

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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[Owing to the Rye disaster, and the Board of Trade Inquiry which was held on it, the issue of THE LIFEBOAT which should have been published in February has been delayed, as it was felt to be most important that it should contain the full judgment of the Court of Inquiry, and a full treatment of a number of questions to which the disaster gave rise.]

The Rye Disaster.

Result of the Board of Trade Inquiry.

IN the last issue of *The Lifeboat* was published an account of the terrible tragedy which occurred at Rye Harbour on 15th November last, when the Life-boat capsized on service with the loss of her whole crew of seventeen men, practically the whole adult male fishing population of the village.

At 6.45 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 whole gale was blowing from the south-west, 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. The recall signal was fired three times, but no answer came from the Life-boat. Apparently the Crew had not seen it. 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 when the Life-boat was driven ashore, but all were dead. The whole crew had perished.

At the inquest a member of the Committee of the Rye Branch, who had also been out on service in the Life-boat on a number of occasions, made serious criticisms of the life-belts provided by the Institution.

These criticisms were to the effect that the belts were perished, with the result that they quickly became water-logged, and lost their buoyancy, would weigh down instead of supporting a man in the water, and were likely to choke him.

The Institution at once asked the Board of Trade to hold an inquiry into the whole circumstances of the disaster, and before the inquiry took place the Board of Trade and the Institution independently tested the belts worn by the Rye Life-boatmen.

The Institution's Life-belts.

These belts were of the type known as No. 3. This type was adopted in 1917 because, in the opinion of the Board of Trade, the first belts of kapok (the No. 2 belt), which had superseded the old cork belts in 1906, could not be depended upon, under all conditions, to support an *unconscious* man with his face clear of the water. Exhaustive experiments were carried out, a new kapok belt was designed which met the Board of Trade's requirements, and this new belt (No. 3) was issued to all stations. This substitution cost the Institution £9,000.

Unfortunately, the Crews themselves

took the strongest objection to it. They found it more cumbersome than the old, and some Crews refused to wear it at all.

After repeated but unavailing efforts had been made to induce the Crews to accept the new belt, the Institution felt compelled to place the matter before the Board of Trade, which realised the Institution's difficulty, and eventually approved of a return to the first and more comfortable belt (No. 2) on the clear understanding that it be worn by the men on their own responsibility. Those men, therefore, who preferred the old belt were allowed to use it. The immediate difficulty was thus removed, but naturally the Institution could not be content to let matters rest at this, and again very careful experiments were carried out. As a result, a third kapok belt was designed in 1920. It was the first kapok belt (No. 2) with slight modifications, and gave the maximum of security which it was possible to obtain, consistent with that freedom of movement for neck, arms, and diaphragm on which the Crews themselves insisted.

The Crews which had preferred No. 2 were then supplied with this new belt (No. 5). The few Crews, however, which had preferred No. 3 continued to use it. The Rye Harbour Crew were among them. They had been using this belt for three years, and were satisfied with it. This was the belt which the Crew were wearing on the 15th November last, when the boat capsized—the belt specially designed to meet the requirements of the Board of Trade that a belt must be able to support an unconscious man with his face clear of the water under all conditions.

The Court's Judgment.

The Inquiry was held at Rye, and lasted five days. His Honour Judge Cann presided, as Wreck Commissioner, with a Vice-Admiral, a Captain of the Mercantile Marine and a Naval Architect as Assessors. The Court gave its judgment in the form of answers to a series of fourteen questions. This judgment was followed by an additional

report in the form of recommendations to the Board of Trade. The fourteen questions and their answers are given in full below. It will be seen from them that the Court found that the Rye Life-boat had been chosen by the Crew after visiting three stations with different types of Life-boat, that she had proved herself a good sea boat on all occasions, and that she had had the full confidence of the Crew. It found that the life-belts had fulfilled their purpose, and that they were a type approved by the Board of Trade, and chosen by the Rye Crew themselves. It concluded its report by expressing appreciation of the constant efforts of the Institution to supply Life-boats and equipment of the highest efficiency in consultation with the Coxswains and Crews.

Inquiry into Kapok.

In the additional report to the Board of Trade, the Court suggested that kapok, the material which more than twenty years ago supplanted cork for life-belts—for those in general use in the Mercantile Marine as well as for those specially designed for the Life-boat Service—might not be the most suitable material, and that experiments should be made to see if a better material could be found. As a result of this suggestion the Board of Trade has appointed a Committee further to examine the question, and although the Institution is satisfied that the 1920 pattern belts (No. 5) are thoroughly suitable for the requirements of the Life-boat Service, it will gladly co-operate in any further investigation into the qualities of kapok as a material for providing buoyancy. It will be represented on the Committee by Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats.

The Message Recalling the Life-boat.

The Court also made an important recommendation with regard to telegraphic and telephonic messages which are concerned with the work of the Life-boats.

The message to say that the crew of

the *Alice* had been rescued by another vessel reached the Rye Life-boat Station only five minutes after the Life-boat had been launched, but the efforts to recall the Boat failed. The Court of Inquiry found that this message was received by the Ramsgate Coastguard Station from the North Foreland Radio Station at 6.12, and by the Rye Coastguard Station from Ramsgate at 6.50, and that it was then sent immediately to the Life-boat House.

Under the existing regulations—by which priority is given over other telegraphic and telephonic messages to one calling for the services of a Life-boat, but not to one saying that her services are no longer required—there was, in the opinion of the Court, no undue delay. In its additional report, however, the Court recommended that priority should be given also to messages affecting the Life-boat after she had been launched. As a result of this recommendation the Board of Trade with the concurrence of the General Post Office, has now issued instructions by which priority will be given to messages which may prevent the launching of a Life-boat already called out, or may enable a Life-boat already launched to be recalled. The Committee of Management heartily welcome this decision, which will undoubtedly prove of great value to the Life-boat service, as it will not merely prevent the delay which in this case was a secondary cause of the disaster, but will enable the Life-boats to be at, or return to, their respective stations, mobilised and ready for action, instead of being launched or remaining out when they are not required and when it is possible to recall them.

The Fourteen Questions and Answers.

In the Wreck Commissioner's Court.

TOWN HALL, RYE,
Friday, 4th January, 1929.

Before His Honour JUDGE CANN
(Wreck Commissioner), with Vice-Admiral E. L. BOOTY, C.B., M.V.O., Captain J. GARRIOCK, and E. F. SPANNER, Esquire, M.I.N.A., Assessors.

In the matter of a Formal Investigation ordered by the Board of Trade into

the circumstances attending the capsizing of the Sailing Vessel *Mary Stanford* (Rye Harbour Life-boat) off Rye Harbour on the 15th day of November, 1928, and the subsequent loss of life.

JUDGMENT.

THE COMMISSIONER: At the conclusion of the evidence, Mr. Wilfred Lewis, on behalf of the Board of Trade, submitted certain Questions for the consideration of the Court. These Questions and the Answers of the Court thereto are as follows:—

Question 1:

When and by whom was the Sailing Vessel *Mary Stanford* (Rye Harbour Life-boat) built? What type of Life-boat was she?

Answer:

She was built in 1916 by S. E. Saunders, Limited, at East Cowes. She was Liverpool type—non-self-righting.

Question 2:

When and in what circumstances was the Sailing Vessel *Mary Stanford* placed at the Rye Harbour Station?

Was she chosen by the Coxswain and Crew as the type of boat most suitable for the class of work she and they would be called upon to perform?

Was she, in fact, so suitable?

Answer:

In May, 1914, the Royal National Life-boat Institution offered a new Life-boat to the Rye Harbour Life-boat Station, to replace the then existing boat, which was self-righting. At the invitation of the Institution, the then Coxswain and two members of the Crew visited three Life-boat Stations and inspected different types of boat worked under conditions similar to those at Rye Harbour. As the result of this visit, the Crew selected a Liverpool type as most suitable for the class of work she and they would be called upon to perform. In fact, she was quite suitable.

Question 3:

Did the Sailing Vessel *Mary Stanford* undergo trials before being put into active service? If so, what were they and what was the result of such trials?

Answer :

The Sailing Vessel *Mary Stanford* was tested for draught and stability by the builders at East Cowes on 13th April, 1916. These tests were perfectly satisfactory. She was sailed from East Cowes to Rye by the Crew and was placed on service at Rye on the 19th October, 1916.

On the 25th November, 1916, a test exercise was carried out at Rye under weather conditions that fairly tested the boat.

The result of these trials gave every satisfaction to the Coxswain and Crew of the Boat and the Officials of the Institution.

Question 4 :

On how many occasions since she was placed at the Rye Harbour Life-boat Station has the Sailing Vessel *Mary Stanford* been put to use—

- (a) On practice ?
- (b) On active service ?

Had she proved herself to be a good sea boat in rough weather upon those occasions or any of them ?

Did the Crew at any time express dissatisfaction with the Sailing Vessel *Mary Stanford* ?

Answer :

Since the Sailing Vessel *Mary Stanford* was placed at the Rye Harbour Life-boat Station she has been put to use :—

- (a) On practice, 47 times.
- (b) On active service, 15 times, exclusive of the occasion of the disaster.

She proved herself to be a good sea boat upon all occasions, several of the services having been rendered under weather conditions similar to those prevailing at the time of the disaster.

The Crew at no time expressed dissatisfaction with the boat ; on the contrary, all recorded remarks were highly favourable.

Question 5 :

With what type and pattern of life jackets were the members of the Crew of the Sailing Vessel *Mary Stanford* supplied ?

When, and by whom, and for what particular purpose or purposes was this type and pattern of life jacket designed ?

Before adopting this type and pattern of life jacket for use by the Crews of Life-boats at the various Stations around the coast, what measures were taken by the Royal National Life-boat Institution, with or without the co-operation of the Board of Trade and their officers, to ensure that they fulfilled the purposes for which they were designed ?

Did they fulfil the purpose or purposes for which they were designed ?

Answer :

The type and pattern of life jackets supplied to the Crew were Kapok Type Pattern No. 3 of the Royal National Life-boat Institution.

This type and pattern was designed by the Royal National Life-boat Institution in consultation with the Board of Trade in the early part of 1917, for the purpose of keeping the head of an unconscious person from falling forward in the water, in addition to the purposes for which the earlier patterns were designed.

Exhaustive experiments were made up to September, 1917, by the Royal National Life-boat Institution, with the co-operation of the Board of Trade and their officers, to ensure that jackets of No. 3 pattern fulfilled the purposes for which they were designed.

Under the conditions of these experiments the belts fulfilled those purposes.

Question 6 :

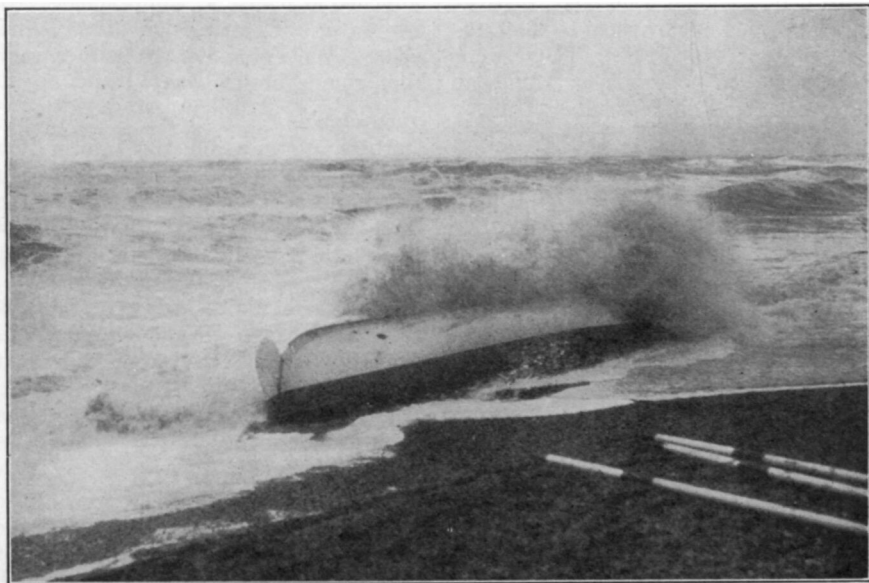
When was this type and pattern of life jacket adopted by the Royal National Life-boat Institution and served out to Life-boat Stations ?

Had the Crew of the Rye Harbour Life-boat used this type and pattern of life jacket and expressed their approval of, or satisfaction with it ?

Is this type and pattern of life jacket now in general use by members of the Life-boat Crews round the coast ? If not, why were any alterations in the type and pattern of life jacket made ?

Were the Board of Trade consulted about the matter, and why were such altered jackets not issued to the Crew of the Rye Harbour Life-boat ?

THE RYE DISASTER.



By courtesy of]

[Messrs. F. J. Parsons, Ltd., Hastings.

THE WRECKED LIFE-BOAT.



By courtesy of]

[The Times.

THE FUNERAL.

Answer :

This type and pattern was adopted by the Royal National Life-boat Institution and served out by them to the Life-boat Stations in 1917. They were despatched to the Rye Life-boat Station on the 25th September, 1917.

The Crew used and expressed their approval of Pattern No. 3 life jacket after trying it in a heavy gale on the 30th October, 1917, at a service launch ; and on 10th December, 1920, the Crew, in response to an invitation by the Royal National Life-boat Institution, voted by a majority of 11 to 6 to retain Pattern No. 3 life jacket in preference to Pattern No. 2 (Waistcoat Pattern).

This type and pattern of life jacket is not now in general use by members of Life-boat Crews round the coast.

Alterations in the pattern of the life jacket were made owing to numerous complaints from the Crews, on the ground of discomfort and inconvenience, but no complaint was made as to buoyancy.

The Board of Trade were consulted about the matter. The altered jackets were not issued to the Rye Crew because they had expressed their satisfaction with Pattern No. 3.

Question 7 :

What was the occasion for the launching of the Sailing Vessel *Mary Stanford* on the 15th day of November, 1928 ?

Answer :

The occasion for the launching of the Sailing Vessel *Mary Stanford* on the 15th day of November, 1928, was in response to a message received from the North Foreland Radio Station at 4.27 A.M. by the Liaison Officer at Ramsgate Coastguard Station, and was received by the Rye Harbour Coastguard Station at 4.50 A.M.

The message was as follows :—

“Steamer *Alice Riga* leaking—danger—drifting S.W. to W. 8 miles from Dungeness 0430.”

Question 8 :

At what time was the Sailing Vessel *Mary Stanford* launched and what was the state of the tide, force and direction of wind and state of the sea at that time?

Answer :

The Sailing Vessel *Mary Stanford* was launched at 6.45 A.M., approximately at low water. The direction of the wind was S.S.W., Force 8 to 10, with a very high, rough, broken sea.

Question 9 :

At what time did the information that the Crew of the S.S. *Alice* had been saved and that the services of the Rye Harbour Life-boat were not required reach the Rye Harbour Life-boat Station ?

Was there undue delay in the circumstances in transmitting such information to the Rye Harbour Life-boat Station ?

If so, what were the reasons for the delay ?

Answer :

The information that the Crew of the S.S. *Alice* had been saved and that the services of the Rye Life-boat were not required was received from the North Foreland Radio Station by the Liaison Officer at the Ramsgate Coastguard Station at 6.12 A.M., and was received by the Rye Coastguard Station at 6.50 A.M., and was immediately transmitted to the Life-boat House.

Under the existing regulations governing the transmission of telephone messages, there was no undue delay in transmitting such information to the Rye Harbour Life-boat Station.

Question 10 :

When the message was received at the Rye Harbour Life-boat Station, were prompt and proper measures taken to recall the Life-boat ? If so, how was it that she did not at once return to the Harbour ?

Answer :

Prompt and proper measures were taken to recall the Life-boat, but the recall flag should have been hoisted at daybreak. It is, however, highly improbable that the recall flag would have been seen, if hoisted.

The recall signal was not answered by the Life-boat.

Whether the signal was observed by the Crew and, if so, why they did not answer it, are matters of conjecture. From the existing atmospheric condi-

tions it is probable that the recall signal was not seen.

Question 11 :

When and where was the Sailing Vessel *Mary Stanford* seen by the Mate of the S.S. *Halton* ?

How was she heading at the time ?

What sail was she under ?

What was the state of the weather and sea and force and direction of the wind at that time ?

Answer :

The *Mary Stanford* was first seen by the mate of the S.S. *Halton* about 9 A.M., and was last seen by him about 9.10 A.M., when the S.S. *Halton* was approximately W.S.W. 3 miles from Dungeness, and the Life-boat passed under her stern at a distance of about half a mile, heading about West Northerly on the port tack. She had two small lug sails set.

It was then blowing a whole gale from the S.S.W. with a very high sea from the same direction. The sky was overcast with rain squalls.

Question 12 :

When and in what position at sea did the Sailing Vessel *Mary Stanford* capsize ?

What was the cause of the Life-boat capsizing and the loss of her Crew of 17 hands ?

Answer :

The *Mary Stanford* capsized about 10.30 A.M., when she was about $1\frac{1}{2}$ miles S.S.E. from the Rye Coastguard Look-out Hut.

As there were no survivors of the Crew, the cause of the Life-boat capsizing is a matter of conjecture, but from the evidence available we are of opinion that whilst attempting to make the Harbour on a strong flood tide and in a high and dangerous breaking sea, with a gale of wind on her quarter, she suddenly capsized, and the Crew were thrown into the water, two men being entangled under the boat. The broken water and heavy surf caused the loss of the crew.

Question 13 :

Was the Life-boat seen to capsize by persons on shore ?

If so, was every effort promptly made by those on shore to render all assistance possible and to save the lives of the Crew ?

Answer :

The Life-boat was seen to capsize by persons on shore.

Every possible effort was promptly made by those on shore and all possible assistance was rendered by every one to save the lives of the Crew.

Question 14 :

Did the life jackets worn by the members of the Crew fail to fulfil the objects for which they were designed ?

Did they cause or contribute to the loss of life ?

Answer :

Owing to the sea and weather which prevailed, it is impossible to say what happened to the life jackets worn by the members of the Crew from the time when the boat capsized until they reached the shore, or to say how the life jackets functioned. Neither is it possible to say that the life jackets caused or contributed to the loss of life.

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, in the absence of direct evidence, finds, for the reasons stated in the Annex to the Report, that the capsizing of the said vessel and the subsequent loss of life was probably due to the fact that in attempting to make Rye Harbour on a strong flood tide and in a high and dangerous and breaking sea, with a gale of wind on her quarter, she capsized, and the Crew were thrown into the water and drowned.

The Court desires to express its deep sympathy with the relatives and friends of those lost in this very sad disaster.

The Court also desires to express its appreciation of the efforts of the Royal National Life-boat Institution to supply to the Life-boat Stations boats and equipment of the highest efficiency, in consultation with the Coxswains and Crews of the Life-boats and with the co-operation of the Board of Trade.

Messages of Sympathy.

In the last issue were published the messages of sympathy received from

the King, as the Institution's supreme Patron, the Prince of Wales, its President, and the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild. Among the many other messages of sympathy were telegrams or letters from the North and South Holland Life-saving Society, the South Holland Society for Saving the Shipwrecked, the Belgian Minister of Marine, who is the head of the Belgian Life-boat Service, the Commandant of the United States Coastguard, of which the Life-boat Service in the States forms part, the German Society for Saving the Shipwrecked, the Danish Ministry of Marine, which administers the Danish Service, the Norwegian Society for Saving the Shipwrecked, the Swedish Society for Saving the Shipwrecked, the French Central Society for Saving the Shipwrecked, the Breton Life-saving Society, the Latvian Life-saving Society, the Naval Attaché to the Italian Embassy, the Chief Inspector of H.M. Coastguard, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, the Imperial Merchant Service Guild, the Co-operative Wholesale Society, the Manchester Branch of the National Union of Seamen, the Norddeutscher Lloyd, owners of the *Smyrna*, which rescued the crew of the *Alice*, the Battersea Labour League, the Baden-Powell Sea Scouts of Ghent, and the workpeople of the Earlsheaton Brush Works, at Dewsbury.

