present the Naval Attaché of the Italian Embassy in Paris, who represented the Italian Society for the Rescue of the Shipwrecked. Unfortunately, I had no opportunity of talking to him, and I am, therefore, unaware of the position and the activities of the Italian Society, the existence of which was hitherto unknown to the Institution. I missed the representative of Norway, whom we welcomed at the Conference in 1924, and who on this occasion sent in an interesting paper on the Line-throwing Gun.

Subjects Discussed.

Turning to the discussion itself, important papers had been contributed and circulated beforehand by the following countries —

Great Britain.—"The Launch of Motor Life-boats from Slipways and Open Beaches," by Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats; and "The Introduction of Twin-screws in Motor

* We used to receive the Russian Life-boat Journal till 1917. While I was able to wrestle with some success with the Life-boat Reports of the other countries, the Russian, together with the Japanese, left me defeated. I have to thank the courtesy of the Japanese Embassy for translating some of the recent issues of the Journal of the Imperial Japanese Life-boat Society.

Life-boats," by Mr. J. R. Barnett, O.B.E., M.I.N.A., of Messrs. G. L. Watson & Co., the Consulting Naval Architect of the Institution.

France.—"The Development of Motor Life-boats," a description of the important Station at Goury La-Hague, where there is a double slipway, with a turntable in the Boathouse, and a trolley which carries the Life-boat over one slipway at low water and another at high water; a very valuable paper on "The Dangers to which Life-boats are subject when crossing the Bar," especially on their return to the shore, by M. Barrillon, the Chief Engineer of the French Navy, and Director of the Experimental Testing Tanks; and a paper on "The Line-throwing Apparatus," as used in the French Service, by General Reibel, the inventor.

Germany.—A paper on "Motor Life-boats on the German Coast," and particularly on the new Motor Life-boats, with a heavy-oil Diesel engine, by Herr J. Rösing, the Secretary of the German Society.

Sweden.—"The Patrol Service on the West Coast of Sweden in Bad Weather."

The Netherlands.—A paper on the new Dutch self-righting Motor Life-boat *Insulinde*, by Mr. de Booy, the Secretary of the North and South Holland Society.

Denmark.—A paper on the Life-boat Service on the Danish coast.

Norway.—"The Line-throwing Gun," a paper contributed by Captain Ottar Vogt, Secretary of the Norwegian Life-boat Society, and

The United States of America.—A group of papers which were, unfortunately, not distributed to the delegates until just before the second day, and which dealt with the needs of the coasts of the United States, the material equipment of the Services, Life-boats and Surf Boats, and visual signals in life-saving operations.

The only papers that were actually read were those of the Turkish delegate, Djevdet Bey, and the Soviet delegate, as indicated above. All the other papers, including General Reibel's valuable description of his Apparatus, with excellent illustrations, had been circulated before the Conference, so that all

the delegates had had time to study them and prepare their remarks.

The President of the French Society.

Vice-Admiral Touchard, the President of the Société Centrale, presided throughout the Conference, which sat morning and afternoon on the 26th and 27th, and both in his address of welcome and in conducting the deliberations of a gathering representing so many nations he showed a tact and charm of manner which were obviously as much a part of his character as they had been a graceful equipment in his distinguished diplomatic career. (He was for some time French Ambassador in St. Petersburg, to call it by the name by which it was familiar to him.) It was, indeed, delightful to see the ease with which the gallant admiral, in his eighty-first year, conducted the prolonged and intricate discussions of a Conference a good deal of which was necessarily carried on in English, and then to find him still able to preside at the Dinner given by the Société Centrale on the 27th and to do the honours of the delightful *soirée musicale* which wound up the formal proceedings. It is only right to add that his task was considerably lightened by the ease and ability with which Lieutenant Cogniet, the Chief Inspector of the Society, translated the more important part of the discussions from English into French, as did also my old friend Mr. de Booy, of Holland.

Presentation of Delegates to the President of the Republic.

At the end of the morning session on the 27th the delegates were taken to the Elysée and formally presented to the President of the Republic, M. Doumergue, who welcomed them in a brief speech which paid a tribute to the vital importance of the subject of the Conference and to the splendid men who in all the countries represented carried out the work of life-saving in the service of humanity. A still more eloquent homage to the Life-boat Service and to its Crews was paid by M. Leygues, the Minister of Marine, when replying to the toast proposed by Admiral Touchard at the dinner on the same evening. Indeed, I

have seldom heard a nobler appreciation of the activities of the Life-boat Crews and of the significance of the Life-boat Service for the progress of mankind, a subject most earnestly dealt with also by Sir Godfrey Baring, the Chairman of the Committee of Management, in his speech, from which I shall venture to quote presently.

Demonstration of the French Line-throwing Apparatus.

On the 28th our friends of the Société Centrale arranged a most delightful and instructive trip to Vilaine-sur-Seine, a charming spot on the river about twenty-five miles from Paris. Here, on a quiet reach of water which reminded one vividly of the Thames just below Henley, we found one of the latest French twin-screw Life-boats, and General Reibel gave an extremely interesting demonstration of the use of his Line-throwing Apparatus, both from the boat and the shore. There followed an *al fresco* lunch under a pergola facing the river, and no one who was present is likely to forget the charm of that meal at which the perfect weather, the lovely surroundings and the hospitality of our hosts combined with the atmosphere of cordial co-operation in a great humane service to leave an ineffaceable impression. Unfortunately, Admiral Touchard was unable to be present, and Commandant le Verger, the Secretary of the Société Centrale, presided, having his predecessor, M. de Lépiney, facing him in the position of "Mr. Vice." Sir Godfrey Baring and Mr. Barnett had also been obliged to leave Paris in the morning, but Mr. Colville was present as well as Captain Rowley, and in a happy speech expressed the gratitude of all the delegates for the hospitality of the Société Centrale, while I took the opportunity of paying a special tribute of our admiration of the gallant old Admiral, to whom we sent a telegram signed by all those present.

It is, of course, impossible to deal here in any detail with the technical discussions which occupied the attentions of the Conference throughout two days. I shall probably be able to revert to some of the most important papers

when the Report of the discussions is received; but readers of *The Lifeboat* are entitled to ask: What was the outcome of the Conference?

The Value of the Conference.

Was it merely a pleasant way of meeting one another, or did it really further the cause of the Life-boat Crews scattered along the shores of Great Britain, on the varied 10,000 miles of the coasts of the United States, on the sand dunes of Holland or Denmark, on the North Sea littoral of Germany, or the steeper declivities of the Baltic strand? Will the hardy men who carry out the rescue work in Norway and Sweden, Spain and Portugal, Russia and Japan find their task made easier, or at least their inevitable risks somewhat lessened? In a word, will the mariners of the world as they approach their landfall find a prompter response and improved machinery in the beneficent work of rescue, which means to them so often the difference between life and death? The answer to these questions is an emphatic affirmative. Indeed, in the words of Sir Godfrey Baring, Chairman of the Committee of Management, speaking at the dinner given to the delegates on 27th June, "It would be impossible adequately to estimate how much these discussions will benefit the progress of the great common task in which we are engaged."

What is certain is that the Conference proved once more the immense advantage which accrues from the close discussion of a common purpose by those earnestly engaged in its pursuit, especially if their labours are normally carried out in different countries thousands of miles apart, yet all concerned with the same great end—the service of humanity.

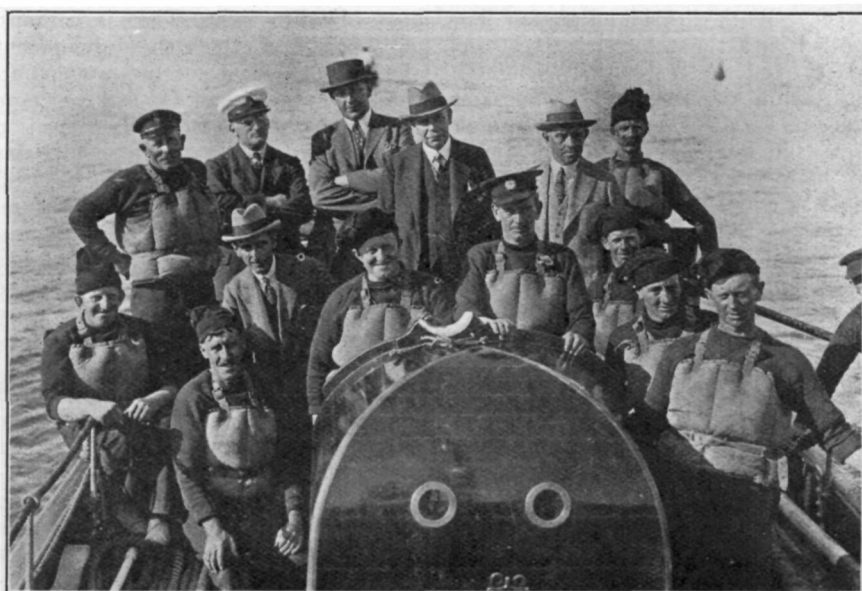
Pooling Knowledge.

Each of the countries represented—even those which as yet have no form of Life-boat Service—is confronted by different problems; coast formation, the type, size and weight of life-boats, the adoption of petrol or heavy-oil engines, the sparsity of a maritime population, the difficulties of launching and transport, the use of the rocket apparatus, the means of communication



THE INTERNATIONAL LIFE-BOAT CONFERENCE ON THE SEINE.

From left to right (on the landing stage): Captain Richard, Captain Le Verger, Djeddet Bey Mr. Granion de Lépiney, Mr. Peters (Director of the factory which manufactures the Lewis Gun and has made the Reibel Line-throwing Apparatus). On board: Captain Chollet, Baron de Gerlache, Mr. Isakson, Mr. Rosing, Mr. Maxam, Mr. Mentz, Mr. Lithander and his Son, General Reibel, Lieutenant Joneaux, in front of whom are Lieutenant Cogniet, Captain Rowley, Mr. de Booy (with District Commander Rasmussen behind him), and Mr. Jouet (Director of the building yard where the Life-boat was built). From a photograph taken by Mr. George F. Shee.



By permission of]

[Powell's, Swanage.

AMERICAN DELEGATES ON BOARD THE SWANAGE MOTOR LIFE-BOAT.

Back row, left to right: Major E. J. Burt, President of the Swanage Branch, Commander Rasmussen, Mr. Maxam and Vice-Admiral Billard. In front of Major Burt is Captain Rowley.

along the coast. And each of these problems was discussed by those who were handling them from day to day in their respective countries, so that the contributions of each were pooled for the benefit of all. More than that, as has often been the case in the discoveries of astronomy, it was seen that in several instances much valuable time would have been saved, and the cause of life-saving accelerated, if it had been possible for those working on the same problems to be aware of the way in which those problems were being attacked by their co-workers.)

Twin-Screw or Single Screw ?

Several instances will show how beneficial the discussions were. The Institution has been steadily developing its Motor Life-boats and, what is extremely important, its own engines, and has been particularly studying the highly technical question as to whether the adoption of twin-screws as well as twin-engines involved any risk that the Life-boat might be overturned by the extra "push" which it was thought a following sea might exert on the double tunnel. Work in this direction was pursued with the greatest interest and anxiety, and the Institution thought it well to build two Life-boats of the same type, one with twin-engines and a single screw, and the other with twin-engines and twin-screws. These boats were tested side by side in the worst possible conditions, with the gratifying result that the twin-screw boat showed at no disadvantage whatever, in a following sea, as compared with a single-screw boat, and that both were thoroughly satisfactory.

Meanwhile, the French Life-boat Society had referred a somewhat similar problem to the distinguished experts of the Department of Naval Engineering, and one of the papers submitted to the Conference was that which dealt exhaustively with the history of these experiments. I do not propose to enter into details here. Suffice it to say that under the direction of M. Barillon, the Chief Engineer of the French Navy and the Director of the Testing Tanks, a series of 3,100 experiments were made under

conditions which portrayed an exact reproduction in miniature of the various types of breaker striking the stern of a Life-boat of various types at various points of the wave-length and at different angles. The results were eminently satisfactory, in that they showed that the tunnel which the Institution has uniformly adopted for the protection of the propeller against damage or entanglement in wreckage is the best possible protection against a Motor Life-boat being overturned.

The experiments also gave the most overwhelming proof of the immense importance of the drogue, or sea anchor, in preventing capsizing by a following sea.

Here, then, we have a most extraordinary confirmation from two totally different directions, both of conjectural theory and of actual experience with regard to an integral part of the machinery of the Life-boat Service.

Petrol and Heavy-Oil Engines.

The same thing was observed in the discussions on the provision of motor boats of light weight. There is, perhaps, no direction in which the development of the motor boat for life-saving purposes has been, and is, making more important strides than in the application of power to comparatively small boats of light draft which can be launched off the beach ; and, as our readers are aware, the Institution has in hand a large programme of construction of boats of this type which are only awaiting the completion of experiments with a very light engine adapted for marine purposes.

The United States Coast Guard Service, in which the Life-boat Service is included, has for many years past made extensive use of the small petrol-driven Motor Life-boat. Indeed, the United States has provided an engine in a far smaller type of boat than any with which the ROYAL NATIONAL LIFE-BOAT INSTITUTION has yet made the experiment. The United States Service has no less than 165 of these self-bailing motor surf-boats, 26 feet in length, with a beam of 5 feet and a draft of 2 feet,

and they date the adoption of this type of boat from 1899. Its larger Motor Life-boats are only 36 feet by 9 feet 6 inches, with a draft of 3 feet 6 inches, their 44 h.p. engine giving a speed of about eight knots, while a smaller type, with a 20 h.p. engine, attains a speed of about seven knots. In no case, however, has the United States so far adopted the heavy-oil engine.

Meanwhile, the North and South Holland Life-boat Society has a number of Motor Life-boats, several of which are of a powerful type, and all provided with heavy-oil engines. They have not, however, so far attempted to use these engines in a small type of Life-boat. In other words, all their Motor Life-boats are of a type and size which allow of the use of the heavy-oil engine.

German Experiments with the Diesel Engine.

The German Life-boat Society—a voluntary one like our own—has particularly pursued investigations with regard to a smaller type of Diesel engine for boats of light draft. Indeed, one may say that all those who are closely concerned in the development of motor-power in Life-boats are profoundly interested in the experiments which are being, and have been, made by the Germans in this matter. For the Diesel engine has long been recognized as a marvellously efficient means of marine propulsion; its weight alone has proved the chief obstacle to its much wider adoption for light draft boats. If this difficulty were removed, there is no doubt that the greater simplicity of the Diesel engine and the elimination of much of the danger incidental to the use of petrol engines would bring about a much wider utilization of the Diesel engine, and with it the more general adoption of heavy oil instead of petrol as fuel.

Sweden and Norway and Holland are all engaged on a similar problem, and it is certain that the discussions and the exchange of experience between those who are dealing with it from day to day in the different countries have proved of the utmost value to all concerned.

Methods of Launching.

So, again, the means of launching Life-boats off shingle, by tractor, by slipway or by man-power—all these questions received adequate discussion. And here Captain Rowley was able to add a first-hand account of the latest experiments which the Institution has been making with the new, very powerful caterpillar tractor which will enable us to launch six-ton Motor Life-boats off a carriage from any kind of beach. For these experiments had taken place at New Romney only three days before the British delegates left for Paris. Thus the very informative description of the means of transporting and launching Life-boats off an open beach which was given in his original paper was confirmed and brought up to date for the benefit of all the delegates, and photographs of the tractor in action were handed round.

A Unified System of Signals.

Again, the desirability of simplifying and unifying the system of signals of distress between ships and the shore received the close attention of the Conference. Those engaged in the Life-boat Services are only too well aware of the vagueness and confusion in the use of signals of distress, which so often militate against efficient means of rescue, and might, in some cases, lead to disaster. Recognizing this fact, the Conference adopted the following resolution, which will be forwarded to the Minister of Foreign Affairs in France, and through him no doubt circulated to the Ministers of Foreign Affairs of all the maritime countries:—

“That this Conference, representing 18 maritime nations which possess organized Life-boat Services, or are interested in the further development of such Services, wishes to place on record the great importance which it attaches to the early establishment of a unified and simplified international system of signals between ships in distress and the shore, relative to the demand for assistance and the steps which are being, or are to be, taken to give such assistance by means of Life-boats; and, pending such unifica-

tion and simplification, the Conference urges the elimination of all signals which are liable to be confused with recognized signals of distress."

Line-throwing Guns and Pistols.

Finally, to touch only upon the more important items which occupied the attention of the delegates, General Reibel's demonstration of the use of his Line-throwing Apparatus proved of the greatest interest, especially to those countries—and they are the majority—where the Rocket Apparatus is controlled by the same authority as the Life-boats. The Norwegian Society and Admiral Billard, of the United States Government Service, as well as General Reibel, had dealt with this subject in their respective papers. But it was another thing to see General Reibel's invention tested both from the Life-boat and the shore. There can be no doubt of its great value as a simple and powerful means of throwing a line from a ship or from the land, but in its present form it is too heavy for use from a Life-boat, and our technical advisers prefer our own Line-throwing Gun for that purpose. But the discussion on the subject of developing the best, handiest, safest and lightest means of throwing a line about 100 yards from a Life-boat to a vessel in distress elicited the fact that the German Society has produced a pistol, weighing apparently only 2½ lb., which is stated to be capable of throwing a line as far as our own B.S.A. gun.

This brief survey will give some idea of the importance of the second International Life-boat Conference, and it is gratifying to be able to state without, I hope, overstepping the limits of modesty, that the contributions, both written and verbal, of the Institution's technical delegates, Captain Rowley and Mr. Barnett, were amongst the most important and illuminating which the Conference received.

American Delegates' Visit to England.

