

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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Disaster to the Rye Life-boat.

The Whole Crew Drowned.

THE worst disaster which has fallen on the Life-boat Service for many years occurred on 15th November. It fell with crushing weight on the gallant Life-boat Crew of the little village of Rye Harbour, sweeping away practically the whole adult male fishing population.

At 6.15 in the morning of that day the Rye Life-boat, which is a Pulling and Sailing Life-boat of the Liverpool Type, was launched with a Crew of seventeen in response to a message that a steamer (a Latvian vessel, *Alice*) was leaking and in danger, drifting eight miles from Dungeness. A south-westerly gale was blowing, with very heavy rain squalls, and a heavy sea. The tide was at low water. Five minutes after the Life-boat was launched another message came that the crew of the *Alice* had been rescued by another steamer, with which she had been in collision. The recall signal was fired three times, but no answer came from the Life-boat. Apparently the Crew had not seen it.

Capsized.

At 10.30 the Life-boat was seen returning under sail. The wind had increased, and there were heavy squalls. As she appeared to be coming in to the harbour mouth with a following sea she was seen to capsize. As quickly as possible helpers gathered on the beach, and every effort was made to help the Crew as they were washed in, but without avail. Six of them were recovered at the same time that the Life-boat was driven ashore, but all were dead. The whole crew had perished.

As soon as the news reached the Headquarters of the Institution the Deputy-Chief Inspector of Life-boats was sent down to Rye with instructions to make immediate provision for the

needs of the families of the Crew, and the Institution, according to its invariable practice, will pension the widows, dependent children and other dependent relatives of the Crew, according to the principle of the Pension Scheme adopted in 1917, namely, that the widows and dependents of Life boatmen who may lose their lives on service should be treated in the same way as the widows of men of corresponding rank in the Naval and Military Forces of the Crown who may be killed in action. In the present case the Committee of Management will take the scale in force in the Navy and Army under the current Royal Warrant as a minimum. The Coxswain will rank as a Chief Petty Officer or Colour Sergeant, the Second Coxswain as a First Class Petty Officer or Sergeant, the Bowman as a Second Class Petty Officer or Corporal, and the Life-boatmen as Seamen or Privates. In addition, the Mayor of Rye (Captain Leopold A. Vidler), who is also the Honorary Secretary of the Station, opened a Fund to which such an immediate and generous response was made that within a fortnight nearly £30,000 had been contributed, and the fund was closed. This response and the many messages of sympathy which have been received have shown how deeply the public have been moved by this tragedy.

Messages of Sympathy.

One of the first messages to be received was from H.M. the King, our Patron, who telegraphed:

“As Patron of the Royal National Life-boat Institution, I offer you very sincere sympathy in the tragic loss of the Rye Life-boat with all hands.

“GEORGE, R.I.”

The Prince of Wales, our President, who is in Africa, sent the following message :

" I am deeply moved by news of terrible disaster to Rye Life-boat with loss of the whole of her gallant Crew. My heartfelt sympathy is with the Institution and with the relatives of our heroic Life-boatmen.

" EDWARD, P.,

" President, Royal National Life-boat Institution."

Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, wrote :

" I have heard with deep grief of the terrible tragedy that has befallen the Rye Life-boat, which has involved the loss of the whole of her gallant crew.

" As Patron of the Ladies' Life-boat Guild, I wish to express my heartfelt sympathy with the Institution, and above all with the sorrowing mothers, widows, children, relatives and other dependents of these heroic men.

" This fresh proof of devotion and sacrifice of the Life-boat Crews ought indeed to inspire the women of Britain, and those who are Members of the Ladies' Life-boat Guild, to renew their efforts in their work for this splendid cause."

Many messages of sympathy have also been received from foreign Life-boat societies.

At the funeral, five days later, of the fifteen members of the Crew whose bodies had been recovered, the Institution was represented by the Hon. George Colville, Deputy-Chairman of the Committee of Management, Captain the Viscount Curzon, C.B.E., V.D., A.D.C., R.N.V.R., M.P., Mr. George F. Shee, M.A., Secretary of the Institution, Captain Howard F. J. Rowley, C.B.E., R.D., Chief Inspector of Life-boats, Commander Edward D. Drury, O.B.E., R.D., R.N.R., Deputy-Chief Inspector of Life-boats, Captain G. H. Bevan, O.B.E., R.N., Deputy Chief Inspector for Stores, and Commander R. L. Hamer, R.N., Inspector of Life-boats for the Southern District. The Lat ian Minister and Consul-General were also present, and H.M. Coastguard were represented by Captain A. L. Strange, Inspector of Coastguard at Home.

As suggestions were made at the inquest that the life-belts used by the Crew were not in sound condition, the Institution at once asked the Board of Trade to hold an Inquiry. We shall hope to publish a full account of the disaster and the report of the Inquiry in the next issue of *The Lifeboat*. All we would say now of the men who have died is that they have perished gloriously, with no less honour than the sailor or soldier who gives his life in defence of his country. Indeed, theirs is the highest courage of all, for it is inspired solely by the wish to bring succour to those in peril, whoever they may be.

The New Launching Tractor.

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

LAST year the Institution completed the first of a new type of tractor for launching Life-boats off flat beaches. It was built as the result of six years' experience with tractors at various stations. That experience had established the tractor as an essential part of Life-boat equipment, but it had also shown that the existing tractors were not sufficiently powerful and that, while successful on sandy beaches, they were not suitable for launching off shingle or very soft mud.

The new tractor was designed to be

capable of launching off all kinds of flat beach. It was completed in June last year, and a dedication service and naming ceremony was held at the works of the makers, the Four Wheel Drive Lorry Company. H.R.H. Princess Victoria performed the naming ceremony, giving the tractor her own name, and the Bishop of Buckingham conducted the dedication service.*

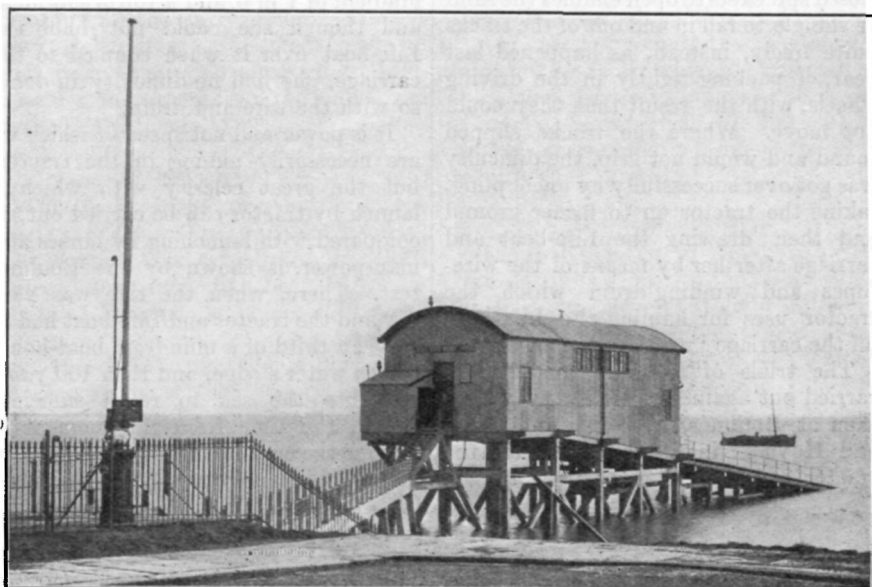
* A description of the tractor and an account of the ceremony appeared in *The Lifeboat* for August, 1927.



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THE TRACTOR TRIALS AT BOULMER.

[R. Bell Bolton, Amble.



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[H. Benley, Barrow-in-Furness.

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

*(In the last issue of *The Life-boat*, in the account of the Inaugura Ceremony of the new Motor Life-boat at Piel, a photograph of the old boat-house was reproduced in mistake for the new one.)*

Immediately after the ceremony the tractor was sent down to New Romney, in Kent, which has one of the most difficult foreshores anywhere on our coasts, and trials were carried out lasting three days. These trials showed that important alterations would be necessary, and the tractor was returned to the makers, who, as they had undertaken to design a tractor suitable to the requirements of the Service, have reconstructed it at their own expense. They have provided a much lower reduction gear, while using the same 60 h.p. engine, so as to increase pulling power. They have reconstructed the frame to make it stronger, and they have substituted open for closed sprockets for the creeper tracks.

Increase of Pulling Power.

The result of these alterations has been to give the tractor a drawbar pull of 15,000 lb. with total reduction from engine to wheel of 192 to 1, as compared with a drawbar pull in the original model of 6,250 lb., with a total reduction from engine to wheel of 75 to 1. It is now powerful enough to negotiate the worst beaches, while the change from closed sprockets to open enables the sand or shingle to fall in and out of the tracks quite freely, instead, as happened last year, of packing tightly in the driving wheels, with the result that they could not move. Where the tracks slipped round and would not grip, the difficulty was got over successfully by uncoupling, taking the tractor on to firmer ground and then drawing the Life-boat and carriage after her by means of the wire-ropes and winding-drum which the tractor uses for hauling the Life-boat off the carriage into the sea.

The trials of the new model were carried out again at New Romney, and then at Boulmer, in Northumberland, and Hoylake, in Cheshire, so that the tractor has been thoroughly tested on

the worst foreshores to be found—on hard sand, soft wet sand, sand dunes, banks of shingle and soft mud. These trials were so successful that, though they showed that some minor improvements can be made in future tractors, the *Princess Victoria*, after completing the trial at Hoylake, was at once stationed there in place of the tractor of the old type.

Rigorous Tests.

The following are some of the difficulties which the tractor overcame.

At New Romney she took the Life-boat for 40 yards through soft mud in which the carriage tracks sank to a depth of 18 to 20 inches.

At Boulmer, when the tide was at full ebb, the tractor launched the boat after pushing her over about 150 yards of soft sand under water. Where a man sank quickly in the sand up to the ankles, the creeper tracks hardly sank at all.

At Hoylake the tractor, Life-boat and carriage were left standing for five minutes on quaking sand, and here again they hardly sank at all. At Hoylake, also, the tractor had no difficulty in crossing a bank 4 feet high with a gradient of 1 in 6, and a top of soft mud, and though she could not haul the Life-boat over it when coupled to the carriage, she had no difficulty in doing so with the wire and drum.

It is power and not speed at which we are necessarily aiming in the tractor, but the great celerity with which a launch by tractor can be carried out, as compared with launching by horses and man-power, is shown by the Boulmer test. There, when the tide was very low and the tractor and Life-boat had to travel a third of a mile from boat-house to the water's edge, and then 100 yards out into the sea to reach sufficient depth, the time from the moment of leaving the boat-house to the moment for launching was only twenty-four minutes.

The Right Spirit.

Here is an example of the right spirit in giving to the Life-boat Service.

In response to a request for the renewal of a subscription, the Honorary Secretary at Henley received the follow-

ing letter, with the subscription enclosed: "You said 'Please.' I say *Thanks* for reminding me. Hope the subscribers are keeping up. Good luck to you all. A grand work!"

Centenaries of Life-boat Stations.

Presentation of Vellums Signed by the Prince of Wales.

As announced in the last issue of *The Lifeboat*, the Committee of Management decided in May that every Life-boat Station, on the completion of a hundred years, should be presented with a Vellum to be hung in the Town Hall or other public building, and that a special ceremony of presentation should be arranged. This resolution was made retrospective. During the past summer Vellums have been presented to sixteen Stations, while it is hoped to arrange similar presentations next summer at as many more Stations which have already completed their centuries.

Each Vellum is signed by the Prince of Wales and bears a record, expressing the Institution's appreciation of the voluntary work of the Officers and Committee and of the devotion and courage of the Life-boat Crew.

The number of lives rescued and of medals awarded is up to the date of the ceremony, but it is not in every case possible to give the total of lives from the date of the establishment of the Station, as the early records are not always complete. The medals are in each case all medals awarded to Life-boatmen and others from the foundation of the Institution in 1824.

Padstow, Cornwall.

The first of the presentations was made at Padstow (Cornwall) on 28th May. The Station was established in 1827. Since 1899 there have been two Life-boats at Padstow, and since 1901 there has also been a steam tug to take out the Life-boats, the only tug in the Institution's Fleet. Since 1856 the Padstow boats have rescued 386 lives from shipwreck, while during the century no fewer than 23 Silver Medals and one Bronze Medal have been awarded to Life-boat men and others.

These lives have not been rescued without loss. In 1867 the Life-boat capsized and five of her crew of thirteen were drowned, and in 1900 the Steam Life-boat capsized, only two of her crew of ten being saved.

The presentation took place on the bridge of the Life-boat tug, the *Helen Peele*, with the two Life-boats, *Edmund Harvey* and *Arab* alongside of her, and there was a big crowd on the quay. Before the presentation of the Vellum, Captain Charles J. P. Cave, a member of the Committee of Management, presented the Bronze Medal to Coxswain H. J. Baker, and the Institution's Thanks on Vellum to each member of the Crew of the *Arab*. These had been awarded to them for the gallant rescue in a whole gale, on 11th February last, of the 18 men of the Norwegian steamer *Taormina*.* Mr. George F. Shee, M.A., Secretary of the Institution, then handed the Centenary Vellum to Colonel C. R. Prideaux-Brune, the President of the Branch, and in doing so, spoke of the glorious history of the Station. There were few, if any, Life-boat Stations where the conditions were so difficult and the dangers so great, and the record of nearly 400 lives rescued in 78 years was greater even than it seemed. Colonel Prideaux-Brune then handed the Vellum to Captain E. P. Hutchings, Chairman of the Urban District Council (who is also Honorary Secretary of the Branch), to be kept permanently among the civic records of Padstow.

Holyhead, Anglesey.

The first mention of Holyhead in the records of the Institution is in 1825, when it was decided that a Life-boat should be built and stationed there. In 1828 a local committee was formed, and shortly afterwards the Life-boat arrived. Since 1890 there have been two Life-boats, and Holyhead is now the only Station on our coasts which has a Steam Life-boat. Since 1850 the Holyhead Life-boats have rescued 854 lives, a splendid record, while no fewer than three Gold Medals and 27 Silver Medals have been awarded to Life-boat

* An account of this service appeared in the issue of *The Lifeboat* for last May.

men and others for their services. One of the Gold Medals was won by Coxswain William Owen for the service to the steamer *Harold*, in 1908, a service carried out in a hurricane, and each of the 10 members of his Crew received the Silver Medal.

The presentation of the Centenary Vellum took place on 2nd July, at the Church House, in the presence of a large audience. Lord Stanley of Alderley, K.C.B., President of the Branch, was in the chair, and the presentation was made by Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R., Lord Lieutenant of Anglesey, a Vice-President of the Institution and President of the Anglesey Branch. Among those present were Mr. J. Brown, Chairman of the local Council, Lady Stanley, Lady Magdalen Williams-Bulkeley, and Mr. J. Lewis (the Honorary Secretary of the Branch). Lord Stanley spoke of the great services of the Holyhead Life-boats, stationed on a dangerous coast, where all the shipping for the Mersey passed and repassed, and asked that the Vellum might be faithfully preserved in the archives of the town. Sir Richard Williams-Bulkeley gave the history of the Station. He paid a tribute to the Life-boat Crews, saying that it was scarcely possible for any man to have a more honourable family tree than a record of successive generations in the Life-boat Service, and thanked all, both men and women, who had done so much to help the Institution in raising the funds for the Service. He then handed the Vellum to Mr. John Brown, Chairman of the Holyhead Urban Council, who in receiving it said that their hearts were warmed at the thought of the deeds of valour performed by their fellow townsmen, and that the Vellum would be kept as one of the most valued possessions of the town.

Redcar, Yorkshire.

The Station at Redcar is the oldest but one of the Stations maintained by the Institution. It was established in 1802, and since 1850 its Life-boats have rescued 213 lives. The first Redcar Life-boat was the *Zetland*. She was built, in 1800, by Henry Greathead, who, in

1789, had built the *Original* for Tyne-mouth, the first boat to be designed specifically for rescuing life from shipwreck. The *Zetland* is still in existence, the only one of Greathead's Life-boats which has been preserved; nor can any other Life-boat show such length of service. She was not replaced until 1867, and she actually carried out a service in 1880, when no other Life-boat was available, rescuing the crew of the brig *Lima*. She was then eighty years old. The *Zetland* was followed by the *Burton-on-Trent*, built out of a fund raised in that town, and there have since been two Life-boats, including the present one, stationed at Redcar. In 1857, Coxswain R. Sheldon was awarded the Silver Medal.

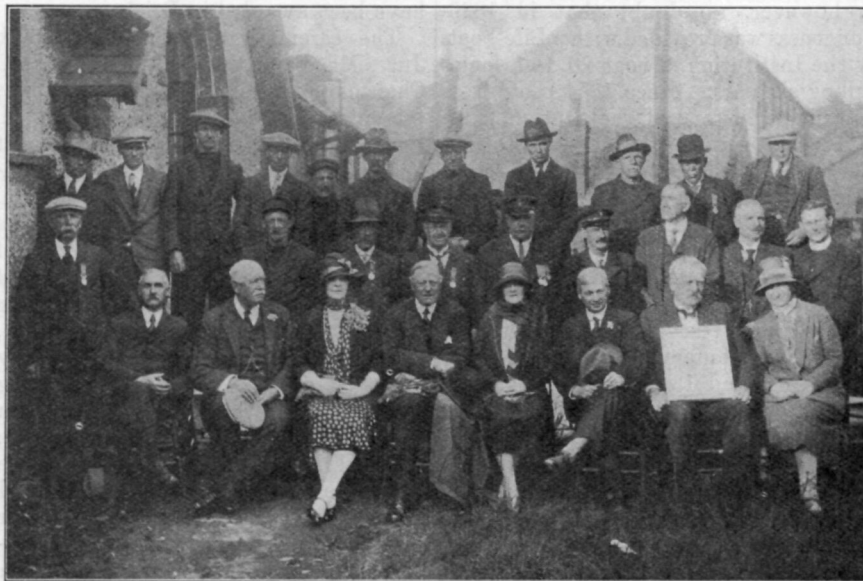
The ceremony took place on 7th July, the Vellum being presented on behalf of the Institution by Sir William Milligan, M.D., J.P., Chairman of the Manchester, Salford and District Branch, and a Vice-President of the Institution. Among those present were the Mayor of Redcar, supported by several Mayors from Tees-side, Sir Hugh Bell (Lord Lieutenant of the North Riding), Mr. R. McClean (the Town Clerk of Redcar), Captain J. T. Shaw (Honorary Secretary of the Branch), and Mr. J. H. Amos (Honorary Secretary and Treasurer at Middlesborough). Thousands of people were present at the ceremony, among them Mr. Thomas Picknett, aged 83, the only surviving member of the *Zetland's* Crew.