To these messages of sympathy from foreign governments and societies at home and abroad have to be added many individual messages, and messages from many of the Institution's own branches.

Memorial Services.

The grief and the sympathy of the Institution's Stations and Financial Branches were shown also in other ways. At Walton-on-the-Naze a memorial service was held on the 25th November, at the Town Hall, conducted by the Ministers of the different churches. Members of the Walton Life-boat Crew were present, and a collection was made on behalf of the Rye Fund.

At Bournemouth, on the day of the funeral, a last tribute to the men of Rye was paid by the Mayor, who is President of the Branch, at a special memorial meeting at the entrance to the pier.

At Eastbourne £100 was raised by a dance in aid of the Rye Fund. At Heckmondwike the Ladies' Life-boat Guild organized a matinée in aid of the Fund, and at Thame a special collection was made for it by the Honorary Secretary of the Branch. Many other Branches, we know, made special appeals on behalf of the Fund, sending their contributions direct to the Mayor of Rye, and it is only because the particulars have not been sent to the Institution that they are not mentioned here.

At the church at Frant, Tunbridge Wells, a special Service of Intercession was held, at the height of the gale on the night after the Rye disaster, and a collection made for the Institution, while the following Sunday over £21 was collected in the same church for the Rye Fund. At the Red Lantern Cinema, Herne Bay, a Sunday performance, including one of the Institution's films, was given, and £31 was sent to the Institution's funds.

The special contributions received by the Institution towards the pensions for the dependents included £100 from the *Cunard Steamship Company*, £2 from a Dutchman, and another £2 which came with the message "Rye! the men who put 'Safety Last!' and the wives who seconded them." The Institution also received a copy of a boy's story book, "The Golden Budget for Boys," which came anonymously, but had written on the fly-leaf, in a child's hand, "For one of the little boys of Rye." It was sent to the Mayor of Rye, who gave it to one of the sons of the Coxswain.

Among the letters received was one from "an old Life-boat volunteer who had served nearly fifty years ago in the *Rosslare Boat*." He wrote how "passionately proud" he always was when he read of the deeds of the men in the Service to which he had once belonged. He had already paid a fine

tribute, in an article in the local paper, to the men "who are not servants of the State, but servants of humanity." Another was from an old Rye fisherman in the Brighton workhouse who wrote to the Honorary Secretary, begging that the Brighton Station would send a wreath to the funeral (as, in fact, had already been done).

In these, and in many other ways, Life-boat Branches, Life-boat workers and the general public showed their grief at the disaster, their pride in the men who had given their lives, and their sympathy with the Life-boat Service.

The Seventeen Rye Life-boatmen.

The seventeen men who lost their lives were :—

Herbert Head, the Coxswain, and his two sons, James Head and John Head.

Joseph Stonham, the Second Coxswain.

Henry Cutting, the Bowman, and his two brothers, Robert Redvers Cutting and Albert Ernest Cutting.

Charles Frederick David Pope, Robert Henry Pope and Alexander Pope, three brothers.

William Clark and Leslie Clark, brothers.

Maurice James Downey and Arthur Downey, cousins.

Herbert Smith, Walter Igglesden and Charles Southerden.

The Burial.

Fifteen of the seventeen men were buried in the churchyard at Rye Harbour on 20th November. The bodies of the other two, Henry Cutting and John Head, had not then been found. It was not until nearly three months later that Henry Cutting was washed ashore at Eastbourne, and taken to Rye for burial. John Head has not yet been given up by the sea.

"Rye Harbour seems remote from the homely old town on a hill two miles away, and the hamlet, thinly spread where the marshes meet the lonely shore, was a desolate place in the storm-swept days of sorrow last week.* To-day the one street which ends abruptly by

the coastguard station was thronged with a quiet and slowly-moving gathering of people who had come to pay tribute to the brave who met death when seeking to save others. Most of the men who attended the funeral had the stamp of the sea on their faces. A few were of the village, but the majority had travelled from the ports and towns of the Kent and Sussex coast. Many of the women in the crowd wore black, and carried wreaths or bunches of chrysanthemums. Hundreds of wreaths had been sent to be placed on the grave.

"The fifteen coffins rested this morning in the Sailors' Institute, within sound of a still restless sea. Each one had for a pall the flag of the Royal National Life-boat Institution, and on the flags white flowers had been laid by the nearest kin of the dead. The words on the cards tied to the wreaths and posies were almost too intimate to be read, though in them there was often a note of pride. At the head of the room other wreaths covered two wooden forms. Union Jacks flew at half-mast outside the Institute.

"The wind which has raged during the gales was still fitful as the mourners assembled for the funeral procession, and flags strained at their halyards, but there was blue in the partly-clouded sky, and cold, wan sunshine on the flat wastes beyond the cottages. At half-past one the coffins were brought out into the street and placed temporarily on a long row of iron trestles.

"The Rye Borough Band, in uniform, with members of the Salvation Army, took up places to lead the procession; 120 pall bearers, some drawn from the Hastings and other Life-boat Crews, and the others members of the British Legion, stood by the draped coffins; the sad line of family mourners—a long, extended company, for the dead men were related to nearly every soul in Rye Harbour, and relatives had also come from near and distant towns and villages—was marshalled; the Hon. George Colville, Viscount Curzon, M.P., and other representatives of the Life-boat Organisation, the Latvian Consul-General, the Mayors of Rye and neighbouring towns, General Lloyd, V.C., and

* This account is taken from *The Times* of 21st November.

representatives of various public bodies, fell in behind, and in the rear came many of those who man the Life-boats of Eastbourne, Newhaven, Deal, Ramsgate, Margate and Worthing, and a strong muster of the British Legion, with eight crepe-topped banners.

"Shortly before 2 o'clock the band played 'Lead, kindly light,' the coffins were raised to the shoulders of the bearers, and the short progress to the church began. Several thousands of people lined the road or were gathered outside the walls of the burial-ground, and they stood motionless, the men with bared heads, as the dead were carried by. When the church was approached the band played 'Abide with me.' Only the relatives, clergy and official mourners passed into the churchyard. There was not space for more. Before the Burial Service was recited, the bodies, one by one, were lowered into the deep, open grave. When the flags were removed, it was seen that each coffin had a brass tablet, on which were inscribed the name, age, and date of death, and the expressive words, 'Died gallantly.' The grave was lined with leaves of laurel and yew.

"The service was conducted by the Rev. Henry Newton, Vicar of Rye Harbour, and the Rev. J. Fowler, vicar of Rye. Among the clergy who assisted were three former Vicars of Rye Harbour. Following the comforting opening sentences, the 23rd Psalm was read, and the whole gathering sang 'Jesu, Lover of my soul.' Then came the words of committal of the bodies, 'earth to earth, ashes to ashes, dust to dust,' prayers for help for those who mourned, the Collect of the Burial Service, and the Blessing. The banners of the British Legion, which had been dipped, were raised again. For a few minutes there was silence around the grave, while mothers and wives dropped flowers on the coffins. One cry of distress rose above the hush, but the mourners as a company were dry-eyed. Softened pride denied grief demonstrative expression while so many of the Life-boat Service stood around."

At this last ceremony 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.N., 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. H.M. Coastguard were represented by Captain A. L. Strange, Inspector of Coastguard at Hove.

Pensions for the Dependents.

The wives, children and parents wholly dependent on these seventeen men numbered eighteen. They have all been pensioned by the Institution, as if the men were sailors, soldiers or airmen killed in action. The Coxswain ranks 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.

These pensions, capitalised, amount to about £6,000, and will be paid out of the general funds of the Institution.

The Mayor of Rye's Fund.

Immediately after the disaster the Mayor of Rye, who is also the Honorary Secretary of the Rye Branch of the Institution, opened a fund for the dependents.

So generous was the response to the appeal that over £35,000 was very quickly subscribed, money continuing to come in even after the fund had been closed.

To arrange for the disposal of such a sum to the satisfaction of everyone concerned was not easy, and unfortunately some draft suggestions prepared by the local Trustees (the Mayor, the Town Clerk, the Vicar of Rye, the Vicar of Rye Harbour and Captain E. H. Brookfield, R.N., Honorary Treasurer of the Rye Branch of the Institution) met with some adverse criticism at a public meeting at Rye to which they were submitted.

An Advisory Committee of six was elected at a later meeting, and then, as it was found impossible to come to any agreement, the Trustees and Advisory Committee decided to put the matter before the Charity Commissioners. As a result of the Mayor's interview with the Commissioners, the Trustees and Advisory Committee took Counsel's opinion in order to discover the powers of the Trustees. A scheme put forward on behalf of the dependents for the immediate and final distribution of the money was also submitted to Counsel. He advised that the Trustees were responsible for the administration of the fund, and that the dependents' scheme was not one which could be adopted. A sub-committee was then appointed to prepare a deed of trust, on the lines suggested by Counsel.

Following this meeting, the Mayor was invited by the Attorney-General to meet him in London, and as a result of this interview the Attorney-General made a statement in the House of Commons on the 20th February. He said that he had formed the opinion that the money subscribed must be treated as a charitable fund, and it was only for that reason that he had taken the responsibility of making suggestions. His purpose was to see that the whole of the fund was applied as promptly as possible for the sole benefit of the persons concerned. Suggestions had been made for a draft deed or scheme to be prepared. The scheme was to provide for a wide discretion on the part of those administering the fund to advance capital sums for the benefit and advancement in life of the dependents, besides securing to the parents and the widows a regular income. He had proposed that the scheme should provide for a small

committee of men and women resident in the neighbourhood of Rye to advise the Trustee who would be appointed to administer the Fund.

The Institution feels sure that, as a result of the Attorney-General's advice, a scheme will very soon be prepared which will have the approval of all concerned. There are, however, two things which it is important should be clearly understood.

The first is that the Institution is not responsible in any way for the administration of the Fund. The Fund is under the control of the Mayor of Rye and the other local Trustees, and although the Institution is paying the pensions as already described, it does not regard this fact as giving it any claim to influence the disposal of the Fund.

The second fact which requires to be emphasised is that there is not, and never has been, any possibility of the dependents being in want while a scheme was being prepared for the administration of the Fund. The Institution is now paying the pensions, as described, to the eighteen persons who had been wholly dependent on the Lifeboat Crew, and provision has been made out of the Fund for all those partly as well as wholly dependent, numbering altogether forty-three. From the day of the disaster the Trustees took steps to provide for their immediate needs. The figures of the payments so far made out of the Fund were given by the Attorney-General in the House of Commons. During the thirteen weeks that had passed, the sum of £1,168 had been paid to the families by the Trustees, in addition to £229 for the expenses of the funeral. This is, of course, exclusive of the pensions and allowances paid by the Institution.

Self-Righting and Non-Self-Righting Life-boats.

Losses through Capsizing since 1850.

THE discussion in the Press and elsewhere which followed the Rye disaster showed that the public was very far from understanding the relative merits of self-righting Life-boats and of those which do not self-right, or the reasons

which decide the choice between the two.

As the Rye boat was of the Liverpool type, which does not self-right, it was perhaps not unnatural that, in face of the disaster, many people should have

thought that she could not have been a modern type of Life-boat, because she could not self-right, and suggested that the Institution should replace all the non-self-righting Life-boats by self-righting as soon as possible.

There was even some confusion with regard to the actual meaning of "self-righting," although the name seems to explain itself. Some people, and even some writers in the Press who ought to know better, imagined it to mean a boat which *could not capsize*! Such a boat, it is hardly necessary to say, does not exist.

The main difference between the self-righting and the non-self-righting types* is as follows: The power to self-right is obtained by the two chambers, or high "end-boxes," as they are called, which are the distinguishing feature of the self-righting Life-boat, and by a heavy keel, weighing from one-third to one-fifth of the boat's total weight. These high end-boxes, exposed as they are to the wind and the sea, make the self-righting Life-boat less easy to handle in heavy weather; and though she will come right way up as soon as she capsizes, she is, in fact, more liable to capsize than the Life-boats which cannot self-right. These, although once they go over they have no chance of self-righting, are much more stable.

Broadly speaking, the experience of the Institution shows that with large Life-boats, intended to go well out to sea, whether sailing or motor, it is better to set aside the self-righting principle and aim at greater buoyancy, stability and speed. At present rather more than half of the Institution's fleet are self-righting boats, but as the Pulling and Sailing Life-boats are replaced by Motor Life-boats, the number with the self-righting principle is steadily growing less. Of the Institution's 70 Motor Life-boats, at the end of last year, 21 were self-righting boats. Of the 14 Motor Life-boats under construction only two were self-righting.

The choice of Life-boat for any

* There are six different kinds of Life-boat which have not the self-righting quality, but, broadly, they may be treated as of the one type.

particular Station is governed by the conditions of the coast, but in no case are a Crew ever asked to go out in a Life-boat which they have not already tried and approved. Before a new boat is laid down for a Station, a deputation from the Crew visits a Station where there is a similar boat, and goes out in her. In the case of Rye, the men visited three different Stations on the East Coast, where conditions were similar to those at Rye, and tried a Liverpool boat, a Self-righting boat, and a Norfolk and Suffolk boat.

Any one of these, in the opinion of the Institution, would have been suitable for Rye. The choice between the three was left to the Rye Life-boatmen themselves, and they unanimously chose a Liverpool boat.

Previous Capsizes.

The general statement made with regard to the qualities of the two types, self-righting and non-self-righting, is borne out by the figures of losses through the capsizing of Life-boats during the past 78 years.

During that time 214 Life-boatmen have lost their lives in this way.*

The following tables show how these losses are divided between the self-righting and non-self-righting types:—

SELF-RIGHTING LIFE-BOATS.

Capsizes with loss of life.	Capsizes without loss of life.	Total capsizes.	Total lives lost.
41	52	93	145

NON-SELF-RIGHTING LIFE-BOATS.

10	0	10	69
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Thus it will be seen that the non-self-righting Life-boats never capsized without loss of life, and that the average of lives lost for each capsize was nearly seven, while in the case of the self-righting Life-boats, it was under two. On the other hand, there were nine times as many capsizes of self-righting Life-boats, and more than twice as many lives were lost from them.

To give an absolutely accurate comparison it would of course be necessary

* In the same time 36 lives were lost afloat by other accidents than capsizing.

to take into account the number of launches of the two types of Life-boat, but these figures give a fair indication of the relative risks of capsizing with the two types.

Lives Lost—Lives Saved.

It is no less interesting to compare the number of lives lost with the number saved, and also the number of Life-boatmen lost with the number who have risked their lives.

Since 1850 the Institution's Life-boats have rescued nearly 40,000 lives. In the same time 250 Lifeboatmen have lost their lives at sea. That is to say, 160 lives have been rescued for every life lost.

During the same period of 78 years something like 250,000 Life-boatmen have been afloat on service, so that one Life-boatman in 1,000 has lost his life.

Life-boat disasters were relatively common between 1850 and 1890, but they have been much less common in recent years. The last was eight years ago, when three lives were lost owing to the capsizing of the self-righting Life-boat at Rhoscolyn, Anglesey, and we have to go back thirteen years, to 1916, for a disaster on the same terrible scale as the Rye disaster. In that year the Salcombe Life-boat capsized with the loss of thirteen out of her Crew of fifteen men.

Dutch Life-boat Losses.

In the gales of last November, and again in January of this year, the Dutch Life-boat Service did magnificent work, but, like our own Service, it suffered heavy loss.

The same terrible gales which struck our own coasts during the second half of November were no less severe on the Dutch coast. During the twelve days from the 16th to the 27th there were 41 launches of Dutch Life-boats, a larger number in the time than there have been for many years, and no fewer than 89 lives were rescued—a magnificent record.

On 25th November, just ten days after the Rye Life-boat capsized after going out to the help of a Latvian steamer, one of the Life-boats at IJmuiden,* belonging to the North and South Holland Life-saving Society, was launched to the help of an Italian steamer, *Salento*.

The IJmuiden boat is of the type used everywhere along the Dutch coast. Like the Rye boat, she is not a self-righter. Before she could reach the wreck she capsized, about 300 yards from the shore. Several men were under the boat, but they managed to free themselves, although their life-

belts, in which it is very difficult to dive, hampered them. One man, however, could not get clear, and when the boat was righted on the beach his body was found beneath. The other men, although several of them had been hurt, succeeded in climbing on the boat, and stood on the fender, holding fast to the bilge keel. The boat was carried to the shore, and they were all rescued.

It shows the magnificent spirit of the Dutch Life-boatmen that when they landed five of them wanted to try again in the same boat!

The Steam Life-boat at the Hook.

A WORSE disaster befell one of the two Steam Life-boats stationed at the Hook of Holland on 16th January, when she capsized and her whole Crew of eight were drowned. The Life-boat was the *Prins der Nederlanden*, and belonged to the South Holland Society for Saving the Shipwrecked. She had gone out to the help of a Latvian steamer, *Valka*, which had stranded. Another Life-boat also put out, and stranded on a sand-bank, but succeeded in getting off and returned to her station, after being out for seventeen hours. The next day she again put out and succeeded in rescuing the whole of those on board the *Valka*, 25 in all, including 3 women.

* An account of a very fine service off IJmuiden, earlier in the year, to an English steamer appears on page 213.

Six of the Life-boatmen who had lost their lives were married, and left 38 children. An appeal on behalf of the widows and orphans was at once issued by the Dutch Red Cross and by the South Holland Society for Saving the Shipwrecked, and a very generous response was made.

The *Prins der Nederlanden* is an hydraulic-driven Steam Life-boat, built in 1908, and is one of two Steam Life-boats at the Hook which have a splendid record of lives rescued, including many British lives. She was one of the foreign Life-boats which came up the Thames in 1924 to take part in the centenary celebrations of the Institution.

As soon as the news of the disaster was received the Institution sent a tele-

gram of sympathy, which concluded: "This Institution, which has recently suffered similar loss of brave Crew, recognises that such tragedies exemplify the constant perils of the Life-boat Service and sanctify the courage and humanity which inspire the Life-boat Crews."

The Life-boat Crews of Rye Harbour and the Hook of Holland were drowned in attempts to help Latvian vessels. The Life-boat at IJmuiden capsized when going out to an Italian vessel. These 26 Life-boatmen of England and Holland, who have died on service during the gales of this last winter, all gave their lives in attempting to bring help to vessels and men of foreign nations.

The Record of 1928.

NINETEEN HUNDRED AND TWENTY-EIGHT has been a year of splendid achievement for the Life-boat Service, overshadowed by a great tragedy.

During the year the Institution gave rewards for the rescue of no fewer than 591 lives. This is the largest number rescued in one year since 1923. Of these lives, 60 were rescued during ten days in the gales in the middle of November. In addition to the lives rescued, 52 vessels and boats have been saved or helped to safety. Since the Institution was founded, 105 years ago, up to the end of 1928, 61,759 lives have been rescued from shipwreck round our shores, an average of 11 lives saved every week for over a century. The tragedy was the capsizing of the Rye Harbour Life-boat on November 15th (of which a full account is given on p. 193), with the loss of her whole crew of 17 men.

The majority of the 591 lives saved in 1928 were British, but once again our Life-boats have shown that they are a great international as well as a British service. Altogether 15 vessels belonging to 8 different nationalities were helped, and 83 lives were rescued from them. Four of the vessels were French, three German, two Norwegian, two Dutch,

one Italian, one Danish, one Belgian and one Latvian. In addition to these 83 lives from foreign steamers, 15 Chinamen were rescued from an English steamer. Two of the three principal services of the year, for which the Institution awarded its medals for gallantry, were to foreign vessels.