The bond of union of the Life-boat Service was happily emphasized in a very significant manner only a week or so after the Conference on the

occasion of the visit of the Admiral Billard and his fellow-delegates to England *en route* to the United States. We did our best to enable our American friends to see something of the work of the Institution during their short stay. They saw the final trials of the new Launching Tractor, *Princess Victoria*, at Hoylake. They visited the Storeyard at Poplar, where they saw the Reserve Fleet and Workshops; the yards of Messrs. J. Samuel White & Co. and Messrs. S. E. Saunders at Cowes, where they saw some eighteen Life-boats under construction, the Second Reserve Fleet, and the timber storage; the new Motor Life-boat and Slipway at Swanage; the 60-foot Barnett Boat at New Brighton; and the Station at Douglas, Isle of Man, the birthplace of the Institution, where thousands witnessed the launch of the Life-boat which was carried out for them. Here they desired to pay a tribute of honour and admiration to the great Englishman whose appeal to the nation resulted in the establishment of the Institution, and after the launch they laid a wreath on his grave.

Thus, in the course of a brief visit, they were given as comprehensive a view as possible of the Institution's Life-boats, methods and organization.

The Larger Issues.

To any one taking a wider view than that concerned with actual practice alone, the Conference was an event full of promise in the larger sphere of international relationships. This point was strongly emphasized by Sir Godfrey Baring in the speech, to which I have already referred, in reply to the toast of the foreign delegates proposed by Admiral Touchard. Speaking in French, he said:—

"I would dwell upon the international value of the fact itself, that we have been attending the second International Conference on Life-boat Affairs. Surely, sir, that is an historic fact of very great importance. Think of it. A little more than a hundred years ago the courage, the eloquence, the foresight and the active humanity of Colonel Sir William Hillary led to the establishment in

Britain of the first organized Life-boat Service.

"As his Excellency the French Ambassador in Britain stated at our annual meeting, held in March last, the first Conference marked the public recognition of the international character of the Life-boat movement. That character was further emphasized by the despatch to all countries with a seaboard of the resolution in favour of the establishment of a Life-boat Service in all countries, which was proposed by Count Yoshil, of the Imperial Japanese Life-boat Society. Then, in November, 1925, the question of the Life-boat Service was considered by a sub-committee of the League of Nations, at which the Secretary of the Institution attended as our representative. At that committee it was resolved to place the services of the Secretariat to the League of Nations at the disposal of the International Life-boat movement.

Towards a Better Understanding.

"We see, then, that by a centripetal movement, common to all the great aspirations of humanity, the Life-boat Services of the world are converging, even though unconsciously, towards the same central idea of a better understanding between nations, and of a mutual helpfulness which shall tend to eliminate the causes of friction, and so the ruinous loss and devastation which war involves.

"Truly we may agree with the French Ambassador when he expressed the opinion that Sir William Hillary would, indeed, have been pleased to see the development of the movement which he initiated, and of which he declared that 'people and vessels of every nation, whether in peace or in war, were equally to be the objects.'

"That tendency is promoted by the mere organization in all countries which have a seaboard of a great Service at the disposal of the mariners of the world—those in peril on the sea—irrespective of what nation, colour, or religion they may be. But in practice the result is much more definite. For what can link people together more closely than acts of

heroism, humanity and devotion performed by men of one nation towards those of another country who are entire strangers to them, and who have no claim upon them except the fact that they are in danger and distress?

Heroic Achievements.

"But there is yet another aspect in which our common task may claim to be regarded as a valuable contribution towards the progress of civilization. Courage, endurance, and humanity are qualities which we need in every land. The Life-boat Service embodies these qualities in the highest degree, not, as the Prince of Wales said a few weeks ago, as expressed exceptionally in one supreme effort, as in war, but as a constant, year to year, day and night, expression of the character of the men of our maritime populations. Probably each of the countries represented in Paris to-day can show examples of endurance in the Life-boat Service which are the subject of pride to the nations concerned. Last year it so happened that there was a group of services on the English coast which produced records of endurance of Life-boat Crews lasting thirteen, seventeen, twenty-one, twenty-seven and thirty hours, in which the Crews were exposed to the fury of the gale, frozen to the marrow, without food or shelter, and yet hanging on grimly, with teeth clenched in the indomitable resolution to carry through their self-appointed task. Of such stuff are the men of the Life-boat Service. Such men we shall find among the simple fisher-folk who form the backbone of the service in your beautiful France, in Britain, and the United States of America, in Germany, and Japan, in Belgium, and Holland, Denmark and Norway and Sweden, and Spain, and Portugal.

"May we not claim, sir, that a Service which produces such men, a Service which is illumined by the achievements of such men, forms a notable contribution to the forces which are making for peace and unity between the nations? May we not, indeed, see in the Life-boat Service the promise of a splendid paradox, transforming what has hitherto

been an obstacle to international intercourse into a means of facilitating it?

A Bridge of Boats.

"Throughout the ages since, with stout heart of oak, man first set out in his frail bark to seek his bread or his adventure on the waters, the ocean has been the great barrier which has separated peoples and made it difficult for them to know one another, even for purposes of exchanging the fruits of their soil and the products of their industry.

"May I venture to suggest that the Life-boat Service and its international development, of which we are to-day witnessing the second important forward step, may provide a bridge of boats,

across which the nations may move into closer friendship and understanding, to the lasting benefit of mankind."

I think our readers will find themselves in agreement with these views.

When the American delegates laid their wreath on the tomb of Sir William Hillary, they symbolized not merely the admiration of one great branch of the Anglo-Saxon people for the benefits conferred on humanity by a great Englishman. They also marked the association of all civilized people with a seaboard in the great work of life-saving in which they are all concerned, and in which it has been the privilege of Britain to take the lead in the foundation and development of the ROYAL NATIONAL LIFEBOAT INSTITUTION.

The Life-boat Service and the Fishing Fleets.

The Prince of Wales's Tribute and Appeal.

WHEN the Prince of Wales visited Grimsby on 19th July for the purpose of visiting the decks and opening a new bridge he made a reference to the close connexion between the Life-boat Service and the fishing industry, which was both a tribute to the fishermen who form the majority of our crews, and an appeal to the owners of the fishing fleets to recognize the value to them of an efficient Life-boat Service. Speaking as President of the Institution and as Master of the Fishing Fleet, the Prince of Wales said: "It is your fisherfolk who have given to Great Britain the crews of our Life-boats, and have thus

formed the great service which has been provided and organized by the ROYAL NATIONAL LIFE-BOAT INSTITUTION for over a century. I am President of the Institution, and very proud to fill the office, and I mention it here, because it seems to me to form another link between myself and Grimsby, whose people know better, perhaps, than the people of any other town in England the incalculable value, in time of need, of an efficient Life-boat Service. It is a Service which is indissolubly bound up with the fishing trade, and I know that the two will always continue to support and to rely each on the other."

Centenaries of Life-boat Stations.

At their Meeting last May the Committee of Management passed the following resolution:—"That Life-boat Stations be presented with a Vellum on completion of a hundred years, this Vellum to be hung in the Town Hall or other public building, that a special Ceremony of Presen-

tation be arranged in each case, and that this Resolution be retrospective."

Nearly twenty such presentations of Vellums have taken place during the past summer, and it is hoped to publish accounts of them in the next issue of *The Lifeboat*.

Rescue by a Grimsby Trawler.

THE Institution has presented its Thanks inscribed on Vellum to be hung on board the steam trawler *Cuirass*, of Grimsby, an inscribed Binocular Glass to the skipper, Mr. W. Brewster, and a monetary reward to each member of his crew for their gallant efforts to help the steam trawler *Briarlyn*, of Fleetwood, on 15th February last.

The *Briarlyn* had gone ashore, in hazy weather, on St. Kilda in the Outer Hebrides, and been badly holed. As her position was very dangerous, her dinghy was launched with four members of the crew on board, but the oars were lost in launching, and when an attempt was made to work the boat round from one side of the trawler to the other, the painter was let go and the boat drifted helplessly away. These four men were found and rescued by the *Cuirass*. There were still eight men on board the wreck, and their cries could be heard in the darkness. It was impossible for the *Cuirass*—although her skipper took her dangerously near—to get near enough to the *Briarlyn* among the rocks, so the skipper manned the *Briarlyn's* dinghy with men of his own crew, and they made a gallant, but unsuccessful, attempt,

lasting three-quarters of an hour, to reach the wreck.

Captain Brewster then recalled the dinghy, and, manning one of his own boats, made another attempt. This also failed, owing to the strength and direction of the wind and the heavy surf, and the boat had considerable difficulty in getting back to the *Cuirass*. Captain Brewster then stood by until daybreak, when only the mast of the wreck could be seen, and searched for the remainder of the crew, but none could be found.

He then arranged for the islanders of St. Kilda to carry out a search, and stood by until 3.30 in the afternoon, when the wind changed to a gale from the N.W. and compelled him to seek shelter.

Next morning he returned again to the wreck and continued the search, but without success, and all hope was given up of finding any of the eight men still alive.

In these repeated efforts the skipper of the *Cuirass* ran grave risk of losing his own vessel, and the men of his crew who manned the small boats were in great danger of losing their own lives.

Gallant Scottish Fishermen.

Bronze Medal Awarded.

THE Institution has awarded its Bronze Medal to Mr. Hugh MacKay, Senr., of Hilton, on the north-east coast of Ross-shire on the Moray Firth, and its Thanks inscribed on Vellum to four other men for their gallantry in attempting to save a fishing boat on 20th March last.

This boat, the *Pearl*, was attempting to enter Balintore harbour in the afternoon in a whole gale, with a heavy sea running, when her engine failed. She was driven down on to the salmon stake-nets, and to these her crew succeeded in securing her, but she was in the greatest danger.

Mr. MacKay called for volunteers, manned his own motor yawl *Thrive*, and went out to the rescue. The flood tide

was making, which always renders it most dangerous to attempt to leave this harbour. In spite of this the *Thrive* not only went out in the gathering darkness, but succeeded in getting the *Pearl* in tow and brought her safely as far as the harbour entrance. Then the tow rope parted and the *Pearl* capsized, the *Thrive* with difficulty getting into the harbour. One of the two men on board the *Pearl* was injured in the capsizing and was drowned. The other succeeded in reaching the shore, 15 yards away, and owed his life to the gallantry of the five men on board the *Thrive*. The Medal and Vellums were presented before a large audience by Sir Hector Munro, Bt., Lord Lieutenant of the County, at a meeting held on 3rd September.

Two Brave Boys.

Award of Vellums at Worthing.

THE Institution's Thanks inscribed on Vellum have been presented to two boys of Worthing, Eric Mundell and Stanley A. Darkin, both aged fifteen, for rescuing two lives from shipwreck at great risk to themselves. On the morning of 2nd June last a man and his nine-year-old son were out sailing. A moderate breeze was blowing and the sea was rough. When 500 yards away from the East Pier the boat got into difficulties, lost her rudder and capsized. Father and son were thrown into the water. Mundell and Darkin at once launched their 10-foot dinghy and went to the rescue. They reached the spot with difficulty, and succeeded in getting

the man and the little boy, who were completely exhausted, safely on board their dinghy, an operation which would certainly have capsized the dinghy if they had not handled her very skilfully.

The presentation of the two Vellums was publicly made on 21st July, the day on which Life-boat Day was held, by the Mayor of Worthing (Alderman W. T. Frost, J.P.). Among those present were the Mayoress, the Deputy Mayor, Lieut.-Col. A. F. Randolph, C.M.G., D.S.O., Chairman of the Branch, Mr. J. R. Aldridge, the Honorary Secretary, and the District Organising Secretary.

Ilfracombe Visitors' Book.

IT should be of interest to Life-boat workers, particularly those connected with Stations at seaside resorts, to read the following summary of the visitors' book kept at the Ilfracombe Boat-house in the summer of last year. During the four summer months, June to September, 1,840 names were written in it. The majority were visitors from London, the south of England and South Wales. Many were from the Midlands, and some from the North of England. A few came from the East Coast, three came from Ireland, and two from Scotland.

There were also a number of visitors from overseas, the majority of these being from Australia. Among the places from which they came were Dunedin, Auckland, Melbourne, Sydney in New South Wales (as well as Sydney, Gloucestershire), Egypt, West Australia, Tasmania, Durban, Rhodesia, Bombay, New York, West Falkland Islands, Paris, Shanghai and Oroya, in Peru. It will thus be seen that the Ilfracombe Life-boat House last summer has visitors from China and Peru.

The Life-boat Service 100 Years Ago.

Fourth Annual Report.

IT is now four years since the establishment of this Institution; and the Committee, in making their Fourth Annual Report, beg leave to state, that they have continued to pursue the measures which they have deemed best calculated to effect the objects of the Institution, and have continued to grant honorary and pecuniary rewards to parties who have exerted themselves in saving Lives from Shipwreck, apportioning the same to the best of their judgment, to the services rendered, and the risk incurred.

The number of Lives saved from Shipwreck during the last year, through the means provided by the Institution, is One Hundred and Sixty-three, and the total number saved from the period of its Establishment, is Six Hundred and Eighty.

The honorary and pecuniary rewards granted last year for saving lives, were:

ONE GOLD MEDALLION,
FOURTEEN SILVER MEDALS,
£273 9s. IN CASH.

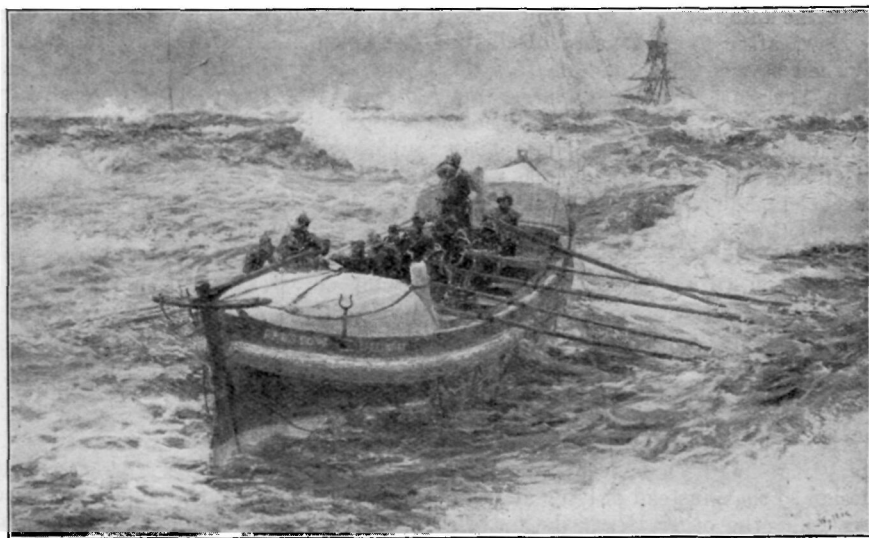
Life-boat Calendar for 1929.

Reproduction of a painting by Mr. W. L. Wyllie, R.A.

THE Institution is again issuing a Life-boat Calendar for the forthcoming year. It feels that there is no better way of keeping the work of the Life-boat Service continually before the public from the first day of the year to the last, and it hopes that many readers of *The Lifeboat* will buy this calendar not only for themselves but to send to their friends. We are calling attention to it now because each year Christmas preparations seem to begin earlier.

The calendar will have a reproduction in colours of a picture painted by the famous marine artist, Mr. W. L. Wyllie, R.A., which he generously presented to the Institution.

The calendars will be $11\frac{1}{2}$ inches long by 9 inches wide, and they can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It will weigh, in the envelope, just under 4 ounces, so



THE LIFE-BOAT CALENDER, 1929.

The Padstow Life-boat.

From the painting by Mr. W. L. Wyllie, R.A., presented by the artist to the Institution.

Those who wish to order calendars can do so at once, and they will receive them at the end of November or beginning of December.

Calendars are becoming each year a more popular form of gift, and those who use the Life-boat Calendar may feel that they are making it do a double service. They will be sending their friends a charming gift and they will be helping the Institution.

that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars should apply to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2, and *should enclose with their order a postal order or stamps*. Only such orders can be dealt with, and it will help materially if orders are sent at once.

The New Stromness Motor Life-boat.

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

ONE of the first Life-boat Stations to be provided with a Motor Life-boat was Stromness, in the Orkneys. It was in 1903 that a Pulling and Sailing Life-boat was first converted to motor-power. This Boat was followed by two other converted Life-boats. Then, in 1908, the first three Life-boats designed for motor-power were built, and one of these was sent to Stromness. This Life-boat, *John A. Hay*, has remained there ever since. She has been launched on service 31 times. She has rescued 90 lives, and she has carried out a number of long-distance services which have shown the splendid capacity of both the Life-boat and her Crew.

Now, after twenty years of distinguished service, the *John A. Hay* has been replaced by a new, larger and much more powerful Motor Life-boat. The difference between the two boats is an indication of the advance which has been made in Life-boat construction during the past twenty years. The *John A. Hay* is a self-righting Life-boat, 42 feet long, with a 30-h.p. engine. The new Boat is of the Barnett type, the latest and most powerful in the Institution's fleet, of which there are at present three on the coast—at New Brighton on the Mersey, Aberdeen and Plymouth. Although of this type, the new Stromness Boat has been built to a modified design so that, instead of lying at moorings, like the other three, she may be housed, and launched down a slipway. Her dimensions are 51 feet by 13 feet 6 inches instead of 60 feet by 15 feet, and her weight $26\frac{1}{2}$ instead of 44 tons. She has two engines of 60 h.p. instead of two of 80 h.p., one cabin instead of two, and the petrol which she can carry gives her a radius of action of 75, as compared with 150 miles for the larger type of Barnett Boat. Her maximum speed on trials was nearly $8\frac{3}{4}$ knots.

