

# THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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## Annual Meeting

THE Hundred and Fifth Annual General Meeting of the Governors of the Institution was held at Caxton Hall, Westminster, on Wednesday, 17th April, at 3 p.m.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by the Mayor of Westminster, Vice-Presidents (including Miss Alice Marshall) and members of the Committee of Management and the Lady Florence Pery, Hon. Secretary of the Ladies' Life-boat Guild.

The speakers were the Most Hon. the Marquess of Reading, P.C., G.C.B., G.C.S.I., G.C.I.E., G.C.V.O., the Right Hon. the Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I. (Chairman of the Civil Service Life-boat Fund), Captain the Earl Howe, C.B.E., V.D., A.D.C., R.N.V.R. (a member of the Committee of Management), Major-General the Right Hon. J. E. B. Seely, P.C., C.B., C.M.G., D.S.O., the Hon. George Colville (Deputy Chairman of the Committee of Management), Vice-Admiral W. W. Fisher (Deputy Chief of the Naval Staff), Mr. Harry Hargood, O.B.E. (a Vice-President of the Institution), and Mr. C. G. Ammon, J.P., M.P. (a member of the Committee of Management).

Among those who accepted the invitation of the Committee of Management to be present were His Excellency the Belgian Ambassador, the First Secretary of the German Embassy, the Consuls-General of Italy, the Netherlands, Latvia, Finland, Esthonia, Lithuania, Siam and Yugoslavia; the Mayor and Mayoress of Westminster, the Mayor and Mayoress of Chelsea, the Mayor of Holborn, the Viscountess Bertie of Thame (Chairman of the Central London Women's Committee of the Ladies' Life-

boat Guild), representatives of the Shipwrecked Fishermen and Mariners' Society, the National Sailors' and Firemen's Union, the British Sailors' Society, the Marine Engineers' Association, the Mercantile Marine Service Association and an Officer and party of twenty boys from the training ship *Arethusa*.

There were also present holders of the Institution's Gold Badge, representatives of Branches and the Ladies' Life-boat Guild, members of the Central London Women's Committee of the Guild.

The following is a report of the meeting:—

### Sir Godfrey Baring.

The CHAIRMAN: My Lords, Ladies and Gentlemen, my first duty is, on behalf of the Committee of Management, to present the Annual Report, a copy of which has been placed on each chair in the hall. It has no doubt been mastered by all the Governors, and we trust it will have your approbation.

Before inviting any remarks on the Annual Report, I should like just to make one announcement. It will be within the recollection of the Governors that at the last Annual Meeting, at which the Prince of Wales, our President, presided, His Royal Highness made a strong appeal to the Shipping Companies of this country to assist the great work of the Institution by presenting it with boats. The Committee of Management are glad and grateful to report that that appeal has, as one might expect, met with the most generous response. Already four of the great Shipping Companies have presented the Institution with boats. (Applause.) The Peninsular and Oriental group are presenting a new Motor Life-boat for Padstow to be called *Princess Mary*; the White Star Line are presenting a new Motor Life-boat for Fishguard to be called *White Star*; the Royal Mail Steam Packet Company and the Union Castle Mail Steamship Company are jointly presenting a new Motor Life-boat for Weymouth to be called *Lady Kylesant*; and now we have just had an intimation from the great Cunard Line that they intend to present a Motor Life-boat to be named *Cunard*. They have expressed a wish that this boat should be stationed at Plymouth. As, however, a Motor

Life-boat of the largest type was stationed there three years ago, another station will be chosen. I should like on behalf of the Committee of Management to express our grateful appreciation of the generosity of these Shipping Companies, and my respectful hope that other shipping companies may go and do likewise. (Applause.)

I now come back to the business of submitting the Annual Report to this meeting. I shall be glad to reply to any question which may be addressed to us. Would any lady or gentleman like to ask a question, or make any remarks on the Report? If not, we can go on to the election of Officers.

On behalf of the Committee of Management of the Royal National Life-boat Institution I hereby nominate the following noblemen and gentlemen to fill the positions of President, Vice-Presidents, Treasurer and other Members of the Committee of Management, and Auditors for the ensuing year.

*President.*

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

*Vice-Presidents.*

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

*Treasurer.*

The Earl of Harrowby.

*Other Members of the Committee of Management.*

Mr. Charles G. Ammon, M.P.  
Mr. H. Arthur Baker.  
Rear-Admiral T. P. H. Beamish, M.P.  
Lieut.-Col. J. Benskin.  
Mr. Frederick Cavendish Bentinck.  
Major Sir Maurice Cameron.  
Captain Charles J. P. Cave.  
Colonel Lord William Cecil.  
Mr. Kenneth M. Clark.  
The Hon. George Colville.  
Sir John G. Cumming.  
Engineer Vice-Admiral Sir Robert B. Dixon.  
Commander Herbert G. Evans, R.N.R.  
Captain Guy Fanshawe, R.N., M.P.  
Sir Johnston Forbes-Robertson.

Mr. K. Lee Guinness.  
Admiral Sir Lionel Halsey.  
The Hon. Esmond C. Harmsworth, M.P.  
Commodore Sir Bertram F. Hayes, R.N.R. (retired).  
Captain G. C. Holloway, R.N.R.  
Sir Frederick Thomas Hopkinson.  
Captain the Earl Howe, R.N.V.R.  
Admiral Sir Thomas H. M. Jerram.  
Mr. J. F. Lamb.  
Colonel Sir A. Henry McMahon.  
Commander Sir Harry Mainwaring, Bt., R.N.V.R.  
Mr. Algernon Maudslay.  
Sir Frank C. Meyer, Bt., M.P.  
General Sir Charles Monro, Bt.  
Sir Gervais S. C. Rentoul, M.P.  
The Right Hon. F. O. Roberts, M.P.  
The Right Hon. Walter Runciman, M.P.  
Major-General the Right Hon. John E. B. Seely.  
Colonel the Master of Sempill.  
The Lord Southborough.  
Commander F. F. Tower, late R.N.V.R.  
The Viscount Tredegar.  
The Right Hon. Wm. Dudley Ward.  
Mr. H. Tansley Witt.