The outstanding Life-boat Service was performed by the Motor Life-boat at New Brighton, when it rescued the crew of 23 from a French steamer. It was a service of great danger, carried out with conspicuous skill and courage. Coxswain George Robinson was awarded the Silver Medal and each of the eight members of the Crew the Bronze Medal. (A full account of the service will be found on the opposite page.)

Two other services were of special merit, and they were both carried out by the Life-boatmen of Padstow. On the 11th February the smaller of the two Padstow Pulling and Sailing Life boats, *Arab*, rescued the crew of 18 of a Norwegian steamer, *Taormina*. The service was one of great danger, but the Life-boat was handled with conspicuous skill by Coxswain W. J. Baker, who was awarded the Bronze Medal, and he was supported by splendid work at the oars

on the part of his Crew, more than half of whom had not been out on service before. (A full account of this service was given in *The Lifeboat* for last May.)

The other Padstow service was on the 27th November, when the Steam Tug *Helen Peele* rescued the five men of the fishing boat *Our Girlie*, just before she was carried on to the rocks and went to pieces. For this service the Master of the Tug, Mr. J. Atkinson, was awarded the Bronze Medal. (A full account of the service appears on p. 209.)

Two Bronze Medals were also awarded during the year for gallantry in rescuing life from shipwreck through other means than Life-boats. Mr. Thomas Boyle, of Quilty, Co. Clare, received it as the leader of three men in rescuing three men who had been marooned on an island on the 8th February. The rescue was carried out in a canvas canoe, with a gale blowing and a high sea.

The other Bronze Medal was awarded to Mr. Hugh MacKay, Senr., of Hilton, in Ross-shire, who, with four other men, went out at dusk on the 20th March in a whole gale, with a heavy sea and a dangerous tide running, to the help of a fishing-boat, the engine of which had broken down. The first of these fine services was fully described in *The Lifeboat* for last May, and the second in *The Lifeboat* for last September.

New Motor Life-boats.

IN other ways, 1928 was a very busy year for the Life-boat Service. Seven new Motor Life-boats were built, for Stromness in the Orkneys, Walton-on-the-Naze and Southend-on-Sea, Essex; Swanage, Dorset; Fowey, Cornwall; Cromarty, Cromartyshire; and Thurso, Caithness-shire. Sixteen other Motor Life-boats were under construction at the end of the year. The Life-boat Fleet on the 31st December numbered 205, of which 70 were Motor Life-boats.

The year also saw the final trials of the new Tractor for launching, a full account of which appeared in the last issue of *The Lifeboat*, and the first steps in an important development in construction—the building of a specially fast type of Motor Life-boat for work in the Straits of Dover. This Boat is fully described on page 215.

The second International Life-boat Conference was held in Paris—twice as many nations being represented as at the first Conference held in London four years before—and a report appeared in *The Lifeboat* for last September. It was once more made clear how valuable is such a full discussion and exchange of ideas. For all the Services are faced with similar problems of construction and mechanics, although the solutions vary according to the varying conditions of the different coasts.

The Finest Service of 1928.

Silver Medal Awarded to the Coxswain at New Brighton.

THE Institution has awarded its Silver Medal to Coxswain George Robinson, of New Brighton, on the Mersey, and its Bronze Medal to each of the eight members of the Crew, for their gallantry in rescuing 23 men of the French steamer *Emile Delmas* on 24th November last—the finest service of the year.

A very heavy N.N.W. gale was blowing, with a very heavy sea, continuous blinding rain squalls, and gusts at nearly 100 miles an hour. Owing to the gale and shortage of fuel, the steamer anchored and signalled for

help. When the Motor Lifeboat reached her, she had the greatest difficulty in getting alongside, as the steamer was yawing tremendously. In the end she succeeded, thanks to the splendid skill with which the Coxswain handled her, and the magnificent courage of her whole Crew. As soon as she got alongside the Frenchmen jumped into the net which the Life-boat carries, stretched amidships, or climbed down a rope-ladder.

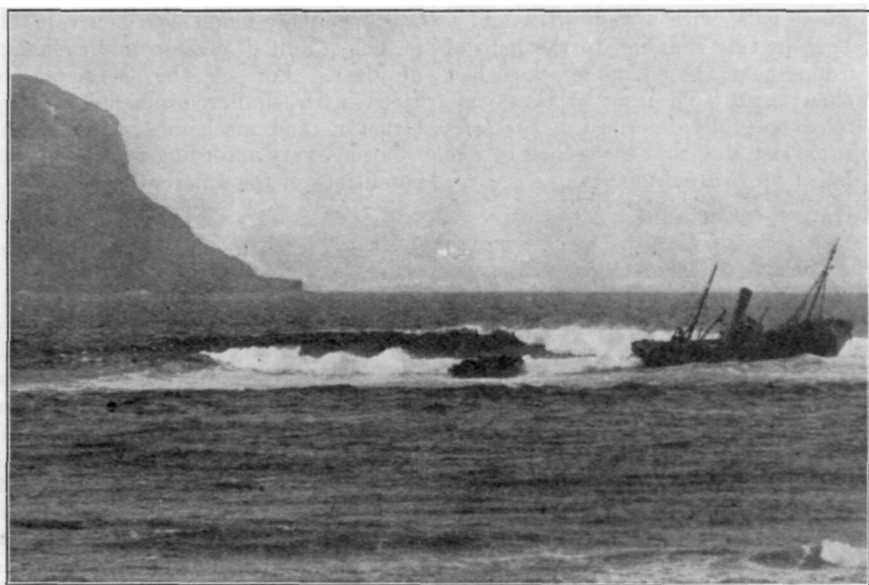
The whole crew of 24 men were rescued, but the Life-boat herself had been badly damaged. Then, on her way



By courtesy of

[J. H. Mumferd, New Brighton.]

COXSWAIN GEORGE ROBINSON, OF NEW BRIGHTON.



By courtesy of

[William Hourston, Stromness.]

THE SERVICE TO THE CARMANIA II.

The Stromness Lifeboat is lying off the steamer, and the rope by which the crew were rescued can just be seen over the steamer's stern.

(See page 211.)

home, she was struck by a huge sea. It flooded one of the engine rooms, and swept overboard the chief engineer of the steamer and two of the Life-boat's own Crew. After great difficulty and much manœuvring, the Life-boat succeeded in picking up the two Life-boatmen, but in spite of repeated efforts, she could not save the engineer, who was swept away and drowned. The Life-boat reached her Station again nearly six hours after she had put out to the rescue.

Particular gallantry was shown by the Motor Mechanic of the Life-boat, Ralph B. Scott. He was ill, waiting for a vacant bed in the hospital and faced with the probability of a serious operation. In spite of this he answered the call

with the rest of the Crew, and during the whole service was in charge of the engines. When he landed he was taken straight to hospital. This is not the first time that Mr. Scott has shown such gallantry and endurance. Before the New Brighton Life-boat went to her Station, in 1923, she made a tour round Great Britain. Mr. Scott broke a bone in his arm, but in spite of this remained in charge of the engines until the end of the trip a month later.

The owners of the *Emile Delmas* are the Compagnie Delmas Frères et Vieilleux, of La Rochelle. They are already subscribers to the Institution, and in gratitude for this service they have made a special gift of 10,000 francs to the New Brighton Life-boat Crew.

Another Bronze Medal Service by Padstow.

Awards to the Master and Crew of the Tug "Helen Peele."

PADSTOW has the distinction of having carried out two services last year in which such skill and gallantry were shown in circumstances of great danger that the Institution has awarded its Bronze Medal in each case.

The first service was on 11th February, when the *Arab* rescued the crew of eighteen of the Norwegian steamer *Taormina*, Coxswain Baker being awarded the Bronze Medal. A full account of this service appeared in *The Lifeboat* for last May. The second service was on 27th November, when the Life-boat Tug *Helen Peele* rescued the crew of the motor fishing boat *Our Girlie*, of Port Isaac.

At 4.30 in the morning as a gale was blowing from the west-north-west, with a very heavy sea, the Honorary Secretary at Padstow made inquiries about the fishing boats, and found that one boat, *Our Girlie*, with five men on board, was at sea. The Coastguard could give no news of her, so the Steam Tug *Helen Peele* was immediately sent out. With the help of her searchlight she found *Our Girlie* anchored close to the shore near Port

Quin, and in great danger, for if her anchor gave, the heavy seas would fling her at once on the rocks. The master of the Tug ordered the oil tap to be turned on, and this smoothed the seas considerably. He then stood boldly in to within 200 yards of the rocks, in only two or three fathoms of water, anchored, and manœuvred the tug with such skill that he got her safely alongside the fishing-boat, so that her crew were able to climb on board the Tug. In the darkness and shallow water, and with the heavy sea running, it was an operation of great difficulty and danger. Had the Tug touched the rocks, it would have been fatal. The rescue was completed only just in time. Immediately afterwards the cable of the fishing-boat parted, she was carried on to the rocks, and became a complete wreck.

The Institution awarded its Bronze Medal to Mr. J. Atkinson, the Master of the Tug, its Thanks inscribed on Vellum to each member of the Crew, and its Thanks and an inscribed Barometer to Captain E. P. Hutchings, the Honorary Secretary.

Three Fine Services in February.

Thurso, Plymouth and Stromness.

THE month of February was marked by three fine services, two in the north of Scotland and the other in the south of England. One was performed by the Pulling and Sailing Life-boat at Thurso, the others by new Motor Life-boats of the Barnett type, the 60-foot boat which went to Plymouth in 1926, and the 51-foot boat which went to Stromness last year.

Thurso.

At ten at night, on the 2nd February, a message was received that a vessel had gone ashore on Brims Ness, six miles from Thurso, the scene of many wrecks. She was found later to be the trawler *Edward VII.*, of Grimsby. The weather was thick and very cold, a strong breeze was blowing from the south and a heavy ground swell was breaking on the foreshore. The Life-boat reached the wreck half an hour after midnight, to find that the trawler had struck a submerged rock, known as the Whale's Back. She had then been thrown clear of this and came in on to the long wide reef called Buff of Brims. There she lay in shallow water in a channel, with gear of all kinds floating about, and with high rocks and reefs all round her, grinding and rolling heavily in the surf.

The position of the trawler, the rocks and shallow water, the surf, and the darkness of the night, all made the task of rescue very difficult and dangerous.

The Coxswain did not anchor, as he was afraid the cable would get fouled on the half-submerged rocks. He brought the Life-boat opposite the wreck, and as close as possible, under sail, and then with oars worked in among the rocks. The Life-boat ran a double risk of running on the rocks close under on her lee and of being swept against the trawler's side. Both dangers were successfully avoided, and by the light of white flares and the ship's own lights, which were still burning, the ten men on board the trawler were rescued, not only without injury to the crew but without damage to the Life-boat.

Seven hours after putting out, the Life-boat reached Thurso again.

In recognition of the skill with which the Life-boat was handled in circumstances of great difficulty, the Institution has awarded its Thanks on Vellum to Coxswain McPhail, and an additional monetary award to him and to each member of the Crew. Special letters of thanks have also been sent to Mr. J. Miller, the honorary secretary, and to Captain Shearer, who acts as honorary shore signalman.

Plymouth.

At 2.10 on the morning of the 12th February, the Coxswain at Plymouth received information from the Coast-guard that a steamer, which was found afterwards to be the s.s. *Deventia*, of Workington, was in distress off Bolt Head, eighteen miles to the south-east. A strong E.S.E. gale was blowing with a heavy sea and snow squalls, and the weather was bitterly cold. After communicating with the Honorary Secretaries of the neighbouring stations, Torbay and Hope Cove, the Honorary Secretary decided to send out the Plymouth boat, and she left at 3.10. She reached the wreck at 5.45, just about daybreak, and found the vessel ashore on the rocks under the lee of Bolt Head. She was filling rapidly, and although out of the full force of the sea, was sufficiently exposed to feel the effect of the seas sweeping past. There was, however, just enough shelter for the Coxswain to be able to get alongside without anchoring, and he rescued ten of the crew of thirteen, the other three being rescued from the shore by the Life-saving Apparatus.

The net amidships, which the Barnett type of Life-boat carries, was of great value in getting the ten men quickly into the Life-boat.

Coxswain Eagles has been awarded the Thanks of the Institution inscribed on Vellum, and he and each member of the Crew have been granted an extra monetary award. A letter was received from the Chief Engineer of the *Deventia*

expressing his gratitude and his admiration for the splendid way in which the Life-boat was handled.

Stromness.

About 4 on the morning of the 14th February three messengers from different houses in Invertown brought the Honorary Secretary the news that a steamer, which was found afterwards to be the trawler *Carmania II.*, of Grimsby, had gone ashore on the Kirk Rocks, Hoy Sound, and was showing signals of distress. The Coxswain and Crew were called out immediately, and the Life-boat, which had not been housed after a service carried out three days before, owing to the stormy weather, left the harbour at 4.35. A strong breeze was blowing from the S.W., with a very heavy sea running, and the weather was bitterly cold. When the call came soft, blinding snow was falling. This ceased about the time when the Life-boat put out.

She reached the neighbourhood of the rocks about five o'clock, and the Life-saving Apparatus arrived at the same time, but neither could give the trawler any immediate help. She was too far from the shore for it to be possible for the Apparatus to get a line to her, and too far in for it to be possible for the Life-boat to get near in the darkness and the breaking seas. There was no hope of approaching her from seaward, as the seas were breaking 100 to 150 yards before they reached her, while between the wreck and the shore were reefs and shallow water, where the Life-boat could not go until the tide rose. The Coxswain waited.

By this time the trawler was lying with a very heavy list, and was rolling heavily. About an hour after the Life-boat arrived a huge wave lifted her as if she had been a cork, swung her completely round, and threw her right on top of the reef. Her lights were then burning, but gradually grew dimmer and eventually went out. About this time the tide turned, and the seas grew heavier and heavier.

The Coxswain stood by for another two hours and then decided to attempt a rescue. He manoeuvred the Life-

boat through the breakers, and dropped anchor. The first attempt to establish communication by means of the Line-Throwing Gun failed, but the second and third shots succeeded, and two lines were secured on board the trawler. A lifebuoy was then sent to the wreck, and the Life-boat herself was veered in through the surf, nearer and nearer as the tide rose. She was thrown high in the air by every sea and then disappeared in the trough, but watching for their opportunity when a lull came in the breaking seas, the Life-boatmen got the trawler's crew off, man by man, until five were safely on board the Life-boat. All had gone well up to this point, but then a tremendous wave caught the Life-boat nearly broadside on, the wire cable snapped and the boat reeled to leeward. She was in imminent danger herself, but the Coxswain showed perfect judgment and seamanship and rushed the boat ahead among the reefs and breakers until he was under the lee of the wreck, with which he was still in communication by the ropes.

Just before this happened the trawler's small boat had been swept overboard, and was floating under her lee. The Coxswain shouted to the men who were still on board to get into the small boat and he would haul them to the Life-boat. This was done, and five more men of the trawler's crew were rescued. Then the painter parted, and the small boat was swept away with two men in her, but the Life-boat, passing again between the wreck and the shore, rescued the two men. Thus the whole of the trawler's crew were saved.

It was then nearly 9.30, five hours since the Life-boat had left harbour, and an hour and a half since the work of rescue had started.

The Honorary Secretary had watched the rescue from the shore, and reported that the Coxswain and Crew deserved the highest praise for their judgment and skill in circumstances of great peril, where success was only possible to men who knew every part of the reefs and the run of the tide.

Coxswain William Johnston has been awarded a Second Service Clasp to the Bronze Medal which he already holds,

and he and each member of the Crew an extra monetary award.

Many people do not know that the Institution has at Poplar, London, a Storeyard where there is a Reserve Fleet of Life-boats, and where all stores and spare parts required for the equipment of Life-boats and their engines are kept, ready for immediate despatch to the coast. As showing the efficiency of the Storeyard, it deserves to be

recorded that the Honorary Secretary at Stromness reported the loss of the anchor and wire cable by telegraph on the 14th February, that the new anchor and cable were at once sent by passenger train, and that when the Honorary Secretary wrote two days later, giving details of the service, he acknowledged their receipt, and was able to report that the Life-boat was again in full commission.

A Gallant Service in 1912.

Silver Medal for the Second Coxswain at Fraserburgh.

It has been decided to make special awards in connexion with a service which took place at Fraserburgh in January, 1912, when the Life-boat was launched to the help of a steam trawler, *Clio*. The service of the Life-boat was reported to the Institution, and the usual awards were made, but owing to the serious illness of the Honorary Secretary no mention was made, at the time, of the special gallantry shown by the Second Coxswain and three members of the Crew. It was not until the Secretary of the Institution visited Fraserburgh that he heard the story of their gallantry. He brought the matter to the notice of the Committee of Management, a full report was called for, and it has now been decided that special awards should be made.

It was on the night of 14th January, 1912, that the *Clio*, in attempting to make Fraserburgh Harbour in a very heavy sea, struck the Beacon Rock off Cairnbulg Briggs, round which there was a great deal of broken water. Flares were burned, the Coastguard Life-saving Apparatus was called out, and the Life-boat was launched. The rockets fired by the Coastguard were of no avail, as the trawler was too far off, and the Coastguard proposed to wait until daylight before taking any further action. The Life-boat made two attempts at rescue, but the sea was washing over the top of the *Clio*, and she could not get alongside. The Coxswain therefore anchored about 100 yards to the west of the Beacon, sheltering behind

the Mungo Rock. At about 11 p.m. the Second Coxswain, James Sim, fearing that the crew of the *Clio* would die of exposure if they were not rescued before the morning, proposed that he should try to swim to the Briggs and that three other members of the Crew should follow him. The Coxswain approved of the plan, anchored his Boat ahead of the Briggs, and veered down as close to the rocks as possible. The Second Coxswain then jumped overboard in the darkness with a line attached to him and struggled through the heavy sea to the rocks, where he made the line fast. Three members of the Crew followed—Alexander Ritchie, Andrew Ritchie and James Mitchell—and with the aid of the line got on to the Briggs.

Under the leadership of James Sim, they then crawled over the rocks until they were opposite the *Clio*, to find that the crew had got into the cage of the Beacon and lashed themselves there. Between the Briggs and the Beacon was a deep channel, 20 feet wide. The Second Coxswain therefore decided to try to get the L.S.A. In this he was successful. A line was got across from the shore to the Briggs. The tide was falling, and six or seven of the L.S.A. Crew waded across, with the help of this line, bringing with them a heaving-line, life-buoy and other apparatus. By means of this apparatus a line was then got over the deep channel to the Beacon, and the shipwrecked crew were rescued. But for the initiative, sound judgment, fine leadership and courage

of the Second Coxswain, ably supported by the three men who followed him, there is little doubt that the eight men of the *Clio* would have perished.

The Institution has therefore awarded its Silver Medal to Second Coxswain

Sim, its Thanks inscribed on Vellum to Alexander Ritchie, Andrew Ritchie, and the widow of James Mitchell, who has died since the service was performed. Extra monetary awards have also been given.

A Brave Swimmer.

Award of Bronze Medal.

IN the early afternoon of 27th August last a small steamer, *Kendy*, of Cardiff, got into difficulties off Porthcawl in Glamorganshire, and foundered. The Crew took to the boat, but it capsized, and, with the men clinging to it, drifted towards the shore. There was a moderate wind blowing, and the sea was moderate, but a heavy surf was breaking on the rocks.

The Coast-guard Life-saving Apparatus Company was called out and two rockets were fired, but the men on the boat could not get hold of the line. The Company then lined the rocks ready to seize the men as they were washed up, and an urgent call was sent for boats, one of which rescued one of the five men.