The new Boat left the building yard at Cowes on 15th February in charge of Commander E. D. Drury, O.B.E., R.N.R., Northern District Inspector, with Mr. William Small, District Inspector of Machinery for the Northern

District, the Stromness Coxswain, Mr. William Johnston, and three men of the Stromness Crew and the Motor Mechanic.

She reached Stromness on 3rd March, so that she had taken 18 days for the journey of 1,007 miles. Five of these days, however, were spent at Guernsey, and the Life-boat was actually at sea 125 hours, so that her average speed was $8\frac{1}{2}$ knots, practically the same as her maximum speed on trials run on the river at Cowes in smooth water.

The Life-boat went first to Guernsey, to give the people of the island, where a Pulling and Sailing Life-boat is stationed at St. Peter Port, an opportunity of seeing a modern Motor Life-boat. For this part of her journey she had on board, as well as those already mentioned, the Inspector of Life-boats and the Assistant Inspector of Machinery for the South of England, and a deputation from Guernsey, which consisted of Mr. H. H. Randall, who has since become Chairman of the Branch, Mr. W. Frampton, the Honorary Secretary, and the Coxswain.

A Rough Journey.

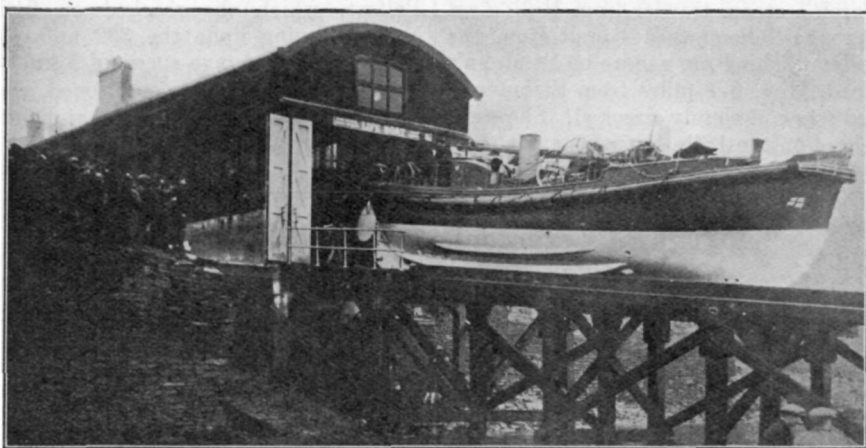
This first part of the journey was made in the worst of weather. The Boat met a dead-ahead south-westerly gale with a heavy sea, and by the way in which she met this test alone convinced her crew from Stromness that she was a Boat which they could trust in the worst of weather, even in the notoriously stormy waters round the Orkneys.

Cowes was left at five in the evening, and St. Peter Port was reached just before noon on the following day. This was the longest run of the whole journey, and the distance was 120 miles, giving an average speed of nearly $6\frac{1}{2}$ knots, or two knots below the maximum on trials, so that this run illustrates once again that quality at which we chiefly aim in the construction of Life-boat engines—not a high speed, but a great reserve of power, enabling the Boat to maintain her speed even in the heaviest weather.



THE NEW STROMNESS LIFE-BOAT AT GUERNSEY.

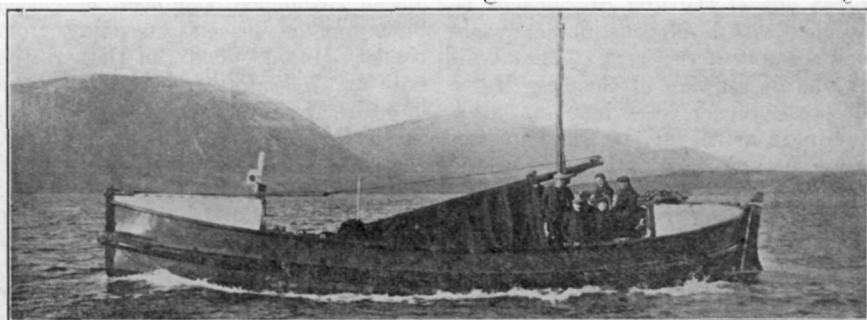
Left to right: Commander Hamer, Mr. Randell (at the wheel), Commander Drury, the Lieutenant-Governor, the Bailiff of Guernsey, and Mr. Frampton. In front: Mr. Small.



By permission of]

THE NEW STROMNESS LIFE-BOAT ARRIVES.

[W. Houston.



By permission of]

THE OLD STROMNESS LIFE-BOAT LEAVES FOR IRELAND.

[W. Houston.

It deserves to be put on record that for the greater part of this run Mr. Randall, who is an experienced yachtsman, was at the wheel.

From Guernsey, the Life-boat crossed to Penzance, and then up the west coast, calling at Fishguard and Holyhead. From Holyhead she crossed to Donaghadee, in Northern Ireland. Then to Campbeltown, Troon, Ardrishaig, Oban, Tobermory, Portree, Stornoway and Thurso, finally reaching Stromness early in the afternoon of 3rd March, where she was given a great reception. The ships in the harbour were dressed, flags were flying, maroons were fired, and there was a large crowd to welcome her after her journey of 1,000 miles.

It was not long before the new Life-boat's services were needed. On 18th March a steam trawler from Hull, *Lord Devonport*, homeward bound from the Iceland fishing ran ashore on St. John's Head, Hoy, five miles from Stromness, and was completely wrecked. She went ashore on the 18th, but it was not until

10 o'clock on the morning of the 19th that the news reached Stromness. Within 10 minutes the Life-boat was launched, and she reached the wreck in three-quarters of an hour, but by then, unfortunately, eight men of the trawler's crew were drowned or had died of exposure. The remaining six were quickly rescued. Communication was made by means of the line-throwing gun, and the men were hauled through the surf. It was a short service, but it was enough to confirm her Crow in the confidence which the journey from Cowes had given them in their new Boat.

The old Stromness Life-boat, although she has given way to a larger and more powerful Boat, is not at the end of her service. On 12th March she left Stromness in charge of Commander Drury for Belfast, which she reached on 24th March, having done the 332 miles in 66 hours, an average speed of 5 knots. At Belfast she was reconditioned, and then went to her new Station at Fenit, Tralee Bay.

Inaugural Ceremonies of Motor Life-boats.

Stromness, Longhope, Piel (Barrow), Swanage and Portrush.

Lieutenant H.R.H. Prince George, K.G., G.C.V.O., R.N., named the two Motor Life-boats at Stromness and Longhope in the Orkneys on the 6th June.

These are the two most northerly Life-boat Stations in the British Isles. Stromness, which was established in 1867, has a record of 119 lives rescued. It was one of the first Stations to be provided with a Motor Life-boat, and some account of the work of that Boat and the description of the new Motor Life-boat appear elsewhere in this issue in an article by the Chief Inspector.* The Longhope Station was established in 1874, and has a record of 90 lives rescued. The old Life-boat was a Pulling and Sailing Boat of the Watson type, built in 1905, which, on the arrival of the Motor Life-boat, was sent to Howth, Dublin. The Motor Life-boat, which reached her Station in September, 1926, is of the Watson

Cabin Type, 45 feet 6 inches by 12 feet 6 inches, with an 80 h.p. engine. She has a radius of action of 62 miles, and a speed of 8 knots. On her journey from Cowes, a distance of 663 miles, she was at sea 85 hours, so that the whole journey was carried out at an average speed of $7\frac{1}{2}$ knots, only half a knot below her maximum.

The Stromness Life-boat has been built out of legacies received from the late Miss J. Moody, of Derby; the late Mr. J. P. Traill, of London, the late Mr. W. M. Aitken, of Edinburgh, the late Mrs. E. J. Hanson, of Belper, Derbyshire and the late Mr. William Notting, of Bush Hill Park, Middlesex. The Longhope Life-boat has been built out of legacies received from the late Mrs. S. H. Sandford, of Sandford, Salop, the late Mr. J. Turnbull, of London, the late Mr. M. G. Jessett, of Enfield, Middlesex, and the late Mr. William King, of Liverpool. In the case of each boat the names chosen by

* See page 112.

the donors have been inscribed inside the Boat, and her name has been formed of the initials. In addition to the four legacies for the Longhope Life-boat, a gift from Mrs. E. E. Eade, of Hull, and a gift in memory of the late Mr. John Ashworth, of Lytham, have been devoted to this Boat.

The ceremony at Stromness took place in the morning, the Prince, accompanied by Admiral H. H. Campbell, C.B., C.V.O., arriving in the Admiral's barge from the Atlantic Fleet, which was stationed in the Flow. He was received by a guard of honour, consisting of 100 men with colours, from the Atlantic Fleet, and ex-service men, while there was also a parade of the Boys' Brigade, the Boy Scouts and the Girl Guides, who, with the school children, lined the streets.

Among those taking part in the ceremony were the Hon. George Colville, the Deputy-Chairman of the Committee of Management, Provost Corrigan of Stromness, supported by the magistrates and councillors, Flag-Captain F. M. Austin, representing Admiral J. M. Casement, C.B., commanding the Second Battle Squadron, who was prevented by illness from being present, Sir Robert Hamilton, M.P. for the Orkneys, Mr. J. Mackay, J.P., Chairman of the Stromness Branch, Mr. G. L. Thomson, J.P., Honorary Secretary, Commander Kilgour, R.N., representing the Board of Trade, and Commander McKenzie, R.N., the King's Harbour Master. The singing of the hymns was led by a choir, accompanied by the Stromness Town Band.

The ceremony opened with a hymn and a prayer by the Rev. B. J. Thompson, of St. Mary's Scottish Episcopal Church, and Mr. Colville then presented the new Life-boat to the Branch. In doing so, he thanked Prince George for having travelled 750 miles to name the Life-boat, and expressed the gratitude of the Institution to the five donors. He spoke, too, of the splendid record of the Stromness Station, referring, in particular, to the services of the old Motor Life-boat, *John A. Hay*, and paid a tribute to the valour and seamanship of Coxswain Johnston, and to the conspicuous success with which, for many

years, the Station had been administered by Mr. G. L. Thomson, who had not only shown himself a most capable Honorary Secretary, but had, on more than one occasion, gone out in the Boat on service.

The Boat was accepted, on behalf of the Branch, by Mr. Mackay, and was dedicated by the Rev. James Christie, M.A., minister of the North United Free Church. Commander E. D. Drury, O.B.E., R.D., R.N.R., Inspector of Life-boats for the Northern District, then gave a description of the new Boat, after which Provost Corrigan invited Prince George to name her. Prince George then named her "*J.J.K.S.W.*," and wished her and her crew Godspeed.

PRESENTATION OF THE ESSAY SHIELD.

The ceremony was followed by the presentation to Miss Hellen F. F. Scott, a pupil of Burness School, Sanday, of the Scottish Challenge Shield, which she had won for her school in the Life-boat Essay Competition this year by sending in the best essay for the whole of Scotland. In presenting the Shield to her Prince George said:—

"I am very glad that my visit to Orkney to name the new Life-boats at Stromness and Longhope should come in the year in which an Orkney school has won the Challenge Shield for Scotland in the Life-boat Essay Competition. That is a very high honour, and this is the first time that it has been won by an Orkney school.

"The subject was 'Describe the kind of man that a good Life-boatman should be.' Well, who should know that better than the boys and girls of Orkney? I congratulate the Burness Public School of Sanday on its success. I am sure it is very proud of Hellen Scott, whose essay has won the Shield. Her other prizes will be presented to her another time, but the Shield itself I have very great pleasure in presenting to her now.

"I understand that if a school wins the Shield three times running, it keeps it for ever; I understand also that, though a school has won it two years, no school has yet won it three. Now is

your opportunity. The Burness Public School has won it this year. I hope that it will win it in the next two years, and so have the honour of being the first school in Great Britain and Ireland not only to win but to keep a Challenge Shield." (Cheers.)

A vote of thanks to His Royal Highness was proposed by Sir Robert Hamilton, and seconded by Mr. G. L. Thomson. Prince George then concluded the ceremony by breaking a bottle of wine on the rudder of the Life-boat, and she was launched.

THE PRINCE'S SPEECH.

After the ceremony the Prince was entertained to lunch by the Provost, and in reply to the drinking of his health, he said :—

"It is a very great pleasure to me to be here to-day, and to take part in the naming ceremonies of those two splendid new Life-boats which the Royal National Life-boat Institution has sent to Orkney. The pleasure is enhanced by the fact that it has fallen to my lot to be the first member of my family for many years who has performed a public function in these remote islands, which have played so important a part in the naval history of our Empire. (Cheers.)

"As you know, all the other members of my family, following the example of His Majesty the King, have associated themselves personally with the great national undertaking which is carried on by the Royal National Life-boat Institution, and I am delighted to take this, my first opportunity, of sharing in a Life-boat ceremony. (Cheers.)

"To any one serving, as I am, in His Majesty's Navy, these two ceremonies must have a special interest and solemnity, for these Life-boats will protect the waters from which, through the four years of war, the Grand Fleet kept watch over the seas and the shipping of Great Britain. That war is over, but your war with the storms is never finished. The Life-boatmen of Stromness and Longhope must always be ready for active service in these, the stormiest waters round our coasts. (Cheers.)

"The Institution has built for Strom-

ness one of the finest and most powerful Motor Life-boats in its fleet. You have well earned it. Stromness was one of the first stations to be provided with a Motor Life-boat. That was twenty years ago. In those twenty years you have given magnificent proof of what a Motor Life-boat can do to save life in the hands of a skilful Coxswain and a resolute crew. With this much larger and more powerful Boat I am sure that you will add new honours to those which the Station won when your old Life-boat went out to the rescue of the *Hessonite*, the *Comet of Aberdeen* and the *Freesia*. (Cheers.)

"A few years ago the Navy had the honour of taking part in a rescue with the Longhope Life-boat, when a Swedish steamer lost her propeller. The Navy saw then the stuff of which the Life-boatmen of Orkney are made, and it was very prompt in showing its appreciation. That was only one of many fine services which the men of Longhope have performed in their Pulling and Sailing Life-boat. I know that they also will add new honours to the record of their Station, now that they too are equipped with a powerful Motor Life-boat. (Cheers.)

"None know better than the officers and men of the Navy what the men of the sister service of the Life-boats have to face. The Navy, and the Army too, recognise the courage of this Service, which is always on active service.

"I thank you for the very hearty welcome which you have given me. I shall always remember with pleasure my visit to these, the most northern Life-boat Stations of our islands. I wish good luck and Godspeed to the Life-boatmen of Orkney." (Loud cheers.)

Longhope.

After the luncheon Prince George proceeded in the Stromness Motor Life-boat to Longhope. As soon as he stepped on board the Boat the Royal Standard was broken at the mast-head and remained flying until Longhope was reached. This is the first time that the Royal Standard has been flown in a Life-boat. On landing, Prince George was received by Mr. William Marwick,



PRINCE GEORGE ON BOARD THE STROMNESS MOTOR LIFE-BOAT.
At the wheel is Coxswain William Johnston.



By permission of]

[Pelman, Aberdeen.

PRINCE GEORGE GREETING THE LONGHOPE CREW.
With Prince George is Commander Drury.

President of the Longhope Branch, and a guard of honour, consisting of ex-service men from Kirkwall, the Kirkwall City Pipe Band and the Kirkwall Town Band. A party of 50 men was landed from the Second Battle Squadron to take part in the ceremony.

The ceremony opened with a hymn, the singing being accompanied by the Flagship's Band and the Kirkwall Town Band. The hymn was followed by a prayer by the Rev. W. Ferguson, of North Walls, and Mr. Colville then presented the new Life-boat to the Branch. In doing so he said that not only did Longhope provide the crew for the Life-boat, but its population of 150 had last year contributed £40 to the funds of the Institution. That worked out at over 5s. per head. How well Longhope was supporting the service could be judged from the fact that if the whole population of the country gave only 1½d. per head that would provide the whole sum needed annually by the Service.

The Rev. J. D. Anderson, of Hoy, then dedicated the Life-boat, and Commander Drury gave a description of her. Mr. Marwick received the Boat on behalf of the Branch, and in doing so spoke of Longhope's pride in their Life-boat crew and their gratitude to Prince George.

The Prince was then introduced by Sir Robert Hamilton, and named the Boat *K.T.J.S.*, after which he presented certificates for long service, which had been awarded by the Institution, to Mr. Andrew Chalmers, Mr. James Nicolson, Mr. Alexander S. Johnston and Mr. E. Johnston, four members of the Crew who had just retired. The Prince then boarded the Longhope Life-boat and made a trip in her, the Royal Standard being flown while he was on board. He then returned by launch to *H.M.S. Nelson*, the flagship of the Atlantic Fleet.

At the next meeting of the Committee of Management a special Vote of Thanks to H.R.H. Prince George was passed, and a Vote of Thanks to Vice-Admiral the Hon Sir Hubert Brand, Commander-in-Chief of the Atlantic Fleet, for the very great help given by the Navy.

Piel (Barrow).