*And ex-officio.*

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

As no other names have been proposed I declare these gentlemen duly elected.

The next business is the presentation of medals for gallantry in saving, or attempting to save, life from shipwreck. I will ask the Secretary to read the accounts of services for which medals have been given, and after these have been read, I will ask Lord Reading to present the medals.

**New Brighton, Cheshire.**

The SECRETARY: A very heavy N.N.W. gale was blowing in the Mersey on 24th November last 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 French steamer *Emile Delmas* anchored and signalled for help. When the New Brighton Motor Life-boat 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 Crew—in rescuing the whole crew of twenty-four men, but the Life-boat herself had been badly damaged. Then, on her way 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. The Life-boat, with great difficulty, 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 Motor Mechanic Ralph B. Scott. He was ill, waiting for a bed in the hospital, and faced with the probability of a serious operation. In spite of this he answered the call, and during the 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 small bone in his arm, but in spite of this remained in charge of the engines until the end of the trip a month later.

This was the finest service of the year, and the Institution awarded its Silver Medal to Coxswain George Robinson, and its Bronze Medal to J. R. Nicholson, Second-Coxswain, Ralph B. Scott, Motor Mechanic, and each member of the Crew. (Cheers.)

(Lord Reading then presented the Medals to Coxswain Robinson, Second-Coxswain Nicholson and Motor Mechanic Ralph B. Scott.)

#### Fraserburgh, Aberdeenshire.

The Institution has also made 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 was reported at the time, but owing to the serious illness of the Honorary Secretary, it was not until 1928 that the Institution learnt of the special gallantry shown by the Second-Coxswain and three members of the Crew, and decided to make special awards.

On the night of 14th January, 1912, the *Clio*, in attempting to make Fraserburgh Harbour in a very heavy sea, struck the Beacon Rock off Cairnbulg Briggs. 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, at the time, 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 his boat. 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, and veered down as close to the rocks as possible. The Second-Coxswain then jumped overboard, with a line attached to him, and struggled and swam to the rocks, where he made the line fast. Three members of the Crew then followed, Alexander Ritchie, Andrew Ritchie and James Mitchell, and with the aid of the line got on to the Briggs. They then made their way with great difficulty along and over the rocks, under

the lead of James Sim, 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 assisted the Life-saving Apparatus Crew on to the Briggs, and with their help a line was 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 of exposure.

The Institution has therefore awarded its Silver Medal to Second-Coxswain James Sim, and its Thanks inscribed on Vellum to Alexander Ritchie, Andrew Ritchie and the widow of James Mitchell, who has died since the service was performed. (Cheers.)

(Lord Reading then presented the Medal to Second-Coxswain Sim.)

#### Padstow, Cornwall.

Padstow has the distinction of having carried out two services last year, in which much skill and gallantry were shown in circumstances of great danger.

The first service was on 11th February, when the *Arab* rescued the crew of eighteen of the Norwegian steamer *Taormina*. With a gale blowing from W.N.W. and a very heavy sea running, the steamer attempted to enter Padstow Harbour when the tide was low. She struck on the Doom Bar, and lay there with heavy seas breaking over her. The Institution's tug and the Life-boat *Edmund Harvey* were called out, but there was not enough water in the channel, so the smaller Life-boat *Arab* was launched and went down the channel under oars. She had to cross the dangerous Ketch Bank, and this put her beam on to a nasty breaking sea, but she passed safely through it, anchored to windward of the steamer, and veered down to her. There she lay alongside, while the steamer's crew jumped aboard her. The operation called for great skill, and the Life-boat was admirably handled by Coxswain W. J. Baker. The return journey, with the laden Life-boat, was very dangerous, and it was only by the skillful seamanship of the Coxswain and the good work of the Crew at the oars that the Ketch Bank was crossed a second time in safety. It added considerably to the merit of the rescue that of the thirteen men who manned the Life-boat, seven had not been out on service before.

The Institution awarded its Bronze Medal to Coxswain W. J. Baker and its Thanks inscribed on Vellum to each member of the Crew. (Cheers.)

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 when a gale was blowing from the W.N.W., with a very heavy sea, it was found that one boat, *Our Girlie*, with five men on board, was at sea, 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, and, by manœuvring the tug skilfully, rescued the crew. 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. (Cheers.)

(*Lord Reading then presented the Medals to Coxswain Baker and Mr. J. Atkinson.*)

#### Stromness, Orkneys.

A Second Service Clasp to the Bronze Medal which he already holds has been awarded to Coxswain William Johnston, of the Stromness Life-boat, for a very fine service which resulted in the saving of the crew of the trawler *Carmania II.*, of Grimsby, on 14th February this year, but unfortunately Coxswain Johnston is unable to be present to-day.