Meanwhile, at great risk to himself, a visitor to Porthcawl, Mr. W. H. B. Cotton, of Sandiacre, near Nottingham,

plunged off the rocks into the surf, swam out to the upturned boat with a line and passed it to the *Kendy's* captain, but the captain, unfortunately, could not keep hold of it. Mr. Cotton then swam back and volunteered to go out a second time, but as the boat was by this time close inshore the Coast-guard would not let him take the risk. As the boat was carried in, with the four men on her, the Life-saving Company seized them before they were flung on the rocks, and passed them back to other helpers, one Coastguard diving off the rocks in order to get one of the men ashore. All four men were rescued, but many of the Company were bruised and had their clothes torn.

Mr. Cotton's action in plunging into such a surf among the rocks was one of great gallantry, and the Institution has awarded him its Bronze Medal.

Dutch Service to a British Steamer.

41 Lives Rescued from a Vessel of the Elder Dempster Line.

[The following is an abbreviated version of a graphic account of a fine service to a British vessel which appears in *De Reddingboot*, the journal of the North and South Holland Life-saving Society, for last June. The three Life-boats engaged in this service have each been awarded by H.M. the King, on the recommendation of the President of the Board of Trade, the British Government's Silver Medal for Gallantry in saving Life at Sea (Foreign Services).]

ON the morning of Friday, 17th February, 1928, the British steamship *Shonga*, of the Elder Dempster Line, left the harbour of IJmuiden at 10 A.M.

There was a stormy W.S.W. wind, which when she got clear of the piers carried her towards the shore. She dropped both anchors and hoisted the distress signal. The position was such that tugs could not come out. Heavy seas beat over the vessel. The anchors dragged, the stern struck the bottom and the propeller was lost. Then both anchor-chains broke, and the forward part of the ship was wrenched away from the firmly-jammed stern part, on a level with the after bulkhead of the engine-room. The forward part of the ship, on which were, fortunately, the whole of the crew, drifted another 100 yards to the coast, on the northern

side of the North Pier. There it went aground, with its stern towards the land. All this took place in a few moments, and at 10.30 A.M. the first report reached the North and South Holland Life-saving Society in Amsterdam.

The Life-boat from Wijk aan Zee, a little way up the coast, was called out, and although the road to the shore at Wijk aan Zee is not easy, and the shore itself was speedily strewn with bags of cocoa beans which were washed from the after-part of the *Shonga*, the Life-boat succeeded in reaching the place of stranding at 1.30 P.M.

Meantime the force of the storm remained unabated. It seemed impossible to get a boat away from the shore, and even had it been possible to reach the stranded forward half of the ship, it would have been impossible to get alongside, for the ship was giving no lee. Therefore nothing remained but to wait, it being remembered that the crew of the *Shonga*, for the moment, were in no danger. In the strong desire, nevertheless, to make an effort to get them off before the night, the stout crew from Wijk aan Zee, who are farm labourers, completed by three men from Egmond aan Zee, who as soon as they heard of the wreck had set out to walk the nine miles along the coast, put to sea; but they had to return, the force of the storm was too great.

Thus night fell, with the disquieting knowledge that on board the *Shonga* there were a large number of people, about forty, who were, it is true, in no immediate danger, but whose fate was uncertain if the storm continued. It was also not known whether or not there were any people still on the after-part of the vessel.

In the evening the Signal Station was continually in communication with the *Shonga* by Morse lamp. The crew were told that they could rely that when day broke an effort would be made. The *Shonga* asked for the weather report, which was given, and replied that the men were keeping a stout heart and firmly relied on IJmuiden.

As there was very little certainty that the conditions of wind and sea would,

on the following morning, permit of the rescue from land or by means of the shore Life-boat, the Motor Life-boat *Dorus Rijkers** at Helder, which had been already fully informed during the day, was called out. In case of the *Dorus Rijkers* being unable to reach the wreck, further steps were taken. There are three Pulling and Sailing Life-boats at IJmuiden itself, one in the harbour, one to the north and one to the south. The northern station was temporarily closed, owing to extensive alterations to the harbour, and the harbour Life-boat could not be used, as even the tugs could not get out. It was therefore decided to take the southern Life-boat inland until the ship-canal from IJmuiden to Amsterdam could be crossed, and then along the north bank of the canal to the shore north of the harbour, where the wreck lay. This journey by night of over twelve miles was successfully carried out with the help of the launching tractor.†

The *Dorus Rijkers* left at 9 P.M. in a stormy N.W. wind and rough sea on her long night journey, a distance of some forty miles. At 3 A.M. she was in the port of IJmuiden. She had had a bad night, but everything had passed off well. The crew were in the after-cabin, where everything was ready for service, including the Schermuly line-throwing pistol, should this be found necessary.

The rescue which was now to be tried by the *Dorus Rijkers* was dangerous, not so much on account of the wind and sea—which had gone down somewhat during the night—as on account of uncertainty with regard to the depth of water at the wreck. The wreck had to be approached from windward, as it lay on shore, which is more dangerous than

* Named after Theodorus Rijkers, who died in April of this year, aged 81. He was Coxswain at Helder for 25 years, retiring in 1911. He took part in the rescue of 487 lives, of which over 300 were from British ships. An account of his services and his portrait were published in *The Lifeboat* for February, 1921.

† The tractors used by the North and South Holland Life-saving Society are British, the same as those originally used by the Institution.

if it were on a bank away from the coast, for then, as a rule, it can be approached from leeward, and in any case deep water will be found all round the bank. The water had dropped $4\frac{1}{2}$ feet during the night and the sea was still very heavy.

At about six o'clock the *Dorus Rijkers* started out. Skipper C. Bot steered her first between the pier and the after-half of the ship in order to make sure whether there were still any people on it. He then got abeam of the forward half of the ship and there made soundings and found sufficient water. He next tried the powers of the *Dorus Rijkers* in the surf, and found that he had the mastery of it. Then he got alongside the forward half of the ship. Just a little later, the IJmuiden Life-boat, with Skipper P. J. A. Kramer, also reached the *Shonga*, and found a fine berth behind the *Dorus Rijkers*.

Although very heavy seas were still running, the rescue now proceeded speedily, especially owing to the good order which prevailed on board the *Shonga*. From the shore, when it grew

somewhat lighter, the people were clearly observed jumping over, and at last the N.C. signal was seen being lowered on board the *Shonga* and one more man jumping over. Then both the *Dorus Rijkers* and the IJmuiden Life-boat returned. The latter landed nine men on the shore, and the *Dorus Rijkers* thirty-two men at IJmuiden, in the port.

A few days later the North and South Holland Life-saving Society received the following letter: "We the undersigned, Master, officers and crew of the ill-fated British steamship *Shonga*, desire to place on record our sincere and heartfelt thanks for the magnificent response made by the Life-boat Institution whilst we lay in deadly peril of our lives on the beach, north of IJmuiden."

Thanks also came from the Elder Dempster Line, which sent a contribution of £150, by which the expenses incurred by the Life-saving Society were fully covered, and, in addition, a sum of £100 to be distributed among the crews of the Life-boats.

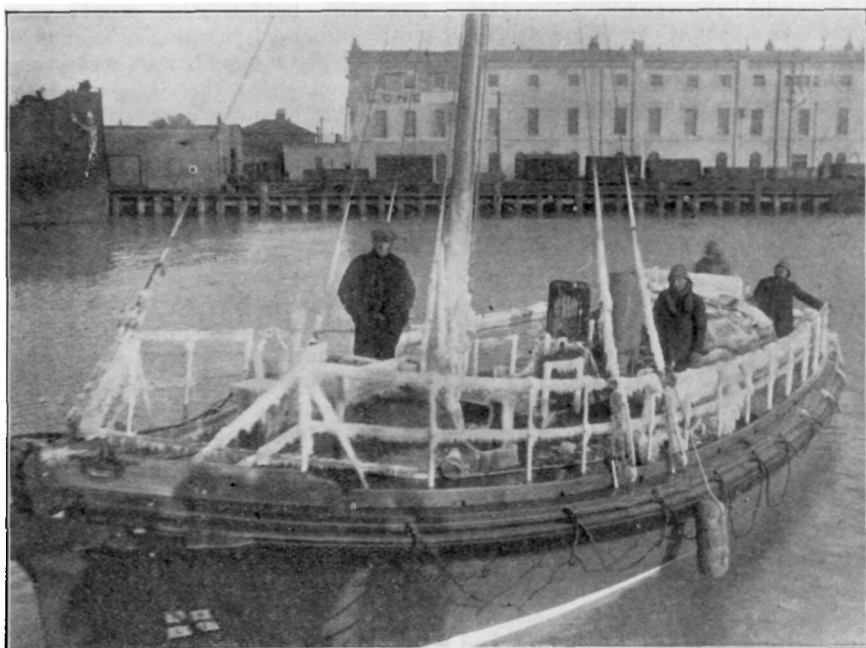
A New Fast Type of Motor Life-boat.

An important development in Motor Life-boat construction has been decided upon. The aim of the Institution in the design and construction of Motor Life-boats and their engines, suitable for the work of rescuing life from shipwreck under all conditions, has been, not high speed, but a great reserve of power. It is this reserve of power, enabling the Life-boat to maintain her speed in face of the worst conditions of weather, which may make all the difference between success and disaster at that critical moment when a Life-boat is manoeuvring to get alongside or to get away from a wreck.

There is no intention of departing from this as the general policy of construction. It has, however, been felt that the present conditions of cross-Channel traffic point to the desirability of providing a special and faster type of Motor Life-boat in the Straits of Dover. In addition to the very heavy passenger-steamer traffic across the

Straits, there is now a considerable daily traffic by aeroplane, maintained in all but the worst weather. The time during which an aeroplane is exposed to the risk of coming down while over the sea is very short. On the other hand, once an aeroplane is down in anything but a calm sea, the time during which she will remain afloat is generally so short that the ordinary Motor Life-boat could scarcely hope to reach the casualty soon enough to rescue those on board. In the case of a vessel the time between first being in distress and being in imminent danger of destruction may be many hours, and even two or three days. In the case of an aeroplane it may be only a matter of minutes.

The original proposal considered was for the provision of a very fast Motor Boat, able to travel between 25 and 30 knots, but an examination of this proposal resulted in the decision to build a boat with a speed of 17 to 18 knots, this being the fastest speed obtainable with-



By courtesy of]

[J. J. Hill, Newhaven.

ICE-BOUND.

The new Motor Life-boat for the Humber arriving at Newhaven from Cowes on February 13th, 1929, during the severe frost.



By courtesy of]

[Central News.

LIFE-BOAT IN THE LORD MAYOR'S SHOW.

The Life-boat "Robert and Catherine," late of Appledore, now of the Reserve Fleet at Poplar, in the Lord Mayor's Show of the 9th November, 1928, with Coxswain W. T. Hammond and members of the Walton-on-Naze Crew on board.

out sacrificing the essential qualities of a Life-boat.

Such a Life-boat has been laid down. She will be 64 feet by 14 feet, with nine main water-tight compartments and eighty air cases. Like the Barnett type of Motor Life-boat, she will have two cabins, with room in them for about fifty people, will be lighted with electricity, and will have an electrically driven capstan, a searchlight and line-throwing gun. Whereas the most powerful Life-boats at present on the coast have two 80-h.p. engines, this new type will have two engines of 375 h.p. each.

Another departure which is being made with this boat is that she will be fitted with wireless telephony, which will enable her to take and send messages over a distance of fifty miles. Both boat and engines have been designed and are being built by Messrs. Thornycroft, the engines being of the type which has been used on coastal motor boats.

This new boat will be capable of going to sea in any weather not too heavy for the cross-Channel passenger service, but she will not be suitable for work inshore or on the Goodwin Sands. Casualties

inshore and on the Sands are provided for by the Life-boats stationed at Ramsgate, Deal, Walmer and Folkestone, and a further defence in this direction is under consideration. The new Boat will be stationed at Dover, with a Crew of whom some will be permanently employed by the Institution. The Boat will cost between £17,000 and £18,000 and the cost of upkeep will be some £1,750 a year.

A Keel of Kentish Oak.

The boat is being built at the Hampton Launch Works, on an island in the Thames, Platt's Eyot at Hampton-on-Thames, and the keel and hog of this new boat for the Kentish coast have, most fittingly, been cut from a Kentish oak. The tree was grown on the Tongues Wood Estate at Hawkhurst, and was felled in 1921. Its length was 48 feet, and its girth over 9 feet. It was then approximately 130 years old. That is to say, the acorn, from which the keel of this latest Life-boat has been grown, took root just two years after the first Life-boat, *Original*, was launched at Tynemouth in 1789.

The Prince's Appeal to Shipping.

The First Response: Gift of Three Motor Life-boats.

FOUR of the leading shipping companies have responded to the appeal on behalf of the Life-boat Service which the Prince of Wales made to shipping in his presidential address at the Annual Meeting of the Institution last year. In that address the Prince said: "May I also make a suggestion to our great Shipping Lines? I know their wonderful seamen's charities, but may I suggest that one or two of them might give a Life-boat? What prouder thing could a great Shipping Line have than its name on one of our Life-boats? It is true that the Life-boat will not be seen by many people; it will not have very much publicity; but think what it can do!"

The four shipping companies which have responded to this appeal are the Peninsular and Oriental Group, the Royal Mail Steam Packet Co., the Union-Castle Mail Steamship Co., and the White Star Line. The Peninsular and Oriental Group, through Lord Inchcape, have given the Institution £14,500 to provide the Motor Life-boat of the Barnett type, 61 feet by 15 feet, with two 80 h.p. engines, which is being built for the Station at Padstow, Cornwall. She will be named *Princess Mary*.

The White Star Line, through Lord Kysant, have given £8,500 to provide the new Motor Life-boat which is to be built for Fishguard, and which will be

named *White Star*. She will be of the Watson type, 45 feet 6 inches by 12 feet 6 inches, with two 40 h.p. engines.

The Royal Mail Steam Packet Co. and the Union-Castle Mail Steamship Co., have given jointly, also through Lord Kyslant, £6,500 to provide the Watson Life-boat, 40 feet by 11 feet 8 inches, which is being built for Weymouth.

This Boat will be named *Lady Kyslant*.

The Committee of Management desire to record their hearty appreciation of the generous manner in which these Companies have answered the Prince's appeal, and they earnestly hope that other companies will follow the fine example of these four great lines.

The Value of a Life.

The Cost of the Life-boat Service compared with the Value of the Lives Saved.

No one can calculate the full value of a life saved, or a life risked. But certain calculations can be made, and have been made, by Insurance Companies and others, based on the wage-earning capacity of a man and the cost of providing for those dependent on him. The following note has been sent to the Institution by one of the leading life assurance companies in Great Britain, in which, as will be seen, the cost to the Institution of each life which it saved last year is compared with the minimum cost simply of providing

money, it is generally agreed that a man or a woman is a very definite asset during the working period of life, and a very definite liability at other periods. This note must not therefore be regarded as showing a lack of sense of proportion in that it neglects the non-material aspect of a life. Its object is simply to show that, leaving aside the non-material and incalculable value of a life, the value of even a part of the material side is sufficiently great to justify the expenses incurred by any of our great

VALUE TO DEPENDENTS OF ASSUMED INDIVIDUAL MALE LIVES SAVED.

Age of male life saved	Age of wife	Age of first child	Age of second child	Capital value of £1 10 0 weekly during remainder of wife's lifetime	Capital value of 5/- weekly per child until age 16	Total Capital value of the life saved to dependents
30	27	2	—	£ 1,508	£ 140	£ 1,648
30	27	3	1	1,508	279	1,787
40	37	12	—	1,355	48	1,403
50	47	—	—	1,160	—	1,160
60	57	—	—	923	—	923

for the dependents of men who lose their lives. This cost naturally is greater the younger the man, but it will be seen that even in the case of a man of sixty, the cost of providing for his widow is much greater than the average cost of saving a life last year. It need only be added that the note was not prepared in consultation with the Institution; nor did the Institution ask for it. It represents a quite independent calculation.]

While it is not contended that a human life can be equated to a sum of

Services and Institutions in saving life, or, to the same end, in combating disease.

The Metropolitan Life Insurance Company of America published some two years ago a series of studies on "The Value of Human Life" in the pages of its monthly *Statistical Bulletin*. Briefly, the value of a life is there expressed as the present capital worth of all future earnings less the present capital worth of all future net costs. These studies were, however, of a very detailed nature and from that point of view not alto-

gether suitable for our present purpose. Moreover, the method of treatment necessitated separate consideration of persons in different ranks of society, and it is felt that such distinctions should be omitted from this note.

In order to keep this note on simple lines the only point considered is the *financial* value of a man to his dependents alone, although from other points of view, it would, on the lines of the American studies, be possible to show in most cases a further and additional financial value. It is understood that about 80 per cent. of the lives saved by the Royal National Life-boat Institution are A.B.'s in the Mercantile Marine earning an average weekly wage of about £3 3s. This fact guides the argument, but does not affect its conclusion, unless it could be proved that a very large proportion of the lives actually saved have been without dependents of any kind whatsoever.

With the same idea of keeping the note on simple lines, no attempt has been made to find the average age of lives saved, or the average number of dependents per life saved. Consideration has merely been given to assumed individual cases. The examples taken, however, indicate clearly that the expense incurred in rescuing life from

shipwreck is well justified *economically*, even if regard is had only to this one aspect of a life's value, the cost of providing for the dependents.

It has been assumed that £1 10s. is the minimum weekly amount necessary to the continued existence of the widow, and 5s. the minimum weekly amount necessary for the maintenance of each child up to the age of sixteen. While the bread-winner is alive he provides these amounts or more; should he die he cannot provide them. The capitalised value of these weekly amounts during the remaining lifetime of the wife, or in the case of the children until they attain the age of sixteen, seems to be a fair minimum financial value of the life to the dependents, and the calculations are based on the mortality shown by the 1911 Census, with Interest at 4 per cent. The minimum weekly amounts assumed are possibly open to argument, but there is plenty of margin if even smaller amounts are taken.

It is observed that in 1928, the expenses of the National Life-boat Institution were £319,905, or £541 in respect of each life saved. This assumes that no services other than life-saving are performed by the Institution. This is, of course, not the case; but it does show that the *maximum* expense is *well below* the *minimum* value of each life saved.

The Royal Life-boat Matinée.

THE second annual Life-boat Matinée at the Lyceum Theatre, organised by the Central London Women's Committee of the Ladies' Life-boat Guild, was held on the 11th December, and realised £992 after all expenses had been paid.

It was held at a time of great anxiety and in circumstances of exceptional difficulty—just at that time when the long illness of the King was at its most dangerous and critical stage. The King and Queen had both promised to be present, and it would have been the first occasion on which their Majesties had been present together at a Life-boat function. Not only did his illness make it impossible for the King himself or the

Queen to be present, but during the last week of preparation there was continual uncertainty as to whether or not the Matinée could be held at all. This uncertainty, and the general and deep anxiety about the King, made the work of organisation and ticket-selling exceptionally difficult. The ticket-selling was in the hands of the whole Committee, while a special Matinée Committee of four members arranged the programme and performance: Lady Bertie of Thame (Chairman of the Central Committee), who acted as chairman of the Matinée Committee, Lady Florence Pery (Deputy Chairman of the Committee, and Honorary Secretary of the Ladies' Life-

boat Guild), Lady Dorothy d'Oyly Carte and Mrs. Toye.

In spite of the deep anxiety of the Royal Family with regard to the King's health, the Duke of York attended the *Matinée* in place of their Majesties, and H.R.H. Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, was also present. Among the others present were the Duchess of Norfolk, Vice-Patron of the Guild, the Duchess of Sutherland, President, Susan Duchess of Somerset, Lady Cynthia Colville and Lady Baring. Among those who gave their patronage were the German, French and Italian Ambassadors, the Norwegian and Latvian Ministers, the Prime Minister and Mrs. Baldwin, and the Lady Mayoress.