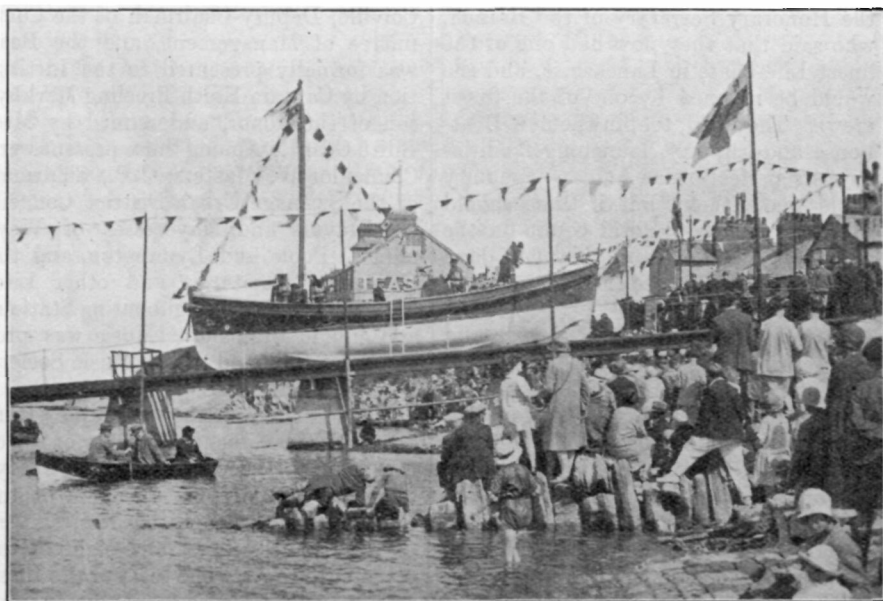
THERE has been a Life-boat Station at Piel (Barrow) since 1864, and it is the first Station on the Lancashire coast to be provided with a Motor Life-boat. The new Boat is of the Watson Cabin type, with two 40 h.p. engines, and she is able to take on board enough petrol to carry out a service anywhere within sixty-two miles of her Station. She has been built out of a legacy from the late Mrs. M. C. Myers, and a gift from the trustees of the estate of the late Mr. Stephen H. Thompson, of Birmingham. The names chosen by the two donors, Eliza Norman and M. C. Thompson, are inscribed inside the Life-boat, and she has been named *N.T.*

The Naming Ceremony took place at Buccleuch Dock on Sunday, July 8th, the Mayor of Barrow (Alderman C. G. B. Ellison, J.P.) presiding, supported by members of the Town Council, and the Institution was represented by Sir William Milligan, M.D., J.P., one of its Vice-Presidents and Chairman of the Manchester, Salford and District Branch.

The Boat was formally presented to the Institution by Mr. H. S. Thompson, a nephew of Mr. Stephen H. Thompson, and was named by the Mayoress, while the dedication service was conducted by the Bishop Suffragan of Barrow (the Right Rev. H. S. Pelham, M.A.). There was a very large audience present and the singing was led by the massed choirs from St. James' Church, St. Matthew's Church, St. Michael's Church, St. Mark's Church, Abbey Road Wesleyan Methodist Church, Abbey Road Baptist Church, Abbey Road Christ Church U.M., Emmanuel Congregational Church, Greengate Wesleyan Methodist Church, Hindpool Road Wesleyan Church, Vickerstown Wesleyan Methodist Church, the King's Hall and the Barrow Madrigal Society. Mrs. Bourne conducted the choirs, and the singing was accompanied by the Barrow Shipyard Silver Band, conducted by Mr. W. Smithers, a selection of music being played by the band before the ceremony began. The whole ceremony was broadcast by the B.B.C. in the North of England, and immediately after it an appeal on behalf of the Institution by Sir William Milligan



THE NEW LIFE-BOAT, BOAT-HOUSE AND SLIPWAY, PIEL (BARROW).



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[Powell's, Swanage.]

THE LAUNCH OF THE SWANAGE MOTOR LIFE-BOAT.

was also broadcast, this being the "week's good cause."

The ceremony opened with a short religious service, in which the Rev. W. F. Welbon, M.C. (Mayor's Chaplain and Superintendent Wesleyan Minister), the Rev. W. Walker (Baptist), and the Rev. D. Caplan (Rabbi) took part.

Mr. H. S. Thompson, on behalf of the donors, then presented the Boat to the Institution. He referred to the legacy of £5,000 from Mrs. Myers, and said that the gift of £5,000 from the estate of Mr. Stephen H. Thompson was part of a sum of £16,000 which had been left to the executors to distribute to charities, while the name which they had chosen to associate with it was that of one of his own sons who had died on service in the War, after a life of unselfish devotion, in which the one great interest had been the Boy Scouts Movement.

Sir William Milligan, in accepting the Boat on behalf of the Institution, expressed its gratitude to the donors and his hope that their generous example would be followed by others. He entrusted it to Mr. J. M. Mawson, J.P., the Honorary Secretary of the Branch, who said that they now had one of the finest Life-boats in Lancashire, and she would be manned by one of the finest crews. They had, too, in the new Boat-house and Slipway, launching facilities as near perfection as human ingenuity could make them, but if these should ever fail they could still count on the women of Piel to do as they had done before, and go out into the sea to launch the boat.

Captain H. G. Innes, R.N., District Inspector of Life-boats, gave a description of the Life-boat, and Commander C. W. Craven, O.B.E., R.N., proposed, and Lieut.-Commander J. H. Ferguson, R.N., seconded, a vote of thanks to the Mayoress; this being followed by a vote of thanks to the Mayor, proposed by Mr. Edgar H. Johnson, F.C.I.S., the District Organising Secretary.

The Life-boat was then dedicated by the Bishop of Barrow, and the Mayoress, breaking a bottle of wine on her bows, named the Lifeboat *N.T.*, and said she hoped that the calls upon her would be

few and her errands of mercy always successful.

Swanage.

The Swanage Station was established in 1875, being one of four now maintained on the coast of Dorset, and is the second Dorset Station to be provided with a Motor Life-boat, the other Station being Weymouth. The Swanage Motor Life-boat is of the self-righting type, 40 feet by 10 feet 6 inches, and is driven by a 40 h.p. engine, giving her a speed of $7\frac{1}{2}$ knots. *She can take on board sufficient petrol to be able to carry out a service anywhere within fifty-seven miles of her Station. The Boat has been built out of a legacy received from the late Mrs. Thomas Markby, of London.

The Naming Ceremony took place on 7th July in the presence of nearly 6,000 people. The Motor Life-boat from Yarmouth, Isle of Wight, and the Pulling and Sailing Life-boat from Poole and Bournemouth were present. Major Edwin John Burt, T.D., President and Chairman of the Swanage Branch, presided at the ceremony. The Institution was represented by the Hon. George Colville, Deputy-Chairman of the Committee of Management, and the Boat was formally presented to the Institution by Captain Keith Freeling Markby, son of the donor, and named by Miss Edith Grant. Among those present were Councillor W. Masters, J.P., Chairman of the Swanage Urban District Council, the Mayors and Mayoresses of Weymouth, Poole and Lymington, and the Honorary Secretaries and other Life-boat workers from neighbouring Stations and inland Branches. Music was provided by the band of the Music Society and the Town Band.

Before the ceremony Major Burt entertained to luncheon a party of 200 of the principal guests, including twenty-one past and present members of the Poole and Bournemouth Crew, sixteen of the Swanage Crew and eight of the Yarmouth Crew. The toast of the Institution was proposed by Sir Arthur Adams, K.B.E., who spoke of it as the grandest of all the charitable institutions in Great Britain, one whose deeds were written large in our national history.

He ended an eloquent speech with an appeal for increased contributions from the people of Swanage.

Mr. Colville replied, and spoke of the great duty which the Institution had to carry out entirely through voluntary effort.

The toast of the guests was proposed by Mr. G. T. Atkinson, who spoke of the heroism of the men of Dorset, and responded to by Captain Markby, who spoke of the pride he felt in knowing that a Life-boat would bear his father's name.

The Mayor of Poole proposed the toast of the President, Committee and Honorary Secretaries, and paid a warm tribute to Major Burt and his fellow-workers. In replying, Major Burt said he was proud to be President of the Swanage Branch and proud to be the third generation of his family to take an active interest in the work of the Institution.

Of the ceremony itself the *Dorset County Chronicle* said that it had brought together a larger gathering than had ever been known in Swanage before. It opened with a religious service conducted by the Rector, the Rev. W. R. Parr, M.A., who was supported by Congregational, Wesleyan and Baptist Ministers and a Captain of the Salvation Army.

Major Burt welcomed the guests, and said that they were there to do honour to the memory of Mrs. Thomas Markby, to whose generosity and kindness Swanage owed this splendid Boat, which in its design and equipment was the fruit of many years of thought, care and industry devoted to perfecting the means of succouring those in peril at sea.

Captain Markby then presented the Boat to the Institution as a gift from his mother in memory of his father. The Boat was accepted by Mr. Colville, who handed her to Major Burt. In accepting her on behalf of the Branch, Major Burt pointed out that the cost of fitting out a Station like Swanage with a Motor Life-boat was about £20,000, and invited all who were able to become annual subscribers.

Councillor Masters then accepted the boat on behalf of the town; the Rev. W.

R. Parr recited the prayer of dedication; and Miss Edith Grant, an old friend of Mrs. Markby, named the boat *Thomas Markby*. The boat was then launched amid loud cheers, and a display was given of life-saving with the line-throwing gun, Major Burt's yacht being the "wreck."

A vote of thanks to Miss Grant and Captain Markby was proposed by Captain Watson, R.N., Vice-President of the Branch, and seconded by Mr. William Powell, the Honorary Secretary. At the first meeting of the Committee of Management after the ceremony it was decided to send Major Burt a special letter of thanks for the admirable way in which the ceremony had been organised and for his own generous hospitality.

Portrush.

There has been a Life-boat Station at Portrush since 1860, and its Life-boats have rescued nearly 100 lives. It is the most important Station on the coast of Northern Ireland, and with the Station at Donaghadee and those at Campbelltown and Port Patrick in Scotland, it guards the estuary of the Clyde and the northern entrance to the Irish Sea. Each of these Stations now has a Motor Life-boat. The Portrush Motor Life-boat went to the Station in 1924, and has been out on service several times, but the Naming Ceremony was postponed until the new Boathouse and Slipway were ready. The Boat herself is of the Watson Cabin type, 45 feet by 12 feet 6 inches, is driven by an 80 h.p. engine, and has a radius of action of 62 miles. She has been built out of legacies received from the late Mrs. Margaret P. Thornton, of Putney, the late Mr. Thomas Bartlett, of Liverpool, the late Miss Isabella L. Boustred, of Blackheath, and the late Miss Annarella Hooper, of Leamington. The names of the donors are inscribed inside the Boat and their initials, *T.B.B.H.*, form her name.

The Boat was named and the new Boathouse formally opened on 11th August by the Duchess of Abercorn, wife of the Governor-General of Northern Ireland and Patron of the Northern Irish Ladies' Life-boat Guilds, in the presence of a large audience. The Hon. Sir Francis A. Macnaghten, Bt.,

President of the Branch, presided, and the Institution was represented by Captain the Viscount Curzon, C.B.E., V.D., A.D.C., R.N.V.R., M.P., a member of the Committee of Management. Among those who took part in the ceremony were the Earl of Antrim, the Right Hon.

representative of one of the four donors, and was accepted by Lord Curzon, who spoke of the Institution's gratitude to the four donors and of its glorious record of private endeavour and voluntary effort, backed up by the magnificent generosity of the British people. In



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[The Northern Whig and Belfast Post.

LAUNCH OF THE PORTRUSH MOTOR LIFE-BOAT.

William Moore, Lord Chief Justice of Northern Ireland, the Right Hon. Hugh O'Neill, M.P., Speaker of the House of Commons of Northern Ireland, and the Hon. Sir Malcolm Macnaghten, K.B.E., K.C., M.P.

After the Life-boat had been described by Lieut.-Commander P. E. Vaux, D.S.C., R.N., District Inspector of Life-boats, she was formally presented to the Institution by Mr. W. H. Beale, the

presenting the Life-boat to the Station, Lord Curzon congratulated Portrush on the record of its Life-boats and paid a tribute to the work of the Honorary Secretary, Mr. J. G. McMorris, and the Coxswain and Crew.

The President of the Branch accepted the Boat, and the Duchess of Abercorn, having been presented by Mr. McMorris with a silver key, opened the Boat-house. The Earl of Antrim proposed and Mr.

Hugh O'Neill seconded a vote of thanks to the Duchess, and the Lord Chief Justice proposed and Sir Malcolm Macnaghten seconded a vote of thanks to the Officers and Committee at Portrush for their services to the Institution.

The Rev. H. Skeffington, P.P., then dedicated the Life-boat and the Duchess

named her. In doing so she paid a tribute to the women workers of the Institution, and said that when the storms came she was sure that the Portrush Crew, with their new and splendid Life-boat, would uphold the honour of the Life-boat Service and of their countrymen. The Boat was then launched.

Staithes Station Reopened.

SINCE 1875 the Institution has maintained a Life-boat Station at Staithes, in Yorkshire, and its Life-boats have rescued 56 lives from shipwreck. In 1922, however, the Institution was compelled to close it, as there was considerable difficulty in launching the Life-boat, and difficulty also in finding a Crew, owing to the decline in fishing and the consequent shortage of men. Since then the Ministry of Agriculture and Fisheries has built breakwaters and made a harbour. As a result of this the fishing industry has been revived, the younger men are taking it up again, and the Institution has now been able to re-open its Station.

The reopening ceremony took place on Easter Monday, April 9th. Between four and five thousand people were present, the village was decked with flags, and everything was done to show Staithes's pleasure at again having a Life-boat.

A short service of dedication was conducted by the Rev. the Marquess of

Normanby, M.A., D.L., J.P., supported by the Rector of Hinderwell and the Rector of Easington.

Mr. Alfred Hutchinson, of Saltburn, President of the Staithes Committee, presided, and the Institution was represented by Captain E. S. Carver, R.D., R.N.R., District Inspector of Life-boats. Mr. Hutchinson moved, and Mr. Arthur Askew, Chairman of the Runswick and Staithes Branch, seconded, a vote of thanks to the Marquess of Normanby, and at the end of the ceremony the Life-boat was launched.

This was followed by tea and a dance, organized with great enthusiasm and success by Mrs. W. James, the wife of the Honorary Secretary, and the ladies of Staithes. Earlier in the day the Crew paraded the streets, accompanied by the Band of the Whitby Branch of the British Legion, and made a collection. By this collection, the sale of Life-boat emblems, the tea and the dance, over £57 were contributed to the Branch funds.

The Life-boat Service in Ireland.

SINCE 1924 Mr. Timothy Healy, the Governor-General of the Irish Free State, has been the Patron of the Irish Free State District of the Institution, and when he accepted the Patronship he issued an earnest appeal to the people of the Free State to increase their support of the Service. Mr. Healy, who came to the end of his term of office a short time ago, has been succeeded by Mr. J. McNeill, the High Commissioner in London, and Mr. McNeill has accepted the Institution's invitation to become

Patron of the Irish Free State District.

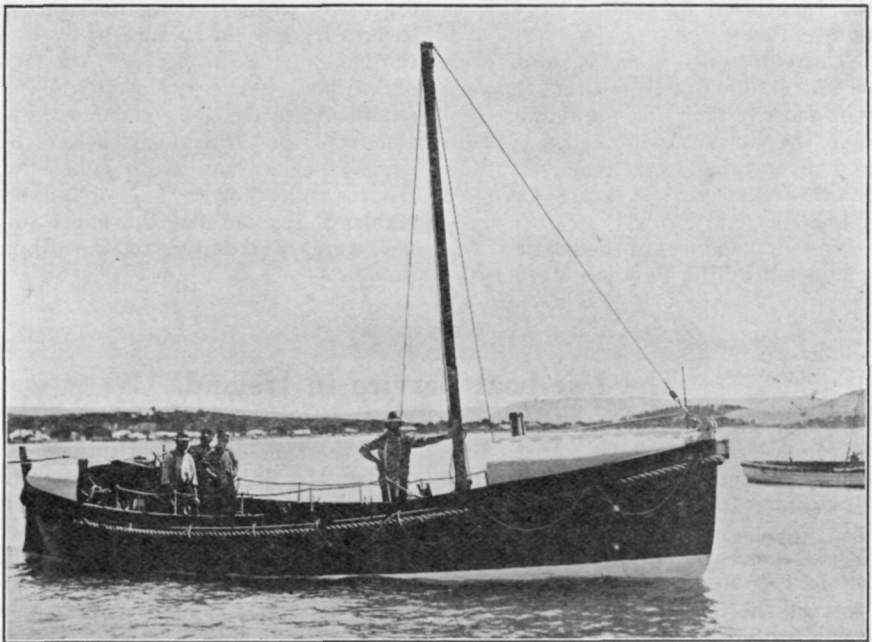
At the time of the Institution's Centenary, Mr. McNeill sent the Institution a very cordial message—published in the Centenary number of *The Lifeboat*, with messages from the High Commissioners of the Dominions—in which he said, "We in Ireland have reaped ample benefits from your work. . . . I know that in the last quarter of a century the Life-boats saved 548 lives, while apparently less than one-fourth of the total cost of maintenance was locally sub-



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RE-OPENING THE STAITHES STATION.

[A. S. Graham, Redcar.]



AN AUSTRALIAN LIFE-BOAT.

This self-righting Life-boat, 38 feet by 10 feet, with a 45 h.p. Tylor engine, has been built by the South Australian Harbours Board, from plans supplied by the Institution. She is stationed at Victor Harbour and is named "Arthur Searcy," after the President of the Marine Board of South Australia and Superintendent of its Life-saving Service.

scribed." In accepting the Patronship, Mr. McNeill has followed his predecessor's example, and made an urgent appeal to the people of the Free State to contribute more generously to the Service. He writes:—

"I am glad to accept your invitation to become Patron of the Free State District of the Royal National Life-boat Institution, and thereby express my keen appreciation of the heroic work of the Life-boat Service carried on by our brave Irish Crews round the coasts of the Irish Free State.

"I sincerely hope that the response to the appeal which is being issued will be sufficiently generous to ensure that the total cost of maintaining the Fleet of Motor and Sailing Life-boats round the Irish coasts, which amounts to £8,000 a year, will be entirely contributed in Ireland. The capital cost of those boats, their Houses and Slipways, provided by the Institution, is over

£125,000, and it is right that the Irish people should make every effort to provide at least the cost of maintenance.