#### Medals Awarded for Shore-Boat Services.

##### HILTON, ROSS-SHIRE.

On the afternoon of the 20th March, 1928, a motor fishing-boat, *Pearl*, was attempting to enter Balintore Harbour, Ross-shire, on the Moray Firth. A whole gale was blowing, with a heavy sea, and the boat's engine failed. She was driven down on to the salmon stake-nets, and her crew succeeded in securing her to them, but she was in the greatest danger. Mr. Hugh MacKay, senr., of Hilton, called for volunteers, manned his own motor-yawl *Thrive*, and went out to the rescue. The flood tide was making, which always renders it most dangerous to attempt to leave this harbour. In spite of this the *Thrive* not only went out in the gathering darkness, but succeeded in getting the *Pearl* in tow and brought her safely as far as the harbour entrance. Then the tow-ropes parted and the *Pearl* capsized, the *Thrive* with difficulty getting into the harbour. One of the two men on board the *Pearl* was injured in the capsizing and was drowned. The other succeeded in reaching the shore, fifteen yards away, in safety; but he really owed his life to the gallantry of the five men who had taken out the *Thrive*. Mr. MacKay was awarded the Bronze Medal, and each of the four men who went out with him the Thanks of the Institution inscribed on Vellum. (Cheers.)

(*Lord Reading then presented the Medal to Mr. MacKay.*)

##### PORHCRAWL, GLAMORGANSHIRE.

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 Coastguard 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 Coastguard 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. (Cheers.)

(*Lord Reading then presented the Medal to Mr. Cotton.*)

##### QUILTY, CO. CLARE.

The Bronze Medal has also been awarded to Mr. Thomas Boyle, of Seafield, Quilty, Co. Clare, who, with two other men, rescued three men who had been marooned on an island, on the 8th February of last year. The rescue was a very gallant piece of work, for it was carried out in a canvas canoe, with a gale blowing and a very heavy sea running; and the rescuers were in great danger of losing their lives. The other two rescuers were awarded the Thanks of the Institution inscribed on Vellum. Unfortunately, Mr. Boyle is unable to be present to-day.

#### The Marquess of Reading.

THE MARQUESS OF READING: Mr. Chairman, My Lords, Ladies and Gentlemen, I think really that all that would be necessary, after the records we have just heard read, would be to read the resolution to you if you have not read it already. It purports to record our deep appreciation of the courage of the gallant Coxswains and Crews of the Life-boats and of the services that they have rendered in life-saving during the year, and also of the help



*By courtesy of]*

*[Keystone View Co.*

**LIFE-BOAT MEDALLISTS 1928-29.**

Coxswain Robinson, Second-Coxswain Nicholson and Motor Mechanic Scott, of New Brighton, Second-Coxswain Sim, of Fraserburgh, Coxswain Baker and Mr. Atkinson, Master of the tug, of Padstow, and Mr. Hugh MacKay, of Hülton, Ross-shire.



*By courtesy of]*

*[Photo Press.*

**COMRADES IN THE LIFE-BOAT SERVICE.**

Left to right, Mr. George F. Shee, M.A. (Secretary of the Institution), Mrs. Sim, Second-Coxswain James Sim, of Fraserburgh, Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats).

given by the Honorary Secretaries, Treasurers and Committees who have contributed undoubtedly to the assistance so given.

I cannot, however, content myself with merely reading it, although I feel certain that it would be passed with acclamation in this assembly—as indeed it would anywhere throughout the country—because I have been invited by the Chairman and the Committee to address some observations to you, and I rejoice in the opportunity and the real privilege which has been offered to me of expressing in a very few minutes, to the best of my ability, what I think, and what I am sure you all think, of the splendid work done by these men and by all who take part in this great work of life-saving at sea. (Applause.)

This is a great Institution, an indispensable one for this nation, an Institution which I understand serves 5,000 miles of coast of Great Britain and Ireland, places a Life-boat wherever it is required, and does everything that it can to foster devotion to life-saving at sea, and to cultivate that natural desire which is in our men who go down to the sea to risk their own lives in order to save the lives of others. It has a wonderful record. I have been very interested in reading this Report. I find that it has existed, as all of you know perhaps better than I do, since 1824. It has over a century's record of service; and during that period it has saved over 61,000 lives. That works out at an average of eleven lives per week during the 105 years that it has existed. I think the Institution may well point with pride to what has been achieved during this time. (Cheers.)

When you hear records such as those read to you just now by the Secretary, it stands to reason that the imagination is stirred and the pulse is quickened. We have listened to the achievements of men who very often—probably most often—have spent a day of toil battling with the elements, have retired to their rest, and then have been called out—at whatever time it may be and however short the rest they have had—to take their place in the boats, and have gone out to their duty, have gone out in the rain and wind—and, as you know, in one instance it has been recorded that gusts were blowing at nearly 100 miles an hour. Realizing to the full, as those men must, the dangers that they are about to brave, yet without hesitation—desirous of taking part in the work, eager to place themselves in the boats—they start out very often at the gravest risk. (Cheers.)

We have heard to-day from your Chairman of the gifts of Life-boats that have been made by the Shipping Companies, in answer to the appeal of the Prince of Wales. May I venture to express the hope to you, Mr. Chairman, that this example will be followed this year by other Companies, and that you will get gradually a considerable number of boats given in this way by the Steamship Services, who, after all, are those who must most appreciate what it means to have Life-boats and their Crews ready to go out whenever there is distress and trouble at sea. (Cheers.)

But it is of small use merely thinking of boats, however well they may be built, however skilfully they may be constructed, whatever the reserve of power that may be in them, and whatever speed they may be able to attain—it is small use to think of them, because they are powerless without the human minds to direct them; and it is of those men that I am asking you to record your appreciation. (Cheers.)