In welcoming Sir William Milligan, Sir Hugh Bell recalled the work of the *Zetland*, which he could remember, 75 years ago. Sir William Milligan paid a tribute not only to the Life-boatmen of Redcar but to the generous interest which the whole of Yorkshire took in the Life-boat Service, and the Mayor, in accepting the Vellum, said that it was not only a reminder of what Redcar had done in the past but an incentive to unstinted service in the future for the Life-boat cause.

Dungeness, Kent.

The early history of the Dungeness Station is complicated by the fact that there does not appear to have been any

PRESENTATION OF CENTENARY VELLUMS.



HOLYHEAD

Front Row, left to right: Mr. J. Lewis (Honorary Secretary), Mr. A. F. Pearson, Lady Magdalen Williams-Bulkeley, Sir Richard Williams-Bulkeley, Lady Stanley of Alderley, Lord Stanley of Alderley, Mr. John Brown (Chairman of the U.D.C.) with Vellum, Mrs. Broughton-Turner (Chairman of the Ladies' Life-boat Guild).
Behind are Members of the Committee and the Crew.



PADSTOW.

The tug "Helen Peele," with the two Padstow Life-boats lying beside her.

clear distinction made between Dungeness, Lydd and New Romney. There is, however, no doubt that in 1826 Dungeness was provided with a Life-boat by the Institution, a boat 20 feet long, pulling six oars. Since 1854 there is a continuous history of the Station, and in 1892 a second Dungeness Station was established. Owing to the confusion with neighbouring Stations in the early days it is not possible to give an accurate figure of lives rescued, but the Dungeness Life-boats have rescued certainly 128 lives, and another fifty-nine lives were rescued either by Dungeness or New Romney.

One Gold and 13 Silver Medals have been awarded to Life-boat men and others. One of the Silver Medals was won by Coxswain James Lucas in 1891 for his gallant conduct when the Life-boat capsized and two lives were lost. This was the second of three disasters in the history of the Station. In 1852 a Coastguard boat capsized with the loss of four of her crew of seven, and in 1893 the Life-boat again capsized, and the second Coxswain was drowned.

The Vellum was presented on 25th July at the No. 1 Boathouse by Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management. In making the presentation, Captain Holloway gave the history of the Dungeness Station and congratulated it on its fine record. The Vellum was received by the Mayor of Lydd (Alderman Arthur Finn), Chairman of the Branch, who spoke of his pleasure at this recognition of the noble work of their Life-boatmen. Among those present at the ceremony were the Mayor of New Romney, Mr. P. L. Hutchings (Honorary Secretary of the Branch), and the District Organising Secretary. After the presentation all stood in silence for two minutes, in memory of all the Dungeness Life-boatmen who were dead.

Brighton and Hove, Sussex.

A Life-boat was first stationed at Brighton in January, 1825, and since 1850 its Life-boats have rescued twenty-two lives. It is one of seven Stations on the coast of Sussex, and since 1850

they have rescued no fewer than 805 lives. One Gold and three Silver Medals have been awarded in Brighton.

The ceremony took place on 30th July, Mr. B. J. Saunders, C.B.E., J.P., Chairman, presiding. The Vellum was presented by Rear-Admiral T. P. H. Beamish, C.B., Member of Parliament for Lewes, and a Member of the Committee of Management of the Institution. Among those present were the Mayors of Brighton and Hove, the Mayoress of Brighton, Lady Rawson (President of the Ladies' Life-boat Guild), Mr. H. King (Honorary Secretary of the Branch), and Mrs. R. Carpenter (Honorary Secretary of the Guild). In presenting the Vellum to the Mayor of Brighton and a copy to the Mayor of Hove, Admiral Beamish gave the history of the Station, and appealed to Brighton and Hove to give the Institution greater support, pointing out that both Eastbourne and Worthing contributed much larger sums. The Mayor of Brighton said that the Corporation had the interests of the service at heart, and the Mayor of Hove said that Hove had always done its best on Life-boat Day. The Mayor of Brighton then presented to Coxswain John Taylor the pension awarded him by the Institution, which, at his request, had been commuted into a lump sum.

Douglas, Isle of Man.

As soon as Sir William Hillary, Bt., of Douglas, Isle of Man, had seen his appeal for a national Life-boat service answered by the founding of the Institution in 1824, he set to work to organise a district Life-boat Association in the Isle of Man. In 1824 a Station was established at Douglas. This was followed by a Station at Castletown, which was closed in 1922. The Peel Station was established in 1828, and the Ramsey Station in 1829, so that within six years of the founding of the Institution, when there were only 45 Life-boats on the entire coast of the United Kingdom, there were four Stations in the Isle of Man. About the middle of last century they were allowed to fall into decay, but after the Institution itself had been re-organised in

1851, there was a revival of the Isle of Man Stations. Since 1850 the Douglas Life-boats have rescued 127 lives. Sir William Hillary won the Institution's Gold Medal three times and its Silver Medal once for gallantry, and he was also awarded the Gold Medal as the Institution's founder. In addition, one Gold and 12 Silver Medals have been awarded to Life-boatmen and others for their services.

The ceremony took place in the Town Hall on August 8th. The Mayor of Douglas presided, and the Vellum was presented by Sir William Priestley, J.P., Chairman of the Bradford and District Branch, and a Vice-President of the Institution. Among those present were the Bishop of Sodor and Man, His Worship the Vicar-General (Chairman of the Branch), Colonel H. W. Madoc, C.B.E., M.V.O. (the Honorary Secretary of the Branch), and the District Organising Secretary. The District Organising Secretary introduced Sir William Priestley, who spoke of the work which the Institution had done since it came to birth in the Isle of Man. He then presented the Vellum to the Vicar-General, who received it on behalf of the Branch and presented it to the Mayor for safe keeping in the records of the town. After the ceremony those present went to St. George's Churchyard, where Sir William Priestley laid a wreath, in the form of an anchor, 5 feet high, in the colours of the Life-boat Service, on Sir William Hillary's tomb. When the wreath had been laid, the Bishop pronounced the benediction.

Peel, Isle of Man.

The Station at Peel was founded in 1828, four years after the Douglas Station, and since 1885 it has a record of 92 lives rescued from shipwreck. In 1889 the Coxswain and Crew were presented with Medals by the Norwegian Government for the rescue of 23 lives from a Norwegian ship.

The presentation of the Vellum took place on 8th August, in the grounds of Peel Castle, immediately after the ceremony at Douglas. Mr. E. H. Corkill,

J.P., Chairman of the Town Commission, presided, and the presentation was made by Sir William Priestley. Among those present were Mr. Edward Cottier (Chairman of the Branch), Mr. George Sayle (Honorary Secretary of the Branch), and the District Organising Secretary. Sir William Priestley, who was introduced by the District Organising Secretary, paid a tribute to the Life-boatmen of Peel and to the Isle of Man, as the birthplace of the whole Life-boat Service. He then handed the Vellum to the Chairman of the Branch, who presented it to the Chairman of the Town Commissioners to be kept in the Peel Town Office.

Filey, Yorkshire.

The Filey Station was established in 1823, and has the fine record of 242 lives rescued from shipwreck. The great majority of its services have been to fishing boats. One Silver and two Bronze Medals have been awarded.

The presentation of the Vellum took place on 11th August. Thousands of people lined the streets as the Life-boat was drawn through them, with its Crew on board, led by the Town Band. The actual ceremony took place on board the Life-boat at the coble-landing, near the Life-boat House. Girl Guides and Boy Scouts acted as a guard of honour, and between 5,000 and 6,000 people were present. Canon A. N. Cooper, Chairman of the Branch, presided, and the presentation was made by Sir William Priestley, J.P., Chairman of the Bradford and District Branch and a Vice-President of the Institution. Among those present were Councillor Mortimer (Chairman of the Urban District Council), supported by several members of the Council, Mr. Charles Burgess (Honorary Secretary of the Branch) and the District Inspector of Life-boats. Sir William Priestley spoke of the fine record of the Filey Crew, and then of the part which was played by the people of inland places, in particular of the devoted work of women, in helping to maintain the Service. He then handed the Vellum to Mr. Burgess, the Honorary Secretary.

He in turn presented it to the Chairman of the Council, who said that it would be hung in their Council Chamber, an encouragement to all who saw it to be courageous and unselfish.

Aldeburgh, Suffolk.

The Aldeburgh Station was established in 1824, the first Life-boat being placed there by the Suffolk Shipwreck Association, and in 1905 a second Station was opened. Few Stations have such a fine record. Since 1853 the Aldeburgh Life-boats have rescued 413 lives. In this record the most conspicuous part has been played by the Cable family, which, for five generations, has served in the Life-boat; while two of its members have lost their own lives in attempting to rescue life from shipwreck.*

Aldeburgh Life-boatmen and others have been awarded nine Silver Medals. Of these Medals, three were won by Mr. James Cable, who was Coxswain for thirty years, from 1888 to 1917. This splendid record of the Aldeburgh Life-boats has not been achieved without loss of life. Twice the Life-boat has capsized on service. The first time was in 1859, when two of the Crew were drowned. The second time was in 1899, when six men were drowned on service. On that occasion the Institution contributed £1,000 to the fund raised for the relief of the widows and children.

The Vellum was presented at the Moot Hall on 11th August, Life-boat Day being held on the same day. Captain C. U. V. Vernon-Wentworth, C.B., R.N., President of the Branch, was in the Chair, and the presentation was made by Mr. Gervais S. C. Rentoul, Member of Parliament for Lowestoft, and a Member of the Committee of Management. Among those present were the Mayor, Mr. Walter Riggs (Honorary Secretary of the Branch), Members of the Branch Committee, and the District Organising Secretary. Mr. Rentoul said that he could pay no higher compliment to Aldeburgh than to say that its record was second to none, and he referred in particular to

the magnificent services of Coxswain James Cable, and his family, men whom one recognized as the finest type of Englishmen. The Mayor, in receiving the Vellum, spoke of the town's pride in its Life-boatmen and in their great achievements.

Skegness, Lincolnshire.

The Skegness Station was established in 1825, the year after the Institution itself was founded, and two years before the Lincolnshire Coast Shipwreck Association, which maintained the Stations on the Lincolnshire coast until 1864, when it was amalgamated with the Institution. Since 1850, the Skegness Life-boats have rescued ninety-five lives, and four Silver Medals have been awarded. Three of these medals have been won by the Moody family, Coxswain Samuel Moody winning it in 1851 and again in 1854. In addition to these awards by the Institution, Coxswain Matthew Grunnill and Second Coxswain Montague Grunnill were presented with Silver Medals by the King of Norway for the rescue of the crew of a Norwegian brig in 1912.

The Vellum was presented on 13th August, the same day on which Life-boat Day was held, at the entrance to the pier in the presence of a large audience. Mr. Frederick Acton, C.B.E., presided, the presentation was made by the Earl of Yarborough, and among those present were Councillor G. E. Holmes, J.P. (Chairman of the Skegness Council), Councillor S. Moody (Chairman of the Branch), Mr. C. H. Major, and Dr. B. Sweeten (Honorary Secretary of the Branch). Lord Yarborough gave the history of the Station, paid a warm tribute to the courage of its Crews, and appealed to the public to show their appreciation of what Skegness Life-boatmen had done by contributing to the Institution. He then presented the Vellum to Councillor Holmes, as Chairman of the Council, and Councillor Moody as Chairman of the Branch. He also presented to Mr. Major the photograph of a Life-boat going out to a vessel in distress, which had been awarded to him for his services for many years on Life-boat Day. Councillor Holmes said

* A full account of the services of the family appeared in *The Lifeboat* for November, 1927.



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[Brigham, Bridlington.

• **BRIDLINGTON.**

In the foreground is Sir William Priestley with the Mayor (Alderman C. H. Gray), who is also one of the Honorary Secretaries of the Station. Standing in the middle of the crew is Colonel Y. G. Lloyd-Greame, J.P., President of the Branch. Colonel Lloyd-Greame, the father of the President of the Board of Trade, has died since the ceremony. He was 90 years old.



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[A. E. Graham, Redcar.

REDCAR.

Sir William Milligan presenting the vellum to the Mayor.

that they had always considered their Crew second to none in the country, and that he hoped the town would never fail in its generous support of the Service. Councillor Moody recalled the time when the population of Skegness was under 400, but in spite of that there was never any difficulty in getting a Crew, the older boys being as anxious as their fathers to take their place in the Boat. He recalled too, with pride, that for sixty-one years the Coxswainship was held by a member of his family.

Appledore, Devonshire.

Appledore is the oldest Station on the coast of North Devon, and was established in 1825, the same year in which the Plymouth Station was established on the South Devon coast. There were at one time three Stations at Appledore, but one was closed in 1897 and another in 1919. In 1922 the Station was provided with a Motor Life-boat. The early history of the Station is uncertain, but it is on record that in 1829 Silver Medals were awarded to three Appledore men for rescuing 11 passengers and the crew of the sloop *Daniel*.

Altogether the Institution has awarded 20 Silver Medals to Lifeboatmen and others for services in the rescue of life from shipwreck at Appledore, Bideford and Braunton. Of these, four were for the service to the Austrian barque *Pace* in 1869—one of the finest services in the history of the Station—when, after rescuing 9 of the *Pace's* crew, the Life-boat put out a second time, although she was damaged and rudderless, capsized, and righted, returning with her Crew safe but only three oars. Coxswain Joseph Cox, who, though injured, went out the second time, was awarded two bars to the Silver Medal which he already held, and his son was awarded the Silver Medal. Since 1850 the Appledore Lifeboats have rescued 211 lives.

The presentation of the Vellum was made on 29th August. On that day there was a special meeting at the Bideford Town Hall to celebrate the fact that the title of Port had been restored to Bideford. Immediately after that meeting the Mayor, together

with the Aldermen and Councillors, went to the Quay, where the Appledore Motor Life-boat was lying. There he was received by Captain Prideaux-Bune, President of the Branch. Among those present were the Mayoress, Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, Sir Basil Peto, Member of Parliament for Barnstaple, Lady Peto, Sir Reardon and Lady Smith, members of the Committee of the Branch, and Mr. H. C. Whitehead, the Honorary Secretary. The Vellum was presented by Captain Rowley, who, after giving the history of the Station, paid a tribute to the Coxswains of Appledore, who had carried on the fine tradition of the Cox family, spoke of the long and untiring services of the honorary officials, and referred to the loss which the Branch had sustained by the death, a few weeks before, of its President, the Rev. J. B. White, after thirty-one years' service for the Life-boat cause. He then handed the Vellum to Captain Prideaux-Brune, who asked the Mayor, Aldermen and Councillors of Bideford to accept it and hang it in the Town Hall as the record of a hundred years of the gallantry of Appledore Crews. He paid a tribute to the work of the Honorary Secretary, Mr. Whitehead, and referred with pride to the fact that the Appledore Branch had the largest list of annual subscribers in Devonshire. The Mayor, in receiving the Vellum, said that it was an honour to be given the custody of this tribute to the men of Appledore. He was sure that the people of Bideford would not be behind in their support of the Life-boat Service.

Lyme Regis, Dorsetshire.

Lyme Regis is the oldest Station on the coast of Dorsetshire, the first Life-boat being stationed there in 1825. One Gold and six Silver Medals have been awarded. Since 1853 the Lyme Regis boats have rescued 35 lives. Altogether the Station has had six Life-boats. The present boat, presented by Mrs. J. Thynne, is named the *Thomas Masterman Hardy*, after her grandfather, Nelson's famous Flag Captain, whose monument on the hills above Wey-

mouth can just be seen from Lyme Regis on a clear day.

The Vellum was presented on 30th August on board the Life-boat in the presence of a large audience. Among those present were the Mayor and Mayoress, Colonel the Master of Sempill, a member of the Committee of Management, Dr. H. J. Cooper (Chairman of the Branch), Colonel B. M. Hynes (Honorary Secretary of the Branch), and members of the Town Council. In making the presentation the Master of Sempill paid a tribute to the Life-boat men and thanked all in Lyme Regis who had given their help to the Branch. The Mayor in receiving the Vellum said that it would be hung in the Town Hall, and that the town warmly appreciated this record of its long association with the Life-boat Service.

Scarborough, Yorkshire.

The Station at Scarborough is the oldest of all the Institution's Stations, for it had its first Life-boat in 1801, just a year before the neighbouring Station at Redcar. Twelve Silver Medals have been awarded to Life-boatmen and others for their services, and since 1861, when the Station was taken over by the Institution, its Life-boats have rescued 359 lives. Of the nine Life-boats which Scarborough has had, three, all named *Queensbury*, were presented and endowed by Colonel Herbert Foster, of Queensbury Works, Bradford, and by members of his family. These three boats served at Scarborough from 1887 to 1918, and rescued 151 lives. The Station has had a Motor Life-boat since 1923. The fine record of the Scarborough Life-boats has not been achieved without loss of life. The Life-boat sent by the Institution in 1861 met with disaster on her first service, being flung against the sea-wall, her oars swept away and several of her Crew washed out of her. Two of them were drowned, as were three men out of a number who had rushed down the beach to their help. Six Silver Medals were awarded to the rescuers for their gallantry. The name which is most prominent in the history of the Station is that of John Owston, who retired in

1912 after having been Coxswain for 41 years. He won the Silver Medal in 1880 when, in a little over 24 hours, the Life-boat was launched five times to vessels in distress and rescued every life on board them—28 in all. When John Owston retired he was succeeded as Coxswain by his son, who still holds that post.

The presentation of the Vellum took place on 31st August in the Town Hall. The Deputy Mayor (Alderman Bielby) presided, in the unavoidable absence of the Mayor, and the presentation was made by Sir Charles H. Wilson, LL.D., Member of Parliament for Leeds and Chairman of the Leeds Branch of the Institution. Among those present were the Mayoress, Lady Wilson, Alderman T. Whitehead (Chairman of the Harbour Commissioners), Mr. F. P. Morgan, F.A.A. (Honorary Secretary of the Branch), and the District Organising Secretary. Sir Charles Wilson, who was introduced by the District Organising Secretary, gave the history of the Station and paid a tribute both to the Crew and to the Branch Committee and the Ladies' Life-boat Guild. He then presented the Vellum to Mr. Morgan, who spoke of Scarborough's pride in having the oldest Station on the Yorkshire coast. He pointed out that it cost £600 a year to maintain, and appealed for more subscribers.

The Deputy Mayor, in receiving the Vellum from Mr. Morgan, said it would be given a prominent place in the Town Hall. The whole town was proud of the Institution and proud of the Life-boat men.

Barmouth, Merionethshire.

The Barmouth Station was established in 1828, and since 1854 the Barmouth Life-boats have rescued 121 lives from shipwreck.

On September 11th the centenary was celebrated at a meeting and concert at the Pavilion in the presence of a large audience. An address was given by Mr. T. W. Piggott, J.P., D.L. (Chairman of the Branch), who said that they were proud to have one of the oldest Life-boat Stations on the Welsh coast, and paid a high tribute to the Barmouth

Life-boat men of the past and present. He then presented the Vellum to Dr. J. Pugh Jones, J.P. (Chairman of the Urban District Council), who said that it would be kept as one of the town's most valued possessions. Among those present at the meeting were Mr. Rhys Jones, J.P., Mr. R. Llewelyn Owen (Deputy Clerk to the Council), and Mr. Rees Jones (Honorary Secretary of the Branch).