"It should only be necessary to point out to the people of the Free State that the amount required each year to maintain the Irish Stations and compensate the Irish Crews for their services is nearly £4,000 more than the amount contributed by Ireland, for the Irish people at once to make up this deficiency. I wish your work every success."

At the beginning of 1925, the Governor of Northern Ireland, the Duke of Abercorn, became Patron of the Northern Ireland District, and issued an appeal on behalf of the Institution. Last November, the Duchess of Abercorn accepted the Institution's invitation to become Patron of all the Ladies' Life-boat Guilds in the North of Ireland, where an effort is now being made to form a Guild in every town and village.

The French Life-boat Service.

A Survey and a Tribute.

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

I HAVE received a copy of a pamphlet giving a brief historical survey of the work of our sister society in France, from the pen of Commandant Granjon de Lépiney, Officier de la Légion d'Honneur, the late Secretary of the society, who, on his retirement, has joined the Committee. M. de Lépiney contributed an important article on the French Life-boat Service which was published in the November, 1922, issue of *The Lifeboat*, and the present review necessarily travels over a great deal of the same ground, especially in dealing with the earlier history of the Society. But M. de Lépiney's great experience as an administrator, coupled with his technical equipment as a sailor, has enabled him to present an account of the present position of the Société Centrale which is characterized by that grip of the essentials of the subject, and that *netteté*—to use the appropriate French word—which so often distinguishes French reports. The brochure

was published at a moment when the Society had invited representatives of the other Life-boat Societies and Life-boat Organizations to a second International Conference in Paris, and it therefore presents an up-to-date survey of its activities.*

For the benefit of those who cannot refer to *The Lifeboat* of November, 1922, I may say that the Society was founded in 1865 as a result of Government initiative. In 1861 an inquiry had been set on foot by a committee representative of the Navy, Commerce, the Treasury and Public Works, to consider the organization of a general system of life-saving. It was presided over by the Inspector of Roads and Bridges—the Minister of Transport of those days—a curious coincidence, for that was the office held by M. de Bernières, who, in 1765, invented what must be regarded

* I have dealt with the proceedings at this Conference in another article.

as the first Life-boat. This boat was thoroughly tested on the Seine in 1775, and apparently satisfied every requirement, but, in the words of Sir John Lamb, the late Deputy-Chairman of the Institution, it was never "put to practical use," probably owing to the lack of interest in maritime affairs which at that time prevailed in France. The investigation led to the decision that central control was essential to success, and it is curious to note that our experience with regard to the tendency of local organization to fall into decay was repeated in the case of France. For in 1865, the year of the foundation of the Société Centrale, there were on the 1,500 miles of the French coast a number of mortars and seven Life-boats belonging to different societies, some of which had fallen into decay owing to the lack of inspection and the absence of an authority which would inspire and control the organization of a national effort.*

Government Grant without Government Control.

From the first, the principle of organization has been that while the formation and control of the general service of life-saving should be entrusted to a private Society, the Government should accord not only the patronage of the three chief departments concerned, namely, Marine, Finance, and Public Works, but a subsidy towards the maintenance of the respective Stations; and our French friends appear to have found the solution of the problem, which has always been regarded as insoluble in Britain, as to how a Government grant can be given without Government control. For, while the Ministers of Marine, Finance, Commerce, and Public Works are all Vice-Presidents of the Society, one cannot trace that there is any Government control, as the whole of the administration is in the hands of a committee elected by the subscribers. This committee includes the chairmen

of the three most important shipping companies, namely, the Compagnie Générale Transatlantique, the Compagnie des Messageries Maritimes, and the Compagnie des Chargeurs Réunis, which strongly support the work of the Society.

The history of the Society falls naturally into two periods, that of Pulling and Sailing Life-boats, and that in which Motor Life-boats were adopted. While the ROYAL NATIONAL LIFE-BOAT INSTITUTION began its experiments with Motor Life-boats in 1904, and now has sixty-eight on the coast and eighteen more under construction, the French Society began its experiments with Motor Life-boats in 1910, and now has twenty-nine boats on the coast. The French Society provides, in addition to Life-boats, the whole of the rocket apparatus on the French coast, although this is manned by the *personnel* of the Customs; and it has greatly increased the efficiency of the whole organization by providing, at its own cost, numerous lines of telephonic communication.

Like the Institution, the French Society has had to deal from time to time with exceptionally difficult problems, such as the provision of life-saving on the coasts of the Camargue, and in the Estuary of the Gironde, where either broad stretches of shallow sloping shores made it extremely difficult for any Life-boat to bring succour to the light-draught fishing-boats which work in the neighbourhood, or where the sparsity of the population conspired with the danger of the coast to present the formidable problem of providing an adequate crew for the special kind of Life-boat needed for the locality.

The French Society has, however, successfully overcome these difficulties, and has also developed a very complete arrangement for the control of the work of local Committees, who are, of course, assisted by the visits of Inspectors of Life-boats.*

* The first issue of *The Lifeboat*, March, 1852, records the melancholy fact that "The four Life-boats established here [Isle of Man] by the exertions of the late Sir William Hillary . . . have been allowed to fall into decay, and hardly a vestige of them remains."

* I am informed that it has not been found possible to establish Branches inland or indeed anywhere but at Life-boat Stations. In this matter, the fact that we are an island people has helped us to bring home the claims of the Life-boat Service to men and women in every part of the United Kingdom.

Pensions Scheme.

It is interesting to note that in 1917, the same year as the Institution, the French Society adopted a scheme of pensions for the widows and orphans of those who might lose their lives in the Service. At the same time, stringent rules were laid down to guard against unfit men being included in the Crew, a provision as necessary in the interests of the men themselves and the Crew of which they form a part, as of the Life-boat Service generally.

The French Society has faced financial difficulties boldly, especially since the War, and decided to place the whole of its funds at the disposal of the construction of boats, slipways, etc., being confident that this policy would secure, as it would deserve, the generous support of the public.

The loss of the *Afrique* in 1920 led to some criticism of the Society, but, as is so often the case, the criticism was quite unfounded, and Government inquiry definitely established that the Society was not concerned with wrecks on the high seas, but was and is responsible only for work near the coasts, for which it provides Life-boats suited to this purpose.

In 1924 the Society extended its operations to the coasts of Morocco, where it provides two Motor Life-boats and three Pulling and Sailing Life-boats. It now has 108 boats, of which, as we have seen, twenty-nine are motor-driven, and it can point to over 27,000 lives rescued from shipwreck.

The report shows that the French Life-boat Service is full of vigorous activity, keenly alive to the developments which the progress of science afford and ever anxious to provide the best machinery for the great Service which it administers.

But our French friends would be the first to agree that the best organization of a Life-boat Service would be of little avail unless it could rely upon brave, vigorous and skilful crews. In the words of Sophocles :

Ὡς οὐδὲν ἔστιν οὔτε πυργὸς οὔτε ναῦς
ἐρήμος ἀνδρῶν μὴ ξυνοικούντων ἑσω.

which we may translate :

"In vain your forts, in vain your ships,
Without the men to man them."

A Magnificent Service.

And so I give here, very briefly, the epic story of the magnificent service carried out by the Coxswain and Crew of the *Paul Turreil* Life-boat, of the Ile d'Yeu, in 1917. On 26th January that boat was called out to the rescue of a Norwegian steamer which had been torpedoed. She succeeded in rescuing the shipwrecked crew of seven. But the return proved to be a task of almost insurmountable difficulty in the teeth of the gale and the strong current running, and Devaud, the Coxswain, decided to anchor and to await the turn of the tide. While the boat was at anchor the wind increased to a violent gale, and at 9 P.M. the cable, chafed through by the rocks, broke, while a furious snowstorm added to the dangers of the situation. The Crew took to their oars again, but were compelled by exhaustion to hoist sail in order to try to reach Belle Ile. As the gale continued to increase the sail had to be taken in, and the Life-boat was at the mercy of the waves. Three men died of exhaustion during that night. The following day it proved possible to make sail again, but the Crew were not able to reach Belle Ile, and it was not till mid-day on 28th January that the Life-boat succeeded in reaching land near Concarnau. The Coxswain, Devaud, had been at the tiller for forty-eight hours, with a temperature of 10° below zero—18° of frost (Fahrenheit) in English measure—with the waves constantly breaking over the Life-boat and adding to the sufferings of the crew and the seven shipwrecked Norwegians. Six of the Life-boat Crew and six of the Norwegians succumbed to this tremendous ordeal.*

In his speech at the dinner given to the delegates to the Life-boat Conference in Paris on 27th June, Sir Godfrey Baring

* One is reminded of the terrible experience of the Padstow crew of the *Edmund Harvey* on 14th and 15th December, 1901, when in the service to a French steamer they were in tow of the *Helen Peele* for forty-four hours, soaked to the skin, "their eyes almost blinded with salt . . . and their hands, faces and feet swollen almost beyond recognition" in the bitter cold of a furious nor'easterly gale. Fortunately none of the crew of fifteen succumbed.

quoted this superb example of courage and devotion, and said, "All honour, M. le Président [Vice-Admiral Touchard, Chairman of the Société Centrale] to your splendid Coxswain Devaud and to the men who participated with him in this superb effort of desperate courage and stark endurance. They showed, once again, of what the men of our coastal populations are capable. In a word, they proved themselves true Life-boatmen."

In offering to the Société Centrale our congratulations and our cordial good wishes for the further success of its efforts, we find a source of heartfelt satisfaction in the reflection that as years go on there is in the coastal population of the civilized world a magnificent reserve of these qualities of hardihood, devotion, and manly self-sacrifice which are embodied in the Life-boat service, the Chivalry of the Sea.

The Late Commander Stopford C. Douglas, R.N.

It is with very great regret that we announce the death of Commander Stopford Cyril Douglas, R.N., who had been Deputy Chief Inspector of Life-boats for the past eight years. He had been ill for several months, had undergone two operations, and died on 2nd September in the Royal Isle of Wight County Hospital, Ryde.

Commander Douglas was born in 1883, and received his naval training in the *Britannia*. He served as a Midshipman during the South African War on board the flagship of Admiral Sir Robert Harris, and then with the Channel and Mediterranean Fleets, and after attaining the rank of Lieutenant he served on the China station during the Russo-Japanese War. Later he was again with the Channel Fleet and then in the Mediterranean, and, after a year at the Naval Barracks at Chatham, he was appointed second in command of H.M. Sloop *Alert*, then in the Persian Gulf engaged in the suppression of the traffic in arms. While in the Gulf he carried out a three weeks' cruise in an open cutter. His health suffered from the bad climate, and the seeds of the illness of which he died were sown in the exposure and hardships of this term of service. He was invalided home, and, as he was found unfit for further service in tropical climates, he was placed on the retired list in August, 1912.

He returned to the active list on the outbreak of war in August, 1914, and served afloat for nearly three years. For part of that time he was in command of H.M.S. *Onyx* and the First Submarine Flotilla, and then, for nearly a year, he was in command of a "Q" ship. In

April, 1917, he was appointed to the staff of Admiral Sir Lewis Bayly, who was at Queenstown in command of the combined British and American Fleet which was engaged in patrol and convoy duties. There he served in the operations division with the rank of Acting-Commander, and at the end of the war was promoted to Commander for his services. Of his work at Queenstown, Sir Lewis Bayly wrote, after his death: "He came in close touch with the officers in both Services, and, owing to his unfailing good temper, ability, and anxiety to help all who came in contact with him, he created an affection and a respect for himself (a none too common combination), that have continued since the war on both sides of the Atlantic and which will cause our loss to be deeply deplored."

In July, 1919, Commander Douglas entered the Life-boat Service as District Inspector for Ireland, and in the following year he was promoted to Deputy Chief Inspector, a post which he held until the end.

His death is a very great loss to the Life-boat Service, for he had brought to it not only the versatile ability which had already distinguished him in the Navy, but a wide experience, gained in many seas, which was invaluable in the work of the Institution. A man of very varied gifts, he was entertaining and humorous both as a speaker and as a writer. Readers of *The Lifeboat* will remember his Life-boat Duologue, "S.O.S.," which was broadcast in September of last year, and his graphic story "Man Overboard"—a reminiscence of his service in the Persian Gulf—which appeared in

the Centenary Number of the Journal. He was, besides, a very good amateur singer and actor. For his gifts as an actor he found expression in the grim theatre of the "Q" ships, where the artistic thoroughness of his make-up

be more deeply missed, for no one had more, not only of the esteem, but of the affection of his colleagues. This personal loss which those feel who worked with him day by day at the Headquarters of the Institution, will be shared



THE LATE COMMANDER STOPFORD C. DOUGLAS, R.N.

earned a tribute in *The Times* review of Mr. Keble Chatterton's "Q' Ships and Their Story." Later he was a member of that famous amateur company, the Windsor Strollers. He was, in all he did, a man full of humour, kindness and good fellowship.

No one in the Life-boat Service will

by all who knew him in his old district of Ireland and elsewhere on the coast. For wherever he went he made friends.

In accordance with Douglas's own wish, he was buried at sea from a Life-boat on Tuesday, the 4th September. The coffin, covered by the Union Jack, and carrying his sword and cap, was

taken to Ryde Parish Church. Eight Life-boatmen in jerseys and life-belts were the pall-bearers, and the Coxswain of the Bembridge Life-boat carried his medals on a cushion. After the first part of the funeral service had been read by the Vicar of Ryde, the coffin was taken on board the Yarmouth Motor Life-boat, which, with the Bembridge Motor Life-boat in attendance, proceeded, in perfectly cloudless weather, through Spithead. The battleships *Benbow* and *Renown*, and the Aircraft carrier *Argus*, dipped their colours in honour of the dead as the Life-boats passed, and the crews stood to attention. The Committal Service was read by one of Douglas's brothers, the Rev. L. C. Douglas, and the body was committed to the deep about four miles S.E. by S. of Bembridge Point. Flowers were strewn on the sea, and a green flare, the Life-boat signal signifying "All safe, coming home," was burnt. The Institution's colours were then

mastheaded, dipped in final salute, and re-hoisted, and the Life-boats returned to their stations.

The Committee of Management were represented at the funeral by Sir Godfrey Baring, Bt., Chairman, the Hon. George Colville, Deputy Chairman, and Commander F. F. Tower, O.B.E., late R.N.V.R. Other representatives of the Institution were Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector, Lieut.-Colonel C. R. Satterthwaite, O.B.E., R.E., Deputy Secretary (in the absence abroad of Mr. George F. Shee, M.A., the Secretary), Captain H. G. Innes, R.N., and Commander R. L. Hamer, R.N., District Inspectors.

We also regret to announce that during the past three months the Institution has lost by death several other valued friends and workers. It is hoped to publish short accounts of their services for the Life-boat cause in the next issue of the Journal.

District Conferences.

THE annual Conference of Branches in the South-Eastern District was held in London, at the Westminster City Hall, on 1st March last. The Deputy-Mayor welcomed the delegates, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, presided, supported by Mr. George F. Shee, M.A., Secretary of the Institution, and the District Organising Secretary.

The delegates to the Conference were : Mr. Walter Riggs and Miss Riggs, Aldeburgh ; Mrs. Johnson - Smyth, Canterbury ; Mrs. Finch, Chelmsford ; Brig.-General F. W. Towsey, C.M.G., C.B.E., D.S.O., Mrs. Towsey, and Lieut.-Colonel D. A. L. Day, Colchester ; Miss Rowe, East Grinstead ; Mrs. Astley Roberts, Miss Lewes Pitt, Mr. E. Armstrong, and Mr. A. Robertson, Eastbourne ; Captain F. C. Guy St. Clair, R.N., Folkestone ; Mrs. Oliver, Maidenhead ; Miss Truman, Slough ; Miss Archer Smith, Southwick ; Miss Knights and Mrs. Wheeler, St. Ives, Hunts ; Mrs. Green and Mrs. Bald, Tonbridge ;

Mrs. Sutton, Tunbridge Wells ; Mr. J. F. Graham, Walton-on-the-Naze ; Miss H. MacGregor, Walton-on-Thames ; Mr. E. H. Elliot, Wokingham ; and Mr. J. R. Aldridge, Worthing.

In his opening speech, the Chairman said that the two sources of revenue to which the Institution attached most importance were annual subscriptions, because they provided a permanent income, and Life-boat Days, because they were the only means of obtaining the help of those from whom subscriptions and donations could not be expected. He appealed to the delegates to do their utmost to organize Life-boat Days, and spoke of the wonderful work which, on these days, and in other ways, women were doing for the Institution.

Mr. Shee spoke of the help which, all over the country, the Institution was receiving from Mayors and the Municipal Authorities. He also spoke of the value of the District Conferences in enabling the honorary workers to discuss their difficulties and to help one another by comparing their methods of working.

The District Organizing Secretary reported on progress in the District. About twenty new branches had recently been formed and a number of new Honorary Secretaries secured. More Life-boat Days had been granted than last year, and a large number of other Special Efforts had been arranged. He acknowledged the help he had received from various Honorary Secretaries, who had given him names of possible helpers in other areas. Help was still urgently needed in Luton, Watford, Dover, Dartford, Ashford, Ipswich, Rochester, Chatham, Maidstone, Wokingham and Godalming.

The Honorary Secretaries then made reports on their work, and in the course of the discussion which took place the following points in connexion with publicity and propaganda were emphasised: the necessity of spreading a knowledge of the Institution's work; the importance of using every opportunity of getting information published in the local Press; the help which the Institution could give by supplying articles for the Press, and leaflets for distribution, and by doing at Headquarters all the printing required by Branches; the value of small meetings arranged at the houses of well-known ladies, as a means of increasing membership of the Ladies' Life-boat Guild; the value of making the Branch annual meeting as important as possible, the Institution being prepared to send down a speaker from Headquarters; the importance of making the most of the presentation of prizes in the Life-boat Essay Competition by having it at a public meeting, either the Branch Annual Meeting or a meeting at the school; the value of house-to-house collecting, which is best done in the autumn, either as an alternative to the Life-boat Day, when permission for this cannot be obtained, or as an additional effort.