The programme consisted of drama, opera and ballet. Mr. Louis N. Parker wrote a one-act Life-boat play, "Their Business in Great Waters," specially for the occasion, and a description of the play and the names of the cast will be found below. The opera was an act from "The Rhythm Eternal," an opera on jazz, by Mr. T. C. Fairbairn, with music by Mr. Leighton Lucas, in which the principal parts were taken

by Miss Dorothy d'Orsay and Mr. Thorpe Bates. The programme was completed with a charming *pas seul* by the child-dancer, Miss Wendy Toye, and three ballets—"The Faerie Crag: A Highland Legend," produced by Miss Euphan MacLaren, "Orpheus," a burlesque in mime, written and produced by Mr. Leighton Lucas, and "The Masque of the Sea," by Mr. Leighton Lucas, the production and choreography being by Miss Ruby Ginner.

In the interval Sir Godfrey Baring, Bt., Chairman of the Committee of Management, expressed the thanks of the Institution to the authors, composers, producers, actors, actresses, musicians, singers and dancers, numbering over fifty, who had given their services, to Messrs. Frederick and Walter Melville, who had lent the theatre, to the theatre staff, and to the many others who in different ways had given their help.

The first Lyceum *matinée*, organised by the Central London Women's Committee, was held in May, 1927. There was a variety programme, and H.R.H. Princess Mary, Viscountess Lascelles, was present.

Their Business in Great Waters.

Mr. Louis N. Parker's Life-boat Play.

WHEN the programme for the Royal Life-boat *Matinée*, at the Lyceum, on the 11th December, was being arranged Mr. Louis N. Parker, the author of many plays, and the organiser of some of the most successful historical pageants, was asked if he could arrange for a performance of his play "Drake." He pointed out the difficulties of producing such an elaborate play, with its very long cast, and offered to write a one-act Life-boat play specially for the *matinée*. This generous offer the Institution most gratefully accepted.

Mr. Parker's kindness did not end here. In addition to writing the play he came over from Switzerland, where he now lives, to conduct the rehearsals, and through the help of his friend and agent, Mr. Golding Bright, an

exceptional cast of leading actors and actresses was obtained. The eight parts were taken by Mr. Edmund Gwenn, Miss Lena Ashwell, Miss Sara Allgood, Miss Tallulah Bankhead, Miss Marjorie Mars, Mr. Leslie Howard, Mr. Frank Lawton, and Mr. Edgar Norfolk. The play was produced by Mr. Norman Page, and the honorary stage manager was Mr. George Desmond.

Mr. Parker has generously presented the entire rights in this play to the Ladies' Life-boat Guild, and it is hoped that the performance on 11th December last, in the presence of the Duke of York and Princess Louise, will be only the first of many performances of the play on behalf of the Life-boat Service.

The title of the play is "Their Business in Great Waters," and there are

eight parts, four women and four men. The scene of the play is in the living-room of a Life-boat Coxswain's cottage on a wild night. A signal of distress is heard, and the Coxswain and his son, the Second Coxswain, hurry to the Boat-house. From the window of the room the Coxswain's wife watches the Life-boat's searchlight, as she goes out, sees it disappear, believes the Life-boat to be lost with all her crew, and waits in agony until the Coxswain and his son return triumphant with the whole crew saved.

The play is a noble expression of the unaffected courage and the deep humanity of the Life-boat Service. It moves naturally, inevitably, and without any exaggeration, from a simple human interest to a tense atmosphere created by the storm, increasing from anxiety to terror and anguish and culminating in a noble close, where the joy and thankfulness at lives rescued from death, men returned in safety from a terrible ordeal, and a family re-united, find fitting expression in the words from the Bible which the Coxswain reads, "And He arose, and rebuked the wind, and said unto the sea, Peace, be still, and the wind ceased, and there was a great calm."

The entire rights of the play belong to the Institution, and it can only be produced by obtaining the licence of the Institution. For this licence a charge will be made of one guinea, but where the performance is given in aid of the Institution or one of its Branches, no fee is charged. It is, however, advisable for Branches which think of arranging for a performance of the play to apply to the Institution for the licence. Copies of the play may be obtained by Honorary Secretaries at the cost price of 6d., and may be sold at 1s., the profit going to the funds of the Branch.

The simplicity of the characters of the play, and the simplicity of the production, scenery and dresses, make the play specially suitable for good amateurs. The only special dresses required are Life-boatmen's oil-skins, and these can always be provided by the Institution for any performance of the play given on its behalf. It lasts half an hour, so that with the addition of Life-boat films and some sea songs, a complete entertainment can be easily arranged.

We hope that many Honorary Secretaries will find the play a means of increasing interest in the work of their Branches and of adding to their funds.

Obituary.

SINCE the last issue of *The Lifeboat* the Institution has lost a number of friends and workers: Sir Charles Macara, Bt., J.P., Chairman of the St. Anne's-on-the-Sea Branch, and founder of the Life-boat Saturday Fund; the Lady Sheffield, Honorary Secretary of the Manchester, Salford and District Ladies' Life-boat Guild; Miss Annie Swallow, late Honorary Secretary of the Peterborough Branch; Mr. C. B. Stoddard,

Honorary Secretary of the Cardiff Branch; Mr. A. J. G. Anson, late Honorary Secretary of the Hastings and St. Leonards Branch; Mr. Felix Rubie, M.I.N.A., the Institution's late Surveyor of Life-boats; Coxswain William Robinson, of Newbiggin; and Coxswain William Stephen, of Montrose. It is hoped to publish an account of their work for the Institution in the next issue of *The Lifeboat*.

Acknowledgment.

THE photograph of the presentation of the Centenary Vellum at Appledore, which was reproduced in the last issue

of *The Lifeboat*, was taken by Mr. R. L. Knight, photographer of Barnstaple, and was reproduced by his kind permission.

THEIR BUSINESS IN GREAT WATERS.

*By courtesy of]**[Photo Press.*

**MR. EDMUND GWENN AS THE
COXSWAIN.**

*By courtesy of]**[Photo Press.*

WATCHING THE LIFEBOAT.
Miss Tallulah Bankhead and Miss Lena Ashwell.

*By courtesy of]**[Photo Press.*

IN THE COXSWAIN'S COTTAGE.

Left to right : Miss Marjorie Mars, Mr. Edmund Gwenn, Miss Tallulah Bankhead, Miss Sara Allgood and Miss Lena Ashwell.

Summary of Meetings of the Committee of Management.

Thursday, 21st June, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Passed a special Vote of Thanks to H.R.H. PRINCE GEORGE for graciously visiting the Orkney Islands in order to perform the naming ceremonies of the Stromness and Longhope Life-boats.

Passed a cordial Vote of Thanks to H.R.H. PRINCESS BEATRICE for graciously attending a Garden Party given for the Institution by Mrs. Hillier Holt.

Reported the resignation from the Committee of Management of Mr. HAROLD CLAYTON, and co-opted Engineer Vice-Admiral Sir ROBERT B. DIXON, K.C.B.

Reported that Sir WOODBURN KIRBY had tendered his resignation as a member of the Committee of Management.

Reported the receipt of the following special contributions :—

	£	s.	d.
F. Newson, Esq., London & North Eastern Railway 5 per cent. Preference Stock to provide an Annual Subscription	200	0	0
Anonymous (Additional Donation)	50	0	0
Col. F. J. A. Trench, C.V.O., D.S.O., R.A. (Additional Donation)	26	5	0
<i>To be thanked.</i>			

Paid £20,552 12s. 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 £59 2s. 6d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives Rescued.
Hartlepool (Motor)	Coble <i>Margaret</i> , of Seaham Harbour. Saved boat and rescued	2
The Humber (Motor)	Steam trawler <i>Abelia</i> , of Grimsby. Stood by vessel.	
Scarborough (Motor)	Motor fishing boat <i>Victory</i> , of Scarborough. Escorted boat into harbour.	
Tenby	Fishing vessel <i>Leonora Minnie</i> , of Brixham. Landed 3.	

The Porthdinllaen Motor Life-boat saved the yacht *Arrow*, of London, and rescued her only occupant.

Also voted £116 18s. 4d. to pay the expenses of the following Life-boat launches, etc., with a view to assisting persons on vessels in distress :—Clacton-on-Sea (Motor), Johnshaven, Montrose No. 1 (Motor), Piel (Barrow) (Motor), Port St. Mary, Rhoscolyn, Selsey and Bognor (Motor), and Wells.

Granted £15 16s. to men who were injured in the Life-boat Service at Folkestone and Winterton.

Voted the Thanks of the Institution inscribed on Vellum and framed to ERIC G. MUNDELL and STANLEY A. DARKIN, school-boys of about fifteen years of age, in recognition of their plucky conduct in putting off in a 10-foot dinghy during a fresh N.E. breeze with a rough sea, and, at grave personal risk, rescuing a man and a boy whose sailing boat had capsized off Worthing on 2nd June.

Voted £2 to two men for going to the help of the motor fishing boat *Spitfire*, of Dunbar, and rescuing her only occupant on 24th May. Also granted 10s. to the owner of the boat for petrol used and loss of gear. While returning from the fishing grounds the *Spitfire's* engine had failed and she was in danger of being driven on to the Wildfire rocks. The rescuers put out at once, and, at some risk owing to the rocks, succeeded in getting hold of the disabled boat before she got into the surf. A moderate E.S.E. wind was blowing with a heavy ground sea.

Voted £1 to ERNEST HUGEN for rescuing two boys who were adrift in a small boat without oars, off Brighton, on 30th May. Also £2 15s. to the crew and launchers of a motor boat which made an unsuccessful search, and £1 0s. 5d. for stores consumed, etc. At about 5 P.M. information was received from the police that a small rowing boat was drifting out with the off-shore wind. The sea was smooth. Manning his motor boat, the Life-boat Coxswain, with three other men, put out, but although afloat for five hours saw no sign of the boat. In the meantime Ernest Huguen had also gone out in a small boat, found the two boys and rescued them.

Thursday, 19th July, 1928.

THE HON. GEORGE COLVILLE, in the Chair.

Reported the death of Mr. T. B. GABRIEL, a member of the Committee of Management.

Reported the receipt of the following special contributions :—

	£	s.	d.
Douglas Cow, Esq., special gift to produce an Annual Subscription	1,000	0	0
Anonymous (Donation)	100	0	0
White Star Steamers' Charity Account (Additional Donation)	50	0	0
<i>To be thanked.</i>			

Paid £31,312 3s. 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 £111 4s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives Rescued.
Hastings	A small fishing boat, of Eastbourne. Stood by boat.	

Life-boat.	Vessel.	Lives Rescued.
Lowestoft (Motor)	Sailing boat <i>Ugly</i> , of London. Saved boat and rescued	1
Lowestoft (Motor)	Motor fishing boat <i>Mica</i> , of Lowestoft. Stood by boat.	
Minehead . .	S.S. <i>Pelican</i> , of Cardiff. Saved vessel and rescued	5
Newhaven (Motor)	Fishing boat <i>Mallard</i> , of Brighton. Stood by boat.	
Rosslare Harbour (Motor)	Fishing yawl <i>Jane</i> , of Wexford. Saved boat and rescued	3
Sunderland (Motor)	Cobles <i>Klondike</i> and <i>Frank</i> , of Seaham. Saved two cobles and rescued	7
Weymouth (Motor)	Cutter <i>Bonny Jean</i> , of Poole. Saved boat and rescued	2

The Aberdeen No. 1 (Motor) Life-boat rendered assistance to steam drifter *Regain*, of Lowestoft; and the Caister No. 1 Life-boat rendered assistance to the schooner *Mary Ann*, of Guernsey.

Also voted £195 13s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Abersoch, Bembridge (Motor), Brighton, Caister, Eastbourne, Llandudno, Lowestoft (Motor), New Brighton, Newhaven (Motor), Pwllheli, Walmer, Walton-on-the-Naze (Motor), and Whitby.

Granted £23 7s. 6d. to men for injury in the Life-boat Service at Cardigan and Exmouth.

Directed that a Letter of Appreciation be addressed to Captain W. J. OLIVER, Honorary Secretary at Sunderland, for going out in the Life-boat on service on 14th July.

Directed that a Letter of Appreciation be sent to Mr. G. W. SPENCER and six men who put off with him in a motor launch from Littlehampton and saved the barge *Lady Maud*, of London, and rescued her crew of two. At about 3 P.M. on 26th June the vessel was reported in difficulties in a westerly gale with a heavy sea and the rescuers put off to her help. Three of them boarded the *Lady Maud* and taking charge worked her to Newhaven.

Voted £4 to four men for rescuing two men at Broadstairs on 1st July. A strong S.W. off-shore wind was blowing with a heavy sea, and the two men, who were in a sailing boat, found that they were unable to make harbour. A distress signal was hoisted, and in response the rescuers put out in a motor boat. A tow rope was thrown, but at that moment a heavy sea struck the sailing boat, which heeled over, filled with water, and sank. The motor boat picked the men up and brought them safely to Broadstairs.

Voted 7s. 6d. to W. WARD, Bowman of the Life-boat at Lynmouth, for rendering assist-

ance to the crew of the motor ketch *Madby Ann*, of Bideford, on 17th June. At about 7 A.M. he saw a small boat about two miles off land, and put out in his motor boat. He found in the boat the crew of the ketch, three in number, in an exhausted condition. Their vessel had sunk, but before they left her they had been at the pumps for several hours. They were very glad to be towed in as a strong ebb tide was running.

Voted £4 to WILLIAM BROWN, Second Coxswain of the Life-boat at Newbiggin, and seven other men for saving the pleasure boat *Jean*, of Wansbeck, and rescuing her ten occupants on 30th June. Also granted 2s. to the owner of the boat for petrol used. At about 8.30 A.M. a message was received from Cresswell that the boat, containing ten miners out for a day's fishing, had drifted out to sea owing to engine trouble. The boat was flying signals of distress and a strong N.W. gale had sprung up. As the Newbiggin Life-boat was off service for overhaul, a motor coble was immediately manned, picked up the disabled boat and towed her home, a distance of six miles.

Voted £6 to JOHN WATSON, Coxswain of the Cromarty Life-boat, and five other men, for putting off in a launch on the night of 28th June to search for the motor fishing boat *Hyacinth*, of Buckie. Also granted £2 17s. 6d. for coal consumed. A report was received that the vessel was on fire about six miles to the north-east, but no sign of the vessel could be found.

Voted £4 to JAMES GOODBRAND, Coxswain of the Buckie Life-boat, and three other men for going out in a motor boat on the same occasion. Also granted 7s. for stores consumed. The *Hyacinth* was found, about sixteen miles to the north-west of Buckie, burnt to the water's edge. Her crew had been rescued by another fishing boat.

Thursday, 20th September, 1928.

THE HON. GEORGE COLVILLE in the Chair. Appointed Commander Edward D. Drury, O.B.E., R.D., R.N.R., Deputy Chief Inspector of Life-boats vice Commander Stopford C. Douglas, R.N., deceased.

Reported the receipt of the following special contributions:—

	£	s.	d.
Civil Service Life-boat Fund (per Mr. H. A. Clark), in respect of expenditure incurred for the Civil Service Life-boats in 1927	1,629	11	4
Cunard S.S. Co., Ltd. (Collection on Steamers)—			
Subscription	100	0	0
Donation	100	0	0
G. Pope, Esq. (Donation)	200	0	0
Trustees of the late Wm. Thorn-gate, Esq. (Subscription)	80	0	0
Cayzer Irvine & Co., Ltd. (Subscription)	48	0	0

	£	s.	d.
Frederick W. Peabody, Esq. (per Philip G. Peabody, Esq.) (Donation)	26	5	0
Major Herbert Weeks, A.M. (per Philip G. Peabody, Esq.) (Donation)	26	5	0
Mrs. Emily Best (per Philip G. Peabody, Esq.) (Donation)	26	5	0
Reginald Best, Esq. (per Philip G. Peabody, Esq.) (Donation)	26	5	0
The late Madame Jessie Hartmann, Gift from Estate of	25	0	0
<i>To be thanked.</i>			

Paid £25,848 10s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £145 12s. 6d. to pay the expenses of the following Life-boat launches:—

Life-boat.	Vessel.	Lives rescued.
Berwick-on-Tweed . . .	Boat of motor vessel <i>Heather Pet.</i> Stood by boat.	
Helvick Head . .	Yacht <i>Esterel</i> , of Dublin. Assisted yacht into harbour.	
Lowestoft . . . (Motor)	S.S. <i>E. Rose</i> , of Yarmouth . . .	8
Montrose No. 1 (Motor)	Motor boat <i>Angora</i> . Rendered assistance.	
Newhaven . . . (Motor)	Fishing boat <i>Young Cecil</i> , of Brighton. Rendered assistance.	
Peterhead . . . (Motor)	Yacht <i>Frebelle</i> . Stood by vessel.	
Porthdinllaen . . (Motor)	A small boat of Porthdinllaen. Saved boat and rescued . . .	4
Southend-on-Sea (Motor)	Motor launches <i>Sussex Queen</i> and <i>Sussex Maid</i> . Saved boats and rescued . . .	4
Stromness . . . (Motor)	Norwegian Motor schooner <i>Bru</i> . Stood by vessel.	
Worthing . . .	Motor yacht <i>Sea Hawk</i> . Saved yacht and rescued . . .	3

The Margate (Motor) Life-boat rendered assistance to the motor yacht *Musmé*, of London, and assisted the motor yacht *Frothblower*, of London, into harbour; the Rosslare Harbour (Motor) Life-boat rescued from shipwreck the crew, eleven in number, of the trawler *Oldham*, of Milford Haven, and saved the yacht *Temptress* and rescued her crew of three. The Galway Bay (motor) Life-boat took out a pilot to the S.S. *Yorck*, of Bremen.

Also voted £347 2s. 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:—Abersoch, Alnmouth, Caister, Caister No. 2, Clacton-on-Sea (Motor), Clovelly, Cullercoats, Folkestone, Great Yarmouth and Gorleston, Holyhead No. 1, Holy Island No. 1 (Motor), Huna, Kessingland,

Lowestoft (Motor), The Mumbles (Motor), New Romney, Newcastle, Co. Down, Newhaven (Motor), Palling No. 1, Port Erin (Motor), Port St. Mary, Ramsey, Ramsgate, Redcar and Rosslare Harbour (Motor).

Granted £84 13s. 8d. to men for injury in the Life-boat Service at Flamborough, Scarborough and Winterton.

Reported the death, at the age of 81. of H. F. Belsey, a survivor of the *Indian Chief* rescue of 1881, who had been in receipt of an allowance from the Institution since 1914.

Granted £17 16s. to defray the funeral expenses of the late Coxswain Richard Wedge, of St. Ives, Cornwall, and voted a compassionate grant of £10 to his widow, who was left in poor circumstances.

Voted a compassionate grant of £5 to the widow of the late Sidney Harris, who was in poor circumstances. Harris, an ex-Coxswain, had been connected with the Gorleston Life-boats for many years.

Granted £8 16s. to defray the funeral expenses of Mrs. M. P. Cook, the dependent mother of Wm. W. Lambie, a Life-boatman who was drowned in the Salcombe Life-boat Disaster of 1916.

Voted a special gratuity of £10 to Donald Smith, Signalmen at Stroma in connexion with the Huna Life-boat, on his resignation on account of age and infirmity after many years service.