Bridlington, Yorkshire.

The Bridlington Station was established by the Institution in the year in which it was itself founded, 1824, and four years later, when its Life-boat rescued three of the crew of the *Fox*, of Montrose, the Coxswain was awarded the Institution's Silver Medal. Nine other Silver Medals have been awarded. The Bridlington Life-boats have rescued 142 lives.

The Vellum was presented in the Grand Pavilion on 27th September. In the chair was the Mayor (Alderman C. H. Gray), who is joint Honorary Secretary of the Branch, has taken in recent years a very active and prominent part in the work of the Station and has on several occasions been specially thanked by the Institution for his courage and resolution in the launching of the Life-boat. The presentation was made by Sir William Priestley, J.P., Chairman of the Bradford Branch, and a Vice-President of the Institution. Among those present were the Mayoress, Lady Macdonald of the Isles, Mr. Y. G. Lloyd-Greame, J.P. (President of the Branch), Alderman T. D. Fenby, a Member of Parliament for Bradford, Mrs. A. E. Gray (Honorary Secretary of the Ladies' Life-boat Guild), Mr. H. Royal-Dawson (Joint Honorary Secretary of the Branch) and the District Inspector of Life-boats. The District Inspector, in introducing Sir William Priestley, spoke of the great services of Yorkshire to the Life-boat cause and paid a tribute to the Bridlington Crew, the officials of the Branch and its very active Ladies' Life-boat Guild. Sir William Priestley, in presenting the Vellum, congratulated Bridlington on its fine record and spoke of the duty of the inland industrial towns to support the

Service. Mr. Lloyd-Greame received the Vellum and spoke of the universal good feeling which there was among men who risked their lives for one another. The Mayor, in thanking Sir William Priestley, said that Bridlington was very proud of its Life-boat Crew, and described, from his own experience, what it felt like to turn out to the rescue in a blinding snow-storm in the middle of the night, when to get the Life-boat afloat was a long and exhausting struggle.

Plymouth, Devonshire.

In 1824, the year of its own foundation, the Institution placed at Plymouth one of Captain Manby's Mortar Apparatus for firing lines to ships in distress, and the following year it stationed a Life-boat there. Altogether Plymouth has had seven Life-boats, and since 1862 134 lives have been rescued. In 1926, a Motor Life-boat of the Barnett Twin Screw type, was stationed there. Twelve Silver Medals have been awarded.

The presentation of the Vellum took place on 24th October, in the Public Library. Admiral John de M. Hutchison (Chairman of the Branch) presided, and among those present were Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Mayor of Plymouth (Mr. W. H. J. Priest), Alderman R. R. Oke (Chairman of the Public Libraries and Art Gallery Committee), Sir Frederick Winnicott and Mr. George Scantlebury (Honorary Secretary of the Branch). Sir Godfrey Baring, in presenting the Vellum, gave the history of the Station and said that, in the new Motor Life-boat, the Institution had given that historic port, with its long record of service to the shipwrecked, the finest and most powerful type of Life-boat which had yet been devised. The Mayor, in receiving the Vellum, expressed the admiration which Plymouth felt for the Institution, and appealed to the people to show it by their contributions. The upkeep of the Station cost the Institution £1,000 a year. He thanked all who helped the Branch by personal service or by contributing, but regretted that the Ladies' Life-boat



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[the "Western Morning News."

PLYMOUTH.

Sir Godfrey Baring handing the Vellum to the Mayor. In the centre, Admiral de M. Hutchison.



APPLEDORE.

Captain Prideaux-Brune, J.P., President of the Branch, handing the Vellum to the Mayor. On the right of the Mayor is Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector of Lifeboats.

Guild was not more active, pointing out that the Guild at Exeter had raised £500 and was aiming at £1,000. Alderman Oke then received the Vellum to hang in the Public Library. At the conclusion of the ceremony the Mayor presented a Certificate which had been won in the Life-boat Essay Competition

by a Plymouth boy, Simeon Ridley, of the Glanville Street Central School.

Blyth, Northumberland.

The ceremony at Blyth took place on 22nd November. An account of it will be given in the next issue of *The Life-boat*.

Some Unpublished Letters of Sir William Hillary, Bt.

His Efforts to Interest the Admiralty in his Scheme for a Life-boat Service.

By Major Evan W. H. Fyers, Member of the Council of the Society for Nautical Research.

Major Fyers, to whose researches we owe the discovery of these very interesting letters of Sir William Hillary, written the year before the Institution was founded, is connected by family with the Life-boat Service, for he is a cousin of the late Commander St. Vincent Nepean, R.N., who was Chief Inspector of Life-boats from 1893 to 1909, and a cousin of Captain Basil Hall, R.N., who retired in 1919 after twenty-four years' service as a District Inspector. One of his grand-fathers was Admiral Evan Nepean, who was a prisoner of war in France for ten and a half years during the Napoleonic Wars; the other, Major-General Peter Fyers, C.B., R.A., who, though a soldier, served at sea for six years and became a great friend of Lord Nelson.

In the issue of this *Journal* for May, 1921, will be found an account, written by the present Secretary of the Institution, of his efforts to amplify the existing information regarding the life of splendid self-sacrifice of its founder, Sir William Hillary.

There had appeared nothing at that time in the shape of any document coming from Hillary outlining his proposals, other than his well-known pamphlet entitled "An Appeal to the British Nation." But early last year it was my good fortune to be attracted by a parcel among the Melville Papers which was described as "Naval Telegraphs, Proposed method of conveying Intelligence, etc. Various Letters on Naval Projects, etc." The first proved of great assistance to my continued study of that subject, while the naval projects consisted of different kinds of

ruthless and unpractical schemes for destroying the French invasion flotilla at Boulogne during the time of the "Great Terror." There were other papers of deep interest to me historically, among which was only one concerned with the saving of human life, and it was docketed:—

Sir Wm. Hillary 18 Feby 1823.

Plan for the preservation of Lives from Shipwreck.

It was already too late to produce it last year, but, through the kindness of the Editor of *The Times*, I was enabled to append it to a letter on last Life-boat Day, 27th March.

An Appeal to the First Lord.

"Douglas, Isle of Man,

"18th February, 1823.

"MY LORD,—I have had the honour of submitting to the consideration of your Lordship and that distinguished Board over which you so ably preside, a few pages on a subject deeply interesting to every Maritime Nation, and which in a peculiar manner appeals to the Patronage and support of the Admiralty of England, for the rescue from shipwreck of those brave men, who under their directions have so often, and so successfully sustained the power and the Glory of their Country.

"The numerous and fatal Shipwrecks which continue so frequently to occur on every shore, often attended with the most disastrous loss of human life, but too clearly demonstrate how inadequate are all the means now employed for so great an object, and forcibly appeal to the policy and the humanity of the

Government and the Country, that those efforts which the impulse of the moment calls forth, and the means of assistance which but too frequently chance alone supplies, should be established into a system by the formation of a National Institution, through which every part of the British Coast should be surrounded by well-organized branches of the Association, where the bravest and most experienced of every class might be found enrolled, and supplied with all the means which science and Nautical skill could suggest, to render them equal to every effort which a noble ardour could inspire, for the aid of their fellow creatures in distress; until every mariner who may be in danger of Shipwreck on our shores, will feel assured that his rescue will be attempted by every effort which generous enterprise can make, or human foresight arrange, whilst it exalts the honor of the British name, by securing to our Countrymen on every foreign coast, that aid which it should be one of the first objects of this Institution to afford to those strangers, whom storms, and shipwreck, may cast upon our own.

"To the formation of an Institution on so extended a basis, I have now the honor most earnestly to solicit the support of your Lordship, in conjunction with the Government and the Nation; fully persuaded that to your individual efforts, and to your department in the State, peculiarly belong the power and the means to facilitate the establishment of a system, equally worthy of the Government and the people of the British Empire.

"I have the honor to be, with great respect,

"My Lord,

"Your Lordship's

"Most obedient and

"Very humble servant,

"WM. HILLARY."

To the Right Honourable
Lord Viscount Melville,
etc., etc., etc.

There are one or two points concerning this letter, the first statement, as I believe, of Hillary's great scheme, which may be noticed here, as there was not space for them in *The Times*. First,

that the face of the letter bears the notes in pencil, no doubt by the Secretary of the Admiralty:—

qy. Lithograph?

Recd. 28 March 1823.

See reply to a letter of a subsequent date.

The Admiralty's Reply.

The first showed that the letter was considered important enough to be reproduced by the process then commonly employed, though it is clear that not even an acknowledgment was returned. The last impelled me to commence a search among the cumbrous Admiralty "Digest" Volumes, which was rewarded by the discovery of two further letters, and in accordance with the usual procedure the lower corner of each was turned back and bore the Secretary's Minute, giving the substance of the reply to be sent. In the case of the letter of 19th February, the words are simply "Own receipt," but on that dated 11th September, enclosing the above-named pamphlet, I found the draft reply of the Secretary as follows:—

"Sept. 11. My Lords have considered his pamphlet and finding there is no precise information as to the means by which the object in question is to be effected, my Lords can only say that while they wish success to any undertaking which has for its object the saving of the lives of mariners, they do not see how they can at present take any steps in this matter."

Someone, whose initials I have been quite unable to identify, also noted on the enclosed pamphlet:—

"I have run this over and I think what it advocates is worthy at least of consideration, and should not be at once negatived, though I should not deem it at all necessary for the Admiralty to take any immediate *lead* with respect to it. G. C. (?)."

Here are the second and third letters to the Admiralty.

Letter from Sir William Hillary, Bart., to John Wilson Croker, Esq., Secretary of the Admiralty:—

"Douglas, Isle of Man,

"19th February, 1823.

"SIR,—Having had the honor of submitting to the consideration of Lord

Melville and other members of His Majesty's Government, a small pamphlet which I have committed to the press on a subject important to the general interests of humanity, and particularly appealing to the protection and support of that department in which you hold so honorable a station, I should feel that I was wanting in what was due to yourself and to the cause which I have undertaken to advocate were I to omit offering to your perusal, a copy of what I have had the temerity to address to the Government and the people of England.

"I have also taken the liberty of directing a dozen copies to be forwarded to your care, and I shall feel myself greatly obliged, if you will cause them to be distributed to the Lords Commissioners of the Admiralty and other Gentlemen of your Honorable Board.

"Though I have long felt the importance of this subject yet the first ideas of the Institution I have proposed arose to my mind after having recently witnessed some very disastrous scenes on the dangerous and stormy shores of this Island. I have dedicated them, with the most profound respect, to the patronage of a gracious Sovereign, as the father of his people, and the friend and protector of his brave Seamen. I have most respectfully submitted them to the consideration and adoption of His Majesty's Government, and I have felt it an imperative duty to make an appeal to the humanity of a great and a generous people, for the support of a cause which the honor, the policy, and the best interest of the Country demand, for the safeguard of her gallant Navy and their preservation from Shipwreck on their own and every foreign shore.

"With these feelings I have caused about 700 copies of my small work to be printed, for the purpose of distribution amongst the most eminent characters in the State, who by their powerful influence, their talents, or their benevolence were the most calculated to bring to maturity these first outlines of a system which with great deference I have presumed to offer to the approbation of my Country, and if I have happily been the first to suggest the

foundation of a national Institution for the objects I have mentioned, I assure you it has been without the most remote idea of arrogating to myself that which appeals to every department of the State. Every System must have its commencement, and what I have proposed is I hope calculated to combine into one well-organized association the results of the united talents and experience of many zealous and able advocates of the same cause, which I earnestly hope, under the direct patronage of His Majesty's Government and sustained by the liberality of his people, may, by their united aid, establish on a permanent foundation all which the most sanguine could desire for the success of so noble a cause.

"To you, Sir, who have long and honorably held so high a situation in the Admiralty of England, I feel that I ought not to attempt any apology for thus trespassing on your attention, the subject will, to your liberal mind best plead my excuse.

"I have the honor to be,

"Sir, your most obedient

"and humble servant,

"WM. HILLARY."

To John Wilson Croker, Esq.,
Admiralty.

Letter from Sir William Hillary, Bart., to John Wilson Croker, Esq. Enclosing one copy of the pamphlet, "An Appeal to the British Nation," London, 1823.

(Dated on p. 25: "Douglas, Isle of Man, 28th February, 1823.")

"11th September, 1823.

"SIR,—I have the honor of requesting you will submit to the consideration of the Lords Commissioners of the Admiralty, the accompanying small pamphlet which I have recently published, on the humanity and policy of forming a National Institution, for the preservation of lives and property from shipwreck.

"The arguments which I have therein used to establish the urgent necessity of such a measure, and the plans and regulations which I have proposed in case of its adoption, will I hope best explain to their Lordships the objects

which I have in view, and the motives by which I have been actuated, in having offered to the Government and the people of the British Empire, such measures, as I humbly conceive would materially contribute to the rescue of her Seamen and Subjects from the calamity of Shipwreck, on their own and every foreign shore, and feeling that this subject, in a peculiar manner addresses itself to the patronage and support of the Admiralty of England, and anxious that a measure so important to the cause of humanity, and so in accordance with the best interests of a great maritime State, should receive its first impulse from the Government, and be sustained by the bounty of a generous people; I beg leave through you, to offer my views to the consideration of their Lordships, and should they happily be honored by their approbation I should feel much flattered by a communication, how far it might accord with the sentiments of their Honorable Board, that any of the primary measures for the establishment of such an Institution, should emanate from themselves, whether in conjunction with any other department, or if their Lordships would condescend to point out, if in any other manner such a system, and subject to those changes and modifications of which it was susceptible, would be likely to receive their concurrence and support.

"Should there be any other circumstances which their Lordships conceive could be better elucidated by my personally waiting upon them, I shall be happy to attend to any appointment with which they may be pleased to honor me, or to receive your farther communications.

"I have the honor to be,

"Sir, Your most obedient

"Humble servant,

"WM. HILLARY."

To John Wilson Croker, Esq.,
&c., &c., &c.

(On p. 4).—Please to address for Sir Wm. Hillary, Bt., to the care of Samuel Harman, Esq., No. 36, Jermyn Street, St. James's.

The Founding of the Institution.

The remainder of the story of the inception of the Institution may be read, admirably set forth by Major A. J. Dawson, in the pages of "Britain's Lifeboats," published by Hodder & Stoughton in 1923. Therein will be found details of the inaugural meeting at the City of London Tavern on Thursday, the 4th March, 1824. It may, however, be of interest to the readers of *The Lifeboat* to rescue from oblivion the following report of that meeting which appeared in the columns of *The Times* the succeeding day* :—

"P. 3. SHIPWRECKED SEAMEN.

"A public meeting was yesterday held at the City of London Tavern, for the purpose of forming a National Institution, to be supported by voluntary donations and subscriptions, for the preservation of life in cases of shipwreck on the coasts of the United Kingdom, and for affording assistance to persons rescued, and for conferring rewards on those who preserve their fellow creatures from destruction; and also for granting relief to the destitute families of any who might unfortunately perish in attempting to save the lives of others. His Grace the Archbishop of Canterbury took the chair, and explained the objects of the meeting, at the same time announcing that his Majesty had been pleased to become the patron of the proposed institution. Several resolutions were then moved and agreed to, and the management of the affairs of the Institution committed to the care of a committee of 40 gentlemen, with Treasurer, Secretary, and Assistants. The Bishop of London, the Bishop of Chester, Mr. Wilberforce, Mr. Manning, and Captain Manby in moving some of the resolutions, warmly eulogized the objects of the Institution. Subscriptions to a considerable amount were announced as already received, and further sums were subscribed at the table. The meeting was but thinly attended, which was attributed to the shortness of the notice given for holding

* This extract from *The Times* was reprinted in *The Lifeboat* for June, 1924.—EDITOR.

it, as well as to the active canvass going on for the East India Direction."

Captain Manby.

There is one name mentioned in this report which cannot be passed over without a word. George William Manby, Captain in the Cambridgeshire Militia, had been a friend and school-fellow of Horatio Nelson, and at the date of this meeting had already received the recognition of Parliament for his invention of establishing, by means of a mortar, communication from the shore to ships wrecked on the coast. It is noteworthy that the same year (1807), which saw his earliest experiments, also witnessed at Copenhagen, the first employment of Sir William

Congreve's war rocket on active service, yet it was not till 1878 that the rocket apparatus superseded the mortar for such life-saving purposes. It possessed two considerable advantages over the mortar, in being much more portable, and probably more accurate. Royal Artillery officers had for very many years lamented the inaccuracy of mortars, especially afloat, seeing that a target smaller than a town hardly counted. Manby also made some subsequent improvements in life-boats, but not very much was heard of them. [Captain Manby also introduced, in 1829, the method of launching by means of the haul-off warp, which is still used at Stations where the Life-boat has to be got afloat from a flat beach.—EDITOR.]

Sir William Hillary, Bt.

Lieutenant Turcopolier of the Venerable Order of the Hospital of St. John of Jerusalem.

AMONG his distinctions, Sir William Hillary was Lieutenant Turcopolier of the Order of the Knights of St. John of Jerusalem, and we think that our readers will be interested to know exactly what that rank implied. For information on this point we are indebted to a Commander of the Order of St. John of Jerusalem in the British Realm, who takes a great interest in the work of the Life-boat Service, and was largely instrumental in bringing about, two years ago, the closer co-operation between the Institution and the St. John Ambulance Brigade, the British Red Cross and the St. Andrew's Ambulance Association for the rendering of first aid to shipwrecked men who may be brought ashore injured and to life-boatmen who may be injured on service.* He writes:—

"In the Sovereign Order the Office of Turcopolier was traditionally held by an Englishman. It was a very high office at Malta. The Lieutenant Turcopolier was his deputy. Originally, the light cavalry of the Order, during the Crusades, were termed 'Turcoples,' but the duties of the Turcopolier changed

during the days of the Hospitallers' maritime glories at Rhodes and Malta. Here is where the singular appropriateness comes in of Sir William Hillary holding the title—'the Turcopolier was Commandant of the Coastguard and Inspector of Coast Defences.' Of course, he had other duties, including representation of the Grand Priory of England at the Order's Council."