I listened just now with the greatest interest, as I am sure you all did, to the proud record of the greatest service of this year, that of the New Brighton Boat. You heard the story told you of what those men have done, how they managed to save all the crew except one engineer who unfortunately was washed overboard. You heard the story too of one member of the Crew, who, in spite of his physical difficulties, still stood to his task and never stopped until it was finished. (Applause.) As I presented the Silver Medal to the Coxswain, having arrived at that time of life when we take the greatest interest in other people's ages, I was interested to ask him what his age was. This man, who had done this service of which you have all heard, told me, to my astonishment, that he was 64 years of age. Those of us who are over 60 will find some consolation in that. (Laughter and Cheers.)

Equally, when one thinks of these men, whom I have mentioned, and of those others who have come before you, and the many others whose names stand in the Report, one cannot but recall also the tragic disaster which happened at Rye. We all know about it, and it is unnecessary for me to dwell upon it, except that a reference to the work which men have done last year in life-saving, and in attempts to save life, would be incomplete without mention of the wonderful gallantry and the awful tragedy which resulted in the loss of the whole of the crew of seventeen men of the Rye Life-boat.

I rejoice to find, on reading the Report, something of which I was not aware, although perhaps I ought to have been. It is that the Institution immediately came forward with the pensions which it awards in these cases, that there was no difficulty for the dependents, that they received their money immediately, and that, of course, they have continued to receive it since. (Cheers.)

The country showed what it thought of those men; but no amount of money subscribed, no amount of sympathy, can really express all that we owe to men who, in doing this work, know that the fate of the Rye Life-boatmen may overtake them whenever they set out in service. But they never hesitate, they are always ready at every summons; and we all of us deeply appreciate the gallantry of the services that they perform and the really splendid example that they give, time after time, of the achievements of which human nature is capable, of the devotion with which men go to their duty, and of the attempts, and the successful attempts, which they make to save life. In this last year they have 446 lives to their credit, all saved by the brave Life-

boatmen who risked their own lives to save the lives of others at sea. (Loud Applause.)

#### Vice-Admiral Fisher.

VICE-ADMIRAL FISHER : Mr. Chairman, My Lords, Ladies and Gentlemen, it is now rather more than ten years ago that, at a public dinner of the Pilgrims, I first had the pleasure of hearing Lord Reading speak. He was then to be followed by a very distinguished gentleman from America, and I remember saying to my next door neighbour at dinner how very sorry I was for his successor. Then, when Lord Reading's speech finished, I remember very clearly thinking how I would not have been in the shoes of his successor for all the money in the world. It is therefore really odd that I should find myself here this afternoon. (Laughter.)

A sailor is not generally given to moralising, and I do not think the popular conception of an Admiral is of a person who over-indulges in introspection—that would not be healthy for him at all—but I think I can confess to you that in times like this of profound peace, there are among us those who feel that perhaps, in other walks of life, some great direct service to humanity at large may be performed by people other than ourselves. We think, of course, of the doctor first and foremost. His humanity, his readiness to go to everybody's assistance at any time is, of course, proverbial. But there is this profound distinction between the doctor at his worst moment and the Life-boatman, that the doctor knows first of all where his patient is, he knows secondly that the journey there and back is absolutely safe, and that when he is actually in attendance he is protected from the elements. With regard to the Life-boatman, whom Lord Reading has described in such glowing phrases as I cannot even dream of pretending to imitate, what faces him when the call comes? You will forgive me, I hope, if I take up the same line as Lord Reading did. I am, after all, seconding his resolution; and it will be your wish, I am sure, that first and foremost we should clearly visualize what the Life-boatman has to do, and how he does it.

Let us take a night such as those men who have just been decorated have experienced. They will tell me if I am much wrong in the picture I am going to draw. Would they not have said overnight before going to bed, perhaps the last thing, "By George, what a beastly night to-night. I hope to goodness no one gets into trouble near me." Of course, they would. That would be their prayer. At about 2 o'clock in the morning, when vitality is at its lowest ebb, off go the maroons; out tumbles each man with set jaws; throws on his clothes; puts on his oilskins; and, perhaps without a word, makes for the door. It opens with a violent rush of wind, and is closed with difficulty. He leaves behind him a family, overburdened with anxiety, who know as well as he does what is in front of him. The night is as dark as the grave; the wind cuts like a whip; it is bitterly cold. He stumbles along perhaps a mile to the beach. There he finds

the men collected, the Coxswain briefly saying what the job is, and what his plans are; and together they man the boat. The first comber falls like a flail across the boat, but only stirs them to still greater effort; and finally, after a most punishing experience, they get within sight of the vessel in distress. Only a sailor knows what is then in front of the Crew and the Coxswain—the dexterity, the delicacy, the seamanship required to place a boat in the right place to be able to render any sort of help. One knows perfectly well that it is a thing that one tries over and over again to do, and one is constantly baffled. Finally the boat is properly placed, with great danger probably to the Crew and the boat itself; the rescue is effected; the men are taken off, and the perilous journey home begins.

Now I submit to you that when services such as those are volunteered for and rendered, it is a matter for marvel and pride. ("Hear, hear.") I do not think that you could possibly devise a higher test for endurance, for courage, for discipline, or for duty. You have seen Robinson, Scott, Nicholson, Baker, and Sim; and there are we know hundreds of men round our coasts who, when the opportunity comes, will show a like devotion. (Applause.) We take off our hats to the Life-boatmen. (Applause.)

As a member of the Board of Admiralty, it is a very great privilege to me to be here to pay my totally inadequate tribute to our brothers of the sea. I am glad to be able to do it, for all my colleagues as well as myself. I beg to second the resolution which has been moved by Lord Reading. (Applause.)