Awarded Aneroid Barometers, suitably inscribed, to Mr. C. E. Tatham, Honorary Secretary of the Blackpool Branch of the Institution, and to Mr. E. Flower, a member of the Blackpool Local Committee, in recognition of their good services in rescuing the only occupant of the sailing yacht *Britannia*, off Fleetwood, on the 1st July. Also presented an inscribed copy of "Britain's Life-boats" to Mr. Tatham's son Joseph, who was on board his father's yacht at the time.

(This service was described in the issue of *The Lifeboat* for November, 1928.)

Voted £2 5s. to three men for rescuing the crew of four of the fishing boat *Kate*, of Ballinagoul, Helvick, on the 30th July. During a strong S.S.E. breeze, with a rough sea and rain, the boat was seen about a quarter of a mile from the shore, dismasted and showing signals of distress. Another fishing boat, about two miles distant, saw the signals, went to the rescue and brought the disabled boat and her crew of four safely into harbour.

Voted £1 10s. to two men in a motor coble for saving the coble *Vera*, of Whitby, and rescuing her two occupants on the 31st July. Also granted 5s. to the owner of the motor coble for petrol used. The *Vera*, containing a man and a boy, was engaged in salmon fishing, when owing to an increase in wind and sea, they were obliged to leave their nets. After exhausting themselves in their efforts to reach the shore under oars, they hoisted signals of distress. The salvors who were in the coble *Gratitude*, and had a salmon coble in tow, slipped their tow when they saw the signals,

and went to the help of the distressed boat, which they towed to Whitby.

Directed that a Letter of Thanks should be addressed to Robert Hooper, Second Coxswain of the Tenby Life-boat, for rescuing the six occupants of the open boat *Ivy* on the 25th August. Whilst going to sea with a pleasure party, he saw a boat apparently in distress about one and a half miles N.E. of Victoria Pier, Tenby, and went to her help. A strong S.S.W. wind was blowing, but no special risk was incurred.

Voted 7s. 6d. to Mr. George Dyke for rescuing a man and woman in a small rowing boat at Swanage, on the 17th August. At about 2.20 P.M. the Coastguard reported the boat to be out of control and getting into difficulties. The weather at the time was fine, with a slight westerly breeze and moderate sea. Mr. Dyke at once went to the rescue and brought the boat to shore. Moderate risk was incurred, as the boat was near the Peveril Ledge with a strong ebb tide running.

Voted £5 12s. 6d. to nine men, three of whom rescued and six of whom endeavoured to rescue, the crew, ten in number, of the S.S. *Mellaneer* of Penzance, on the 4th September. Also granted 10s. for fuel consumed. The steamer, which was laden with coal, and bound from Cardiff to France, ran ashore at Peel Point, Land's End, during thick weather. On learning that the steamer was ashore, the six men put out from Sennen Cove, but on reaching her found that the crew had been taken off by the three men on the fishing boat *Silver Stream*, which, when returning from fishing, had heard the vessel's whistle and gone to her help. The boats stood by the *Mellaneer* for about two hours, and then abandoned her. She became a total wreck.

Voted £2 to four men for rescuing four boys, at Margate, on the 9th September. Also granted 7s. 6d. for fuel used. At about 7 P.M. during a sudden heavy north-westerly squall, the boys' boat was seen to be in trouble about one mile from the shore. The men promptly put off in a motor boat and rescued the boys, together with their boat, which had nearly been swamped. No risk was incurred.

Voted £1 2s. 6d. to three men for landing two men from the fishing boat *Rovers Belle*, at Birr Point, Co. Down, on the 18th August. At about 3 A.M. signals of distress were seen, and the three men put off and found the fishing boat on Burial Island in a dangerous position. They landed two men from the boat, and these men went to Sandiland harbour, near by, and obtained help. The boat was got off the rocks the same day.

Voted £1 10s. to the Life-boat Coxswain at New Brighton, and another man, who, accompanied by the two Motor Life-boat mechanics, put off on the 2nd September in the Life-boat's boarding boat, as flares had been reported, by the Coastguard, to have been seen on the Burbo Bank. The weather was fine, with a smooth sea and moderate N.W. breeze, when the boat went out at 8.30 P.M. After searching for two hours, she returned, having found nothing.

Voted £1 10s. to the Coxswain of the Penlee Life-boat and three other men for putting off from Mousehole, on the 4th September, to the help of a fishing boat which the Coastguard had reported as stranded on the rocks. The sea was smooth, but there was a very thick fog. On reaching the boat, the four men found that she had refloated. After giving the skipper his position and finding out that his boat was undamaged, they returned home.

Awards to Coxswains and Life-boatmen.

IN connexion with the Rye Harbour Life-boat disaster on 15th November, when the whole of the Crew, seventeen in number, lost their lives, Memorial Certificates have been awarded—in addition to the pensions and allowances mentioned elsewhere—as follows :—

MRS. HEAD, widow of Herbert Head, Coxswain, mother of James A. and John S. Head.

MRS. STONHAM, widow of Joseph Stonham, Second Coxswain.

MRS. H. CUTTING, widow of Henry Cutting, Bowman.

MR. W. CUTTING, father of Henry Cutting, Robert R. Cutting and Albert E. Cutting.

MRS. A. E. SMITH, widow of Albert E. Smith.

MRS. W. T. CLARK, widow of William T. Clark.

MR. W. T. CLARK, father of William T. Clark and Leslie G. Clark.

MR. G. H. POPE, father of Charles F. D. Pope, Robert H. Pope and Louis A. Pope.

MR. J. DOWNEY, father of Maurice Downey.

MR. W. G. DOWNEY, father of Albert G. Downey.

MR. JAMES IGGLESDEN, father of Walter Igglesden.

MR. C. SOUTHERDEN, father of Charles Southerden.

TO BRYAN O'DONNELL, on his retirement, after serving 22½ years as Coxswain and previously 2½ years as Second Coxswain of the Arammore Life-boat, a Certificate of Service and a Pension.

TO WILLIAM ROBINSON, on his retirement, after serving 14 years as Coxswain and previously 16 years as Second Coxswain of the Newbiggin Life-boat, a Certificate of Service. Robinson died after sending in his resignation, and the Certificate and a Gratuity were given to his widow.

To HUGH HERALD, on his retirement on the closing of the Station, after serving 14 years as Coxswain, and previously 3 years as Second Coxswain and 5 years as Bowman of the Greencastle Life-boat, a Certificate of Service and a Pension.

To WILLIAM H. MITCHELL, on his retirement, after serving 10½ years as Coxswain of the Exmouth Life-boat, a Certificate of Service and a Pension.

To DANIEL DAVIES, on his retirement, after serving 11 years a Second Coxswain and

previously 12 years as Bowman and 4 years as a member of the Crew of the New Quay, Cardigan, Life-boat, a Certificate of Service and a Pension.

To C. MCGILLOWAY, on his retirement on the closing of the Station, after serving 14 years as Second Coxswain of the Greencastle Life-boat, a Pension.

To WILLIAM HERALD, on his retirement on the closing of the Station, after serving 17 years as Bowman of the Greencastle Life-boat, a Pension.

Awards to Honorary Workers.

Mr. LOUIS N. PARKER has been elected an Honorary Life Governor of the Institution in recognition of his generous and valuable services to the Life-boat Cause in writing for the Institution the Life-boat play "Their Business in Great Waters," and presenting the play, with all rights of production and performance, to the Institution.

To the Viscountess BERTIE OF THAME, in recognition of her valuable co-operation as Chairman of the Central London Women's Committee of the Ladies' Life-boat Guild, the Gold Brooch and the Record of Thanks.

To Mr. JOHN OWEN, on his retirement after 20 years as Honorary Secretary and previously 5 years as Honorary Treasurer of the Cardigan Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. WILLIAM MURRAY, upon his retirement after 20 years as Honorary Secretary of the Newburgh Branch, the Thanks of the Institution inscribed on Vellum.

To Alderman FRED BRITAIN, in recognition of long and valuable co-operation as Honorary

Secretary of the Southend-on-Sea Branch, a Binocular Glass.

To Mr. P. L. HUTCHINGS, upon his retirement after 7 years as Honorary Secretary of the Dungeness Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mrs. WILLIAMS, Honorary Secretary of the Ladies' Life-boat Guild at Aberdovey, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Miss W. SEATTER, in recognition of her valuable assistance as Central Convener of the Edinburgh Life-boat Day organisation for 8 years, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mr. FRED BEDFORD, upon his retirement from the office of Honorary Secretary of the Glasgow Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To 52 ladies and gentlemen, in recognition of their services in connexion with the Royal Life-boat Matinée at the Lyceum Theatre, on 11th December, the Record of Thanks.

Division of the North of England into Two Districts.

IN making its appeals for public support, the Institution has decided to divide into two Districts the North of England, which up to the end of last year was one District, and which had as its Organizing Secretary the late Mr. Edgar H. Johnson, F.C.I.S., of Manchester.

This change has become necessary owing to the great development in the Institution's work during recent years, and the great increase in the number of

its Branches in the North of England, which last year contributed over £30,000 to the funds of the Institution. The North-Western District will consist of Lancashire, Cheshire, Cumberland, Westmorland and the Isle of Man, with an area of 5,300 square miles, and a population of just over 6,353,000; the North-Eastern District of Northumberland, Durham and Yorkshire, with an area of 9,100 square miles, and a population of just over 6,400,000.

News from the Branches.

1st October to 31st December.

Greater London.

BARNES (SURREY).—Concert.

BERMONDSEY.—Concert.

CLAPHAM.—Address to the Rotary Club by the Organizing Secretary.

HAYES.—Annual Meeting on 15th November. Speaker: The District Organizing Secretary. The Annual Report showed that £51 had been raised.

ILFORD (ESSEX).—Concert and presentation of Certificates in the Life-boat Essay Competition. Speakers: The Mayor and Deputy Mayor.

ST. PANCRAS.—Address to the Rotary Club by the Organizing Secretary.

STOKE NEWINGTON.—Address to the Rotary Club by the Organizing Secretary.

STREATHAM.—Address to the Rotary Club by Mr. Walter Riggs, Honorary Secretary at Aldeburgh. Address to "Toc H" by the Organizing Secretary.

WEST ACTON.—Visit of Life-boat workers to the Institution's Storeyard.

WILLESDEN.—Address to the East Willesden Rotary Club by the Organizing Secretary.

WOODFORD (ESSEX).—Bridge Drive.

Ten Lantern Lectures and talks were given during the quarter.

North of England.

ACCRINGTON (LANCASHIRE).—Collections by the Ladies' Life-boat Guild in places of amusement.

ADLINGTON (LANCASHIRE).—Annual Meeting on the 8th November. The Annual Report showed that £42 had been raised, as compared with £30 in the previous year.

ALNWICK (NORTHUMBERLAND).—Annual Meeting. Special efforts during the year. Ball which raised over £60 and Concert. The Annual Report showed that £111 had been raised, as compared with £106 in the previous year.

BERWICK-ON-TWEED.—Annual Meeting on 20th November. Captain F. C. H.

Allenby, R.N., Vice-President, in the chair. The Annual Report showed that the Life-boat had been out on two occasions, and that £344 had been raised as compared with £296 in the previous year. Of this sum the Ladies' Life-boat Guild contributed £250, as compared with £69 in the previous year.

BLACKPOOL (LANCASHIRE).—Meeting of the Ladies' Life-boat Guild. Whist Drive.

Dinner to the Life-boat Crew by the Mayor, who presented the Inscribed Barometers awarded to Councillor C. E. Tatham (Honorary Secretary) and Mr. E. Flower by the Institution for rescuing a stranded yachtsman at considerable risk on 1st July.

BLYTH (NORTHUMBERLAND).—Sale of Work.

BRADFORD (YORKSHIRE).—Annual Matinée at the Alhambra Theatre.

Visit of the Bridlington Life-boat Crew, who were presented to the Mayor. The Coxswain presented Miss Nora Grainger, the Assistant Secretary, with a model of the *City of Bradford* Motor Life-boat, stationed at Spurn Point on the Humber.

BRIDLINGTON (YORKSHIRE).—Whist Drive organized by the Ladies' Life-boat Guild.

BURLEY - IN - WHARFEDALE (BRADFORD BRANCH, YORKSHIRE).—Bridge Drive.

CARNFORTH (LANCASHIRE).—Annual Meeting on 19th October. The Annual Report showed that £74 had been raised, as compared with £16 in the previous year.

CULCHETH-WITH-KENYON (LANCASHIRE).—Annual Meeting on 15th November. Mrs. Arthur Taylor, President, in the chair. The Annual Report showed that £17 had been raised as compared with £53 in the previous year.

DENTON (MANCHESTER AND SALFORD BRANCH).—Whist Drive and Dance.

DUKINFIELD (CHESHIRE).—Whist Drive, at which the Mayor was present.

GATESHEAD (DURHAM). — Annual Meeting on 2nd November. The Annual Report showed that £183 had been raised, as compared with £105 in the previous year.

GOLBOURNE (LANCASHIRE). — Annual Meeting on 18th October, at which steps were taken to revive the activities of the Branch.

HALIFAX (YORKSHIRE). — Annual Meeting on 5th October. The Annual Report showed that £233 had been raised as compared with £144 in the previous year, the expenses being only £1 9s. 7d.

Bridge Drive organized by the Mayoress.

HECKMONDWIKE (YORKSHIRE). — Whist Drive.

INCE (LANCASHIRE). — Annual Meeting of the Branch and Ladies' Life-boat Guild on 3rd October. The Annual Report showed that the Guild, which was only formed in February, had raised over £66 by the end of September. The Honorary Secretary, Mrs. W. Smith, was cordially thanked.

KENDAL (WESTMORLAND). — Annual Meeting of the Ladies' Life-boat Guild, 3rd December. A sum of £135 had been collected as compared with £106 the previous year.

KIRKBY STEPHEN (LANCASHIRE). — Whist Drive and Dance.

KIRKHEATON (YORKSHIRE). — House-to-house Collection.

LYMM AND HEATLEY (CHESHIRE). — Whist Drive and Dance.

MARKET WEIGHTON (YORKSHIRE). — Whist Drive.

MELTHAM (YORKSHIRE). — Annual Meeting. The Annual Report showed that £36 had been raised.

Whist Drive and Dance, with an address by Sir Charles Wilson, M.P., Chairman of the Leeds Branch.

MYTHOLMROYD (YORKSHIRE). — House-to-house Collection.

NEW BRIGHTON (CHESHIRE). — Two special performances at the Trocadero Cinema, attended by the New Brighton Committee and the Life-boat Crew, at

which was shown the film of the New Brighton Motor Life-boat returning with the 23 men rescued on 24th November from the French steamer *Emile Delmas*.

ORRELL (LANCASHIRE). — Whist Drive and Dance.

PADIHAM (LANCASHIRE). — Whist Drive.

PIEL, BARROW (LANCASHIRE). — Annual Meeting of the Branch and Ladies' Life-boat Guild on 27th November, Mr. J. M. Mawson, J.P. (Honorary Secretary), presiding in the absence of the Mayor. The Annual Report showed that there had been one launch on service, and that £258 had been raised, as compared with £133 in the previous year. To this sum the Guild had contributed £70.

PORT ERIN (ISLE OF MAN). — Annual Meeting on 12th October. The Annual Report showed that there had been one launch on service, and that £363 had been raised, as compared with £389 in the previous year. The Ladies' Life-boat Guild was cordially thanked.

PORT ST. MARY (ISLE OF MAN). — Annual Meeting on 10th December, Mr. F. W. Lawson, J.P., the Chairman, presiding. The Annual Report showed that £74 had been raised as compared with £49 in the previous year.

RADCLIFFE (LANCASHIRE). — Annual Meeting on 8th October, at which steps were taken to revive the activities of the Branch.

RAMSEY (ISLE OF MAN). — Annual Meeting on 17th December, the Rev. W. M. Harrison, M.A., Chairman, presiding. The Annual Report showed that there had been one launch on service, and that the sum of £152 had been collected, as compared with £150 in the previous year. A presentation was made to the Bowman, Harry Sharpe, who has been connected with the Station for 40 years.

RAWMARSH (YORKSHIRE). — Organ Recital.

ROCHDALE (LANCASHIRE). — Meeting at the Town Hall at which the Ladies' Life-boat Guild was reconstituted.

ROMILEY (CHESHIRE).—The first Annual Meeting was held on 9th October, Mrs. Kinsey, President of the Guild, in the chair. The Annual Report showed that £40 had been raised.

SALFORD (MANCHESTER, SALFORD AND DISTRICT BRANCH, LANCASHIRE).—Whist Drive, attended by the Mayor and Mayoress.

STAINLAND (YORKSHIRE). — Whist Drive and Dance organized by the Ladies' Life-boat Guild.

STANDISH (LANCASHIRE).—Annual Meeting on 1st November. The Annual Report showed that £55 had been raised, as compared with £88 in the previous year.

STOCKTON AND THORNABY (DURHAM).—Annual Meeting on 24th September. The Annual Report showed that £170 had been raised.

Whist Drive and Dance.

URMSTON (LANCASHIRE). — Whist Drive.

WESTHOUGHTON (LANCASHIRE). — Whist Drive.

WIGAN (LANCASHIRE).—"Bring and Buy" Sale arranged by the Ladies' Life-boat Guild.

Midlands.

BARNT GREEN (WARWICKSHIRE) — Branch formed (district of Birmingham Branch). Honorary Secretary, Mrs. Newman.

BIRMINGHAM (WARWICKSHIRE). — Dance, Concert, Wireless Appeal.

BRISTOL (GLOUCESTERSHIRE). — Annual Ball

CANNOCK (STAFFORDSHIRE). — Life-boat Day. Address at Sunday Concert.

CHADSMORE (STAFFORDSHIRE). — Life-boat Address in the church.

COSELEY AND SEDGELEY (STAFFORDSHIRE).—Branch formed. Honorary Secretary, Mr. T. B. Davies.

DAVENTRY (NORTHAMPTONSHIRE). — Branch formed. Honorary Secretary, Mrs. W. Edgar.

GRIMSBY (LINCOLNSHIRE). — Whist Drive and Dance. Concert.

HANDSWORTH (STAFFORDSHIRE). — Address to the Brotherhood.

HEAGE AND BELPER (DERBYSHIRE).—Branch formed. Honorary Secretary, Mr. Joseph Allsop.

HINCKLEY (LEICESTERSHIRE). — Special Works and Banks Appeal.

HORNCASTLE (LINCOLNSHIRE). — Dance at Coningsby.

ILKESTON (DERBYSHIRE).—Meeting to restart the Branch. Life-boat Day.

LETCHLADE AND FAIRFORD (GLOUCESTERSHIRE).—Branch formed. Honorary Secretary, Mr. W. Birkley-Forrester.

NOTTINGHAM (NOTTINGHAMSHIRE).—Annual Meeting on 20th November, the Lord Mayor (Alderman Athey) presiding. Speaker: Sir Godfrey Baring, Bart., Chairman of the Committee of Management of the Institution. The Annual Report showed that £342 had been raised, as compared with £581 in the previous year.

NUNEATON (WARWICKSHIRE). — Branch revived. Honorary Secretary, Mr. George Cross, Junr. Life-boat Day.

RETTFORD (NOTTINGHAMSHIRE). — Whist Drive and Dance.

STOKE-ON-TRENT (STAFFORDSHIRE).—Life-boat Day.

SUTTON - IN - ASHFIELD (NOTTINGHAMSHIRE).—Dance and Whist Drive.

TOWCESTER (NORTHAMPTONSHIRE).—Branch formed. Honorary Secretary, Mr. W. W. Baker. Dance.

UPPINGHAM (RUTLANDSHIRE). — Concert.

WEDNESFIELD (STAFFORDSHIRE).—Whist Drive and Dance.

WOLVERHAMPTON (STAFFORDSHIRE).—Address to the Rotary Club.

South-East of England.

AMERSHAM (BUCKINGHAMSHIRE).—Branch formed. Honorary Secretary, Mr. A. E. Whitcomb.