Mrs. Astley Roberts, the President of the Eastbourne Ladies' Life-boat Guild, described the methods of the Guild. She had been connected with the work for over twenty-five years, and whereas about £30 was raised in the first year, the figure was now £725 and,

with the Entertainments added, £852. In one year recently over £300 was received in copper on Life-boat Day, which bore out the fact that by a Flag Day people were reached who could not afford to give subscriptions. There were 260 Guild members at Eastbourne. This year the Guild was making a special effort to increase the membership by asking each existing member to get another to join by 1st July. In this way it was hoped to get a strong body of new members. They had thirty-eight tables in Eastbourne on Life-boat Day, and twenty-five in the outlying districts. It was only by constant personal work that the outlying districts had been brought in. They had a Dance at the Grand Hotel, theatricals, and a jumble sale. As the schools are closed in the summer, and the Branch consequently received nothing from them, they had recently been asked to arrange film or lantern lectures. From this source £25 had been raised in the last fortnight. The results achieved at Eastbourne were shared by a wonderful body of workers. They all pulled together, and it was because of this that the Branch had done so well.

The Midlands.

A Conference took place at Cheltenham on 22nd May, attended by delegates from nearly twenty Branches in the Midlands. The delegates were welcomed by the Mayor of Cheltenham (Alderman C. H. Margrett), President of the Cheltenham Branch, and the chair was taken by Sir Godfrey Baring, Bt., the Chairman of the Committee of Management of the Institution, supported by Mrs. Richard Davies, Chairman of the Cheltenham Branch, Mrs. Williams, Chairman of the Cheltenham Ladies' Life-boat Guild, Miss Wanklyn, Honorary Secretary of the Cheltenham Branch; Mr. George F. Shee, M.A., the Secretary of the Institution, and the District Organising Secretary for the Midlands.

The delegates to the Conference were: Mrs. H. A. Hassall, *Honorary Secretary*, and Miss Hassall, Member of the Committee, Ashby de la Zouch; Mrs. George Perry, Vice-Chairman of the

Ladies' Life-boat Guild; Miss Edwards and Mrs. Edwards, Members of the Committee, and Captain D. W. A. Barton, Assistant Secretary, Birmingham; Mrs. C. Hartly-Hodder, Honorary Secretary, and Mrs. A. M. Hartly-Stotesbury, Member of the Committee, Bristol; Mrs. Morphew and Mrs. Kirton, Members of the Committee, Cleethorpes; Mr. William Liggins, Honorary Secretary, and Mr. F. Mills, Member of the Committee, Coventry; Miss P. M. Liggins, Asst. Honorary Secretary of the Ladies' Life-boat Guild, Coventry; Mrs. H. B. Boothby, Honorary Secretary, Mrs. Rudolph McKane, President, Dr. McKane, Mrs. Wood, Honorary Treasurer, and Mr. Wood, Grimsby; Miss D. Findon, Honorary Secretary, and Mrs. A. C. Parry, Member of the Committee, Kidderminster; Mrs. George and Mrs. Garratt, Members of the Committee, Lichfield; Mrs. B. A. Holding, Honorary Secretary, and Miss Hutchinson, Member of the Committee, Leamington; Mrs. Garrard, Member of the Committee, Malvern; Mr. J. Haslam, Deputy Chairman, Nottingham; Captain A. D. Crookes, Honorary Secretary, and Mrs. A. D. Crookes, Assistant Honorary Secretary, Spilsby; Mrs. Collings-Jones, President and Honorary Secretary, Mrs. Hughes and Mrs. Holland, Members of the Committee, Smethwick; Miss Tonks, President, Mrs. W. H. Egginton, Honorary Secretary, and Miss Dora Jones, Member of the Committee, Sutton Coldfield; and Captain C. N. Hewett, R.I.M., President, Tewkesbury.

There were also present a number of the members of the Cheltenham Ladies' Life-boat Guild.

In welcoming the delegates the Mayor said, that, though Cheltenham could not claim to be one of the pioneers of the Life-boat movement, it could remember with pride that some sixty years ago it presented a Life-boat to the Institution.

Sir Godfrey Baring, in opening the Conference, again referred, as he had done in London, to the importance of Annual Subscriptions and the necessity of persevering with Life-boat Days, in spite of the competition of other

charities in this form of appeal. He also referred to the Life-boat services which took place last autumn as showing how unfounded was the idea that, with the advance of science and the improvement in the construction of ships and the methods of communication, the need for a Life-boat Service was becoming less.

Mr. Shee also gave a short general address on the work of the Institution, and the District Organising Secretary spoke of the progress which was being made in the Midlands and the new Branches which had been formed.

These addresses were followed by reports from the Branches. This concluded the morning sitting.

In the afternoon discussion took place on the details of Branch Organisation, and Mr. Shee impressed upon the delegates the importance of getting into touch with their local press, with the idea of keeping the work of the Institution continually before the public. He also asked Honorary Secretaries to aim at raising 1d. per head of the population of their districts, and spoke of the value of the work which was being done by the Ladies' Life-boat Guild.

Everything was done by Mrs. Davies and her Committee, who had arranged the programme for the Conference, to give the delegates an interesting time. On the evening before the Conference met the Mayor held a reception at the Town Hall, at which music was provided by the Cheltenham Orchestral Society. This reception was followed by a dance. When the Conference ended the delegates were taken in motor cars to visit Brockhampton Park, the residence of Colonel Fairfax Rhodes, and in the evening many of them attended a Municipal Concert, while, for those who were able to remain another day, arrangements were made for visits to the Colleges, Gloucester Cathedral, Tewkesbury Abbey and other places of interest in the neighbourhood of Cheltenham.

Before the Conference concluded very cordial Votes of Thanks were passed to the Mayor and Mayoress, and to all those who had taken part in the entertainment of the delegates.

Life-boat Broadcasting.

Appeals in Ireland and Wales.

DURING the summer four Life-boat appeals have been broadcast in Ireland and Wales. On 30th May, just before Life-boat Day was held in Belfast, Sir Frederick Moneyppenny, C.V.O., C.B.E., the City Chamberlain of Belfast and Private Secretary to the Lord Mayor, who, for thirty years has been an active worker for the Life-boat cause, made an appeal from Belfast.

In the course of his address Sir Frederick said, "No Irishman or Irish-woman likes to feel that the voluntary subscribers of England, Scotland, and Wales are not only paying for the building of *our* Life-boats, but afterwards defray nearly half the expenditure incurred and spent in Ireland in maintaining them. There is only one way for us to remove this reproach, and that is by raising a further £3,500 each

year, so that Ireland would then be paying for the maintenance of the Irish Stations." He also pointed out that last year Dublin raised the largest sum of any Branch in Ireland, and appealed to Belfast to make an effort to take the first place. As a result of this appeal Sir Frederick Moneyppenny received a number of cheques.

On 25th June the District Organising Secretary gave a talk from Dublin on the Irish Life-boats.

Two talks on the work of the Welsh Life-boats were given by the District Organising Secretary, on 15th May at Swansea, and on 11th August at Cardiff. At Cardiff the talk on the work of the Welsh Life-boats was preceeded by five minutes of extracts from the amusing things written by school-children in the Life-boat Essay Competition.

Summary of the Meetings of the Committee of Management.

Thursday, 19th January, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. The Prince of Wales, K.G., for attending a Gala Performance of the Film "The Black Journey," given at the Plaza Theatre on the 16th January, 1928, for the benefit of the Institution through the generosity of M. André Citroën and the Management of the Plaza.

Also passed a Vote of Thanks to M. Citroën and resolved that he be made an Honorary Life Governor of the Institution.

Decided to re-open a Life-boat Station at Staithes (Yorkshire), and to close the Johnshaven (Kincardineshire) Station.

Reported the re-opening of the Easington (Yorkshire) Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
Mr. Philip G. Peabody (additional donation)	147	10	0
Miss E. Wagner (Special Gift to produce an Annual Subscription)	102	0	0
Cunard S.S. Co.—			
Subscription	100	0	0
Additional donation	100	0	0
White Star Steamers' Charity Account (additional donation)	50	0	0
Anonymous (additional donation)	50	0	0

Mr. Alfred Barrett, J.P.	do.	do.	26	5	0
Mr. Julius Dennis (donation)	.	.	26	5	0
Mrs. Denise Baudry Dennis	do.	do.	26	5	0
Mrs. C. A. Allen (additional donation)	.	.	25	0	0
Mr. W. S. Bradstreet	do.	do.	25	0	0
Mr. H. W. Kolle (donation)	.	.	25	0	0
Miss Ella Mocatta	do.	.	25	0	0
"A Derbeian" (additional donation)	.	.	20	0	0
Sir George Clerk (new subscription)	.	.	20	0	0
Mr. R. Toller (for a Line-throwing Gun)	.	.	15	0	0

To be thanked.

Paid £14,827 1s 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £592 2s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Appledore (Motor)	S.S. <i>Jolly Bruce</i> , of London. Rendered assistance.	
Arbroath	The fishing fleet of Arbroath. Stood by fleet.	
Clacton-on-Sea (Motor)	S.S. <i>Fernwood</i> , of London. Stood by vessel.	

Life-boat.	Vessel.	Lives Rescued.
Filey . . .	Six fishing cobles of Filey. Stood by cobles.	
Filey . . .	Motor fishing cobles of Filey. Stood by cobles.	
Filey . . .	Motor fishing boat <i>Fife's Own</i> , of Scarborough. Stood by boat.	
Fishguard (Motor)	Schooner <i>Kate</i> , of Barrow. Landed 3.	
Flamborough No. 1	Three fishing cobles, of Flamborough. Stood by cobles.	
Great Yarmouth and Gorleston (Motor)	Barge <i>Sussex Belle</i> , of London. Stood by vessel.	
Great Yarmouth and Gorleston (Motor)	S.S. <i>Oscar</i> , of Helsingborg	19
Great Yarmouth and Gorleston (Motor)	S.S. <i>Dinorwic</i> , of Carnarvon. Rendered assistance.	
Holy Island No. 1 (Motor)	Motor yawl <i>Rejoice</i> , of Spittal. Saved yawl and rescued	3
The Lizard (Motor)	Ketch <i>Lady Daphne</i> , of Rochester	2
Lowestoft (Motor)	Sailing smack <i>Wide Awake</i> , of Lowestoft. Stood by vessel.	
Lowestoft (Motor)	Fishing smack <i>Colinda</i> , of Lowestoft	4
Montrose No. 1 (Motor)	The fishing fleet of Montrose. Stood by fleet.	
Newbiggin .	Eleven fishing cobles, of Newbiggin. Stood by cobles.	
Porthdinllaen (Motor)	S.S. <i>Moyle</i> , of London. Stood by vessel.	
Ramsgate (Motor)	Steam drifter <i>Paramount</i> , of Ramsgate .	5
Rosslare Harbour (Motor)	Ketch <i>Mizpah</i> , of Cowes. Landed 3.	
Rosslare Harbour (Motor)	S.S. <i>Lady Gertrude Cochran</i> , of Glasgow. Landed a sick man.	
Runswick .	S.S. <i>Pyrope</i> , of Glasgow	9
St. Mary's, Scilly (Motor)	S.S. <i>Gougou</i> , of Vannes .	7
Scarborough (Motor)	Fishing cable <i>Guide Me</i> , of Whitby. Stood by cable.	
Skateraw .	Motor fishing boat <i>Wayside Flower</i> , of Eye-mouth. Rendered assistance.	
Whitby (Motor)	Twelve fishing boats, of Whitby. Escorted boats into harbour.	
Whitby (Motor)	Fishing boats <i>Remembrance</i> , <i>Irene</i> , and <i>Faith</i> , of Whitby. Escorted boats into harbour.	
Yarmouth, Isle of Wight (Motor)	Steam Packet Boat <i>Prince of Wales</i> , of Southampton. Stood by vessel.	

The Hauxley Life-boat rendered assistance to the s.s. *Hesperides*, of Liverpool; and the St. Mary's, Scilly (Motor) Life-boat rendered assistance to the ketch *Lady Daphne*, of Rochester.

Also voted £670 5s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Angle, Anstruther, Bembridge (Motor), Berwick-on-Tweed, Boulmer, Cadgwith, Caister, Clacton-on-Sea (Motor), Cloughy, Clogher Head, Courtmacsherry, Cromer No. 1 (Motor), Cresswell, Dingle, Donaghadee (Motor), Dunbar, Falmouth, Great Yarmouth and Gorleston (Motor), Holyhead No. 1 (Steam), Hoylake, The Humber (Motor), The Lizard (Motor), Lowestoft (Motor), Margate (Motor), Moelfre, The Mumbles (Motor), Newbiggin, North Sunderland, Ramsgate (Motor), Rye Harbour, Southend-on-Sea, Teesmouth (Motor), Torbay (Motor), Walton-on-the-Naze (Motor), Wells, and Whitby.

Granted £53 8s. to persons for injury in the Life-boat Service at Broughty Ferry, Buckhaven, Cardigan, Kessingland, Moelfre, Tenby, Walmer, and Whitby.

Voted a compassionate grant of £5 to Wm. H. Sharp, Bowman of the Ramsey Life-boat, who, after 40 years' connexion with the Life-boat, resigned following a serious operation.

Voted a compassionate grant of £5 to Wm. MILGATE, Bowman of the Rye Harbour Life-boat, who retired on account of old age after 50 years' service in the Life-boat Crew.

Directed that a Letter of Thanks be sent to Captain H. SMITH, the Harbour Master at Great Yarmouth, for his valuable co-operation on the occasion of a launch of the Great Yarmouth and Gorleston Motor Life-boat on the 29th December, and granted additional rewards to the men who manned the Life-boat.

Voted monetary awards to Coxswain W. G. FLEMING and Motor Mechanic B. J. DARBY, in recognition of their very plucky conduct in going out on service in the Great Yarmouth and Gorleston Motor Life-boat four times on the 21st December, although injured on the first service.

Granted an additional monetary reward to the crew of the Cromer Motor Life-boat for a very arduous service launch on the 26th December.

Directed that a Letter of Appreciation be addressed to the Lizard Motor Life-boat Crew and that they be granted additional rewards in recognition of a difficult service on the 26th December, when two men were rescued from the ketch *Lady Daphne*.

Granted a special monetary award to the permanent Crew of the Humber Motor Life-boat for an arduous service launch on the 29th December.

Granted additional rewards to the Crews of the Margate and Ramsgate Motor Life-

boats for arduous service launches on the 26th and 27th December, respectively.

Directed that a Letter of Thanks be sent to the Master of the Leith Pilot Boat No. 1 for towing the Anstruther Life-boat, and that the Life-boat Crew be granted additional rewards for an arduous service on the 26th December.

Directed that a Letter of Appreciation be sent to JOHN ROSE, Bowman of the Lowestoft Motor Life-boat, who got up from a sick bed to take his place in the Life-boat for service on the 15th January.

Reported that a Letter had been received from the Board of Trade conveying the thanks of the owners of the s.s. *Isabo*, of Lussinpiccolo, to the inhabitants of the Scilly Isles for saving the survivors of the crew of this vessel on October 27th and 28th, 1927, and rendering them every assistance. (A full account of this service appeared in *The Life-boat* for November.)

Decided that a Letter of Thanks, accompanied by the sum of £3 be sent to each of five men for their good services in rescuing three of the crew of five of the fishing boat *Daydawn*, of St. Ives, which was wrecked on the 28th November, 1927. At about 7 P.M. the crew of the *Daydawn* were hauling in their nets near the Godrevy Lighthouse. The tide was stronger than they had anticipated, the sea was rough with a breeze from the south, and a heavy sea swept the boat on to the rocks near the Lighthouse. She foundered almost at once, leaving the men struggling in the water. In response to their cries for help the crew of the motor fishing boat *Godrevy* cut their nets and hastened to the rescue. At some risk, owing to the rocks, they succeeded in picking up three men, but unfortunately, the other two were drowned. The rescuers lost the nets which they had cut adrift, but these have been replaced by the generosity of the St. Ives Branch of the British Legion.

Voted £12 to six men for rescuing the two occupants of a small motor boat which was in distress off Inisstrahull Lighthouse, near Malin Head, on the 18th December, 1927. The boat was proceeding from Fahan to Moville when her petrol ran out at about 8 P.M. With a moderate E. gale and a strong tide running in the same direction she was in danger of driving ashore. With paraffin and some of the boat's fittings a flare was lighted, which was seen from Ballygorman. The six men put out, and by the time they reached the motor boat she was perilously near to the rocks. The two men on board her were taken off and the boat itself was saved the next day. The rescue was not without danger owing to the darkness and the rocks.

Voted £4 to two members of the crew of the motor fishing boat *Twilight*, of Eyemouth, who swam ashore for help, when the vessel stranded at Chathill, near Boulmer in a dense fog on the 1st September, 1927. As a result of their action the help of Boulmer boats was obtained, and by means of a kedge anchor the *Twilight* was refloated.

Voted £9 to six men for putting out from Bridlington in the motor fishing boat *Clara* and rescuing the eight occupants of the motor boat *Ross Castle*—a converted Life-boat—on the 1st January, 1928. Also granted 4s. for petrol and oil consumed. The *Clara* was returning from the fishing grounds when a flare was seen, and on entering the harbour she learned that a motor boat with a fishing party on board had broken down and was anchored in a dangerous position near the pier. Little risk was incurred, but the prompt action of the six men enabled them to reach the boat just as her cable parted and to bring her and her occupants into safety.