THE CHAIRMAN : The Resolution is :—

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

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

#### The Twenty Leading Branches.

The Secretary then read a list of the twenty Branches which had collected the largest sums for the Institution during the year 1927-8. This list is published on another page.

#### Award of Gold Brooches and Pendants.

THE SECRETARY : The Gold Pendant or Gold Brooch is awarded only to those who, as honorary workers, have given the Life-boat Cause valuable and distinguished service by furthering the appeal for financial support. Since the last Annual Meeting 12 Pendants and Brooches have been awarded. I will read out first the names of those who are not present to receive their awards. The towns with which they are associated are given in alphabetical order.

The awards were made for the following services :—

**BIRMINGHAM.**

To Miss E. SMITH, who has rendered valuable service to the Branch and the Institution for over thirty years.

**BRISTOL.**

To Mrs. HARTLY HODDER, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild in this city.

**CHELTHENHAM.**

To Mrs. R. DAVIES, Chairman of the Cheltenham Branch, in recognition of her valuable help for many years.

**HORNSEA.**

To Mrs. J. R. HEDLEY, President of the Hornsea Ladies' Life-boat Guild, in recognition of her valuable co-operation for many years.

**LONDON.**

The Gold Brooch has also been awarded, but has already been presented, to THE VISCOUNTESS BERTIE OF THAME, in recognition of her valuable services to the Institution as Chairman of the Central London Women's Committee, and particularly in connexion with the organization of the Royal Matinées in 1927 and 1928.

The Gold Pendant has been awarded to the following Branch Honorary Secretaries in recognition of their valuable work for the Institution over a number of years :—

Mr. J. H. AMOS, of Middlesbrough.

Mr. J. RAMSAY SMITH, of Peebles.

The following are present this afternoon to receive their awards :—

Mr. GEORGE WARD, OF BIRMINGHAM, in recognition of his valuable co-operation in this city for many years. He has been a member of the Branch Committee and Honorary Secretary, and is now Vice-Chairman.

Mr. H. H. COOKE, also of BIRMINGHAM, who has been a member of the Branch Committee for over twenty-five years, and has rendered particularly valuable service in connexion with Life-boat Day in this city.

The following Branch Honorary Secretaries receive the award in recognition of their valuable work for the Institution extending over a number of years :—

Mr. H. SUTCLIFFE SMITH, OF BRADFORD  
(NOW SIR HENRY SUTCLIFFE SMITH).

Mrs. A. FINCH, OF CHELMSFORD.

Miss E. EDGAR, OF RICHMOND, SURREY.

*(The Lady Florence Pery, Hon. Secretary of the Ladies' Life-boat Guild, then presented the Gold Brooches and Pendants.)*

**Lord Southborough.**

LORD SOUTHBOROUGH: Mr. Chairman, My Lords, Ladies and Gentlemen, I am sure we

have all listened with great pleasure to the speeches this afternoon. It is a great thing to have my noble friend Lord Reading again among us; he has been storm-tossed on other seas for too long. As for the gallant Admiral, I am sure you will agree that he need not fear, to use a legal phrase, to be with the noble Marquis or anybody else in any case which deserves good presentation to an audience. ("Hear, hear.")

These Annual Meetings of the Royal National Life-boat Institution are always quite wonderful; they are, in fact, a national institution in themselves. My memory of them goes back some forty-five years, to the days when I found myself in administrative charge of the Rocket Apparatus houses all round the United Kingdom, a duty pleasing in itself and not particularly onerous, which brought me into connexion with this great Institution and also with that splendid body of men, the old Coastguard of the country.

It will be my privilege presently to move the second resolution which you have on the paper before you, but I am going to wander away, at any rate in appearance, for a few moments, as there are some important matters to which I must refer, and some very sincere acknowledgments to friends and supporters which I have to make, on my way to thanking the Ladies' Life-boat Guild.

First let me remind you of the changed circumstances of these times in which we live, both on land and at sea, of the vastly increased expenditure under every head on the Life-boat Service, and the demand for that horrid thing called money for the elaborate and costly motor boats of the present day. The Institution has increasingly onerous responsibilities, but they are being fully and frankly faced. For instance, the great Civil Service of this country has for many years linked itself with the Life-boat Service in a close association honourable to both. Since the foundation of the Civil Service Life-boat Fund in 1866, the Civil Service has contributed in small subscriptions over £78,000 to the Institution and 1,266 lives have been rescued by Civil Service Life-boats. (Applause.)

Those boats were, of course, pulling and sailing boats of comparatively small cost, but the Civil Service has risen to the occasion and met the demands of modern science. In addition to the other boats, the Fund has financed two first-class motor boats, one at Margate and one at Kingstown, and since then it has this year had the honour of presenting to the Institution a new first-class motor boat, which is stationed at Southend-on-Sea, and is to be named *The Greater London*. For that boat the Civil Service have paid £8,500. (Applause.)

I think it is not unbecoming that I should refer to Prince George's tribute to the Civil Service in this connexion. He said: "I cannot help thinking that, great as are the qualities which have made the Civil Service of Great Britain known the world over for its high standard of integrity and loyal service to the State, there can be few instances of their



joint voluntary contributions to a national cause which would equal that which they have given to the Service entrusted to the Royal National Life-boat Institution."