ASHFORD (KENT).—Branch formed. Honorary Secretary, Mrs. Alexander.

AYLSHAM (NORFOLK). — Branch formed. Honorary Secretary, Commander E. A. Day, R.N.

BEDFORD (BEDFORDSHIRE).—House-to-house Collection.

BRENTWOOD (ESSEX). — Branch formed. Honorary Secretary, Mrs. Churchill.

BROADSTAIRS (KENT). — Branch formed. Honorary Secretary, H. E. Slade, Esq.

BYFLEET AND PYRFORD (SURREY).—Branch formed. Honorary Secretary, Paymaster-Rear-Admiral C. S. Wonham, C.B.E.

CAMBERLEY (SURREY).—Drawing-room Meeting. Branch formed. Honorary Secretary, Miss J. Hilary.

CANTERBURY (KENT).—Lecture by the Organizing Secretary to St. Edmund's School.

DORKING (SURREY).—Branch formed. Honorary Secretary, Miss Stillwell.

DOVER (KENT).—Branch formed. Honorary Secretary, Dr. Richardson.

Ladies' Life-boat Guild formed. Honorary Secretary, Miss Jordan.

EASTBOURNE (SUSSEX).—Annual Meeting on 14th November, Mr. Ernest Armstrong, Chairman, presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. The Annual Report showed that the Life-boat had been out once on service, and that £1,397 had been raised, as compared with £1,489 in the previous year. Mr. Armstrong's resignation as Chairman was accepted with regret. Mr. Shee paid a tribute to his services, and spoke of the invaluable work done by Mrs. Astley Roberts as President of the Guild, and Mr. A. Robertson as Honorary Secretary of the Branch. Mr. Norman Holland was elected Chairman.

EGHAM AND ENGLEFIELD GREEN (SURREY).—Branch formed. Honorary Secretary, Paymaster-Rear-Admiral B. U. Colclough, C.B.E., R.N.

ELY (CAMBRIDGESHIRE).—Life-boat Day.

FOLKESTONE (KENT).—Annual Meeting. The Annual Report showed that there had been one launch on service, and that £353 had been raised as compared with £258 in the previous year.

Bridge Tournament.

GUILDFORD (SURREY). — House-to-house Collection. Special Meeting, with Alderman W. T. Patrick presiding, at which Mr. H. Hargood, O.B.E., a Vice-President of the Institution, gave an address and received the cheque for the collection.

HORSHAM (SUSSEX).—Address to the Rotary Club by the Organizing Secretary.

HUNTINGDON (HUNTINGDONSHIRE).—Branch formed. Honorary Secretary, Mr. J. H. Howgate, B.A., F.C.S.

KESSINGLAND (SUFFOLK).—Life-boat Service in the Parish Church.

MARGATE (KENT).—Dinner and Entertainment for the Life-boat Crew by Mrs. T. W. Gomm, wife of the Honorary Secretary. *Among those present were the Mayor and Mayoress and Colonel E. O. Skey, Chairman of the Branch.*

ROCHESTER (KENT).—Church Collection.

ST. IVES (HUNTINGDONSHIRE).—Life-boat Day.

SHERINGHAM (NORFOLK).—Life-boat Day.

UCKFIELD (SUSSEX).—Branch formed. Honorary Secretary, Rev. K. H. MacDermott.

WESTGATE-ON-SEA (KENT).—Branch formed. Honorary Secretary, Mr. G. L. Watson.

WOLVERTON (BUCKINGHAMSHIRE).—Branch formed. Honorary Secretary, Mr. Albert Brown, J.P.

South-West of England.

BATH (SOMERSET).—Annual Meeting. The Report showed that £341 had been raised as compared with £345 in the previous year. Entertainment at the Theatre. Whist Drive.

BUDE (CORNWALL).—Annual Meeting on 2nd October. The Annual Report showed that £161 had been raised, as compared with £143 in the previous year.

CREDITON (DEVONSHIRE).—Lecture and Life-boat films at the Cinema.

EXETER (DEVONSHIRE). — Monthly Whist Drives. Bridge Drive and Dance, organized by the Master Butchers' Association.

LAUNCESTON (CORNWALL). — Meeting and display of films at the Cinema.

NEWTON ABBOT (DEVONSHIRE). — House-to-house Collection.

OKEHAMPTON (DEVONSHIRE).—Meeting and display of films at the Cinema.

OXFORD (OXFORDSHIRE).—Life-boat Day. "At Home" to collectors, with Life-boat Address.

PORTSMOUTH (HAMPSHIRE). — Annual Meeting. The Annual Report showed that £417 had been raised, as compared with £429 in the previous year. Presentation by the Lady Mayoress of the Challenge Shield (South of England), won by Harold Mills, Drayton Road Boys' School, Portsmouth.

SALCOMBE AND HOPE COVE (DEVON). —Annual Meeting on 9th October. The Annual Report showed that £173 had been raised, as compared with £162 in the previous year. A special vote of thanks was passed to Mrs. Street, Mrs. Prowse and Mrs. Trevenar for their efforts in obtaining the largest sum so far raised by the Branch.

SHERBORNE (DORSET).—Special meeting organized by the Ladies' Life-boat Guild to increase interest in the Institution. Speakers: Rear-Admiral Norris, C.B., C.M.G., the Rev. Canon S. H. Wingfield Digby and Mr. George F. Shee, M.A., Secretary of the Institution.

SWINDON (WILTSHIRE). — Special meeting arranged by the Mayoress.

WINCHESTER (HAMPSHIRE).—House-to-house Collection, Bridge Drive, Sale and Tea. Both organized by the Ladies' Life-boat Guild.

Scotland.

ARBROATH (FORFARSHIRE).—Whist Drive.

ARDRISHAIG (ARGYLLSHIRE).—Whist Drive, Children's Concert.

BRIDGE OF ALLAN (STIRLINGSHIRE).—Life-boat Day.

CAMPBELTOWN, MACHRIHANISH AND SOUTHELD (ARGYLLSHIRE). — Annual Meeting on 15th October, Ex-Provost Mitchell, Chairman, presiding. The Annual Report showed that there had been one launch on service, 15 lives being rescued, and that £173 had been raised, as compared with £172 in the previous year.

DUMFRIES (DUMFRIES-SHIRE). — Address by Captain A. S. Balfour, O.B.E., a member of the Edinburgh Committee.

DUMBARTON (DUMBARTONSHIRE).—Life-boat Day.

DUNDEE (FORFARSHIRE).—Annual Meeting on 5th October. Speaker: The Duke of Montrose, Chairman of the Scottish Council. The Annual Report showed that there had been one launch on service of the Broughty Ferry Life-boat, and that £385 had been raised as compared with £170 in the previous year. The reason for this increase is that the bulk of the 1927 House-to-House Collection was received just after the close of the financial year, so that the 1928 figure includes this part of the 1927 Collection.

EDINBURGH.—Annual Meeting on 20th November. Speakers: The Senior Magistrate (Baillie Hay), Admiral Sir John F. E. Green, Captain C. K. McIntosh, R.N.R., and Dr. A. Darling. The Annual Report showed that £1,978 had been raised as compared with £1,595 in the previous year.

GOUROCK (RENFREWSHIRE).—Whist Drive arranged by the Ladies' Guild.

JOHNSTONE (RENFREWSHIRE).—Life-boat Day.

KILMARNOCK (AYRSHIRE).—Address to the Rotary Club.

KIRKCUDBRIGHT (KIRKCUDBRIGHTSHIRE).—Annual Meeting on 30th November, Dr. Norris presiding. The Annual Report showed that £137 had been collected as compared with £102 in the previous year.

MONTROSE (FORFARSHIRE).—Whist Drive.

MOTHERWELL (LANARKSHIRE).—Life-boat Day.

NEWBURGH (ABERDEENSHIRE). — Ladies' Life-boat Guild formed. Address by Captain A. S. Balfour, O.B.E., a member of the Committee of the Edinburgh Branch.

PAISLEY (RENFREWSHIRE).—Life-boat Day.

STORNOWAY (ISLAND OF LEWIS).—Whist Drive and Dance.

WISHAW (LANARKSHIRE).—Life-boat Day.

Thirty-four Lantern Lectures, were given during the Quarter.

Ireland.

ABBEYFEALE (CO. LIMERICK).—Life-boat Day.

CLONMEL (CO. TIPPERARY).—Life-boat Day.

ENNIS (CO. CLARE).—Children's Dance.

ENNISKILLEN (CO. FERMANAGH).—By the death of Lady Mary Lowry-Corry on 5th October the Institution has lost an Honorary Secretary who, for over twenty years, had carried on the work of the Branch.

KILLORGLIN (CO. KERRY).—Life-boat Day.

LISTOWEL (CO. KERRY).—Life-boat Day.

NEWCASTLE WEST (CO. LIMERICK).—Life-boat Day.

PORTRUSH (CO. ANTRIM).—Cinema Entertainment and Cinema Collection.

TUAM (CO. GALWAY).—Branch formed. Honorary Treasurer, Mr. W. F. Purcell; Honorary Secretary, Mr. R. M. Burke. Dance.

WATERFORD (CO. WATERFORD).—Life-boat Day.

WEXFORD (CO. WEXFORD).—Life-boat Day.

Wales.

(Including Herefordshire and Shropshire.)

ABERGAVENNY (MONMOUTHSHIRE).—Whist Drive.

BANGOR (CAERNARVONSHIRE).—Concert.

BASCHURCH (SALOP).—Church service.

CONWAY (CAERNARVONSHIRE).—Dance at which the Mayor and Mayoress were present, the Mayor making a special appeal.

NEWPORT (MONMOUTHSHIRE).—Whist Drive.

WELLINGTON (SALOP).—Whist Drive.

Forthcoming Articles.

OWING to the space given in this number to the Rye disaster a number of articles which would otherwise have appeared have been held over until the next issue. They include an article on the Life-boat Service in Iceland (which will be followed in a later issue by an article on the present Russian Service); the article, mentioned in the last issue, on the work of the International Hydrographic Bureau; and accounts of the centenary presentations at Blyth and Aberdeen, of the Aberdeen Conference of Life-boat Workers, of two most

successful balls held at Glasgow and Belfast, of a very successful theatrical entertainment at Exeter, and of Life-boat carol singing last Christmas.

We are glad to say, however, that the work done all over the United Kingdom by our Honorary workers, and especially by the devoted women who are members of the Ladies' Life-boat Guild, is increasing to such an extent that it is becoming impossible to give more than a very brief notice of many events which deserve, and have fully earned, our heartfelt thanks.

Notice.

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

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

Services of the Life-boats of the Institution during 1928.



1928.		Time of Launching.		Persons rescued from shipwreck.
Jan.	1.	2.30 a.m.	S.S. <i>Hesperides</i> , of Liverpool. Hauxley Life-boat rendered assistance.	
	2.	6.32 a.m.	Steam drifter <i>Paramount</i> , of Ramsgate. Ramsgate Life-boat .	5
	4.	10.15 a.m.	S.S. <i>Lady Gertrude Cochrane</i> , of Glasgow. Rosslare Harbour Life-boat landed one sick man.	
	6.	11.50 a.m.	Motor fishing boat <i>Dewdrop</i> , of Whitehills. Whitehills Life-boat stood by boat.	
	6.	1.30 p.m.	Motor yawl <i>Rejoice</i> , of Spittal. Holy Island No. 1 Life-boat saved yawl and rescued	3
			Motor yawl <i>Ellen Fairbairn</i> , of Eyemouth. Holy Island No. 1 Life-boat stood by yawl.	
	6.	2.35 p.m.	Fishing boats <i>Remembrance</i> , <i>Irene</i> and <i>Faith</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
	6.	3. 0 p.m.	S.S. <i>Moyle</i> , of London. Porthdinllaen Life-boat stood by vessel.	
	6.	3.15 p.m.	Fishing coble <i>Guide Me</i> , of Whitby. Scarborough Life-boat stood by coble.	
	6.	3.55 p.m.	Motor fishing boat <i>Fife's Own</i> , of Scarborough. Filey Life-boat stood by boat.	
	10.	11. 0 a.m.	The fishing fleet of Montrose. Montrose No. 1 Life-boat stood by fishing fleet.	
	10.	12 noon.	The fishing fleet of Abroath. Abroath Life-boat stood by fishing fleet.	
	12.	4.30 p.m.	A motor fishing boat of Montrose. Johnshaven Life-boat stood by boat.	
	15.	7. 5 p.m.	Fishing smack <i>Colinda</i> , of Lowestoft. Lowestoft Life-boat . .	4
	17.	1.15 p.m.	Motor fishing boats <i>Irene</i> , <i>Faith</i> , <i>Diligence</i> , <i>Remembrance</i> , <i>Lady Kitchener</i> , and <i>Pilot Me</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
			Motor fishing boats <i>Fortuna</i> , and <i>Guide Me</i> , of Whitby. Whitby (Motor) Life-boat saved boats and rescued	9
	19.	2.45 a.m.	S.S. <i>Cewea</i> , of Hamburg. Palling No. 1 Life-boat stood by vessel.	
	20.	3.30 p.m.	S.S. <i>Ferento</i> , of Genoa. North Deal Life-boat stood by vessel.	
	21.	11.10 a.m.	Motor fishing coble <i>Isaac Edward</i> , of Boulmer. Boulmer Life-boat stood by coble.	

	Time of Launching.		Persons rescued from shipwreck.
1928.			
Jan. 22.	8. 0 p.m.	Motor launch <i>Bessie</i> , of Swansea. The Mumbles Life-boat saved boat and rescued	2
,, 24.	12.15 p.m.	Barge <i>Lily</i> , of Whitstable. Dungeness No. 2 Life-boat saved vessel and rescued.	3
,, 24.	12.55 p.m.	A motor fishing boat of Wicklow. Wicklow Life-boat stood by boat.	
,, 25.	9.15 a.m.	Ketch <i>Harold</i> , of London. Cromer No. 1 Life-boat assisted to save vessel and rescued.	3
,, 28.	12.55 p.m.	Fishing boat <i>Our Willie</i> , of Brixham. Torbay Life-boat saved boat and rescued	2
Feb. 2.	7.50 a.m.	S.S. <i>Achill</i> , of Belfast. Maryport Life-boat stood by vessel, rendered assistance and landed 3.	
,, 4-5.	7.12 a.m.	Steam trawler <i>Cyclone</i> , of Boulogne. Ramsgate Life-boat assisted to save vessel and rescued	16
,, 7.	12.37 p.m.	Fishing boat <i>Boy Bob</i> , of Yarmouth. Palling No. 2 Life-boat . . .	1
,, 10.	9.15 a.m.	The fishing fleet of Newbiggin. Newbiggin Life-boat stood by fishing fleet.	
,, 10.	11. 0 a.m.	The fishing fleet of Montrose. Montrose No. 1 Life-boat stood by fishing fleet.	
,, 10.	12.30 p.m.	The fishing fleet of Arbroath. Arbroath Life-boat stood by fishing fleet.	
,, 10.	2. 0 p.m.	Fishing cobsles of Bridlington. Bridlington Life-boat stood by cobsles.	
,, 10.	4.45 p.m.	Barge <i>Link Light</i> , of London. Margate Life-boat landed 3.	
,, 10.	5.55 p.m.	French yawl <i>Barbara</i> . Bembridge Life-boat saved vessel.	
,, 10.	9.25 p.m.	Fishing smark <i>Arrouvale</i> , of Milford. Angle Life-boat	4
,, 10.	10.58 p.m.	Schooner <i>Agnes Glover</i> , of Castletown. Holyhead No. 1 (Steam) Life-boat	4
,, 10.	11.10 p.m.	Barge <i>Emma</i> , of Portland. Weymouth Life-boat stood by vessel.	
,, 11.	2. 5 p.m.	S.S. <i>Taormina</i> , of Oslo. Padstow No. 1 Life-boat	18
,, 15.	11.40 a.m.	Motor fishing yawl <i>Sarah Brigham</i> , of Holy Island. Holy Island No. 1 Life-boat rendered assistance.	
		Motor fishing yawl <i>Nellie</i> , of Holy Island. Holy Island No. 1 Life-boat saved vessel and rescued	2
		Motor fishing yawls <i>Water Lily</i> , <i>Blossom</i> and <i>Marquis of Lossie</i> , of Sea Houses. Holy Island No. 1 Life-boat saved boats and rescued	11
,, 15.	9. 0 p.m.	S.S. <i>Orlockhead</i> , of Belfast. Ardrossan Life-boat stood by vessel.	
,, 17.	6.15 a.m.	S.S. <i>Varand</i> , of London. New Brighton No. 2 Life-boat	42
,, 17.	7.15 p.m.	Barque <i>Jeanne D'Arc</i> , of Havre. Dungeness No. 1 Life-boat stood by vessel.	
,, 20.	10.45 p.m.	S.S. <i>Marta</i> , of Hamburg. Cresswell Life-boat stood by vessel.	
,, 25.	10. 0 p.m.	Steam trawler <i>Isle of Wight</i> , of Hull. Newburgh Life-boat . . .	10
,, 28.	2.15 p.m.	Coble <i>Morning Star</i> , of Scarborough. Scarborough Life-boat escorted coble into harbour.	
Mar. 1.	1.30 p.m.	Steam drifter <i>John Somers</i> , of Galway. Galway Bay Life-boat rendered assistance.	
,, 4.	12.20 a.m.	Schooner <i>Matilda</i> , of Wexford. Appledore Life-boat rendered assistance.	
,, 10.	7.45 a.m.	Coble <i>Florence</i> , of Runswick. Runswick Life-boat stood by coble.	
,, 14.	11.10 a.m.	Four cobsles of Filey. Filey Life-boat stood by cobsles.	
,, 15.	3.20 p.m.	S.S. <i>Peggy Grieve</i> , of Grimsby. Hauxley Life-boat stood by vessel.	