Voted £4 10s. to three men for saving the motor coble *Boy's Pride*, of Seahouses, and rescuing her crew of three on the 6th January, 1928. The coble's engine failed while she was making for harbour in a whole gale from the north with a heavy sea, but the three rescuers, who were in another coble, took her in tow and brought her into safety. It was a meritorious service in the weather conditions prevailing.

Voted £1 2s. 6d. to three men for putting off from Selsey in a boat and rescuing a boy on the 4th June, 1927. The boy was alone in a small boat and became sick and frightened when the boat drifted away from the shore.

Thursday, 16th February, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Reported the death of Mr. H. F. LANCA-SHIRE, who had been a member of the Committee of Management since 1918.

Reported the receipt of the following special contribution:—

Miss M. Matthews-Hughes (for a compass) £15
To be thanked.

Paid £18,485 10s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted £400 0s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Angle	Fishing smack <i>Arrowvale</i> , of Milford	4
Boulmer . . .	Motor fishing coble <i>Isaac Edward</i> , of Boulmer. Stood by coble.	
Bridlington .	Fishing coble, of Bridlington. Stood by coble.	
Holyhead No. 1 (Steam)	Schooner <i>Agnes Glover</i> , of Castletown.	4
Johnshaven . .	A motor fishing boat, of Montrose. Stood by boat.	
Margate . . .	Barge <i>Link Light</i> , of London. Landed 3.	

Life-boat.	Vessel.	Lives Rescued.
Maryport . .	S.S. <i>Achille</i> , of Belfast. Stood by vessel, rendered assistance, and landed 3.	
Montrose No. 1 (Motor)	The fishing fleet of Montrose. Stood by fleet.	
The Mumbles . (Motor)	Motor launch <i>Bessie</i> , of Swansea. Saved launch and rescued .	2
North Deal . .	S.S. <i>Ferento</i> , of Genoa. Stood by vessel.	
Palling No. 1 .	S.S. <i>Cewea</i> , of Hamburg. Stood by vessel.	
Palling No. 2 .	Fishing boat <i>Boy Bob</i> , of Yarmouth	1
Torbay . . (Motor)	Fishing boat <i>Our Willie</i> , of Brixham. Saved boat and rescued . .	2
Weymouth . (Motor)	Barge <i>Emma</i> , of Portland. Stood by vessel.	
Whitby . . (Motor)	Motor fishing boats <i>Irene</i> , <i>Faith</i> , <i>Diligence</i> , <i>Remembrance</i> , <i>Lady Kitchener</i> , and <i>Pilot Me</i> , of Whitby. Escorted boats into harbour.	
Whitehills . .	Motor fishing boat <i>Dew-drop</i> , of Whitehills. Stood by boat.	
Wicklow . . (Motor)	Motor fishing boat of Wicklow. Stood by boat.	

The Cromer No. 1 (Motor) Life-boat assisted to save the ketch *Harold*, of London, and rescued from shipwreck her crew of three; the Dungeness No. 2 Life-boat saved the barge *Lily*, of Whitstable, and rescued from shipwreck her crew of three; and the Ramsgate (Motor) Life-boat assisted to save the steam trawler *Cyclone*, of Boulogne, and rescued her crew, sixteen in number.

Also voted £426 0s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress.—Boulmer, Brighton and Hove, Caister, Clovelly, Holyhead, Holy Island No. 1 (Motor), Howth, Longhope (Motor), Lowestoft (Motor), The Mumbles (Motor), New Brighton, Palling No. 2, Piel (Barrow) (Motor), Poole and Bournemouth, Port St. Mary, Scarborough (Motor), Stromness (Motor), and Whitby (Motor).

Granted £36 12s. to men for injury in the Life-boat Service at Blyth, Cromer, Lowestoft, and Winterton.

Directed that a Letter of Thanks be addressed to Mr. W. T. MOORE, Honorary Secretary at Maryport, for his valuable assistance on 2nd February, when the Life-boat was out on service in bad weather, and granted an additional reward to some members of the Life-boat Crew for their arduous services.

Directed that a Letter of Thanks be addressed to Mr. C. H. GRAY, Mayor of Bridlington and Honorary Secretary of the Life-boat,

for his active participation in the launch of the Life-boat for service on 10th February; also granted additional rewards to the Crew and Helpers in view of the arduous nature of the service.

Granted an additional reward to the Crew of the Longhope Life-boat for an arduous service launch on 19th January.

Directed that a Letter of Thanks be addressed to Mr. I. MOAR for his services in organizing a land search party and taking charge on 21st-22nd January, when the Stromness and Longhope Motor Life-boats were also out searching for the crew of a trawler reported to be wrecked. The search was made as the result of a message, found in a bottle which was picked up, to the effect that a trawler had been wrecked. The message proved to be a hoax.

Reported that a letter had been received from the Carnegie Hero Fund Trustees stating that the name of the late William Roberts, of Moelfre, Anglesey, would be inscribed on their Roll of Heroes and a Memorial Certificate awarded to his widow. Roberts died while on service in the Moelfre Life-boat on 28th-29th October.

Voted £3 to the crews of the motor fishing boats *Douglas* and *Reliance* for rescuing the three occupants of the motor fishing boat *Boy Willie*, of Craster, whose engines had failed, on 24th January. Also granted 2s. to each of the owners of the two rescuing boats for petrol consumed.

Voted £4 to four men for rescuing the crew, four in number, of the motor fishing coble *Rock of Ages*, of Sea Houses, on 24th January. The coble was returning from the fishing grounds in a strong S.W. gale with a heavy cross sea when she was struck by several seas and damaged. Her crew were in considerable danger and only managed to keep afloat by constant baling. Their difficulties were seen by the four rescuers, who put out at once to their help, and succeeded in bringing them and their boat into harbour.

Voted £1 10s. to three men for putting out from Craster in the motor coble *Our Girls* to search for the motor fishing coble *Provider*, of Craster, which was missing on 10th February. Also granted 2s. 6d. to the owner of the boat for petrol consumed. A moderate S. gale was blowing with a rough sea. The Life-boats from Boulmer and Holy Island also launched. Wreckage of the missing boat was picked up, but, unfortunately, no trace of her three occupants could be found.

Voted £1 17s. 6d. to five men for putting off from Newbiggin in a motor coble on 6th January to the help of the motor coble *Elizabeth Scott*, which had been overtaken by a sudden heavy northerly gale while fishing off Cresswell. Also granted 2s. 6d. to the owner of the coble for petrol consumed. The *Elizabeth Scott* was met and accompanied into safety by the other boat. Mr. JOHN GRANT,

owner of the coble which put out, returned the monetary award granted to him and the allowance for petrol. His son, who was one of those who went with him, also returned his award.

Voted £2 5s. to three men for saving the fishing yawl *Oratavia* and rescuing her crew of two, off Dunbar, on 27th January. Also granted 2s. to the owner of the rescuing boat for petrol used. While the fishing fleet were at sea a strong S.E. wind sprang up suddenly. Most of the boats ran for shelter, but the *Oratavia* shipped a lot of water and her crew, both of whom were old men, were in danger. The rescuers, who were fishing some distance off, went to their help, and finding them exhausted from baling, took the boat in tow and brought her safely into harbour.

Voted £2 5s. to three men for rescuing three young men, at Dunbar, on 1st February. Also granted 2s. to the owner of the boat for petrol used. The young men had put to sea in a small rowing boat to fish, but a strong S. breeze sprang up, their boat became unmanageable, and they were being carried out to sea. Signals for help were made and the three rescuers put out from the harbour in the motor fishing boat *Brothers*, overtook the boat and towed her safely back to the harbour.

Voted £2 5s. to the owners of three Whitby fishing boats to cover the cost of petrol and oil consumed by them in helping in the search for the coble *Francis*, which was missing on 31st January. No service was rendered by the boats as the *Francis*, whose engine had failed, made Staithes under sail.

Awards to Coxswains and Life-boatmen.

To DAVID MUIR, on his retirement, after serving 22 years as Coxswain, 7 years as Second Coxswain and 5 years as Bowman of the Girvan Life-boat, a Certificate of Service and a Pension.

To JOHN WM. PARKINSON, on his retirement, after serving 10½ years as Coxswain and previously 15 years as Second Coxswain of the Lytham Life-boat, a Certificate of Service and a Pension.

To JOHN TAYLOR, on his retirement, after serving 9 years as Coxswain and 7 years as Second Coxswain of the Brighton and Hove Life-boat, a Pension, commuted at his own request into a lump sum.

To DAVID G. SOUTER, on his retirement on the closing of the Johnshaven Station after serving 4 years as Coxswain and previously a year as Second Coxswain, a Gratuity.

To JOHN RITCHIE, on his retirement on the closing of the Johnshaven Station, after serving 4 years as Second Coxswain and previously 2 years as Bowman, a Gratuity.

To MATTHEW PARKHILL, on his retirement, after serving 20 years as Second Coxswain

and 5 years as Bowman of the Kirkcudbright Life-boat, a Gratuity of £5.

To WILLIAM ROBERTS, on his retirement, after serving 3 years as Second Coxswain and previously 1½ years as Bowman of the Moelfre Life-boat, a Life-boatman's Certificate of Service.

To DENIS CROWLEY, on his retirement on the closing of the Station, after serving 2½ years as Second Coxswain and previously 23 years as a member of the Crew of the Courtmacsherry Life-boat, a Life-boatman's Certificate of Service.

To THOMAS WALKER, on his retirement, after serving 38 years as Signaller to the Holy Island No. 1 Life-boat, a Pension, commuted at his own request into a lump sum.

Life-boatmen's Certificates of Service have been awarded to the following men who have retired, the figure after their names being their years of service :—

ANDREW CHALMERS (44), Longhope.

JAMES NICHOLSON (24), Longhope.

ROBERT RUTTER (35), North Sunderland.

JAMES SWAN (40), North Sunderland.

WM. J. TRIPCONY (31), Porthoustock.

Awards to Honorary Workers.

To MR. THOMAS BRADLEY, in recognition of his 37 years' distinguished service as Honorary Secretary of the St. Annes-on-Sea Branch, a Silver Inkstand and the Thanks of the Institution inscribed on Vellum.

To MR. ROBERT STEWART, J.P., upon the closing of the Johnshaven Life-boat Station,

after he had held the office of Honorary Secretary for 35 years, the Thanks of the Institution inscribed on Vellum.

To MR. RICHARD WHITE, upon his retirement after 14 years as Honorary Secretary of the Folkestone Branch, the Thanks of the Institution inscribed on Vellum.

To Captain OWEN EVANS, in recognition of long and valuable co-operation as Honorary Secretary of the Porthdinllaen Life-boat Station, a Binocular Glass.

To Mrs. A. FINCH, in recognition of her valuable services as Honorary Secretary of the Chelmsford Branch, the Gold Brooch and the Record of Thanks.

To Miss ANNIE SWALLOW, Honorary Secretary of the Peterborough Branch for a period of 25 years, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mrs. J. T. DICKINSON, in recognition of her help at Peterborough for 35 years, the Record of Thanks.

In recognition of long and valuable co-operation, Framed Photographs of a Life-boat going out to a vessel in distress have been

awarded to the following Honorary Secretaries of Financial Branches:

Mrs. BAYLIFF (Lymington).

Miss B. BOWEN (Bangor).

Mr. A. S. CARNOCHAN (Stranraer).

Miss CROSBIE (Barnet).

Mrs. C. V. FRANCE (Gerrard's Cross).

Mrs. LATHBURY (Chipperfield).

Mr. F. NOBLE (Ongar).

Miss SCHOOLING (Bromley).

Miss JOAN TAYLOR (Nottingham Ladies' Life-boat Guild).

Mrs. THEOCHARI (Barnes).

Mr. H. TWEED (Horncastle).

Mrs. B. W. S. WILSON (Andover).

To Miss MAY WILSON, in recognition of her valuable help as a collector in connexion with the Donna Nook Life-boat Station for a period of over 20 years, a Framed Photograph of the Life-boat going out to a vessel in distress.

News from the Branches.

April 1st to June 30th.

Greater London.

CARSHALTON (SURREY).—Whist Drive.

CRANFORD (MIDDLESEX). — Whist Drive.

ELSTREE (HERTFORDSHIRE). — On 28th June a Garden Party given by Sir Trevor and Lady Dawson at Edgwarebury House.

FULHAM (LONDON).—Collection at the football match between Fulham and Oldham, by permission of the Fulham directors.

GREENFORD (MIDDLESEX).—Dance.

HACKNEY (LONDON).—Whist Drive. Collection at the football match between Clapton Orient and Notts Forest, by permission of the Clapton Orient directors.

HAMPSTEAD. — On 13th June a Garden Party was given by Mrs. Hillier Holt, at her house at Regent's Park, at which H.R.H. Princess Beatrice, Patron of the Isle of Wight Branch of the Institution, was present. Addresses were given by Mr. H. A. Baker, a member of the Committee of Management of the Institution, and Mr. George F. Shee, M.A., Secretary of the Institution, and among those present were the Mayor and Mayoress of St. Marylebone (Councillor R. S. Allen,

J.P., and Mrs. Allen), the Mayoress of Westminster (Mrs. Abdy), and Lady Florence Pery, Honorary Secretary of the Guild. Miss Wendy Toye gave an exhibition of dancing. A number of new members of the Ladies' Life-boat Guild were enrolled.

ILFORD (ESSEX).—Ladies' Life-boat Guild formed. President, the Mayoress. Address to Rotary Club by the District Organizing Secretary.

ST. ALBANS.—Annual Meeting on 3rd April. Speakers: The Mayor, Chairman, Miss Silvester, Honorary Secretary, and the District Organizing Secretary. Efforts for last year: Life-boat Day, Bridge Drive. Amount raised £189 as compared with £302 in the previous year. The reason for the decline was that the 1925 Life-boat Day was held in October 1925, and so included in the 1926 accounts.

This meeting was followed by the Guild Annual Meeting, Lady Peake, the Chairman of the Guild, presiding.

North of England.

Life-boat Days have been held at ABRAM, ACCRINGTON and ADLINGTON (LANCASHIRE).

ALNWICK (NORTHUMBERLAND).—Annual Life-boat Ball.

Life-boat Days have been held at ASHTON-UNDER-LYNE and BACUP (LANCASHIRE), BARNLEY and BATLEY (YORKSHIRE).

BERWICK-ON-TWEED.—Ladies' Life-boat Guild Annual Meeting, 15th June, at Ord House, when the President, Lady Francis Osborne, was at home to the members. Speaker: Lady Francis Osborne. Amount raised £296, as compared with £209 in the previous year.

Life-boat Days have been held at BEVERLEY (YORKSHIRE), BILLINGE, BLACKBURN and BOLTON (LANCASHIRE), and BRADFORD (YORKSHIRE).

BRIDLINGTON (YORKSHIRE).—Whist Drive, Tournament and Dance.

Life-boat Days have been held at BRIERCLIFFE and BRIERFIELD (LANCASHIRE).

BURNLEY (LANCASHIRE.) — Garden Party on 19th June, organised by the Ladies' Life-boat Guild, at The Holme, Cliviger, by kind permission of Colonel and Mrs. Macnamara.

BURY (LANCASHIRE).—Annual Meeting on 16th April. Speakers: The Mayor and the District Organising Secretary. Special efforts for the past year: Life-boat Day, Appeal by the Mayor, Special effort by Ladies' Life-boat Guild. Amount raised £171, as compared with £182 in the previous year.

Lifeboat Day.

CARLISLE.—Annual Meeting 17th May. Speakers: Major Ronald Carr, presiding, Mrs. Talbot Caddow, President of the Ladies' Life-boat Guild, and Mr. Harold Carr. Special efforts for the past year: Life-boat Day Collections in outlying villages, Works Collections, Whist Drive, Collections in Cinemas and Theatres and at a Football Match, Sale of Work. Amount raised £174 as compared with £236 in the previous year.

CARNFORTH (LANCASHIRE). — Whist Drive.

CHESTER.—Annual Meeting on 22nd May. Speakers: The Mayor, President, and Sir William Milligan, M.D., J.P., a Vice-President of the Institution,

and Chairman of the Manchester, Salford and District Branch. Special efforts for the past year: Life-boat Day. Amount raised £310, as compared with £254 in the previous year.

Life-boat Day.

CHORLEY (LANCASHIRE). — Life-boat Day.

CLAYTON (MANCHESTER). — Ladies' Life-boat Guild Annual Meeting, 25th April. Speakers: Mr. W. H. Flanagan, J.P., President, Mrs. S. Hall, Vice-President, and Mr. S. Hall, Honorary Secretary. Amount raised £150, as compared with £104 in the previous year.

Life-boat Days have been held at COPPULL, CREWE and CULCHETH-WITH-KENYON (LANCASHIRE).

CUDWORTH (YORKSHIRE).—Branch formed. President, Councillor G. H. England. Life-boat Day.

Life-boat Days have been held at COLNE, CROSTON and DARWEN (LANCASHIRE), DARLINGTON and DURHAM (DURHAM), and EARBY (LANCASHIRE).

GATESHEAD (CO. DURHAM). — A Garden Fête opened by the Mayor, at which Major H. E. Burton, R.E., one of the Institution's Gold Medallists, and late Superintendent of the Tyne-mouth Motor Life-boat, made an appeal.

Life-boat Days have been held at GARSTANG (LANCASHIRE) and GOLCAR (YORKSHIRE).

HARTLEPOOL (DURHAM). — Life-boat Day, Whist Drive and Dance.

Life-boat Days have been held at HASLINGDEN and HAYDOCK AND ASHTON IN MAKERFIELD (LANCASHIRE), HEBDEN BRIDGE AND DISTRICT and HECKMONDWIKE (YORKSHIRE), HEYWOOD (LANCASHIRE), and HOLLINGWORTH (CHESHIRE).