But, My Lords, Ladies and Gentlemen, those are the gifts of the gods, and we cannot live by them alone. We like a big cheque, but we depend with gratitude on the silver money of the multitude of our friends and supporters, those half-crowns which shine so brightly in our hands, or which, by the favour of the Coalition Government of blessed memory, turn so yellow in our trousers pockets. (Laughter.) In this connexion—not in connexion with the Government but in connexion with the half-crowns—you will like to hear of a splendid contribution made by a body of working men. Nearly £1,000 has been given by the employees of the London, Midland and Scottish Railway. (Applause.)

There you have a case of generosity by men who must have claims on their slender resources for their own charities and who have no close and direct interest in the sea-service. I hope that this striking precedent set by them will be noted publicly, and that it will be followed by other great corporate bodies, by the transport services, and also by the great fishing fleets. The noble Marquis will agree that the fishing fleets are, if possible, even closer to us than the Shipping Companies. All I can say is that I should like to know the fishing fleet people better than we do, and to hear from them more often. ("Hear, hear.")

So much, My Lords, Ladies and Gentlemen, for the contributors; but what of the workers for the cause? We must think of and thank those Committees who in over 1,000 Branches throughout Great Britain and Ireland are administering the affairs of the Institution, presenting its appeals and urging its claims upon their fellow citizens. We owe a special debt of gratitude to the Honorary Secretaries and Committees of the Station Branches, which are responsible, under the Committee of Management and the technical officers, for the efficient maintenance of the Life-boats, their gear and equipment, so that they may at all times be ready for instant action day and night. I am not sure that the work of the Honorary Secretaries of Committees of financial branches is not equally difficult. At any rate, they are equally entitled to our gratitude. (Applause.)

So, at the end of what I fear has been a somewhat long exordium, we come to the ladies and their Guild, and the resolution which I am about to move. It was a wonderful idea of the Institution to launch this ladies' organization some seven years ago. It represents the corporate work of the women of Great Britain and Ireland without distinction of class, politics or religion, united in a strong bond of service to a great, heroic and humane cause. Throughout the 100 years of the Institution's existence, it has received the co-operation of the women on the coast. Many and many a time they have helped to launch a boat in the fury of a winter gale. Although on these occasions we always

remember Grace Darling; and although the ladies of to-day man eight-oared outriggers, I doubt whether a pulling boat on a wild night is a desirable place for a woman. That is a matter which I will leave to my good friend the gallant General who is going to second this resolution, and who is an adept at all that kind of thing. (Laughter.) On the other hand, with the changes which have come to us, anything is possible, and I can well imagine that before long we may find a brave woman steering a motor boat across the Goodwin Sands or even piloting a flying life-boat on an errand of mercy. But the ladies of our Guild, much as they would like, no doubt, to help in emergency, are not yet out for that kind of adventure. They are content to be one of the mainstays of the Life-boat administration. They do wonderful and most successful work. Ladies of the Guild, we may assume, must, by constitution, be gilded ladies. They are certainly worth more than their solid weight in gold to the Royal National Life-boat Institution. (Laughter and Applause.)

I beg to move the resolution standing in my name. (Applause.)

#### Major-General Seely.

MAJOR-GENERAL SEELY: Mr. Chairman, Mr. Mayor—I am the first man who has spotted the Mayor of Westminster here (Laughter). On behalf of you all we welcome the Chief Magistrate of this most ancient and honourable city of high renown. Incidentally, why not a Life-boat from the City of Westminster to celebrate his brilliant tenure of office? I suggest that with the deepest respect, Mr. Mayor, feeling that it would be a very suitable thing to do on this occasion. (Applause.)

We have listened, Mr. Mayor, My Lords, Ladies and Gentlemen, to a speech from Lord Southborough of such persuasive, humorous eloquence, as always, that few words are necessary from me. The reason why I have been chosen to second this resolution was indicated, I think, by Lord Southborough when he said I was an adept at these matters, but, believe me, these matters have nothing to do with the ladies. (Laughter.)

There are round our coasts a number of places where there are Life-boats, but where the population is so small that every able-bodied man who knows anything about the sea, and very often those who do not, help to man the boat. By the accident of my life I live in such a place, and, through no merit of my own, for the past thirty-five years I have been an ordinary member of the Life-boat Crew. As a consequence, I do know at first-hand—having been out not only in our own Life-boat, but in many others very much more than a hundred times—what sort of boats we have and what sort of equipment we have, and I suppose the ladies who work so hard for us will want to know whether the money they have collected or given themselves has been well spent, and has given satisfaction to the men whose praises have been sung so eloquently and so generously by Lord Reading and Admiral Fisher.

I am here to say, as a private soldier in the ranks, that, though it has been the sacred right of any private soldier in our Army to have his grumble—as Lord Haig always told me—yet in the Life-boats there is no grumbling. We are satisfied with the Life-boats you give us. I see round me, I believe, many men who have been in the Life-boat Service with me, and I know they will agree with me when I say that, when we go out in a rough sea, and, as sometimes I have seen happen, come down crash against the side of a ship, so that every single oar is splintered and the noise of the impact against the side of the ship is like a big shell going off, our thought is: "Well, these are marvellous boats." (Applause.) I can think of only one of our Life-boats in my lifetime, certainly, and I believe in the lifetime of the Institution, that has been smashed up. All sorts of disasters have happened to us in those desperate times, but the boat has always survived and come ashore, and that has always been our thought, and I have often heard it expressed. When you are lifted up on a high wave coming in, and crash down on a rock, so that you would think all your teeth would fall out with the force of the impact, and still the boat survives, what you say is: "Ain't she a beauty? Ain't she a one?" I have never heard a criticism. (Applause.)