The circumstances in which Sir William Hillary was elected Lieutenant Turcopolier are given in the records of the Grand Priory of the British Realm of the Order, and we cannot do better than quote the record as it appears, and as it has kindly been given us by the Secretary of the Grand Priory of the British Realm:—

"At a meeting of Chapter of Council held at 50 Chancery Lane, London, on the 7th July, 1838, a letter was read from the Hon. Sir William Hillary, Bart., dated Fort Ann, Isle of Man, the 13th day of June, 1838, stating the veneration which he felt for the Sovereign Order of Saint John of Jerusalem, that he was present at Malta and witnessed the inauguration of the last Grand Master, the Baron Frederick Hompech; that he was made the

* See *The Lifeboat* for September, 1926.

medium of overtures to the British Government which if acted upon would have prevented the loss of Malta to the Order, and the dispersion of the Knights; and that he would be proud and happy to take his part in and render his aid to, so splendid a work as the revival of the time-honoured institution of the Knights Hospitallers; also that his only son, Augustus W. Hillary, Esq., participated in his sentiments, and would join in the restitution of the ancient and illustrious Fraternity.*

Hillary's Public Services.

"The Council having taken the letter into consideration and the circumstances that upon the renewal of the war with France in 1803, Sir William raised at his own expense and many years commanded the first Essex Legion of Infantry and Cavalry, amounting to 14 hundred men, the largest force then offered by any private individual for the defence of the country, in consideration of which and other services the Baronetage was conferred upon him by the personal direction of His Majesty King George the Third; that Sir William is the senior Equerry of His Royal Highness the Duke of Sussex,

* It was early in the nineteenth century that the English branch of the Order, which had been dormant since the Reformation, was revived.—EDITOR.

with whom he passed much of his early life upon the Continent; and also that the Hon. Baronet has subsequently become the projector and through his successful efforts happily the founder of the Royal National Institution for the Preservation of Life from Shipwreck; Sir William Hillary was proposed and duly elected a Knight of Justice of the English Langue of the Sovereign Order of Saint John of Jerusalem, and also a corresponding member of Council.

"The Council also duly elected Augustus William Hillary Esquire of Unerigg Hall, Cumberland, only son of the Hon. Baronet of Danbury, a Knight of Justice of the English Langue of the Sovereign Order of Saint John of Jerusalem."

The election to the Office of Lieutenant Turcopolier took place at a later meeting, as follows:—

"At a General Chapter of the Langue held at 21 Wigmore Street, Cavendish Square, London, on the 24th June, 1841, it was resolved that the Commander the Hon. Sir William Hillary, Bart., shall be mutitioned to the office of Lieutenant of the Turcopolier and shall be *virtute officii* one of the Capitular Baillies of this Langue and a Knight Grand Cross."

In the same year Sir William Hillary published "An Address to the Knights of St. John of Jerusalem on the Christian Occupation of the Holy Land as a Sovereign State under their Dominion."

Rescue by an Honorary Secretary.

ON the afternoon of 1st July, in a southerly gale with a very heavy sea, a small yacht, with its owner on board, ran ashore near Fleetwood, at the entrance to the channel. Councillor C. E. Tatham, Honorary Secretary of the Blackpool Branch of the Institution, was on board his own yacht with his son of ten and Mr. Flower, a member of the Blackpool Life-boat Committee. They went at once to the rescue, and, anchoring near the sand-bank, manned their punt and got safely to the stranded yacht, to find that the owner had battened himself down below

decks and was waiting for the flowing tide. They took him off and then attempted to save the yacht. After buoying a line they succeeded in getting her off, but with a gale blowing against a rising tide, it was impossible to keep her in tow and she had to be cut adrift. There was great risk in approaching the sand-bank in such weather, and the Institution has awarded Councillor Tatham and Mr. Flower inscribed aneroid barometers. To Councillor Tatham's son it has sent a copy of "Britain's Life-boats."

Life-boat as Ambulance.

ON 18th October the Motor Life-boat at St. Mary's, Isles of Scilly, saved a life, by acting as an ambulance. A girl of fifteen had developed acute appendicitis and an immediate operation was necessary. There is no hospital in the Isles of Scilly and only one doctor. The operation would have to be performed at Penzance. A gale was blowing, with rain squalls and a heavy sea, and there was no vessel in harbour large enough to undertake such a voyage in such weather. The Institution's permission to use the Motor Life-boat was asked for by telegram, which reached the Secretary at ten at night at a private house, from which he immediately telephoned a telegram giving the permission. The St. Mary's crew, meanwhile, had volunteered their services

without reward. The Life-boat left at midnight and reached Penzance at 3.30 the following morning, where the girl was taken at once to the hospital and the operation was successfully performed. The Life-boat returned at once to her Station, which she reached just before eleven in the morning, twelve hours after she had put out. Next day the surgeon reported that the girl had arrived only just in time. Had she come only two hours later it would probably have been impossible to save her life.

This is not the first time that the St. Mary's Life-boat has done such a service. On November, 1920, she took a sick man, for whom an immediate operation was necessary, from St. Mary's to Penzance.

Women and the Life-boats.

WE have received the following letter from the Honorary Secretary of the Acton and Chiswick Branch :—

"The Institution often holds up to women the example of those heroic women on the Northumbrian coast who help to launch life-boats, and quotes: 'Other women though they cannot help in the actual work of rescue, can help by raising money.' It is not always true that we cannot help in the actual work of rescue. Sometimes even we

'inland' women can do that too. One of the members of this Guild, a young and delicate married woman, while staying on the East Coast in September, heard the call for the Life-boat at three in the morning. She ran, with others to the rescue, and helped to launch the boat. She came back, with her hands chafed and bleeding, feeling very proud that she was not only a worker who helped to collect, but one who had taken part 'in the actual work of rescue.'"

A "Greater London" Motor Life-boat.

Gift from the Civil Service Life-boat Fund.

THE Motor Life-boat of the Ramsgate type, which was sent to Southend-on-Sea last May, is to be a gift from the Civil Service Life-boat Fund, which has not only presented the boat, costing £8,500, but has endowed her. She is to be called *Greater London*, and will bear an inscription plate stating that she has been given to commemorate the services of the late Mr. W. Fortescue Barratt, who from 1914 until his death last year, was Honorary Secretary of the Fund.

The Civil Service Fund was started in 1866, and has contributed over £80,000 to the Institution. Besides the

Southend Boat, the Fund has provided and endowed seven Life-boats. In certain cases two Civil Service Pulling and Sailing Life-boats have been replaced by one Motor Life-boat, so that there are now, besides the Southend boat, two Motor Life-boats presented and maintained by the Fund, those at Margate and Dun Laoghaire, and two Pulling and Sailing Life-boats, those at North Deal and Maryport, while the Motor Life-boat which is to be built for Whitehills (Banffshire) will take the place of the Civil Service Pulling and Sailing Life-boat which has been withdrawn from Montrose.

The Guernsey Life-boat Station.

Contribution from the States of Guernsey.

As long ago as 1803 a Life-boat was stationed at St. Peter Port, in Guernsey, this being one of the boats built by Henry Greathead, the builder, in 1789, of the first Life-boat. In 1861 the local Committee invited the Institution to take over the Station, which it did, and from then until 1917 the Guernsey Life-boats were provided and the Guernsey Station maintained by the Institution. In that year a fresh arrangement was made by which the Institution continued to provide the Life-boat and equipment of the Station, while the States of Guernsey became responsible for the Crew. Since 1884 there has also been a Station at St. Helier, Jersey, transferred there from Alderney. There was at one time a Station also at St. Samson's, Guernsey, which was closed in 1881.

Last year it was decided that a Motor Life-boat should be built for St. Peter Port, provided that night inter-communication was established between the islands of Guernsey, Jersey, Alderney, and Sark. Satisfactory communication

is in process of being established, and it has been left to the Guernsey States Life-boat Committee to decide which type of Motor Life-boat they would wish to have. Following on the visit to Guernsey of the new Stromness Motor Life-boat last February, as described in the last issue, the local Committee asked the Institution for a boat exactly the same, that is, of the Barnett Twin-screw Type, 51 feet long, driven by two 60 h.p. engines, and provided with a cabin. A boat of this type was laid down in May, and should be ready to go to the Station early next year. She will be fitted with wireless. The only other Life-boat which at present carries it is the Motor Life-boat at Wexford, in Ireland. This boat will cost about £12,000.

Following on this action by the Institution, the States of Guernsey, at the request of the local Life-boat Committee, unanimously decided on 13th June to make an annual voluntary contribution of £300 to the funds of the Institution.

The Redcar Life-boat and Captain Cook.

THE famous explorer, Captain Cook, was born near Stockton-on-Tees, in Yorkshire, on 27th October, 1728, and his bicentenary was celebrated this year. His mother was a member of an old Redcar family, while his sister married a Redcar tradesman. Redcar claims that some two hundred of its citizens to-day

are collateral descendants of him. The present Coxswain of the Teesmouth Life-boat, Mr. J. Thompson, also claims distant kinship. The bicentenary was celebrated at Redcar in September and the Teesmouth Motor Life-boat took part. An old vessel was set on fire and the Life-boat gave a display of life-saving from this burning ship.

Generous Railwaymen.

Nearly £1,000 Contributed by the Staffs of the L.M.S.

THE staffs of the London, Midland and Scottish Railway have collected among themselves £938 15s. for the Life-boat Service. This has been done in response to a special appeal made to them by Sir Edwin Stockton, M.P., a director of the

Railway, who is the Honorary Secretary of the Manchester, Salford and District Branch of the Institution. Last year a similar appeal, made to the staff of the L.M.S., in the North of England only, brought in £251.

German Gratitude for a Life-boat Rescue.

Award of Iron Plaque to the Crew at Thurso, Caithness-shire.

THE German Government has awarded to the Crew of the Life-boat at Thurso, Caithness-shire, "an Iron Plaque for rescue from distress at sea," diplomas to the Coxswain, Second Coxswain and Bowman, and certificates to the members of the Crew, in gratitude for their services to the German steamer *Aase*, of Hamburg, which went ashore and was completely wrecked near Thurso, on the 16th March last. A strong southerly gale was blowing, with heavy rain, and

the weather was bitterly cold, when the Life-boat was launched at ten at night. The Captain of the *Aase* was loth to abandon his vessel, and the Life-boat stood by her all that night and all the following day. When the second night came the Captain decided to leave the steamer, and he and his crew of fourteen men were taken on board the Life-boat and brought ashore. The Life-boat reached her Station again just twenty-two hours after she was launched.

From Foreign Societies.

Japan.

THE Imperial Japanese Life-saving Institution issued in March of this year a pamphlet, written in English, giving a brief history of the Japanese Life-boat Service since the chief priest of the Kotohira Shrine in the Kagawa prefecture, inspired by the example of the Russian Life-boat Service, founded it in 1889 at Kotohira "with his own property, backed by the volunteers." A short account of the Institution's work, by Prince Yoshii, the late President, appeared in *The Lifeboat* for May, 1925. The Japanese Life-boat Service then had 176 Life-boats and Surf-boats, including eight Motor Life-boats. It now has 16 Motor Life-boats, 138 Pulling Life-boats, and 22 flat-bottomed Life-boats for use in case of flood, making a total of 176 Life-boats.

Denmark.

THE report of the Danish Life-boat Service for the year ending 31st March,

1928, states that during the year there were fourteen services in which lives were rescued, and forty-seven other launches on service. The total number of lives rescued was sixty-one. The number of lives rescued by the Danish Service since it was established in 1850, up to 31st March last, was 10,797. The total expenditure during the year was 788,023 kroner (about £44,000). A 40-foot Motor Life-boat was built during the year, with a 50-h.p. engine, and stationed at Esbjerg. The Danish Service is maintained by the State, and has been in charge of two directors under the supervision of the Ministry of the Navy, one director being for the North Jutland section, and one for the section of Bornholm and Møen. Since the beginning of the new year (1st April last) the whole Service has been in charge of one director with his office at Copenhagen.

A Fine Dutch Service.

WE had hoped to publish in this number of *The Lifeboat* an account of a very fine service by three Dutch Life-boats last February to the English steamer *Shongu*, for which the King has presented the British Government's

Silver Medal (Foreign Services) for Gallantry in Saving Life at Sea to each of the three Life-boats concerned. Owing to want of room this account has to be held over, but it will appear in the next number.

A Watson Cabin Life-boat for the U.S.A.

American Tribute to the Boats of the Institution.

WHEN Rear-Admiral F. C. Billard, Commandant of the United States Coast Guard, and the other American delegates attended the second International Life-boat Conference, which was held in Paris last June, they visited Life-boat Stations in several European countries, among them our own stations at Swanage, New Brighton, and Douglas (Isle of Man). They also visited the Institution's Storeyard, and saw Life-boats under construction at Cowes. As a result of these visits the United States Coast Guard, which is responsible for

the Life-boat Service in the United States, has now asked the Institution to supply it with one of its Watson Cabin Life-boats.

In making this request, with which the Institution has very gladly complied, Rear-Admiral Billard wrote that a board of officers had carefully considered the information which he and the other delegates collected in Europe and that they had decided to try to obtain a Watson Cabin Life-boat "as better adapted to our needs than any other Life-boat we saw abroad." /

The Line-throwing Gun: Use in Japan.

THE Line-throwing Gun, which was designed for the Institution in 1922 by the B.S.A., and which is now installed on all Motor Life-boats, except those of the lightest type, has been widely adopted in Japan. There it is being used not only by the Life-boat Service,

but by the navy, which has adopted it for throwing lines so as to prevent ships from endangering themselves by going too close to wharfs. A number have also been ordered by an estate office for the purpose of throwing lines over its buildings in case of fire.

The Life-saving Stations of the World.

It is hoped to publish in the next issue of *The Lifeboat* an article on a "List of Life-saving Stations of the World, with their Equipment and Geographical Positions," issued by the International Hydrographic Bureau at Monaco, in English and French. This list has been prepared by Rear-Admiral A. P. Niblack, D.S.M., K.C.M.G., C.V.O.,

late of the U.S. Navy, who is President of the Directing Committee of the Bureau. A first edition was published early last year, following on a "Summary of Data on Safety of Life at Sea and Life-saving," and a revised and corrected edition of the list of Life-saving Stations has just been published.

Treacle for Oil.

READERS of *The Lifeboat* know that oil has on various occasions been used with great effect in calming the rough water round a shipwrecked vessel. A paper on its value was read by the Chief Inspector of Life-boats at the International Life-boat Conference in London in 1924, and a supply is kept at all stations. It is interesting to know that, apparently, treacle has been found to be

an efficient substitute. The following appeared in Lloyd's List on 25th January last:—

"New York, 23rd January.—The steamer *Dora*, master Bush, arrived at Philadelphia yesterday. On her way from Cuba with a cargo of treacle she ran into a terrific storm. Her decks were awash, and everything movable on them was carried away. Appa-

rently the vessel was on the point of foundering when it occurred to the master to try the effect of treacle on the sea. Seventy thousand gallons of molasses were cast upon the waters. In the becalmed area that resulted the *Dora* remained, and safely rode out the

storm.—The *Daily Chronicle* correspondent."

Smith Minor should note, however, that the Institution does not propose to supply its Boats with treacle, either to be used as an emergency ration or for calming the sea.

Contributions from Shipping on the Tyne.

The Value of the Personal Appeal.

As showing what can be done by systematic and *personal* appeals on behalf of the Life-boat Service to the captains and crews of ships, we should like to call attention to the most successful work at Tynemouth of Mr. Godfrey W. Dodds, who is a partner in the firm of Messrs. Wait and Dodds, steamship owners of Newcastle-on-Tyne, and a member of the Tynemouth Branch Committee.

Mr. Dodds for some years past has made a practice of watching the arrival of all vessels in the Tyne, and then sending a personal letter to the captains. With this letter has been enclosed some of the Institution's literature and a Collecting Sheet, and the letter has asked the captain to bring the work of the Life-boat service before his crew on the outward journey, to make a

collection, and to send the proceeds of the collection to him at the first port of call. This has been a personal appeal for voluntary contributions, and has nothing whatever to do with the dues charged on shipping entering the Tyne, these dues being raised entirely on behalf of the Tyne Life-boat Society for the maintenance of its boats.

Mr. Dodds' last appeal has realized in less than six months nearly £200. Unfortunately, owing to pressure of other work, Mr. Dodds has now been compelled to give up these appeals, and we are referring to his work here, not only in gratitude for the large sum which it has brought to the Life-boat cause, but in the hope that others connected with shipping may be prepared to help the Institution in the same personal way.

Gifts from Shipping Companies.

ON 10th February last, the *Angle*, Milford Haven, Life-boat rescued the crew of four of the fishing smack *Arrowvale*, of Milford. The owners, Messrs. Peter Hancock & Sons, have sent the Institution £2 2s., in gratitude for the service.

* * *

On March 18th last the new Stromness Motor Life-boat rescued eight men from the steam-trawler *Lord Devonport*, of Hull, which was completely wrecked on St. John's Head, Hoy, when returning

from the Iceland fishing. Her owners, Messrs. Pickering and Haldane's Steam Trawling Company, have sent the Institution £100, in gratitude for the service.

* * *

On March 25th last the Peterhead No. 2 Motor Life-boat rescued seven men from the wrecked trawler *Renaissance*, of Aberdeen. The Institution has received £2 2s., in gratitude for this service, from the United Fish Selling Company, of Aberdeen, the selling agents for the trawler.

New Vice-Presidents of the Guild.

THE following ladies have accepted an invitation from the Committee of Management to become Vice-Presidents of the Ladies' Life-boat Guild:—The

Duchess of Hamilton and Brandon, D.B.E., the Duchess of Montrose, and the Lady Magdalene Williams-Bulkeley.

The Fishwives of Cullercoats.

THIS August, for the seventh year running, the fishwives of Cullercoats made a collection for the Life-boat Service when the quarterly launch and road exercise of the Cullercoats Life-boat took place.

By collecting this year over £137 they easily passed their previous record, in 1926, of £128. Several of the fishwives collected over £10 each, while Mrs. Polly Donkin, their star collector, by collecting £45 beat her own record by £13!

The figures for the seven years deserve to be given :—

| | £ |
|--------------|-----|
| 1922 | 58 |
| 1923 | 92 |
| 1924 | 101 |
| 1925 | 122 |
| 1926 | 128 |
| 1927 | 114 |
| 1928 | 137 |

Thus, in seven years, the fishwives have collected over £750, and in only one year have they failed to collect more than the previous year. It will be seen, too, that Mrs. Polly Donkin alone may shortly be expected to collect more than all the fishwives collected in the first year.

The Scottish Life-boat Council

THE Scottish Council held the first of its meetings for 1928 on 26th March, in Glasgow. The Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Council, presided, and there were representatives present from Glasgow, Buckie, Perth, Greenock, Edinburgh, Campbeltown, Dunbar, Ayr and Paisley. The Chairman welcomed four Branches—Inverness, Buckie, Greenock and North Berwick—which had not before been represented on the Council.

The Chairman expressed his regret that out of 105 Branches, only 38 had replied to a letter asking if they would issue an appeal for annual subscribers. Of these, 25 had agreed to issue the appeal.