HULL.—Annual Meeting on 30th March. Speakers: Colonel Strachey-Clitherow, in the absence of the Lord Mayor, the Reverend R. T. Newcombe, Honorary Secretary, and the District Organising Secretary. Efforts for the past year: Life-boat Day. Amount raised £734, as compared with £541 in the previous year.

Life-boat Day.

HYDE (CHESHIRE).—Performance by the Lyceum Players of "Find the Girl."

INCE (LANCASHIRE).—Whist Drive.

IRLAM AND CADISHEAD (LANCASHIRE).—Life-boat Day.

KENDAL (WESTMORLAND). — Guild Annual Meeting on 16th May. Speaker: Mrs. C. H. Whitaker, President. Special efforts for the past year: Life-boat Day, Whist Drive. Amount raised £106, as compared with £95 in the previous year.

Life-boat Day.

Life-boat Days have been held at KEIGHLEY (YORKSHIRE), LEIGH, LITTLE-BOROUGH, LITTLE HULTON, LITTLE LEVER and LIVERPOOL (LANCASHIRE), LYMM and MACCLESFIELD (CHESHIRE), MALTON (YORKSHIRE), MANCHESTER and MARSDEN (YORKSHIRE).

MARYPORT (CUMBERLAND).—Whist Drive and Concert.

Life-boat Days have been held at MELTHAM and MIDDLESBROUGH (YORKSHIRE), MIDDLETON (LANCASHIRE), MIDDLEWICH (CHESHIRE), MORPETH (NORTHUMBERLAND), MOSSLEY and NELSON (LANCASHIRE).

NEW BRIGHTON (LANCASHIRE).—Wives of Life-boatmen entertained at Rhyl for the day by Ladies' Life-boat Guild.

Life-boat Days have been held at NEWBIGGIN and NEWCASTLE-ON-TYNE (NORTHUMBERLAND) and NEWTON-IN-MAKERFIELD (LANCASHIRE).

NORMANTON (YORKSHIRE). — Whist Drive.

Life-boat Days have been held at NORTHWICH (CHESHIRE), OLDHAM AND DISTRICT (LANCASHIRE), OUTWOOD AND STANLEY (YORKSHIRE), PADIHAM and PRESTON (LANCASHIRE), RAWMARSH and REDCAR (YORKSHIRE), ROMILEY (CHESHIRE) and RISHTON (LANCASHIRE).

ROTHERHAM.—Annual Meeting on 20th April. Speakers: Councillor J. Dickinson, J.P., Chairman of the Branch, The Mayor and the District Organising Secretary. Special efforts for the past year; Appeal by Chairman, Life-boat Day. Amount raised £230,

as compared with £174 in the previous year.

Life-boat Day.

Life-boat Days have been held at RUNSWICK AND STAITHES (YORKSHIRE), and RYTON-ON-TYNE (DURHAM).

SALTBYRN-BY-THE-SEA (YORKSHIRE). —Terpsichorean Matinée given for the Ladies' Life-boat Guild by the pupils of Mrs. Glendenen Robinson and Miss Smith.

SANDBACH (CHESHIRE). — Life-boat Day.

SEAHAM (Co. DURHAM). — Whist Drive.

SEATON DELAVAL AND DISTRICT (NORTHUMBERLAND).—Life-boat Day.

SHEFFIELD.—Ladies' Life-boat Guild Annual Meeting on 17th May. Speakers: Mrs. David Flather (the Mistress Cutler), and Mr. James Henderson, Honorary Secretary of the Sheffield Branch. Special efforts for the past year: Life-boat Day, Appeal by the Mistress Cutler. Amount raised £589, as compared with £553 in the previous year.

SLAITHWAITE (YORKSHIRE). — Life-boat Day.

SOUTHPORT (LANCASHIRE).—Annual Meeting on 29th May. Speakers: The Mayor, Mr. George Cockshott, Alderman Potts, Alderman Aveling, and the District Organising Secretary. Special efforts for last year: Life-boat Day organised by Ladies' Life-boat Guild. Amount raised £511, as compared with £585 in the previous year.

Special meeting at which the Service Record Boards of the Station, now closed, were handed to the Mayor to be retained among the civic records.

Life-boat Days have been held at SOUTH SHIELDS (DURHAM), SOWERBY BRIDGE, SPENBOROUGH and STAINLAND (YORKSHIRE), STOCKPORT (CHESHIRE), and STOCKTON AND THORNABY and SUNDERLAND AND DISTRICT (DURHAM).

TOTTINGTON (LANCASHIRE).—Ladies' Life-boat Guild formed. President, Mrs. H. Barnicot.

Life-boat Days have been held at TRAWDEN, TURTON AND DISTRICT and UPHOLLAND (LANCASHIRE).

WAKEFIELD (YORKSHIRE). — Whist Drive.

WALLASEY AND NEW BRIGHTON (LIVERPOOL BRANCH).—Ladies' Life-boat Guild Annual Meeting on 22nd June. Speakers: Mrs. C. S. Parkinson, President, and Mr. S. S. Jerrett, Chairman of the New Brighton Committee. Amount raised £314, as compared with £184 in the previous year.

Life-boat Days have been held at WARRINGTON AND DISTRICT (LANCASHIRE), WEST HARTLEPOOL (DURHAM), WESTHOUGHTON AND WIDNES (LANCASHIRE), and WITHERNSEA (YORKSHIRE).

WORKINGTON.—Ladies' Life-boat Guild Annual Meeting on 21st May. Amount raised £45, as compared with £55 in the previous year.

WORSTHORNE (LANCASHIRE).—First Annual Meeting on 30th April. Speakers: The Reverend H. Stones, M.A., President, and the District Organising Secretary. Amount raised £14.

Life-boat Day.

Midlands.

BIRMINGHAM.—Annual Meeting on 20th June. Speaker: The Lord Mayor, President. Special efforts for the past year: Life-boat Day, Works Collections, Annual Ball, Collections in Hotels, Theatres and Places of Worship. Amount raised £1,283, as compared with £1,342 in the previous year.

Address to Rotary Club by the District Organising Secretary.

Life-boat Days have been held at BRISTOL (GLOUCESTERSHIRE), BRIGG (LINCOLNSHIRE), BURTON LATIMER (NORTHAMPTONSHIRE), and BUXTON (DERBYSHIRE).

CHELTENHAM (GLOUCESTERSHIRE).—Annual Meeting on 22nd June. Speakers: Mrs. Richard Davies, Chairman of the Branch, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. Special efforts for the past year: Life-boat Day, Dance Tea. Amount raised £212, as compared with £59 in the previous year.

Life-boat Day.

Life-boat Days have been held at COLESHILL (WARWICKSHIRE), CRADLEY

HEATH (STAFFORDSHIRE), DESBOROUGH (NORTHAMPTONSHIRE), GLOSSOP (DERBYSHIRE), GRANTHAM (LINCOLNSHIRE), HENLEY-IN-ARDEN (WARWICKSHIRE), HOLBEACH (LINCOLNSHIRE), IRTHLINGBOROUGH and KETTERING (NORTHAMPTONSHIRE), LANGWITH (DERBYSHIRE), LINCOLN (LINCOLNSHIRE), LONG EATON (NOTTINGHAMSHIRE), and MARKET DEEPING (LINCOLNSHIRE).

NEWCASTLE-UNDER-LYME (STAFFORDSHIRE).—Special Meeting of the Ladies' Life-boat Guild to increase interest in the work of the Institution. Speakers: Miss Harrison, M.B.E., Patron of the Guild, and Mr. B. C. Lawes. Miss B. D. Dandy was elected Honorary Secretary.

Life-boat Days have been held at RUGELEY (STAFFORDSHIRE) and RUGBY (WARWICKSHIRE).

SIR JOHN FRANKLIN (SPILSBY) BRANCH (LINCOLNSHIRE).—Performance by the Horncastle Amateur Dramatic Society of "The Unfair Sex."

Life-boat Days have been held at SMETHWICK AND STONE (STAFFORDSHIRE), STOURBRIDGE (WORCESTERSHIRE), and WALSALL (STAFFORDSHIRE).

WELLINGBOROUGH (NORTHAMPTONSHIRE).—Special Meeting to stimulate the work of the Branch, with the Rev. F. T. Williams presiding.

Life-boat Day.

WEST BROMWICH (STAFFORDSHIRE).—Address to Rotary Club by District Organising Secretary.

South-East of England.

BEDFORD.—House to house Collection.

CANTERBURY.—Collection in licensed houses.

CHELMSFORD (ESSEX). — Special Meeting with Alderman F. Spalding, J.P., Deputy-Mayor, presiding. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, Mr. Collingwood Hope, C.B.E., K.C., Canon Lake, and Mrs. Finch, the Honorary Secretary.

Life-boat Day.

COLCHESTER (ESSEX). — Life-boat Day.

FARNHAM. — Tennis Tournament.

FOLKESTONE (KENT). — Special meeting, with Mrs. Younghusband, a member of the Branch Committee, presiding, to consider other methods of raising funds in view of the refusal of a Life-boat Day by the Town Council at this Station Branch. Ladies' Life-boat Guild formed; Chairman, Mrs. Younghusband; Vice-Chairman, Miss Hopkins; Honorary Treasurer, Mrs. Nieppe Edwards; Honorary Secretaries, Miss Ethel Hopkins and Mrs. London. (The refusal of the Town Council was later withdrawn as another charity to which a day had been allotted did not want it, and a Life-boat Day was held in August.)

Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P., President of the Branch, opened his gardens at Port Lympne to the public in aid of the Branch.

GRAVESEND (KENT). — Whist Drive and Dance.

GREAT YARMOUTH AND GORLESTON. — Ladies' Life-boat Guild Annual Meeting on 18th June. Speakers: The Mayoress of Great Yarmouth, President, and Lady Vincent, Chairman. Amount raised £307, as compared with £441 in the previous year.

GREENFORD (MIDDLESEX). — Dance.

GREENHITHE (KENT). — Life-boat Day.

HASTINGS AND ST. LEONARDS (SUSSEX). — Annual Meeting on 5th June. Speakers: The Mayor, President, and Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management of the Institution. Special efforts for the past year: Life-boat Day, Collection at ceremony of Blessing the Sea, Lantern Lectures by Mr. H. Samson, J.P., the Honorary Secretary. Entertainment by pupils of Dunmore School. Amount raised £230, as compared with £85 in the previous year.

Street Collection on Regatta Day.

Life-boat Days have been held at KING'S LYNN (NORFOLK), LEWES (SUSSEX), MAIDENHEAD (BERKSHIRE), MARCH (CAMBRIDGESHIRE), SOUTHWICK (SUSSEX), TONBRIDGE and TUNBRIDGE

WELLS (KENT), and WALTON-ON-THAMES (SURREY).

WALTON - ON - THE - NAZE (ESSEX). — Annual Dinner of Life-boat workers, with Mr. J. F. Graham, Honorary Secretary of the Branch, presiding.

WATFORD (HERTFORDSHIRE). — Branch formed. Mr. L. A. Capel and Mr. W. D. Clarke, Joint Honorary Secretaries.

WELWYN GARDEN CITY (HERTFORDSHIRE). — Life-boat Day.

South-West of England.

Life-boat Days have been held at ALDERSHOT (HAMPSHIRE), AXMINSTER (DEVONSHIRE), BANBURY (OXFORDSHIRE), BATH (SOMERSET), BRADFORD-ON-AVON and DEVIZES (WILTSHIRE), and DORCHESTER (DORSETSHIRE).

EXETER (DEVONSHIRE). — Life-boat Day, and Annual Jumble Sale.

Life-boat Days have been held at FARNBOROUGH, FAWLEY and PETERSFIELD (HAMPSHIRE).

POOLE, BOURNEMOUTH, WIMBORNE AND CHRISTCHURCH. — Annual Meeting on 11th May. Speakers: The Mayor, Vice-President, and Mr. George F. Shee, M.A., Secretary of the Institution. Special efforts for the past year: Life-boat Day, House to House collection, Special Appeal. Amount raised £1,011, as compared with £635 in the previous year.

Wimborne Life-boat Day.

Life-boat Days have been held at READING (BERKSHIRE), ROMSEY and SOUTHAMPTON (HAMPSHIRE), and THAME (OXFORD).

TORBAY (BRIXHAM, DEVONSHIRE). — Special Meeting held at Brixham. Speakers: Mr. Harold Clayton, Chairman of the Torbay Branch and member of the Committee of Management of the Institution, and Mr. George F. Shee, M.A., Secretary of the Institution, who presented to the Coxswain and each member of the Crew a copy of a letter of thanks received from the Italian Ambassador for the rescue of three men of the crew of the Italian steamer *Liberta*, in February, 1926.

Life-boat Days have been held at TROWBRIDGE (WILTSHIRE), TRURO (CORNWALL), WARMINSTER (WILTSHIRE), WELLS (SOMERSET).

Scotland.

ARBROATH (FORFARSHIRE).—Ladies' Life-boat Guild Annual Meeting on 12th April. Speaker: Mrs. M'Laren Robertson, Vice-President. Amount raised £70, as compared with £69 in the previous year.

Life-boat Days have been held at AYR, at BIGGAR and CARLUKE (LANARK), CUPAR (FIFE), DUNOON (ARGYLL), ELGIN (ELGIN), and EDINBURGH.

GLASGOW.—Annual Meeting on 1st June. Speaker: Mr. Leonard Gow, J.P., President. Amount raised £3,512 as compared with £2,391 in the previous year.

Life-boat Day.

Life-boat Days have been held at GOUROCK (RENFREW), GRANGEMOUTH (STIRLING), GREENOCK AND PORT GLASGOW (RENFREW), HAWICK (ROXBURGH), HELENSBURGH (DUMBARTON), INVERKEITHING (FIFE), KILSYTH (STIRLING), KILWINNING (AYR), KIRKINTILLOCH (DUMBARTON), LAMINGTON and LANARK (LANARK), and LONGFORGAN (PERTHSHIRE).

PERTH AND DISTRICT.—Annual Meeting on 6th June. Speakers: Lady Findlay, Honorary Secretary of the Scottish Life-boat Council, Lord Provost Dempster and the Rev. P. R. Landreth, Chairman, presiding. Special efforts for the past year: Life-boat Day collection in 37 districts. Amount raised £408, as compared with £382 in the previous year.

Life-boat Days.

SELKIRK (SELKIRK).—Life-boat Day.

Ireland.

ARMAGH (CO. ARMAGH).—Branch formed. President, Mrs. Miller, J.P.; Honorary Secretaries, Mrs. Belford and Mrs. Noel Smith.

BANGOR (CO. DOWN).—Annual Meeting on 7th May. Speakers: The Mayor and the District Organising Secretary. Amount raised £127, as

compared with £103 in the previous year.

BELFAST (LOUGH).—Annual Meeting on 30th May. Speakers: The Lord Mayor, President, and Colonel the Right. Hon. Sharman Crawford, C.B.E., D.L., P.C., a member of the Branch Committee. Special efforts for the past year: Life-boat Day, Works Collections, Ball organised by Ladies' Life-boat Guild, Appeal by Lord Mayor. Amount raised £634, as compared with £644 in the previous year.

Life-boat Day.

DUBLIN AND DISTRICT.—Ladies' Life-boat Guild formed. President, Her Excellency Mrs. McNeill, wife of the Governor-General.

Life-boat Day.

DROGHEDA (CO. LOUTH).—Life-boat Day.

GALWAY.—Annual Meeting, 27th April. Mr. Philip O'Gorman, President of the Chamber of Commerce, in the chair. Mr. C. J. McQuillan appointed Honorary Secretary, and Mr. J. O'Kelly-Lynch re-elected Honorary Treasurer. Amount raised £46, as compared with £109 in the previous year.

Life-boat Day.

HOWTH (CO. DUBLIN).—Annual Meeting on 27th April. Speaker: Commander Gaisford St. Lawrence, R.N. D.L., Chairman of the Branch. Amount raised £105, as compared with £107 in the previous year.

LARNE (CO. ANTRIM).—Annual Meeting on 7th May. Speakers: Brigadier-General T. K. E. Johnston, C.B., J.P., and the District Organising Secretary. Special efforts for the past year: Life-boat Day. Amount raised £83 as compared with £63 in the previous year.

LISBURN (CO. ANTRIM).—Annual Meeting in May. Speakers: Mr. Joseph Allen and the District Organising Secretary. Amount raised £141, as compared with £121 in the previous year.

Life-boat Day.

Life-boat Days have been held at LONDONDERRY, and at MILFORD (CO. DONEGAL).

NEWCASTLE (Co. DOWN).—Annual Meeting on 28th June. Speaker: The Rev. O. Woodward, Chairman of the Branch. Special efforts for the past year: Life-boat Day. Amount raised £74 as compared with £94 in the previous year.

STRABANE (Co. TYRONE).—Life-boat Day.

Wales

(Including Herefordshire and Shropshire).

CAERNARVON (CAERNARVONSHIRE).—Life-boat Day.

CONWAY (CAERNARVONSHIRE).—Whist Drive.

Life-boat Days have been held at DENBIGH (DENBIGH) and LEDBURY (HEREFORDSHIRE).

LLANDUDNO (CAERNARVONSHIRE).—Crew entertained to supper by Mr. Jack Holden.

LLANELLY (CARMARTHEN).—Life-boat Day.

MARKET DRAYTON (SHROPSHIRE).—Branch formed. President, Mrs. E. R. Davies.

NEWPORT (MONMOUTHSHIRE).—Ladies' Life-boat Guild Annual Meeting on 17th April. Speakers: Mrs. R. Rees, Chairman of the Guild, and the District Organising Secretary. Amount raised £258, as compared with £141 in the previous year.

Life-boat Day.

Life-boat Days have been held at PONTYPRIDD and SWANSEA (GLAMORGANSHIRE), WREXHAM AND DISTRICT (DENBIGH).

Notice.

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