I do not suppose you knew, Mr. Chairman, that I was going to give you this unsolicited testimonial, but all the years I have been in this Service, and they are many, I have never heard a criticism of the Life-boats and their equipment. I think it is a grand thing for you, ladies and gentlemen, but especially for you ladies who work so hard in this cause, to know that we have an equipment which is the envy of all the nations in the world and to know that the Life-boatmen themselves are fully satisfied. (Applause.)

My last word will be this, that, though our private soldiers in the ranks are more than pleased with the boats we have got, we know very well that further research, further experiment, further expenditure may facilitate this movement from the pulling and sailing boats, which are still the majority of our Fleet, to boats which will all have some power to help us get to windward before we sail. If we could, by your help, have still more money, we could produce a great improvement which would make the task of the Life-boatmen on a rough night very much easier. Research and experiment we pursue with vigour, but with more money we could go faster. Therefore, while on behalf of the Crews I can, I know, safely and without a single demurring voice thank all who have helped, and especially the Ladies' Life-boat Guild, I hope they will go forward with their good work and help us even further; and, if possible, we shall be even more grateful to them than we are now. (Applause.)

**THE CHAIRMAN:** The resolution is:—

"That this Meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary workers for the

Life-boat Cause, and its conviction of the increasing importance of the part which the Guild is destined to play in educating public opinion with regard to the value of the Life-boat Service and in raising funds therefor."

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

Mr. HARRY HARGOOD then proposed, and LORD HOWE seconded, the following resolution:—

"That this Meeting do approve and ratify the sale of the Life-boat House at St. Anne's-on-Sea and land at the Lizard, which are no longer required for the purposes of the Institution."

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

### **The Hon. George Colville.**

**THE HON. GEORGE COLVILLE:** Mr. Chairman, Your Worship, My Lords, Ladies and Gentlemen, I rise to propose a resolution which I know will meet with a very warm response. It is:—

"That the hearty thanks of this meeting be given to the speakers at this the One Hundred and Fifth Annual General Meeting of the Royal National Life-boat Institution."

It is of very great assistance to this Institution that outstanding personalities in public life should address us on these occasions and give us a non-technical and an external comment on the work which we carry out. We have had most interesting speeches from Lord Reading and Admiral Fisher, to which I know we have all listened with enormous interest, and we should like to express our thanks to them for what they have said. (Applause.)

The Life-boat Cause is one on which all parties and all creeds agree. It has always been thought that its work can best be carried on by voluntary effort, and it is in that sense that we have heard those speeches to-day. We thank the speakers most warmly for all they have said. I beg to move the resolution. (Applause.)

### **Mr. C. G. Ammon, M.P.**

**MR. C. G. AMMON:** Mr. Chairman, Your Worship, My Lords, Ladies and Gentlemen, in associating myself with this resolution, may I for a moment refer to something which emanated from the report given us by the Secretary? The list of the twenty towns which contributed the largest sums last year has deprived many of us public speakers of a jest which we have often used in referring to the generosity of Scotland in money matters? I am afraid it has gone for good, because both Glasgow and Aberdeen appear to be very high in the list of donations. We shall therefore have to devise some other thrust in days to come. (Laughter.)

I am delighted to second this resolution. It is a tribute to the temperament of the British people and to the great Institution under whose auspices we are gathered together

to-day that we can see on this platform, especially at such a time, people of such varying political faith and belief. It shows that there are some questions which transcend all political differences, and in which we can all work together in order that we may give the maximum possible service. (Applause.) I am interested, Sir, to observe what a heavy drain you have made upon the House of Lords for this afternoon's meeting. You have given us Lord Reading, who, after onerous duties at the India Office and in the Viceroyalty of India, has been dug out from the calm backwaters of the House of Lords for service on behalf of the Institution; and we hope you will get him into that Service. Then there is Lord Southborough, fresh from his activities in the Civil Service, where, no doubt, he looks with a more critical eye on his fellow members in the House of Lords than probably he does here. He, too, has come to render service. My greatest grief is that Lord Howe—who is far too young to have got into a backwater—has been taken from the active office of the Whips' Department at such a time and placed in the House of Lords. But we are glad to find that these members of that House are still alive to the activities of, and show great interest in, the Life-boat Institution.

Last, but by no means least, we are all gratified to see that the Royal Navy, in the person of Admiral Fisher, adds its blessing to this great service of the sea. Admiral Fisher has probably forgotten, but I have not, the other occasion when we met. It was on the Dunfermline golf links, when I came away with the impression that Admirals had far too much time to practise golf. (Laughter.) Probably he does not get very much time now he is on the Board of Admiralty. Anyway, this is the happiest possible reunion we could have, and we all of us, I am sure, join in hearty thanks to those who have helped to make this meeting a success. Quite frankly, our reason for getting them on the platform is their publicity value. We are hoping that, by having their names as supporters of the movement and by the eloquent speeches they have made, we shall reach a wider public and get that measure of support and all the money for

which General Seely asked. I have much pleasure in seconding the resolution. (Applause.)

The CHAIRMAN: The resolution is:—

“That the hearty thanks of this Meeting be given to the speakers at this the One Hundred and Fifth Annual General Meeting of the Royal National Life-boat Institution.”

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

The MARQUIS OF READING: On behalf of the speakers, including myself, I thank you very much for your resolution. I must just tell you one thing which was in my mind when the Admiral was speaking. I had no idea that he was in such trepidation at having to speak after me, and certainly there was no need for it, as he showed you. But when he was speaking of his trepidation, I wondered whether he realized that I had never got over my intense respect and veneration for anything so high as an Admiral. (Laughter and Applause.) As I listened I thought to myself: “I wonder if he realizes what I have been.” Of course, I was not in the same Service, I was only in the Mercantile Marine. But still, I was at sea at one time, and I hope I did my duty. I never, however, rose higher than being a ship's boy. Imagine my intense satisfaction when I found that for one moment at any rate—perhaps it was merely a *façon de parler*—he, the Admiral, was in great awe at having to speak after me. I was never allowed to speak after the captain on my ship! (Laughter.)