The District Organising Secretary reported that, since the last meeting of the Council, Ladies' Life-boat Guilds had been formed at Glasgow and Falkirk. A letter had been sent to Branches asking for their help in issuing a general works appeal. Only 39 Branches had replied, 21 sending the necessary information, and the remainder replying that this source of revenue was already being or would be tapped locally. The help of Honorary Secretaries had also been invited in an appeal to

Scottish Golf Clubs to collect and give to the Institution discarded golf balls. This appeal was being well supported. The total sum contributed in Scotland for 1926-27 showed an increase of £1,378 on the previous year.

Reports from Branches were then submitted, and it was decided to invite the Officers of the Ladies' Life-boat Guild of Glasgow and those of Edinburgh, when it was formed, to attend the meetings of the Council as visitors when the meetings were held in their respective cities.

The second half-yearly meeting was held in Edinburgh on 19th October, the Duke of Montrose in the chair. Representatives were present from Aberdeen, Glasgow, Perth, Alloa, Dunbar, Campbeltown, Greenock, Paisley, Dundee and Edinburgh. Lieut.-Colonel C. R. Satterthwaite, O.B.E., the Deputy-Secretary of the Institution, was also present.

The District Organising Secretary reported that new Branches had been formed at Dunoan, Rothesay and Newton Stewart, and a Ladies' Life-boat Guild at Greenock, while a number of existing Branches had been reorganised. The Works Appeal had been

issued in the spring, appeals being sent to 2,430 firms, but the result was only £42. The appeal for discarded golf balls had already realised over £22. Over forty lantern lectures had been arranged for the winter. A discussion took place on the report, and it was felt that the Works Appeal would be more successful if Honorary Secretaries would undertake it, and carry it out by personal calls on the firms.

Satisfactory reports were received from the delegates present of the work of their Branches, each report showing an increase on the previous year in the amount raised.

The Deputy-Secretary of the Institution gave an address on the work of the Institution during the year, the developments in the design of Motor Life-boats and the International Life-boat Conference held in Paris in June.

House-to-House Collections.

THE value of the house-to-house collection is well known to experienced Life-boat workers, as one of the simplest, most economical, and most effective methods of appeal. It is used with particular success in the North of England. When the Ladies' Life-boat Guild was founded in 1921, an article on this method of collecting was published in *The Lifeboat* for the information of Guild members. It was written by one of our oldest workers, who said that there was "no surer means of reaching the generosity of the public, and that experience has shown that few householders fail to avail themselves of this opportunity to show their practical sympathy with the Life-boats, and very often the multiplicity of coins in the envelope shows that all the members of the family have contributed individually."

The value of the house-to-house collection as a form of appeal in the

winter, when a Life-boat Day has been held in the summer, or as the best alternative to a Life-boat Day if, for any reason, a Day cannot be held, has been brought to the notice of all the Branches. One of our Organizing Secretaries has just had an interesting letter from a Life-boat worker in his district confirming this. It had been found impossible to carry out the usual Life-boat Day, and he wrote:—

"I think that, instead of a flag-day, a house-to-house collection would be more satisfactory, if you could get the right people to divide the city into districts and call on the various business-houses and private individuals. My wife found when running a flag-day elsewhere recently, that by calling on local people she *in every case* got a sympathetic response and they contributed according to their means, while the same people, if accosted in the street, would probably give a few pence only."

More Life-boat Days Wanted!

A request has been made by a visitor to Newquay, Cornwall, that there should be *more than one Life-boat Day* each year, and the request is heartily supported by one of the local newspapers, the *Bodmin Guardian*.

The visitor points out that during the fortnight which he spent at Newquay there were "thousands who would have been only too delighted to have watched

a launch, and have added a few coppers to the local Life-boat Fund." Why should only those who are visiting Newquay when the annual Life-boat Day takes place on August Bank Holiday, be able to do this? It is a good point, says the *Bodmin Guardian* in reporting this request, and it appeals to the local Life-boat Committee to increase the number of Life-boat Days.

The Late Mr. Edgar H. Johnson, F.C.I.S.

ANOTHER heavy loss has fallen on the Institution by the death of Mr. Edgar H. Johnson, F.C.I.S., of Manchester, the District Organising Secretary for the North of England.

He was taken ill last spring, but after a short rest appeared to be better, and continued his work. Then, in September, his doctors advised that he should have three months' complete rest. It was characteristic of him that he refused to take it until he had personally put everything in order in the Manchester Office. Shortly after his sick leave began he got rapidly worse, and was compelled to return home. He died on 30th October, in his fifty-fifth year.

Mr. Johnson had been in the service of the Institution for thirty-one years. In 1897 he was appointed an Assistant Organising Secretary under the Life-boat Saturday Fund, and when that Fund and its organisation were taken over by the Institution in 1911, he became Organising Secretary for the North of England. He brought to the work a splendid energy, an infectious enthusiasm and exceptional ability as an organiser. Throughout the great towns of the industrial north he made the support of the Life-boat Service a civic duty. Wherever he went he was successful in obtaining not only the help of many honorary workers, whom he inspired with his own enthusiasm, but the support of those who were the leaders of the town's life. Some idea of his success may be obtained from the fact that when he took up the work of Organising Secretary, the North of England was contributing a little over £13,000 a year, that this had increased to nearly £31,000 in the year 1926-27, and that in the Institution's Centenary Year it was nearly £45,000. During the twenty years from 1908, the North of England, largely through Mr. Johnson's personal efforts, has contributed to the Institution over half a million pounds.

Among his most notable achievements was the organisation of the wonderful Life-boat Thanksgiving Service held on the 4th May, 1924, in the Royal Exchange, Manchester. Never before

had the Exchange been used for any but the commercial purposes for which it was built. When Mr. Johnson first proposed that it should be the scene of a religious service, the idea was laughed at as impossible. But Johnson was one of those men who do not recognize that word. The Thanksgiving Service was held—as he had planned it. It was held in the Royal Exchange—where he intended it should be held; and the *Manchester Evening News* wrote of it: "The miracle of the largest congregation Manchester has probably ever known, of all creeds and beliefs, drawn into this Temple of Finance to thank the God of All and of all things for the bounty of 60,000 lives saved in the course of a hundred years."

Another remarkable achievement was his organisation of a three-days' bazaar, by which the Manchester and Salford Branch aimed to raise £10,000, and ultimately raised £12,000, as a special Centenary Gift to the Institution to build a Life-boat to be called after the Branch. Both these two enormous pieces of organisation were done at the same time, and in the midst of the work of the whole of the North of England, in what was the busiest year that the Institution has ever known.

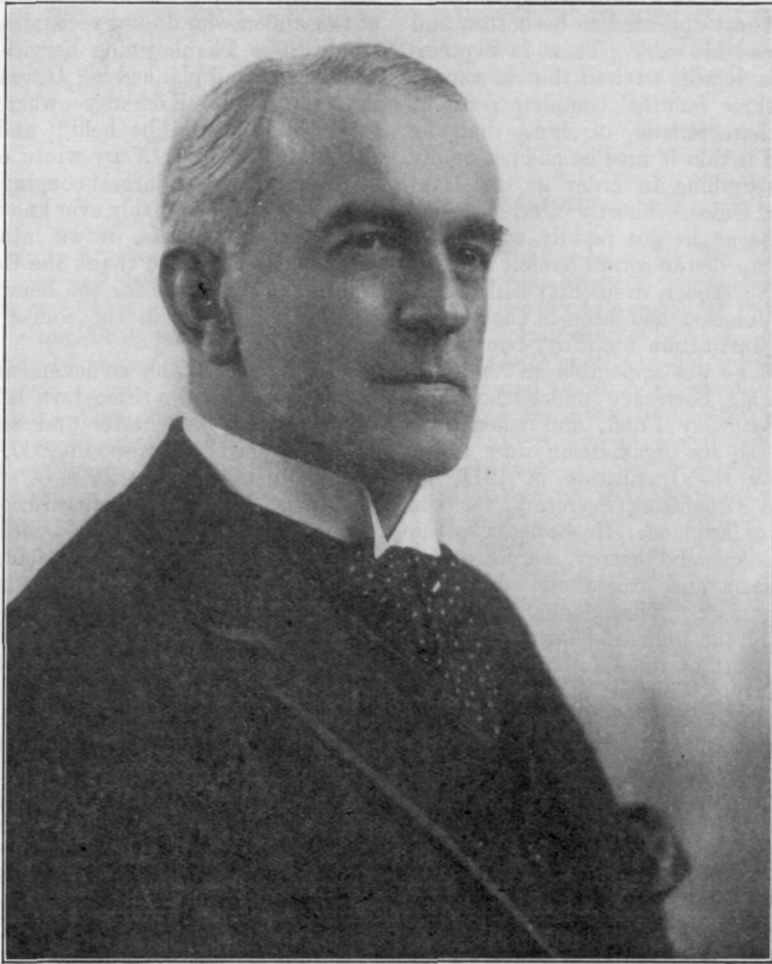
But even his work for the Life-boat Service was not enough for his tireless energy. He was the originator and guiding spirit of the Manchester Crimean and Indian Mutiny Veterans' Association, which looked after some 200 men, and he took a prominent part in the organisation of the Special Constables in Manchester.

During his thirty-one years of work as a Life-boat Organiser, Mr. Johnson became a well-known and much loved figure all over the North of England. He will be greatly missed by all the Life-boat workers in his District and by all who knew the devotion, the ability and the unwearied good humour which were the mark of all his dealings. The Institution has received nearly 80 letters from honorary workers in the North of England, expressing their deep regret at the Institution's loss and their own.

There could be no more touching tribute to Johnson's character than the unanimity and emphasis with which these workers in his district speak of his unflinching helpfulness and kindness.

His colleagues had for him affection

display. Three days after the Manchester Bazaar, he wrote to the Secretary of the Institution: "I have the honour to hand you cheque for £10,000 to cover the cost of a Motor Life-boat, which shall operate from Ramsey, in the Isle



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THE LATE MR. EDGAR H. JOHNSON, F.C.I.S.

and esteem, a complete confidence that whatever he undertook, however difficult, would be well done, and an unbounded admiration for the perfection—that word is scarcely too strong—of all his work. It was done always without fuss, without any waste of words or correspondence, above all, without any

of Man, and which shall be named the *Manchester and Salford.*"

The cheque was enclosed, and that was all. He never wasted time in telling people how hard he had worked, or how many difficulties he had overcome. He knew that a good thing done would be spoilt by words. He could talk, and talk

fluently and well, when argument and persuasion were required, but no one knew better when to be laconic. That letter shows more clearly than anything else the artist he was at his work, and the reason why it was a delight to his colleagues. It was so well done that even the strain of it on him was concealed. He continued to work long after a man of less courage and enthusiasm would have given up, and there can be no doubt that his devotion to the Life-boat Service shortened his own life.

To show what his colleagues felt, we cannot do better than quote from an appreciation which appeared in the *Manchester Guardian* from Mr. George F. Shee, the Secretary of the Institution, who wrote it from an experience of over twenty-seven years in the organisation of two great national movements, the Life-boat Service and the National Service League. "In that time," he wrote, "I have known a large number of first-rate organisers, but I can safely say that I have never come across one who combined in himself more completely the very exceptional qualifications which

go to produce that rare entity. Energy, enthusiasm, devotion to the Cause, a standard of duty which subordinates to that Cause every private interest and convenience, the power of infusing into others the spirit of devotion which animates himself, tact, judgment, and power of dealing with all classes: these represent a group of qualities which are rarely found in one and the same man. They were embodied in Mr. Johnson; and he added to them a keen sense of humour which carried him through many difficulties, and smoothed away with a smile the inevitable frictions incident to the organization of a large body of voluntary workers. The Institution seldom, if ever, has had in its service a man who brought to his work a finer combination of qualities of head and heart."

At the funeral the Institution was represented by Sir William Priestley, J.P., one of its Vice-Presidents and the Chairman of the Bradford and District Branch, and by Mr. George F. Shee, M.A., Secretary of the Institution. The coffin was carried by six men of the Blackpool Lifeboat Crew.

Obituary.

Mrs. Fairrie, President of the Hoylake Ladies' Life-boat Guild.

By the death on 12th April last of Mrs. A. J. Fairrie, President of the Hoylake Ladies' Life-boat Guild, in her eighty-ninth year, the Institution has lost the oldest of its many lady workers. For over thirty years she has been a generous and active friend to the Life-boat Service, and, in spite of her great age and of ill-health, she continued her duties as President up to the last. Two years ago the Committee of Management presented her with the Gold Brooch, which is only awarded to those who have done long and distinguished honorary service for the Institution.

Ex-Coxswain William Brown, of Cresswell.

Ex-coxswain William Brown, of Cresswell, Northumberland, died on the 18th April at the age of seventy-three. He

was a member of one of two families, both named Brown, who in that small village compose the Life-boat crew, while the wives, daughters and younger sons of the crew act as launchers. Coxswain William Brown was one of the original Life-boat crew enrolled when the first Life-boat was stationed at Cresswell in 1875, and he served in it continuously for fifty years. In 1893 he was appointed Second Coxswain, and in 1903 he became Coxswain. When he retired in 1925, at the age of seventy, he had taken part in the rescue of nearly a hundred lives. On his retirement he was presented with a Certificate of Service and a Pension, while Mrs. Brown was awarded the Gold Brooch and Record of Thanks in recognition of her services both as a launcher and a collector. On the day of the funeral the Motor Life-boat from the neigh-

bouring Station of Blyth, lay off Cresswell with flag at half-mast.

Miss M. E. Taylor, of Clapham.

By the death of Miss M. E. Taylor, of Clapham; on 17th May last, at the age of ninety-five, the Institution lost a friend who, in spite of her great age and the loss of her sight fifty years ago, found means to help it until her death. All her life she had taken an active part in charitable work, and she received a number of presentations from societies in gratitude for her help. Among her many activities, she started a mother's meeting in South Lambeth sixty years ago, and conducted a night school and men's and women's slate clubs, was a district visitor for churches in Clapham and South Lambeth, and was superintendent of a Sunday school. She was also a subscriber to sixty different societies. Miss Taylor became a subscriber to the Institution in 1885, and continued her subscription every year until 1919. Her hobby was dressing dolls, and, in spite of her blindness, she turned this hobby also to charitable service. She raised by it considerable sums during the War, and in 1921, in place of her subscription, she sent the Institution two dolls, one dressed as a girl and one as a sailor boy. In recognition of this she was made an original member of the Ladies' Life-boat Guild which was founded that year. Since then, regularly each year, two dolls have been received from her and have been sold on behalf of the Institution. This year, shortly after her death, the last of her sailor dolls was brought to the Institution.

Ex-Coxswain Sydney J. Harris, of Gorleston.

Mr. Sydney J. Harris, an ex-Coxswain of the Gorleston Life-boat, died on 20th June last at the age of seventy-one. In 1921, when he ceased to be Coxswain, he had served in that capacity for twenty-nine years, and had previously been second Coxswain for five years. He had the high distinction of having won the Institution's Silver Medal more times than any other man in the history of the Service. He won it five times. Only two other men have won it as many as four times.

The first occasion was in January, 1905, when, in the Steam Life-boat *James Stevens*, No. 3, he rescued the crew of six of the brig *Celerity* in a S.E. gale, with a terrific sea. The weather was bitterly cold, and after the rescue the Life-boat had to wait outside the harbour for half the night before it was safe to cross the bar. In November of the same year Coxswain Harris again won the Silver Medal, this time for swimming out in a heavy sea to establish communication with the wrecked lugger *Fruitful*. Through his gallantry eight lives were rescued. The third occasion was in October, 1909, when the Gorleston Life-boat went to the help of the steamer *Clunie* in a whole N.E. gale, rescued four men from her as she was driven before the gale along the sands, and then, following her, succeeded, with a tug, in saving the vessel and the remaining nine men of her crew. In November, 1912, he won the medal for the fourth time for repeated and gallant efforts—in an E.N.E. gale, blowing at times with hurricane force—by which thirty-three lives were rescued from the steamer *Egyptian*, of Glasgow. The Life-boat was launched at six in the morning, but it was not until night that the last of the crew were saved.

The fifth award came in March, 1916, when a gale of unusual severity swept over the country, causing widespread damage. On the East Coast it blew with hurricane force, accompanied by blinding snowstorms. The Gorleston Life-boat was launched just before three in the morning and found the schooner *Dart* sunk, with her crew of four lashed in the rigging. It was a task of the greatest difficulty and danger to get close enough to the wreck to reach the men, who were helpless from the cold, and two of the Life-boat's Crew had to climb into the rigging of the schooner and unlash them before they could be got into the Life-boat. It was a magnificent service and the Silver Medal was awarded not only to Coxswain Harris, but to Edward Bensley, the member of the Crew who took the chief part in getting the rescued men on board the Life-boat.

Two years before this service, Coxswain Harris, on the recommendation

of the Institution, was awarded the American Cross of Honour.

The Rev. J. B. White, President of the Appledore Branch.

By the death on 25th July last of the Rev. J. B. White, President of the Appledore Branch, the Institution has lost one of its oldest and most devoted friends. In 1897 Mr. White became a member of the Committee of the Branch, so that he has served on it for thirty-one years. In 1900 he became Chairman, and in 1914 President. During the whole of that time he took the greatest interest and pride in the Appledore Station, the oldest on the coast of North Devon. It was founded in 1825, so that during his Presidency it cele-

brated its centenary. The funeral, at which the Institution was represented by Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, was carried out with full Life-boat honours, and showed the esteem and affection of all connected with the Station for their President. The whole of the Life-boat Committee, Crew and helpers attended, the Crew in red caps and jerseys, the Signalmen with pistol and belt. The helpers, nineteen in all, drew the coffin, draped with the Institution's flag, on a wheel-bier, and the coffin was carried to the grave by members of the Crew. After the committal service the Signalmen fired a green hand-light over the grave, signifying "All safe. Coming home."

The Caister Life-boat Memorial.

At two in the morning on 13th November, 1901, the No. 2 Life-boat at Caister, Norfolk—the *Beauchamp*—was launched in a whole gale from N.N.E. with thick rain and a very heavy sea in answer to flares of distress, but she was swept back, flung on to the beach and turned over by the waves. Her masts were broken off and the crew pinned beneath her. Of the twelve men on board only three were saved, and these three by the efforts of James Haylett, ex-Coxswain of the Life-boat, a man of seventy-eight, and his son Frederick Haylett, who both rushed into the surf and dragged them out. It was one of the most terrible of Life-boat disasters, but made memorable by the heroism of James Haylett, who was awarded the Institution's Gold Medal. Two of his sons and one grandson were among the dead.