1928.	Time of Launching,		Persons rescued from shipwreck.
Mar. 16.	2.45 a.m.	Steam trawler <i>Night Hawk</i> , of Grimsby. The Humber Life-boat rendered assistance.	
„ 16.	10. 0 p.m.	S.S. <i>Aase</i> , of Hamburg. Thurso Life-boat	15
„ 17.	9.30 a.m.	S.S. <i>Alicia</i> , of Libau. Great Yarmouth and Gorleston Life-boat assisted to save vessel and rescued	11
„ 19.	10.15 a.m.	Steam trawler <i>Lord Devonport</i> , of Hull. Stromness Life-boat .	6
„ 20.	1. 0 p.m.	Motor fishing cobles <i>Eagle</i> , <i>Morning Star</i> and <i>Golden Gate</i> , of Scarborough. Scarborough Life-boat stood by cobles.	
„ 20.	1. 0 p.m.	Fishing yawl <i>Hero</i> , of Dunbar. Dunbar Life-boat saved yawl and rescued	1
„ 21.	4.50 a.m.	S.S. <i>Deal</i> , of London. Donaghadee Life-boat stood by vessel.	
„ 21.	5.45 a.m.	S.S. <i>Deal</i> , of London. Cloughey Life-boat stood by vessel.	
„ 22.	4.30 a.m.	Smack <i>Wave Crest</i> , of Lowestoft. Palling No. 1 Life-boat stood by vessel.	
„ 23.	11.30 a.m.	S.S. <i>Gatwick</i> , of London. Robin Hood's Bay Life-boat stood by vessel, and rendered assistance.	
„ 25.	8.50 a.m.	Trawler <i>Renaissance</i> , of Aberdeen. Peterhead No. 2 Life-boat .	7
		Trawler <i>Firsby</i> , of Granton. Peterhead No. 2 Life-boat landed 2 and stood by vessel.	
„ 25.	10.30 a.m.	Steam trawler <i>Star of Britain</i> , of Aberdeen. Fraserburgh Life-boat stood by vessel.	
„ 29.	10.50 a.m.	Eleven motor fishing boats of Newbiggin. Newbiggin Life-boat stood by boats.	
„ 29.	11.40 a.m.	Fishing vessels <i>Wayside Flower</i> , <i>Boys Own</i> , <i>Premier II.</i> , <i>Excelsior</i> , <i>Ilex</i> and <i>Rosamond</i> , of Bridlington. Bridlington Life-boat stood by fishing vessels.	
„ 29	12.15 p.m.	Motor fishing cobles <i>Morning Star</i> , <i>Jack</i> and <i>Reliance II.</i> , of Scarborough. Scarborough Life-boat stood by cobles. Motor fishing boat <i>Dawn</i> , of Bridlington. Scarborough Life-boat stood by boat.	
„ 29.	5.53 p.m.	Barge <i>Greenhithe</i> , of London. Great Yarmouth and Gorleston Life-boat stood by vessel.	
April 3.	12.25 p.m.	Yacht <i>Coquette</i> , of London. Clacton-on-Sea Life-boat saved vessel and rescued	4
„ 3.	4.11 p.m.	Admiralty drifter <i>Cold Snap</i> . Yarmouth, Isle of Wight, Life-boat rendered assistance.	
„ 8.	6.40 a.m.	Motor cable <i>Eagle</i> , of Scarborough. Scarborough Life-boat escorted cable into harbour.	
„ 10.	1.20 a.m.	Motor barge <i>Ramble</i> , of London. Great Yarmouth and Gorleston Life-boat saved vessel and rescued	5
„ 13.	9.20 a.m.	Motor fishing cobles <i>Ebenezer</i> and <i>Golden Gate</i> , of Scarborough. Scarborough Life-boat stood by cobles.	
„ 13.	1. 0 p.m.	Fishing boat <i>Premier II.</i> , of Bridlington. Scarborough Life-boat stood by boat.	
„ 13.	5. 0 p.m.	Motor fishing boat <i>Miseltoe</i> , of Bridlington. Scarborough Life-boat stood by boat.	
„ 17.	8.15 p.m.	Motor fishing cable <i>Our Boys</i> , of Newbiggin. Newbiggin Life-boat saved cable and rescued	4
„ 18.	12 noon.	Motor fishing boats <i>Pilot Me</i> and <i>Guide Me</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
„ 18.	3.35 p.m.	Motor cable <i>Heather</i> , of Filey. Filey Life-boat rendered assistance.	
„ 20.	2.15 p.m.	Motor fishing boats <i>Guide Me</i> , <i>Pilot Me</i> and <i>Remembrance</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	

		Time of Launching.		Persons rescued from shipwreck.
1928.	April 29.	6.40 a.m.	S.S. <i>St. Sunniva</i> , of Aberdeen. Peterhead No. 2 Life-boat landed 45.	
	„ 30.	2.15 a.m.	Steam trawler <i>Sarah</i> , of North Shields. Newbiggin Life-boat .	9
May	7.	11.45 a.m.	The fishing fleet of Wexford. Rosslare Harbour Life-boat stood by fishing fleet.	
	„ 16.	6.15 p.m.	Motor fishing boat <i>Victor and Millie</i> , of Southwold. Southwold Life-boat saved boat and rescued	2
	„ 17.	4. 5 a.m.	Schooner <i>Isabella</i> , of Barrow. Ramsgate Life-boat saved vessel and rescued	4
	„ 18.	9. 8 a.m.	Yacht <i>Valetta</i> , of Falmouth. Weymouth Life-boat stood by vessel.	
June	6.	2.50 a.m.	Steam trawler <i>Abelia</i> , of Grimsby. The Humber Life-boat stood by vessel.	
	„ 9.	11.30 a.m.	Yacht <i>Arrow</i> , of London. Porthdinllaen Life-boat saved boat and rescued	1
	„ 9.	7.40 p.m.	Ketch <i>Leonora Minnie</i> , of Brixham. Tenby Life-boat landed 3.	
	„ 14.	11. 0 a.m.	Fishing yawl <i>Jane</i> , of Wexford. Rosslare Harbour Life-boat saved boat and rescued	3
	„ 14.	2. 0 p.m.	Motor fishing boat <i>Victory</i> , of Grimsby. Scarborough Life-boat escorted boat into harbour.	
	„ 16.	11. 0 a.m.	Coble <i>Margaret</i> , of Seaham Harbour. Hartlepool Life-boat saved boat and rescued	2
	„ 22.	6.30 a.m.	S.S. <i>Pelican</i> , of Cardiff. Minehead Life-boat	5
	„ 22.	4.55 p.m.	Steam drifter <i>Regain</i> , of Lowestoft. Aberdeen No. 1 Life-boat rendered assistance.	
	„ 22.	5.45 p.m.	Sailing boat <i>Ugly</i> , of London. Lowestoft Life-boat saved boat and rescued	1
	„ 23.	1. 0 a.m.	Schooner <i>Mary Ann</i> , of Guernsey. Caister No. 1 Life-boat rendered assistance.	
	„ 25.	3.45 a.m.	Motor fishing boat <i>Mica</i> , of Lowestoft. Lowestoft Life-boat stood by boat.	
	„ 26.	4.10 a.m.	Fishing boat <i>Mallard</i> , of Brighton. Newhaven Life-boat stood by boat.	
	„ 26.	6.30 p.m.	Cutter <i>Bonny Jean</i> , of Poole. Weymouth Life-boat saved boat and rescued	2
	„ 30.	4. 0 p.m.	Yacht <i>Esterel</i> , of Dublin. Helvick Head Life-boat assisted yacht.	
July	6.	1.12 p.m.	A small fishing boat of Eastbourne. Hastings Life-boat stood by boat.	
	„ 14.	6.20 p.m.	Cobles <i>Klondike</i> and <i>Frank</i> , of Seaham. Sunderland Life-boat saved boats and rescued	7
	„ 22.	11. 5 a.m.	Yacht <i>Frebelle</i> , of the Northern Yacht Club. Peterhead Life-boat stood by vessel.	
	„ 30.	4. 0 p.m.	Motor Yacht <i>Musmé</i> , of London. Margate Life-boat rendered assistance.	
Aug.	5.	12.15 a.m.	Motor yacht <i>Frothblower</i> , of London. Margate Life-boat assisted vessel into harbour.	
	„ 6.	11. 0 a.m.	A small boat of Porthdinllaen. Porthdinllaen Life-boat saved boat and rescued	4
	„ 12.	11.15 p.m.	Steam trawler <i>Oldham</i> , of Milford Haven. Rosslare Harbour Life-boat	11
	„ 20.	9.30 p.m.	Motor launches <i>Sussex Queen</i> and <i>Sussex Maid</i> . Southend-on-Sea Life-boat saved launches and rescued	4
	„ 25.	11.15 a.m.	Norwegian motor schooner <i>Bru</i> . Stromness Life-boat assisted to save vessel.	

1928.	Time of Launching.		Persons rescued from shipwreck.
Aug. 26.	4.40 p.m.	A ship's boat of motor vessel <i>Heather Pet.</i> Berwick-on-Tweed Life-boat stood by boat.	
„ 26.	7.37 p.m.	Yacht <i>Temptress</i> , of Glasgow. Rosslare Harbour Life-boat saved yacht and rescued	3
„ 26.	10.30 p.m.	S.S. <i>E. Rose</i> , of Yarmouth. Lowestoft Life-boat	8
„ 27.	11. 0 p.m.	Yacht <i>Iris</i> , of Colchester. Clacton-on-Sea Life-boat saved yacht.	
„ 29.	1.50 p.m.	Small motor boat <i>Angora</i> . Montrose No. 1 Life-boat rendered assistance.	
Sept. 6.	7.45 p.m.	Motor yacht <i>Sea Hawk</i> . Worthing Life-boat saved yacht and rescued	3
„ 11.	11.10 p.m.	Fishing boat <i>Young Cecil</i> , of Brighton. Newhaven Life-boat rendered assistance.	
„ 12.	3.20 p.m.	Yacht <i>Pamela</i> , of Southampton. Southend-on-Sea Life-boat stood by vessel.	
„ 17.	10.20 p.m.	S.S. <i>Oliva</i> , of London. Campbeltown No. 1 Life-boat	15
„ 28.	10.10 a.m.	Motor fishing yawls <i>Isabella</i> and <i>Eventide</i> , of Holy Island. Holy Island No. 1 Life-boat stood by boats.	
„ 28.	3.20 p.m.	Fishing boats <i>Protect Me</i> and <i>Sceptre</i> , of Scarborough. Scarborough Life-boat stood by boats.	
„ 28.	5.55 p.m.	Schooner <i>Brackley</i> , of Wicklow. Kilmore Life-boat	4
Oct. 5.	1. 0 p.m.	Yacht <i>Jimbet</i> , of Ramsgate. Hastings Life-boat saved vessel and rescued	2
„ 6.	6.45 a.m.	Steam trawler <i>Darwen</i> , of Fleetwood. Cresswell Life-boat rendered assistance.	
„ 6.	10.50 p.m.	S.S. <i>City of Lancaster</i> , of Liverpool. Southend-on-Sea Life-boat stood by vessel.	
„ 7.	7. 0 p.m.	Steam trawler <i>Kilgerran Castle</i> , of Swansea. Galway Bay Life-boat stood by vessel.	
„ 14.	2.35 p.m.	Motor ketch <i>Nelly Mary</i> , of Bideford. Lynmouth Life-boat	2
„ 18.	12.50 p.m.	Ketch <i>Ivy</i> , of Falmouth. Torbay Life-boat stood by vessel.	
„ 18.	2.15 p.m.	Motor fishing boat <i>Fulgens</i> , of Yarmouth. Great Yarmouth and Gorleston Life-boat saved boat and rescued	3
„ 18.	11. 0 p.m.	St. Mary's Life-boat took a sick girl to hospital at Penzance.	
„ 19.	7.16 p.m.	Small boat <i>Gem</i> . New Brighton No. 2 Life-boat	3
„ 20.	3.45 a.m.	Hopper <i>Iron Duke</i> , of Barrow. Piel (Barrow) Life-boat	2
„ 23.	6.48 a.m.	Motor drifter <i>Fisher Lass</i> , of Fraserburgh. Great Yarmouth and Gorleston Life-boat rendered assistance.	
„ 25.	2.37 a.m.	H.M. Drifter <i>Lunar Bow</i> . Aberdeen No. 1 Life-boat assisted to save vessel.	
„ 25.	4.15 a.m.	H.M. Drifter <i>Lunar Bow</i> . Aberdeen No. 2 Life-boat landed 2.	
„ 26.	4.20 p.m.	Schooner <i>Hanna</i> , of Poole. Dungeness No. 2 Life-boat	4
„ 27.	12.47 p.m.	S.S. <i>Mona</i> , of Antwerp. Penlee Life-boat stood by vessel.	
„ 27.	2. 0 p.m.	Ketch <i>Ivy</i> , of Falmouth. Torbay Life-boat rendered assistance.	
„ 27.	3. 0 p.m.	S.S. <i>Gap</i> . Coverack Life-boat	6
„ 29.	10.15 p.m.	Barge <i>Florence Scholey</i> , of London. Ramsgate Life-boat saved vessel and rescued	3
„ 31.	4.30 p.m.	Cutter <i>Kate</i> , of Ballinagoul. Helvick Head Life-boat stood by vessel.	
Nov. 3.	10.15 a.m.	The fishing fleet of Gourdon. Gourdon Life-boat stood by fishing fleet.	
„ 5.	11.45 p.m.	Motor fishing coble <i>Mary Rose</i> , of Whitby. Whitby No. 2 Life-boat escorted coble into harbour.	

1928.	Time of Launching.		Persons rescued from shipwreck.
Nov. 6.	8.10 a.m.	S.S. <i>Solway Firth</i> , of Glasgow. Margate Life-boat	10
„ 8.	10. 0 a.m.	Eight motor fishing cibles of Staithes. Staithes Life-boat stood by cables.	
„ 14.	8. 0 p.m.	Two fishing boats. Poolbeg Life-boat	10
„ 15.	8. 0 a.m.	Schooner <i>Oosterschelde</i> , of Amsterdam. Hythe Life-boat stood by vessel.	
„ 16.	12 noon.	Motor trawler <i>Test</i> , of Brixham. Torbay Life-boat saved vessel and rescued	2
		Tug <i>Heros</i> , of Hamburg, and a floating dock. Torbay Life-boat stood by vessels.	
„ 16.	12 noon.	Fishing cibles <i>Unity</i> and <i>Doris</i> , of Flamborough. Flamborough No. 1 Life-boat stood by cables.	
„ 16.	1. 0 p.m.	S.S. <i>Kentish Coast</i> , of Liverpool. Plymouth Life-boat	7
„ 16.	1.45 p.m.	Ten fishing vessels of Bridlington. Bridlington Life-boat stood by vessels.	
„ 16.	1.50 p.m.	Motor fishing boat <i>Elsie</i> , of Kirkcudbright. Kirkcudbright Life- boat	1
„ 16.	6. 5 p.m.	Schooner <i>Mary Barrow</i> , of Barrow. Ramsgate Life-boat	6
„ 16.	8.50 p.m.	S.S. <i>Hunterfield</i> , of Leith. Southend-on-Sea Life-boat stood by vessel.	
„ 16.	6.40 p.m.	Barge <i>Ethel Everard</i> , of London. Margate Life-boat	11
„ 17.	5. 0 a.m.	Barge <i>Ethel Everard</i> , of London. Margate Life-boat assisted to save vessel.	
„ 17.	7.20 a.m.	Schooner <i>Mary Barrow</i> , of Barrow. Ramsgate Life-boat assisted to save vessel.	
„ 20.	8.30 p.m.	Steam trawler <i>Tynemouth Castle</i> , of North Shields. Cresswell Life- boat landed 9.	
„ 21.	11.20 a.m.	Four fishing vessels of Montrose. Montrose No. 1 Life-boat stood by vessels.	
„ 21.	11.45 a.m.	The fishing fleet of Gourdon. Gourdon Life-boat stood by fishing fleet.	
„ 21.	10.30 p.m.	Steam trawler <i>Tynemouth Castle</i> , of North Shields. Cresswell Life- boat landed 9.	
„ 22.	4.15 p.m.	Two fishing boats of Bembridge. Bembridge Life-boat saved boats and rescued	4
„ 23.	9. 0 a.m.	Herring drifter <i>Rattling Jack</i> , of Clovelly. Clovelly Life-boat	2
„ 23.	10.15 a.m.	Three fishing boats of Southwold. Southwold Life-boat stood by boats.	
		Fishing boats <i>Betsy</i> and <i>Vigilant</i> , of Southwold. Southwold Life- boat saved boats and rescued	6
„ 23.	10.17 a.m.	The fishing fleet of Newbiggin. Newbiggin Life-boat stood by fishing fleet.	
„ 23.	10.45 a.m.	Fishing cibles <i>Jock</i> , <i>Geoffery</i> , <i>Pelican</i> , <i>Kingfisher</i> and <i>Eagle</i> , of Scarborough. Scarborough Life-boat escorted cibles into harbour.	
„ 23.	11.20 a.m.	The fishing fleet of Bridlington. Bridlington Life-boat stood by fishing fleet.	
„ 23.	11.45 a.m.	Fishing boats <i>Dorothy</i> , <i>Ida</i> and <i>Ted</i> , of Deal. North Deal Life-boat saved boats and	6
„ 23.	11.53 a.m.	Fishing boat <i>Allright</i> , of Deal. Ramsgate Life-boat saved boat and rescued	2
„ 23.	12 noon.	Fishing cable <i>Doris</i> , of Flamborough. Flamborough No. 1 Life- boat stood by cable.	

	1928.	Time of Launching.		Persons rescued from shipwreck.
	Nov. 23.	12.14 p.m.	Fishing boat <i>Sparkling Sea</i> , of Deal. Ramsgate Life-boat saved boat and rescued	2
	,, 23.	12.15 p.m.	Three fishing boats of Arbroath. Arbroath Life-boat stood by boats.	
	,, 24.	7.45 a.m.	S.S. <i>Emile Delmas</i> , of La Rochelle. New Brighton No. 2 Life-boat	23
	,, 24.	10.40 a.m.	S.S. <i>Chislehurst</i> , of London. Fishguard Life-boat stood by vessel.	
	,, 27.	5.30 a.m.	Motor fishing boat <i>Our Girlie</i> , of Port Isaac. Padstow Steam Tug	5
	,, 27.	11.15 a.m.	Motor fishing boats <i>Pilot Me</i> and <i>Remembrance</i> , of Whitby. Whitby No. 2 Life-boat escorted boats into harbour.	
	Dec. 6.	9.30 a.m.	Small boat <i>Florrie</i> , of Aberystwyth. Aberystwyth Life-boat saved boat and rescued	1
	,, 7.	3.25 a.m.	Boat of S.S. <i>Corcrest</i> , of London, and ketch <i>Kate</i> , of Gloucester. Great Yarmouth and Gorleston Life-boat rescued	11
	,, 10-11.	8.20 a.m.	S.S. <i>Celtic</i> , of Liverpool. Ballycotton Life-boat stood by vessel.	
	,, 11.	6.42 a.m.	Schooner <i>Thursonian</i> , of Wick. Cromer No. 1 Life-boat	5
	,, 11.	1.20 p.m.	Nine motor fishing boats of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
	,, 13.	1.45 p.m.	Motor fishing boats <i>Remembrance</i> and <i>Guide Me</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
	,, 16.	10. 0 a.m.	Coble <i>King Fisher</i> , of Scarborough. Scarborough Life-boat escorted coble into harbour.	
	,, 18.	6.15 a.m.	Steam trawler <i>Chimaera</i> , of Grimsby. Montrose No. 1 Life-boat	8
	,, 20.	10. 0 a.m.	Six fishing boats of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
	,, 22.	7.40 a.m.	S.S. <i>Duris</i> , of Newcastle. Walton-on-the-Naze Life-boat saved vessel and rescued	14
	,, 25.	8.30 p.m.	Ketch <i>Henrietta</i> , of Kilkeel. Moelfre Life-boat landed 3.	
	,, 26.	1.16 a.m.	The East Goodwin Lightvessel. Ramsgate Life-boat stood by vessel.	
	,, 26.	1.45 a.m.	Schooner <i>Orne</i> , of Svendborg. Teesmouth Life-boat stood by vessel.	
	,, 27.	11.15 p.m.	Schooner <i>Mountblairy</i> , of Plymouth. Moelfre Life-boat landed 4.	
	,, 28.	4. 0 p.m.	Motor fishing boat <i>Diligence</i> , of Whitby. Whitby (Motor) Life-boat escorted boat into harbour.	
	,, 30.	11.15 a.m.	Motor fishing coble <i>Dorothy</i> , of Filey. Filey Life-boat stood by coble.	
	,, 30.	11.40 a.m.	Five motor fishing cobsles of Scarborough. Scarborough Life-boat escorted cobsles into harbour.	
	,, 30.	4.40 p.m.	Steam trawler <i>Elnet</i> , of Ymuiden. Lowestoft Life-boat stood by vessel.	
	,, 31.	1.25 p.m.	Schooner <i>Jane Banks</i> , of Fowey. Torbay Life-boat	5

Total lives rescued from shipwreck by the Life-boats in 1928, in addition to which the Life-boats saved, or assisted to save, 52 vessels and boats 446

Life-boats also took 84 persons off vessels as a precautionary measure and either landed them or transferred them to other vessels.

Rewards were also granted by the Institution in the same periods for rescuing from Shipwreck by means of Fishing and other Boats, etc. 145

Total for 1928 591