One of the nine bodies was carried away by the sea, but the other eight were buried in Caister Cemetery, and a memorial of stone in the form of a broken mast was erected on their grave. A proposal was recently made that the memorial and the bodies should be removed to allow the widening of a road. The result of that unfortunate proposal was described by the *East Anglian Daily*

Times and a number of other papers, on 24th January last, in the following words:—

"The wreck of the Caister (Norfolk) Life-boat *Beauchamp*, near Yarmouth, resulting in the loss of nine lives, in November, 1901, was recalled on Monday evening, when an outburst of local feeling caused hundreds of parishioners to invade the Council Hall, where the Burial Committee was in session. The Committee were discussing a road-widening proposal, which, it was contended, would involve taking a strip of the cemetery and removing the bodies of the men of the *Beauchamp*, to whose memory a piece of statuary was erected as a national tribute. Relatives of those whose graves would have been affected were invited to attend the meeting of the Committee, but feeling ran high, and it proved impossible to keep out the parishioners. The Committee allowed them to express their views, and every speaker was bitterly hostile. Women keenly opposed the scheme, which was denounced by the men as dishonouring the dead. Resolutions were passed against the scheme, and deploring that it had ever been suggested."

Gifts from Crews.

THE Porthdinllaen Motor Life-boat saved the French yacht *Rose Marine* and her three occupants during a strong N.E. gale with a rough sea on the 15th September, 1927. Out of the salvage money received for their services the Crew have given a donation of £1 6s. 4d. to the Institution's funds.

The Porthdinllaen Crew have also given a donation of 5s. 4d. to the funds of the Institution out of the salvage money received by them for saving the yacht *Arrow*, of London, and her one occupant, on the 9th June last.

The St. Mary's Isles, of Scilly, Motor Life-boat saved the schooner *Roscovite*, of Treguier, during a strong N. gale, with a very heavy sea, on the 9th November, 1927. For their services the Life-boat Crew received salvage, and out of this money they have given a donation of £7 11s. 2d. to the funds of the Institution.

To show the admiration of the people of Cromer for the service of the Cromer Motor Life-boat to the S.S. *Georgia* on 22nd November last, a local fund was raised for the Crew which reached over £360. Out of this fund the Coxswain and Crew have given £15 to the Institution.

On 23rd March last the Robin Hood's Bay Life-boat stood by the S.S. *Gatwick*, of London, which had gone ashore in a dense fog, and ran out an anchor for her. As a result the vessel was saved from being washed further up, and in the

end succeeded in hauling off. Out of the salvage money received for this service the Crew have given £12 13s. to the Institution.

The Hauxley Life-boat stood by the S.S. *Hesperides*, of Liverpool, which had gone ashore early in the morning of 1st January last. The Life-boatmen ran out an anchor which saved the steamer from being carried further on to the rocks, and in the end she was towed off by tugs. Out of the salvage money received for this service the Crew have given £5 to the Institution.

On 3rd April last the yacht *Coquette*, of London, was saved and her crew rescued by the Clacton-on-Sea Motor Life-boat. Out of the salvage money received the Life-boat Crew have given £2 11s. as a donation to the Institution.

On 18th April last the Life-boat at Angle, Milford Haven, went out to the help of the tug *Wrestler*, of Glasgow, which had run ashore in a dense fog. On account of the fog news of the wreck was not received at the Life-boat Station until four hours after she went ashore, and when the Life-boat reached her the crew had left in their own boat. Eight of them landed safely, but two were drowned owing to the capsizing of the boat. The Life-boat Crew boarded the vessel, patched her up, got her afloat, and brought her into Milford Haven. Out of the salvage money which they received they have made a donation of £43 7s. to the Institution.

The Life-boat Service 100 Years Ago.

Gold Medallion Awarded for a Service on the Northumbrian Coast.

"Newton-by-the-Sea,

"Tuesday, 2nd December, 1828.

"SIR,—It is with the deepest regret I have to communicate to you the loss of the schooner *Triton*, of Arbroath, Thomas Ford, master, with a crew of seven in all, and one passenger, all of whom (with the exception of James Patterson, mariner), perished under the

following circumstances: The *Triton* was from Libau in Russia, bound to Newcastle, with a cargo of rye, 104 tons burthen; a little before daybreak on the morning of the 1st instant, and during a severe gale from the eastward, a vessel was discovered on shore, about two miles north of this station: Captain Manby's apparatus was without loss of time conveyed to the beach, and fired

several times without effect, owing to the distance between us and the vessel, which had taken the ground at low water and a rising tide; the sea broke with great and increasing violence over her, and such of the poor fellows as were able, were seen clinging to the rigging of the main mast, which was alone standing.

A Coble to the Rescue.

"As the only hope left, I instantly offered to endeavour to reach the vessel in one of the country boats (cobles), and four of the fishermen of this place (James Patterson, Robert Rutter, James Cars, and Thomas Faucus), as instantly volunteered to accompany me. A boat, however, had to be brought nearly two miles over land, but with the prompt assistance afforded with cart and horses, this was soon got over; we succeeded in launching her, but were twice driven back on the beach by the violence of the surf; our third attempt was more successful, we were alongside, and one man dropped from the vessel into the boat at the instant a heavy sea broke over the schooner, and threw the boat a considerable distance from her; the next broke into her, and left us all struggling in that element from which we had endeavoured to save our fellow creatures; providentially, we all succeeded in regaining a hold of the boat, and a rope which we had attached to her previous to leaving the shore, in hopes of rendering assistance by that means, if unable to get alongside, remaining fast, enabled those on shore to assist us, and we all landed, by which time, the vessel had parted amid-ship, and was but a skeleton of a wreck.

"As a party concerned, I cannot but feel some reluctance and delicacy in even stating the truth; in justice, however, to the four individuals who so nobly supported my humble efforts, it

becomes necessary to mention the truly spirited way in which they (heedless of wives and families) volunteered to launch upon a sea, where hope was scarcely with them, and surrounded by those perils from which they were endeavouring to save the helpless crew. I have also to regret that Robert Rutter, one of the four, had his right hand much lacerated; one finger is already amputated; by which he is thrown out of bread, and his wife, with four children, suffering from his inability to support them.

Why Fishermen were Chosen.

"In justice to the men of the Coast-Guard Station under my command, I have much pleasure in stating that their services on this melancholy occasion, were most conspicuous and meritorious, and that my reason for preferring the fishermen was solely on account, that their knowledge of their own *peculiar* boats, must be entitled to a preference; and that it was quite impossible to imagine the boats attached to the Coast Guard could have lived in such a sea.

"I have the honour to be, Sir,

"Your obedient servant to command,

"(Signed) J. BRUNTON, Lieut. R.N.

"Chief Officer, Preventive Water Guard."

This account was confirmed by the Inspecting Commander of Coast Guard at Berwick-on-Tweed, who wrote that he had visited the scene of the wreck, and that "the saving of the individual whose life has been preserved, was (under Providence) to be ascribed entirely to the spirited, manly, and humane example of Lieut. Brunton."

The Institution awarded its Gold Medallion to Lieut. Brunton, and made monetary rewards to him, and the four men who went with him to the rescue.

From the "Evening Standard" 100 Years Ago.

December 3rd, 1828.

"WE regret to state that the effects of yesterday's gale have been of a most disastrous character as regards the destruction of property. That human life

has not been sacrificed to a most deplorable extent is attributed solely to that excellent institution the life-boat establishment."

Special Gifts.

"Mary, Mary, Quite Contrary."

IN the issue of *The Lifeboat* for last November, under "Special Gifts," appeared the following paragraph:

"We give the following letter in full:

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

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

Shortly after the journal appeared the tube to the collecting box at Life-boat House was found to be stopped up, and on being cleared the obstruction proved to be threepence wrapped up in a piece of paper with the following verse:—

"Mary Mary
Quite contrary
How do your letters go?
But her heart's all right
The dear little mite,
Whether they're stamped or no!"

From a Much-travelled American.

The American who, as announced a year ago, had made fourth and fifth gifts of a hundred guineas and fifty guineas respectively, has now made a sixth gift of £200, and a seventh of 100 guineas, bringing his total contribution to £565. It adds to the pleasure of these gifts that they are always made personally. On this last occasion this very kind friend of the Institution said that he had now crossed the Atlantic 111 times, and that he reckoned that he had crossed 3,000 frontiers!

From a Search Party.

On 22nd January last the Stromness and Longhope Life-boats and a shore-party of 21 men went out in search of a shipwrecked crew as a result of a message found in a bottle which said that a trawler had sunk and the men were in a cave without food. The message was found to be a hoax. The Institution gave the shore-party ten guineas, and of this they returned £10 as a gift to the Institution.

Review.

"SHIPBUILDING—From Smack to Frigate, from Cutter to Destroyer." Published on behalf of J. Samuel White & Co., Ltd., Cowes, by the Albion Publishing Co., London.

This book describes the activities of the firm of shipbuilders, Messrs. J. S. White & Co., Ltd., of Cowes, from its foundation up to the present day. It goes back, in fact, beyond the foundation of the firm, for the story begins in 1764, when the great-grandfather of the firm's founder, so we are told, was a well-established shipbuilder in Broadstairs.

There are a number of beautiful illustrations, some in colour, and who with any pretence of love for the sea could refrain from dipping into a book with

such a captivating sub-title as "From Smack to Frigate, from Cutter to Destroyer," even when it has been frankly published for advertising purposes?

Reference is naturally made to the building of the Institution's Life-boats, which, for a number of years, has been a by no means unimportant branch of the firm's activities. We gladly pay tribute to the admirable work which has been put into the Life-boats; and as Messrs. White built their first boat for the Institution in 1898, that tribute is based on an experience of 30 years.

The skill of Cowes boatbuilders is proverbial, and the Life-boats provide perhaps the most striking example of an art which appears to be peculiarly the birthright of Cowes men.

Summary of Meetings of the Committee of Management.

Thursday, 15th March, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contribution :

Miss A. Hall (additional donation) . . £50
To be thanked.

Paid £15,525 7s. 5d. 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 £269 16s. 6d. to pay the expenses of the following Life-boat services :—

| Life-boat. | Vessel. | Lives Rescu- ed. |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Appledore . . (Motor) | Schooner <i>Matilda</i> , of Wexford. Rendered assistance. | |
| Arbroath . . | The fishing fleet of Arbroath. Stood by fleet. | |
| Ardrossan . . | S.S. <i>Orlockhead</i> , of Belfast. Stood by vessel. | |
| Cresswell . . | S.S. <i>Marta</i> , of Hamburg. Stood by vessel. | |
| Dungeness No. 1 | Barque <i>Jeanne D'Arc</i> , of Havre. Stood by vessel. | |
| Holy Island No. 1 (Motor) | Motor fishing yawl <i>Sarah Brigham</i> , of Holy Island. Rendered assistance. | |
| | Motor fishing yawl <i>Nellie</i> , of Holy Island. Saved vessel and rescued | 2 |
| | Motor fishing yawls <i>Water Lily</i> , <i>Blossom</i> , and <i>Marquis of Lossie</i> , of Sea Houses. Saved three vessels and rescued | 11 |
| New Brighton No. 1 (Birkenhead) (Motor) | S.S. <i>Varand</i> , of London | 42 |
| Newbiggin . . | The fishing fleet of Newbiggin. Stood by fleet. | |
| Newburgh . . | Steam trawler <i>Isle of Wight</i> , of Hull | 10 |
| Padstow No. 1. | S.S. <i>Taormina</i> , of Oslo. | 18 |
| Scarborough (Motor) | Coble <i>Morning Star</i> , of Scarborough. Escorted cable into harbour. | |

The Bembridge Motor Life-boat saved the French yacht *Barbara*.

Also voted £609 18s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :— Aberdeen No. 1 (Motor), Aldeburgh No. 1, Bembridge (Motor), Broughty Ferry (Motor),

Buckie (Motor), Caister, Clacton-on-Sea (Motor), Coverack, Dungeness No. 2, Flamborough No. 1, Hartlepool (Motor), Helvick Head, Johnshaven, Maryport, Moelfre, North Deal, Padstow No. 2, Padstow Tug, Peterhead No. 2 (Motor), Plymouth (Motor), Porthdinllaen (Motor), Rhoscolyn, Rye Harbour, Seaham (Motor), Sennen Cove (Motor), Stromness (Motor), Torbay (Motor), and Walmer.

Granted £26 to men for injury in the Life-boat Service at Brighton, Newbiggin, Porthdinllaen, and Southwold.

Voted a Gratuity of £50 to CHARLES SANDERSON, ex-motor mechanic at Porthdinllaen, who strained his heart on the occasion of a Life-boat Service Launch and was unable to continue his employment.

Voted the Bronze Medal of the Institution accompanied by a copy of the Vote inscribed on Vellum and framed, together with an additional monetary award, to WILLIAM JOHN BAKER, Coxswain of the Padstow No. 1 Life-boat, in recognition of his gallant conduct and skilful seamanship when the Life-boat under his command rescued the crew, eighteen in number, of the S.S. *Taormina*, of Oslo, which stranded on the Doom Bar, Padstow, in a moderate W.N.W. gale with a heavy sea on 11th February, 1928. The Thanks of the Institution inscribed on Vellum and framed, together with an additional monetary reward, were presented to the other members of the crew :—GEORGE H. MCOWEN, Second Coxswain, JAMES W. SOPER, Bowman, PERCY BAKER, ERNEST FRENCH, THOMAS F. BRAY, JOHN GILL, SIDNEY EDMUNDS, JOHN W. BATE, ELLIS JERMYN, WILLIAM H. GRANT, ALFRED ORCHARD, WALTER BATE. (A full account of this service appeared in *The Lifeboat* for last May.)

Granted additional rewards to the crews of the Holy Island No. 1 and New Brighton No. 2 Motor Life-boats for arduous services on 15th February and 17th February respectively.

Granted additional rewards to the crew and helpers of the Newburgh Life-boat for an arduous service on 25th February.

Voted the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, to THOMAS BOYLE, and the Thanks of the Institution inscribed on Vellum and framed to MICHAEL CREHAN and JOHN KELLEHER, in recognition of their gallant conduct in putting off from Quilty, Co. Clare, on 11th February, 1928, in a 24-foot canvas boat, and, at personal risk, rescuing three men who had been marooned on Mutton Island. (A full account of this service appeared in *The Lifeboat* for last May.)

Voted £21 to fourteen men for putting off from Whinnysfold, Cruden Bay, in two motor

boats and rescuing the crew, ten in number, of the steam trawler *Silanion*, on 25th February; also granted 5s. each to the owners of the two boats for petrol used. The *Silanion* was bound for the fishing grounds with coals and ice from Grimsby, when she struck some rocks during a dense fog. She put out to sea again, but when the men in the two motor boats, who had heard her syren, reached her, they found that she was badly damaged and her skipper decided to run her ashore. The motor boats piloted her into Cruden Bay, where she was driven ashore. Her crew then took to the small boat, but as this leaked badly, they were rescued by the motor boats. A certain amount of risk was incurred owing to the fog and the rocks in the vicinity.

Voted 10s. to the Coxswain and Bowman of the New Brighton Motor Life-boat, who, with the Chief Motor Mechanic, put off, on 22nd February, in the Life-boat's motor boarding boat when signals were heard from two steamers during calm but foggy weather. No vessel in need of aid could be found.

Thursday, 19th April, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Passed a cordial Vote of Thanks to H.R.H. the Prince of Wales, K.G., the President, for presiding at the Annual General Meeting of the Governors of the Institution, and for visiting various depôts on Life-boat Day; also for visiting a worker for the Institution who was a patient in the Incurable Ward of Westminster Hospital.

Reported the re-opening of the Staithes Life-boat Station.

Reported the receipt of the following special contributions:—

| | £ | s. | d. |
|----------------------------------------------------------------------------------------------|-------|----|----|
| H.R.H. The Duke of Connaught (Sub.) | 15 | 0 | 0 |
| Lloyd's, Members and Subscribers of, Collection | 1,472 | 11 | 0 |
| The Rt. Hon. The Viscount Rothermere, P.C., through H.R.H. The Prince of Wales, K.G. | 1,000 | 0 | 0 |
| In Memory of E. D. Farmer (Donation) | 500 | 0 | 0 |
| Miss Panking (Donation) | 50 | 0 | 0 |
| Sir George Sutton, Bt. (Life-boat Day) (Donation) | 50 | 0 | 0 |
| White Star Steamer's Charity Account (Additional Donation) | 50 | 0 | 0 |
| L. M. Torin, Esq. (Additional Donation) | 30 | 0 | 0 |
| Colonel C. F. Fellows (Donation) | 25 | 0 | 0 |
| Harrow School (Donation) | 15 | 0 | 0 |

To be thanked.

Paid £33,491 4s. 11d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted £487 3s. to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel. | Lives Rescued. |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Bridlington | Fishing vessels <i>Wayside Flower</i> , <i>Boy's Own</i> , <i>Premier II.</i> , <i>Excelsior</i> , <i>Rosamond</i> , and <i>Ilex</i> , of Bridlington. Stood by fishing vessels. | |
| Cloughy | S.S. <i>Deal</i> , of London. Stood by vessel. | |
| Donaghadee (Motor) | S.S. <i>Deal</i> , of London. Stood by vessel. | |
| Dunbar | Fishing yawl <i>Hero</i> , of Dunbar. Saved yawl and rescued | 1 |
| Filey | Four fishing cibles, of Filey. Stood by cibles. | |
| Fraserburgh (Motor) | Steam trawler <i>Star of Britain</i> , of Aberdeen. Stood by vessel. | |
| Great Yarmouth and Gorleston (Motor) | Barge <i>Greenhithe</i> , of London. Stood by vessel. | |
| Hauxley | S.S. <i>Peggy Grieve</i> , of Grimsby. Stood by vessel. | |
| Newbiggin | Eleven motor fishing boats, of Newbiggin. Stood by boats. | |
| Palling No. 1 | Smack <i>Wave Crest</i> , of Lowestoft. Stood by vessel. | |
| Peterhead No. 2 (Motor) | Trawler <i>Renaissance</i> , of Aberdeen | 7 |
| Peterhead No. 2 (Motor) | Trawler <i>Firsby</i> , of Granton. Landed 2 and stood by vessel. | |
| Runswick | Coble <i>Florence</i> , of Runswick. Stood by coble. | |
| Scarborough (Motor) | Motor fishing cibles <i>Eagle</i> , <i>Morning Star</i> , and <i>Golden Gate</i> , of Scarborough. Stood by cibles. | |
| Scarborough (Motor) | Motor fishing cibles <i>Morning Star</i> , <i>Jock</i> , and <i>Reliance</i> , of Scarborough. Stood by cibles. | |
| Scarborough (Motor) | Motor fishing boat <i>Dawn</i> , of Bridlington. Stood by boat. | |
| Scarborough (Motor) | Motor coble <i>Eagle</i> , of Scarborough. Escorted coble into harbour. | |
| Scarborough (Motor) | Motor fishing cibles <i>Ebenezer</i> and <i>Golden Gate</i> , of Scarborough. Stood by cibles. | |
| Scarborough (Motor) | Fishing boat <i>Premier II.</i> , of Bridlington. Stood by boat. | |
| Scarborough (Motor) | Motor fishing boat <i>Miseltoe</i> , of Bridlington. Stood by boat. | |

| Life-boat. | Vessel. | Lives Rescued. |
|--------------------------------------|-----------------------------------------------------------|----------------|
| Stromness . . . (Motor) | Steam trawler <i>Lord Devonport</i> , of Hull . | 6 |
| Thurso . . . | S.S. <i>Aase</i> , of Hamburg. | 15 |
| Yarmouth . . . Isle of Wight (Motor) | Admiralty drifter <i>Cold Snap</i> . Rendered assistance. | |

The Clacton-on-Sea (Motor) Life-boat saved the yacht *Coquette*, of London, and rescued from shipwreck her crew of four; Great Yarmouth and Gorleston (Motor) Life-boat assisted to save the S.S. *Alicia*, of Libau, and rescued from shipwreck her crew, eleven in number, and saved the motor barge *Ramble*, of London, and rescued from shipwreck her five hands; the Humber (Motor) Life-boat rendered assistance to the steam trawler *Night Hawk*, of Grimsby; and the Robin Hood's Bay Life-boat stood by and rendered assistance to the S.S. *Gatwick*, of London.

Also voted £288 15s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberdeen No. 1 (Motor), Boulmer, Caister, Coverack, Donaghadee (Motor), Eastbourne (Motor), Longhope (Motor), Margate (Motor), Port Patrick (Motor), Rosslare Harbour (Motor), Rye Harbour, Sheringham, Walton-on-the-Naze (Motor), Wells, and Whitby No. 2.

Granted £47 6s. 8d. to men for injury in the Life-boat Service at Blakeney, Brighton, Cardigan, Clacton, Moelfre, Montrose, Runswick, and Walmer.

Voted a compassionate grant of £5 to the widow of GRIFFITH JAMES, of Cemaes, who was in very poor circumstances. James had been a member of the Life-boat Crew for twenty years, latterly occupying the position of Bowman.

Directed that Letters of Thanks be addressed to Messrs. J. JOHNSON, Assistant Motor Mechanic, and J. ROBB, also to Mr. JOHN Cow, Skipper of the drifter *Guiding Star*, for their good services in bringing information to Stromness of the wreck at St. John's Head, Hoy, of the steam trawler *Lord Devonport*, of Hull, on 19th March, with the result that the Motor Life-boat succeeded in rescuing six of her crew. Granted £5 to Mr. J. ROBB to cover repairs to his boat, which was damaged on this occasion.

Granted additional rewards to the crew and helpers of the Cloughy Life-boat for an arduous service launch on 21st March.

Directed that a Letter of Appreciation be addressed to the Thurso Life-boat Crew in recognition of a long service on 16th-17th March, when the crew of fifteen of the S.S. *Aase*, of Hamburg, were rescued. Also sent a Letter of Thanks to Mr. JOHN MILLER, Honorary Secretary, for his assistance on this occasion.

Directed that Letters of Thanks be addressed to Mr. H. B. STEPHENSON, Honorary Secretary at Boulmer, in recognition of his zealous services when the Life-boat was launched on the night of 17th March, and to Mr. LUKE, driver of the motor car used by the Honorary Secretary.

Voted £4 to two men for rescuing three men at Gwcesalia, Co. Mayo, on 7th October, 1927. The three men had gone up the estuary of the Owenmore River in a small boat to get rushes. While returning their boat sprang a leak and became submerged, but did not sink, being kept afloat by the rushes which were secured to the stern. The rescuers put off, and after a pull of one and a half miles against wind and tide rescued the three men.

Voted £1 17s. 6d. to five men of the motor fishing-boat *Mizpah* for rescuing the two occupants of the fishing coble *Lily*, at Whitby, on 10th April. Also granted 2s. 6d. for petrol used to the owner of the *Mizpah*. When returning from fishing in a strong S.E. breeze with a rough sea, at about 9 A.M., she saw the *Lily* signalling for help, went to her, and found that she was out of control owing to the loss of her sails and was being carried out to sea. The disabled coble was towed safely into Whitby.

Voted £1 to the Life-boat Second Coxswain and another man, who, with the Chief Motor Mechanic of the New Brighton Life-boat, put off in the Life-boat's motor boarding-boat, and rescued two men on 9th April. During a fresh S.E. breeze with a moderately rough sea, information was received from the Coast-guard that a small boat with two men in her, but out of control, was being blown down the Rock Channel. The rescuers towed the boat to New Brighton.

Thursday, 24th May, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Co-opted Sir FRANK MEYER, Bt., M.P., a member of the Committee of Management.

Reported the receipt of the following special contributions:—

| | £ | s. | d. |
|--------------------------------------------------------------------------------------------|----|----|----|
| "A.W.", Additional donation . . . | 50 | 0 | 0 |
| Subscription . . . | 5 | 0 | 0 |
| H.M. Transport <i>Neuralia</i> , part of charitable contributions collected on board . . . | 52 | 7 | 6 |
| <i>To be thanked.</i> | | | |

Paid £19,509 11s. 11d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £112 3s. to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel. | Lives Rescued. |
|-------------|-------------------------------------------------------------|----------------|
| Filey . . . | Motor coble <i>Heather</i> , of Filey. Rendered assistance. | |

| Life-boat. | Vessel. | Lives Rescued. |
|--------------------------|-------------------------------------------------------------------------------------------------------------|----------------|
| Galway Bay (Motor) | Steam drifter <i>John Somers</i> , of Galway. Rendered assistance. | |
| Newbiggin | Motor fishing coble <i>Our Boys</i> , of Newbiggin. Saved coble and rescued | 4 |
| Newbiggin | Steam trawler <i>Sarah</i> , of North Shields . . . | 9 |
| Peterhead No. 2 (Motor) | S.S. <i>St. Sunniva</i> , of Aberdeen. Landed 45. | |
| Rosslare Harbour (Motor) | The fishing fleet of Wexford. Stood by fishing fleet. | |
| Southwold (Motor) | Motor fishing boat <i>Victor and Millie</i> , of Southwold. Saved boat and rescued | 2 |
| Weymouth (Motor) | Yacht <i>Valetta</i> , of Falmouth. Stood by vessel. | |
| Whitby (Motor) | Motor fishing boats <i>Guide Me</i> and <i>Pilot Me</i> , of Whitby. Escorted boats into harbour. | |
| Whitby (Motor) | Motor fishing boats <i>Guide Me</i> , <i>Pilot Me</i> , and <i>Remembrance</i> , of Whitby. Stood by boats. | |

The Ramsgate (Motor) Life-boat saved the schooner *Isabella*, of Barrow, and rescued from shipwreck her crew of four.

Also voted £213 11s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Brighstone Grange, Caister, Clacton-on-Sea (Motor), Cloughy, Dungeness No. 1, Great Yarmouth and Gorleston (Motor), Holyhead, Lowestoft (Motor), North Sunderland, New Brighton, St. Abbs (Motor), Swanage, Teesmouth (Motor), and Yarmouth, Isle of Wight (Motor) Life-boat.

Granted £47 15s. to men for injury in the Life-boat Service at Ardrossan, Blackpool, and Great Yarmouth and Gorleston.

Voted a further sum of £100 for the benefit of the men of the Ramsgate Life-boat who took part in the rescue of the *Indian Chief* in 1881.

Voted a compassionate grant of £5 to the widow of D. L. NINNIS, who was left with a crippled daughter in very poor circumstances. Ninnis, who was an ex-Second Coxswain of the St. Ives, Cornwall, Life-boat, had also previously served as Bowman.

Reported that the fund raised in connexion with the Stonchaven Life-boat disaster in 1874

had now been closed, owing to the death of all the dependents, and the balance of £565 15s. 8d. forwarded to the Institution.

Decided that all Life-boat Stations which have reached, or when they reach, their centenary, should be presented with a Vellum recording the fact for exhibition in a suitable public position.

Awarded the Thanks of the Institution inscribed on Vellum and framed to the steam trawler *Cuirass*, of Grimsby, to be hung in a conspicuous position on board; a Binocular Glass, suitably inscribed to WILLIAM BREWSTER, Skipper of the *Cuirass*; £6 each to four members of her crew; £3 each to two of her crew; and £1 each to the six remaining members, in recognition of their meritorious services in rescuing four of the crew of the steam trawler *Briarlyn* and persevering efforts to rescue the remainder when she was wrecked at Soay, St. Kilda, on 15th February, 1928. (A full account of this service appeared in the last issue of *The Lifeboat*.)

Awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, to HUGH MACKAY, Senr., together with the sum of £3 and the value of a rope lost; and the Thanks of the Institution inscribed on Vellum and framed to WILLIAM ROSS, DAVID SKINNER, JOHN PATERSON, and ANDREW SUTHERLAND, in recognition of their courageous conduct in putting off from Hilton, Ross-shire, in a motor boat, with four other men, and at great personal risk rescuing one of the two occupants of the motor fishing boat *Pearl*, which was wrecked in a whole S. gale with a heavy sea at Balintore, on 26th March, 1928. (A full account of this service appeared in the last issue of *The Lifeboat*.)

Mr. GORDON CRAWFORD, of Hilton, was thanked for the assistance he gave in connexion with the inquiries into this case.

Voted £6 to four pilots for rescuing one of the two occupants of a small fishing boat off Innishowen Head Lighthouse, Greencastle, on 17th April. At about noon the small boat, when returning from lobster fishing, had been capsized by a heavy sea, and turned keel uppermost. One man was drowned, but the other managed to reach a rock to which he clung, with the seas washing over him. The accident was seen by the pilots from their look-out hut, and they launched their boat at once, but it was only with difficulty that they succeeded in rescuing the man, owing to the N.E. gale and heavy sea.

Voted £2, to include the value of stores consumed, to the crew of the motor coble *Young Tom*, for putting off from Bridlington in a moderate S.E. gale with a rough sea and standing by the sailing coble *Rosa* while she returned to harbour.

News from the Branches.

1st July to 30th September.

Greater London.

CROYDON (SURREY).—Life-boat Collecting Boxes placed in the booking offices of the Air Lines and also at the Aerodrome Hotel.

EALING.—Drawing-room Meeting, given by Mrs. Brydges, wife of the Town Clerk.

Life-boat Day.

HAYES (MIDDLESEX).—Whist Drive.

LAMBETH.—Address by the District Organising Secretary to the London Fuchsia Club.

ST. ALBANS (HERTFORDSHIRE).—Annual Garden Meeting at the invitation of Sir Arthur and Lady Peake (Chairman of the Ladies' Life-boat Guild). Speakers: The Mayor (Chairman of the Branch), Sir Edgar Wigram (President of the Branch), Lady Verulam (President of the Ladies' Life-boat Guild), Commander Arthur Marsden, R.N., and Mr. George F. Shee, M.A., Secretary of the Institution.

Life-boat Day.

Stall at the British Empire Exhibition.

ST. PANCRAS.—Presentation by the Mayor of the Life-boat Essay Shield for Greater London, won by the Alexandra Orphanage, Haverstock Hill.

WESTMINSTER.—Business House Guild formed at Messrs. Liberty's. President: Captain Stewart Liberty.

WIMBLEDON (SURREY).—Life - boat Day.

North of England.

ACCINGTON (LANCASHIRE).—American Tea at the house of the Mayoress.

ALTOFTS (YORKSHIRE).—Life - boat Day.

ATHERTON (LANCASHIRE).—House-to-House Collection.

Life-boat Days have been held at **BARNARD CASTLE (DURHAM)** and **BARROW (LANCASHIRE).**

BLACKPOOL (LANCASHIRE).—Launch of the Life-boat, with the Mayor (Councillor T. G. Lumb), Councillor Bagot, and the Blackpool Tramways Manager, on board, the Mayor, for part of the time, taking the helm. Before the launch the Mayor and the Rev. F. B. Freshwater made an appeal from the Life-boat.

Life-boat Day.

BOLTON (LANCS.).—Whist Drive.

Life-boat Days have been held at **BRIDLINGTON** and **BRIGHOUSE (YORKSHIRE).**

BURNLEY (LANCASHIRE).—The President of the Guild gave a Garden Party in her grounds.

Life-boat Day.

Life-boat Days have been held at **CARLISLE (CUMBERLAND)**, **CARNFORTH (LANCASHIRE)**, **CONISBOROUGH (YORKSHIRE)**, **CRESSWELL (NORTHUMBERLAND)** and **CRIGGLESTONE (YORKSHIRE).**

CULLERCOATS (NORTHUMBERLAND).—The Guild carried out a collection at Pleasure Houses.

DARLINGTON (DURHAM).—Garden Party and Whist Drive organised by the Guild.

Life-boat Days have been held at **FILEY** and **FLAMBOROUGH (YORKSHIRE)**, **FLEETWOOD (LANCASHIRE)**, **GATESHEAD (DURHAM)**, **GOOLE (YORKSHIRE)**, and **GRANGE-OVER-SANDS (LANCASHIRE).**

HALIFAX (YORKSHIRE).—Bridge Drive at the house of M^{rs}. Hume, Vice-President of the Guild.

HAUXLEY (NORTHUMBERLAND)—Life-boat Day.

HEYWOOD (LANCASHIRE).—Whist Drive.

HOLME (LANCASHIRE).—House - to - House Collection.

Life-boat Days have been held at **HOLLINGWORTH (LANCASHIRE)**, **HOLMFIRTH** and **HORNSEA (YORKSHIRE).**

HORWICH (LANCASHIRE).—Annual Meeting, 27th September. Amount

raised £64, as compared with £61 in the previous year.

HOYLAKE (CHESHIRE).—The annual Life-boat service in St. Hildeborough's Church.

HUDDERSFIELD (YORKSHIRE). — American Tea. Life-boat Day.

KNOTTINGLEY (YORKSHIRE).—Life-boat Day.

LEEDS.—The Lady Mayoress's Life-boat Matinée was held on 26th September, during Civic Week, artistes from six theatres taking part in it. Appeals were made by the Lady Mayoress (Mrs. Ratcliffe, who is President of the Guild, and by Sir Charles Wilson, M.P., Chairman of the Branch.

LIVERPOOL.—During the Civic Week (September 24th, to October 1st) a Life-boat was stationed on the Plateau of St. George's Hall. It also took part in the procession to the Pier Head on the 25th September, manned by Life-boatmen from New Brighton and drawn by six horses, when the ceremony of wedding Liverpool to the sea was performed by throwing a bronze ring into the Mersey.

On 28th September the Deputy Lord Mayor (Sir F. C. Bowring) in the absence through illness of the Lord Mayor (Councillor Margaret Beavan, J.P.), presented to Cyril Palmer, of Clint Road Council School, the Challenge Shield for the North of England, which he had won in the Life-boat Essay Competition this year, and the copy of "Britain's Life-boats," signed by the Prince of Wales, which had been awarded to him for sending in the best essay in Great Britain and Ireland. At the same time certificates were presented which had been won by six other boys and girls from Liverpool, Birkenhead and Hoylake Schools. The presentations were made from the Life-boat on St. George's Plateau in the presence of a large audience. Among those present were Mr. Charles Livingston (Chairman of the Branch), Mr. Frank Holt, F.C.A. (Honorary Secretary), and Captain F. W. Mace, O.B.E., R.N.R. (Marine Surveyor to the Mersey Docks and Harbour Board).

LYMM (CHESHIRE).—A Sale of Work by the Guild.

LYTHAM (LANCASHIRE).—Life-boat Day.

MANCHESTER, SALFORD AND DISTRICT.—By the death of Dr. Berendt Salomon, Chief Rabbi, on the 23rd April last, the Branch has lost a friend who, for over thirty years, had shown a generous interest in its work, while his whole-hearted service for all good causes had won him the esteem and gratitude of people of all religions. At his funeral the Institution was represented by Sir William Milligan, M.D., J.P., a Vice-President of the Institution and Chairman of the Manchester, Salford and District Branch.

Collections in places of amusement.

NANTWICH (CHESHIRE).—Life-boat Day.

NEWBIGGIN - BY - THE - SEA (NORTH-UMBERLAND).—Whist Drive and Dance.

Life-boat Days have been held at **NEW MILL** and **NEWSHAM** and **NEW DELAVAL (YORKSHIRE)**, and **NORTH SUNDERLAND (NORTHUMBERLAND)**.

NORTHWICH (CHESHIRE).—American Tea by the Guild.

OWSTON FERRY (YORKSHIRE).—Life-boat Day.

PEEL (ISLE OF MAN).—Life-boat Day, Sports and a Fancy Dress Ball.

Life-boat Days have been held at **PENISTONE** and **POCKLINGTON (YORKSHIRE)**, and **PORT ERIN (ISLE OF MAN)**.

PORT ST. MARY (ISLE OF MAN).—Special Collection.

Life-boat Days have been held at **PRESTON (LANCASHIRE)**, **RAMSEY (ISLE OF MAN)**, **REDCAR**, **RIPON**, **ROBIN HOOD'S BAY** and **RUNSWICK (YORKSHIRE)**, and **ST. ANNE'S (LANCASHIRE)**.

SALTBURN (YORKSHIRE).—An open-air Whist Drive by the Guild.

Life-boat Day.

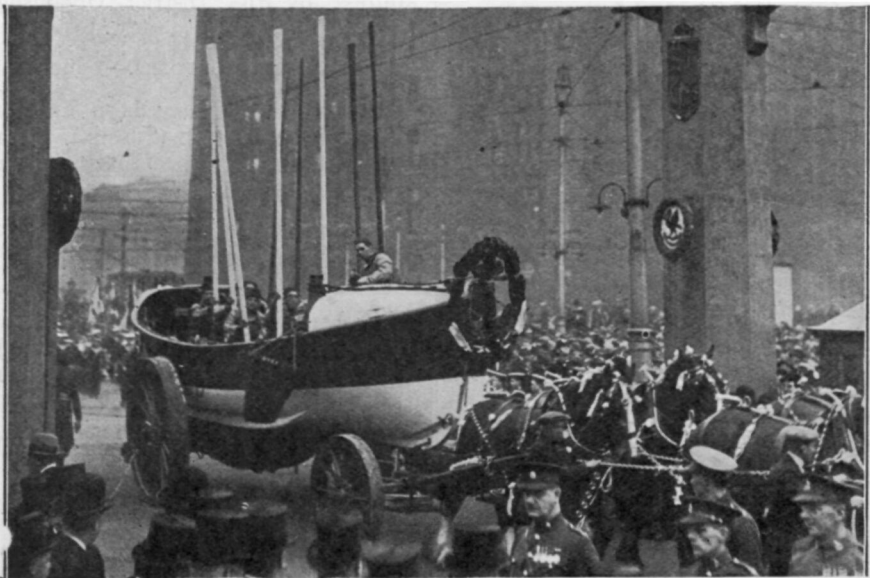
Life-boat Days have been held at **SCARBOROUGH** and **SEAHAM (YORKSHIRE)** and **SEASCALE (CUMBERLAND)**.

SELBY (YORKSHIRE).—A Garden Party.



A LIFE-BOAT HONORARY SECRETARY AS DIVER.

Miss Cumberbatch, Honorary Secretary of the Ealing Branch, on board the vessel which carried out salvage operations to the SS. "Georgia" off Cromer. Ealing Life-boat Day this year raised £300, as compared with £47 in 1927



LIFE-BOAT IN THE CIVIC WEEK AT LIVERPOOL.

On the stern of the boat is the wreath which was thrown into the Mersey in memory of those who, in the past year, had given their lives to Liverpool and the sea.

Life-boat Days have been held at SHEFFIELD (YORKSHIRE) and SOUTHPORT (LANCASHIRE).

SOUTH SHIELDS (DURHAM). — The Honorary Secretary of the Branch, Mr. William Scott, O.B.E., Chief Constable of South Shields, died on September 21st. Mr. Scott became Honorary Secretary in 1923, and his help will be greatly missed. His work for the Life-boat Service was only one of several honorary activities for which he found time. He took a great interest in the St. John Ambulance Brigade, and was Honorary Secretary of the Shoeless Children's Fund.

Life-boat Day.

Life-boat Days have been held at STAITHES and RUNSWICK BAY (YORKSHIRE), STOCKTON and THORNABY (DURHAM), ULVERSTON (LANCASHIRE), WATHUPON-DEARNE (YORKSHIRE), WHALEY BRIDGE (CHESHIRE) and WHITBY (YORKSHIRE).

WITHNELL (LANCASHIRE).—House-to-House Collection.

Midlands.

ALCESTER (WARWICKSHIRE).—Life-boat Day.

ATHERSTONE (WARWICKSHIRE).—Life boat Day and Carnival.

Life-boat Days have been held at BIRMINGHAM (WARWICKSHIRE), BOSTON (LINCOLNSHIRE), BURTON-ON-TRENT (STAFFORDSHIRE), and CHESTERFIELD (DERBYSHIRE).

CLEETHORPES (LINCOLNSHIRE).—Life-boat Day and Life-boat Demonstration.

COALVILLE (LEICESTERSHIRE).—Special Effort.

Life-boat Days have been held at COVENTRY (WARWICKSHIRE), DROITWICH and EVESHAM (WORCESTERSHIRE).

GRIMSBY (LINCOLNSHIRE).—American Tea held at Mrs. McKane's house at Waltham.

Life-boat Day.

Life-boat Days have been held at HORNCastle, LINCOLN and MABLETHORPE (LINCOLNSHIRE).

NORTH SOMERCOTES (DONNA NOOK, LINCOLNSHIRE).—Life-boat Sunday at

the Parish Church. The Donna Nook Crew were present and the Life-boat, decorated with flags, was stationed at the churchyard gates. After the service the Vicar presented from the Life-boat the Record of Thanks awarded to Miss M. Wilson, Honorary Collector for twenty-one years.

Life-boat Days have been held at SCUNTHORPE, SKEGNESS, STAMFORD, SUTTON-ON-SEA and WOODHALL SPA (LINCOLNSHIRE), KIDDERMINSTER, MALVERN and REDDITCH (WORCESTERSHIRE), LEICESTER and LOUGHBOROUGH (LEICESTERSHIRE), MANSFIELD and NOTTINGHAM (NOTTINGHAMSHIRE), MATLOCK (DERBYSHIRE), NEWCASTLE-UNDER-LYME and WEST BROMWICH (STAFFORDSHIRE), NORTHAMPTON (NORTHANTS), STRATFORD-ON-AVON (WARWICKSHIRE) and TEWKESBURY (GLOUCESTERSHIRE).

South-East of England.

Life-boat Days have been held at ALDEBURGH (SUFFOLK), BACTON (NORFOLK), BEXHILL-ON-SEA (SUSSEX) and BLAKENEY (NORFOLK).

BISHOPS STORTFORD (HERTFORDSHIRE). — Drawing-room Meeting. Address by the District Organising Secretary.

BRANCASTER (NORFOLK).—Concert.

Life-boat Days have been held at BRIGHTON AND HOVE (SUSSEX), BURY ST. EDMUNDS (SUFFOLK) and CAISTER-ON-SEA (NORFOLK).

CLACTON-ON-SEA (ESSEX).—Life-boat Sunday, with a procession.

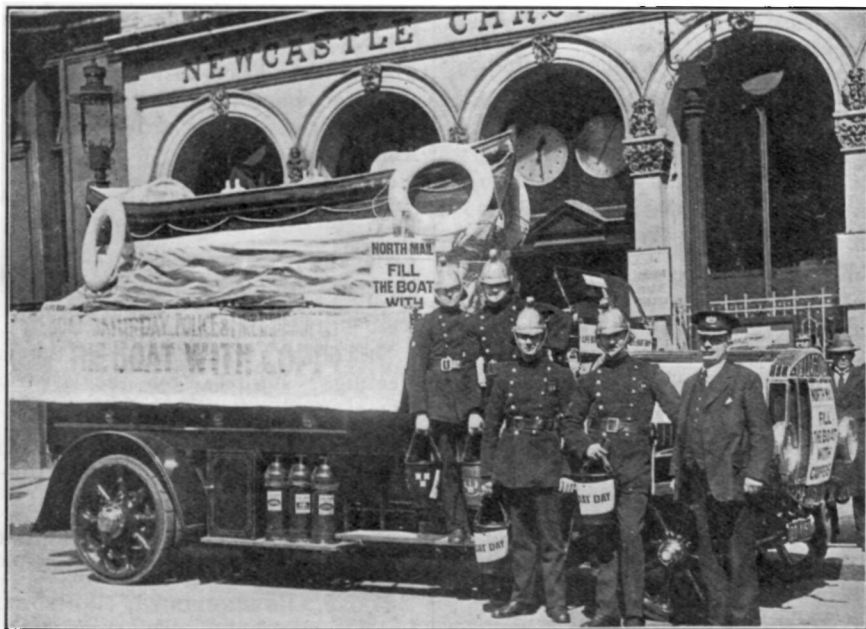
Life-boat Day.

Life-boat Days have been held at CROMER (NORFOLK), DUNGENESS (KENT), EASTBOURNE (SUSSEX), FELIXSTOWE (SUFFOLK) and FOLKESTONE (KENT).

FRAMLINGHAM (SUFFOLK).—Treasure Hunt.

GOODWIN SANDS (KENT).—Life-boat Day.

GRAVESEND (KENT).—Collection at the Imperial Paper Mills Sports. Part of proceeds of Police sports.



By permission of

[The North Mail, Newcastle-on-Tyne.

THE FIRE BRIGADE HELP ON LIFE-BOAT DAY AT NEWCASTLE-ON-TYNE.



By permission of

[The Blackpool Gazette and Herald.

THE MAYOR OF BLACKPOOL APPEALING FROM THE LIFE-BOAT.

GREAT YARMOUTH (NORFOLK).—Life-boat Day.

HASBOROUGH (NORFOLK).—Life-boat Day and Dance.

HUNSTANTON (NORFOLK).—Life-boat Day.

IPSWICH (SUFFOLK).—Collection at the local Regatta.

KESSINGLAND (SUFFOLK).—Beach collection at the exercise of the Life-boat, followed by a Whist Drive and Dance in the Life-boat House, organised by the Ladies' Life-boat Guild.

Concert given by visitors.

LETCHWORTH (HERTFORDSHIRE).—Branch formed. House-to-house collection.

Life-boat Days have been held at MARGATE (KENT), NEWHAVEN (SUSSEX) and NORTH WALSHAM and NORWICH (NORFOLK).

PALLING (NORFOLK).—Church collection.

Life-boat Days have been held at RAMSGATE (KENT), RYE and SEAFORD (SUSSEX) and ST. NEOTS (HUNTINGDONSHIRE).

SELSEY and BOGNOR (SUSSEX).—Mr. W. H. B. Fletcher, J.P., C.C. gave his annual lunch to the Selsey Committee and Crew.

Life-boat Day.

Life-boat Days have been held at SHEERNESS (KENT), SOUTHEND (ESSEX), SOUTHWOLD (SUFFOLK), THETFORD (NORFOLK) WALTON - ON - THE - NAZE (ESSEX), and WATFORD (HERTS.).

WELLS (NORFOLK).—Collection at carnival.

WINDSOR (BERKSHIRE).—House - to - House Collection.

Life-boat Days have been held at WINSLOW (BUCKS.), WISBECH (CAMBRIDGESHIRE), and WORTHING (SUSSEX).

South-West of England.

DARTMOUTH (DEVONSHIRE). — Life-boat Day.

EXETER (DEVONSHIRE). — Special Meeting of the Guild, at which it was decided to hold, during the autumn and winter, in addition to other Efforts, a series of monthly Whist Drives, two Bridge Drives, a Sale of Work and two American Teas.

HAVANT (HAMPSHIRE). — Life-boat Day.

MINEHEAD (SOMERSET). — Garden Meeting. Address by the District Organising Secretary. Guild formed.

NEWQUAY (CORNWALL). — Special Meeting. Address by the District Organising Secretary. Guild formed. Life-boat Day.

OKEHAMPTON (DEVONSHIRE). — Branch formed.

PENZANCE (CORNWALL).—Life-boat Day.

POOLE, BOURNEMOUTH, WIMBORNE and CHRISTCHURCH (DORSETSHIRE).—The Countess of Malmesbury has become President of the Ladies' Life-boat Guild.

Bournemouth Life-boat Day.

PORTLAND (DORSETSHIRE).—Life-boat Day.

PORTSMOUTH.—Life-boat Day and gift from the Lord Mayor's Charities Account.

ST. IVES (CORNWALL).—Special Meeting. Addressed by the District Organising Secretary. Concert, organised by the Guild.

Life-boat Day.

Life-boat Days have been held at SALISBURY (WILTSHIRE), TORQUAY (DEVONSHIRE), TOTLAND BAY and VENTNOR (ISLE OF WIGHT) and WADEBRIDGE (CORNWALL).

WESTON-SUPER-MARE (SOMERSET).—Life-boat Day, with launch of the Life-boat, and a "rescue" of a small boat with Sea Scouts on board, followed by a demonstration of first aid by the St. John Ambulance and Red Cross to those who had been brought ashore "injured."

WEYMOUTH (DORSETSHIRE). — Life-boat Day.

Scotland.

Life-boat Days have been held at ABERDEEN, AIRDRIE (LANARK), ALLOA (CLACKMANNAN), ANNAN (DUMFRIES), ANSTRUTHER (FIFE), ISLE OF ARRAN, AUCHENCAIRN (KIRKCUDBRIGHT), BANFF (BANFF), and BARRHEAD (RENFREW).

BO'NESS (LINLITHGOWSHIRE).—Address by District Organising Secretary at a meeting of the Women's Labour Party.

Life-boat Days have been held at BUCKIE (BANFFSHIRE), BURNTISLAND (FIFE), COATBRIDGE (LANARK), CONNELL FERRY (ARGYLL), CORNHILL and CULLEN (BANFF), CROMARTY (CROMARTY), DALBEATTIE (KIRKCUDBRIGHT).

DUNFERMLINE (STIRLINGSHIRE).—Life-boat Day. Sacred Concert. Life-boat Lecture. Address by the District Organising Secretary to the Annual Workers' Social.

Life-boat Days have been held at FEARN AND DISTRICT (CROMARTY), GARDENSTOWN (BANFFSHIRE), GIRVAN (AYR), INVERNESS, JEDBURGH and KELSO (ROXBURGH) and KIRKCALDY (FIFE).

KIRKCUDBRIGHT (KIRKCUDBRIGHTSHIRE).—The Motor Life-boat, *Priscilla Macbean*, built in 1921, out of a legacy from the late Mr. Edward Macbean of Helensburgh, was, in February of this year, transferred from Eastbourne to Kirkcudbright, where she has replaced the Pulling and Sailing Life-boat *George Gordon Moir*. The first public launch took place on 15th September in the presence of many spectators. Mr. Alexander Allan, the Honorary Secretary, made a short speech on the work of the Station and of the Institution, and appealed for increased support to meet the increased cost of maintaining a Motor Life-boat. A Life-boat Day, organised and carried out by Boy Scouts, was held on the same day.

Life-boat Days have been held at LARGS (AYR), LOCHGILPHEAD (ARGYLL), LOCKERBIE (DUMFRIES), LONGHOPE (ORKNEY), LOSSIEMOUTH (ELGIN), MACDUFF (BANFF), MARKINCH (FIFE), MONTROSE (FORFAR), NEW GALLOWAY and NEWTON STEWART (KIRKCUDBRIGHT), NAIRN (NAIRN), NORTH BERWICK (HADDINGTON), OBAN (ARGYLL), PEEBLES (PEEBLES), PETERHEAD (ABERDEEN), PORTSOY (BANFF), SANDEND (BANFF), SKELMORLIE (AYR), STIRLING (STIRLING), STEVENSTON (AYR) STONEHAVEN (KINCARDINE), STRANRAER (WIGTOWN), THURSO (CAITHNESS), TOBERMORY (ARGYLL), TROON (AYR), and WHITEHILLS (BANFF).

Ireland.

BALLYMENA (CO. ANTRIM).—Branch formed on 6th September at a meeting held on the invitation of Mrs. W. R. Young, J.P., of Galgorm Castle, Mrs. Young in the chair. Speakers: The Countess of Antrim and the District Organising Secretary. Mrs. Young was elected President, Miss Marjorie Anderson Honorary Secretary, and Mr. J. T. Lockhart Honorary Treasurer.

BANGOR (CO. DOWN).—Life-boat Day.

BELFAST.—A special meeting was held, with the Marchioness of Londonderry, D.B.E., in the chair, at which it was decided to form a Ladies' Life-boat Guild. Speakers: The Marchioness of Londonderry, Lady Dixon, D.B.E., The Marchioness of Dufferin and Alva, Lady Coates, the High Sheriff (Mrs. R. J. McMordie), and the District Organising Secretary. The Marchioness of Londonderry was elected President, Lady Dixon, First Vice-President, and the Hon. Lady Kennedy, Honorary Secretary.

BRAY AND GREYSTONES (CO. WICKLOW).—Life-boat Day.

CARRICKFERGUS (CO. ANTRIM). Branch formed at meeting held on 4th September, Mr. C. M. Legg, J.P. (Chairman of the Council), in the chair. Speakers: Archdeacon McNeish, Major Dobbs and the District Organising Secretary. Mr. John Weatherup elected Honorary Secretary.

COLERAINE (LONDONDERRY).—Life-boat Day.

CORK (CO. CORK). Annual Meeting on 13th September, Mr. John J. Horgan, the Coroner, in the Chair. Speakers: Mr. H. P. F. Donegan (the Honorary Secretary), and the District Organising

Secretary. Amount raised, £328, as compared with £367 in the previous year.

Life-boat Days have been held at CLONES (Co. MONAGHAN), CLONAKELTY (Co. CORK), COURTMACSHERRY (Co. CORK), DONAGHADEE (Co. DOWN), DUNGANNON (Co. TYRONE), ENNIS (Co. CLARE), HOWTH (Co. DUBLIN), KINGSTOWN (Co. DUBLIN), LARNE (Co. ANTRIM), LURGAN (Co. ARMAGH), MILTOWN MALBAY (Co. CLARE), and NEW ROSS (Co. WEXFORD).

LIMERICK.—Annual Meeting on 19th September, the Mayor presiding. Speakers: Lady Nash (President of the Ladies' Life-Boat Guild), Mr. C. Downey (Honorary Secretary), and the District Organising Secretary.

Life-boat Days have been held at PORTGLENONE and PORTRUSH (Co. ANTRIM), RAPHOE (Co. DONEGAL), SKERRIES (Co. DUBLIN), SKIBBEREEN (Co. CORK), TRALEE (Co. KERRY), TRAMORE (Co. WATERFORD), and TIPPERARY.

WEXFORD (Co. WEXFORD).—Annual Meeting on 11th September, the Lady Maurice Fitzgerald in the Chair. Speakers: Major-General Doran, C.B. (Honorary Secretary), and the District Organising Secretary.

Wales

(Including Herefordshire and Shropshire).

Life-boat Days have been held at ABERAYRON (CARDIGANSHIRE), ABERDOVEY (MERIONETHSHIRE), ABERGELE (DENBIGHSHIRE), ABERSOCH (CAERNARVONSHIRE), ABERTILLERY (MONMOUTHSHIRE), ABERYSTWYTH (CARDIGANSHIRE).

BANGOR (CAERNARVONSHIRE).—Special meeting under the Chairmanship of Lord Penrhyn for the purpose of forming a Branch. Among those present were the Mayor, the High Sheriff of Anglesey, the Town Clerk, and the District

Organising Secretary. About 500 people were present, and a number of Life-boat films were shown. President of the new Branch, Lord Penrhyn; Honorary Secretary, Mr. W. Pice White.

Life-boat Days have been held at BARMOUTH (MERIONETHSHIRE), BEDWAS (MONMOUTHSHIRE), BETTWSY-COED (CAERNARVONSHIRE), BRIDGNORTH (SHROPSHIRE), CARDIFF (GLAMORGANSHIRE), CEMAES BAY (ANGLESEY), COLWYN BAY (DENBIGHSHIRE), CONNAH'S QUAY (FLINTSHIRE), and CONWAY (CAERNARVONSHIRE).

CHURCH STRETTON (SHROPSHIRE).—Life-boat Day and Garden Fête.

Life-boat Days have been held at CRICCIETH (CAERNARVONSHIRE), FISHGUARD (PEMBROKESHIRE), FLINT (FLINTSHIRE), HAVERFORDWEST (PEMBROKESHIRE), KINGTON (HEREFORDSHIRE), KINLET (SHROPSHIRE), LEOMINSTER (HEREFORDSHIRE), LLANDDULAS (DENBIGHSHIRE).

LLANDRINDOD WELLS (RADNORSHIRE).—Life-boat Day and Concert.

Life-boat Days have been held at LLANDUDNO (CAERNARVONSHIRE), LLANFAIRFECHAN (CAERNARVONSHIRE), LUDLOW and MARKET DRAYTON (SHROPSHIRE), MENAI BRIDGE (ANGLESEY), MILFORD HAVEN (PEMBROKESHIRE), NEATH (GLAMORGANSHIRE), NEWPORT (MONMOUTHSHIRE), NEWQUAY (CARDIGANSHIRE), OSWESTRY (SHROPSHIRE), PENMAENMAWR (CAERNARVONSHIRE), PORTHCAWL (GLAMORGANSHIRE), PORTHDLINLLAEN (CAERNARVONSHIRE), PRESTATYN (FLINTSHIRE), and PWLLHELI (CAERNARVONSHIRE).

RHYL (FLINTSHIRE).—Life-boat Day and Launch of the Life-boat.

Life-boat Days have been held at ST. DAVID'S (PEMBROKESHIRE), SHOTTON (FLINTSHIRE), TENBY (PEMBROKESHIRE), and WELLINGTON (SHROPSHIRE).

Notice.

The next number of THE LIFEBOAT will be published in February, 1929.