I must conclude by thanking the meeting and expressing also to you, Mr. Chairman, and the Committee, our thanks for the way in which you have looked after us and presided over this meeting. (Applause.)

The Meeting then terminated.

#### Entertainment of Medallists.

AFTER the Meeting the Medallists were taken to tea at the House of Commons by Commander Guy Fanshawe, R.N., M.P., a member of the Committee of Management, and in the evening they were the guests of Sir Oswald Stoll at the Coliseum.

## A Life-boat Medallist on his Visit to London.

SECOND-Coxswain James Sim, of Fraserburgh, one of the medallists who was present at the Annual Meeting, was interviewed on his return home by the Fraserburgh correspondent of *The Fishing News* about his visit to London, and this is what he said:—

“I canna get words tae express the fine way I wis treatit. Supposin' I had been a lord I couldna been better lookit aifter. I took the wife wi' me for company, and an official of the Life-boat met

us at King's Cross, and acted as our guide all the time.”

“And what were your impressions of the great city, Jamie?”

“I was rather be oot in the Life-boat in a nor'-easter than in some o' yon busy streets we was on. Aifter a' the functions was past, me and the wife dandered aboot seein' the sights—Buckingham Palace, the Queen Victoria Monument an' museums an' ither interestin' places.”

"And you had got a great reception at the Life-boat meeting?"

"Ay, the hale saiven o's," was the reply. "We was surroounded wi' lords an' famous men, an Lord Reading, wha began life as a sailor laddie, an' kens a' about the sea an' its perils, was the principal speaker, an' said a lot o' kin' things aboot's. Me an' anither man got the silver medal, an' five got the bronze medal fae the Life-boat Chairman, Sir Godfrey Baring."

"Then you went sight-seeing?"

"Oor guide first took us to the Hoose o' Commons. We didna go inside, but the Home Secretar' was sent for, an' Sir Joynson Hicks came into the lobby an' gave us a herty handshake.

"Then we were taken to the Hoose o' Lords, an' heard a debate, but dinna ask me what it was about. We had tea in the Queen's Waiting Room, an' were treatit up to the nines."

"Did you go to any of the theatres, Jamie?"

"Haud your tongue, man! Ooor guide took us to the Coliseum in the

evening, but I never thought we were to be part of the entertainment. We were given seats in the Royal Box, an' saw a capital show. When the programme was half through the lights went out, and a notice was thrown on the screen—'Seven Life-boat Heroes Decorated To-Day for Rescues at Sea.' Up went the blaze of light again, and our guide told us to stand up in a row. When the thousands of folk in the audience saw us, they rose to their feet and cheered and cheered till I thoct the place would come doon aboot oor lugs. The weemin wave't their hankies till us, an' there we stood like statues, clean flabergasted. Then a film o' a Life-boat in a rough sea was screened, and that started the cheerin' over again."

"Well, well, Jamie, that was certainly a great experience."

"I'll never forget it, an' I'll never forget the goodness an' the kindness of everybody that we met to us, especially of the officials of the Life-boat Institution. To tell you the real fact, I was perfectly ashamed."

## Record of the Branches.

### The 20 Branches with the Highest Collection.

We publish below a table showing the twenty Branches which made the largest contributions to the Institution during the Branch financial year ending 30th September, 1928.

The total sum raised by these twenty Branches was £39,716. This is £1,539 more than in 1927, when the sum was £38,177, and £4,739 more than in 1926, but it is £490 less than in 1925, when £40,206 was contributed by the first twenty Branches. A higher contribution was needed to be among the first twenty than in 1927. In that year the twentieth Branch raised £685. Last year it raised £694.

The Institution has 1,050 Branches. They raised last year approximately £109,000, so that the first twenty, by raising £39,716, were again responsible for well over a third of the total.

Of these twenty Branches, Belfast returns to the list after an absence of one year, and Newcastle-on-Tyne reappears for the first time since 1922.

The two Branches which have fallen out of the list this year are Oxford and Sunderland.

Dublin has risen no fewer than four places, being ninth as compared with thirteenth in the previous year; and Douglas, Isle of Man, three places, being fifteenth instead of eighteenth.

There is no change in the first four places in the list, but Edinburgh has moved up to the fifth place, ousting Bradford.

The City of London, Manchester and Salford, and Liverpool and District have for years held the first three places undisputed, but Glasgow has so notably increased her contribution in the last two years that she threatens both Liverpool and Manchester. In the year 1926-1927 Glasgow increased her contribution by over £1,000. Last year she again increased it by over £600. She is now less than £200 below Liverpool, and if she continues to make the same advance as in the two past years, she should, in 1929,

stand next on the list to the City of London.

The City of London in the list is simply the City, with an area of a square mile and a day-time population of 365,000. In the City, with its fluctuating population, and in the big seaside resorts, where there is a great influx of summer visitors, any calculation of the amount contributed per head is impossible. Of the first twenty Branches, Bradford and Liverpool have the highest contributions per head, with just over one penny for each of their inhabitants, but many Branches which do not figure in the list have a higher per head contribution than any of the twenty, for, of course, the smaller the population the easier it is to get a high

collection per head. Oxford, for example, though it has dropped out of the first twenty, contributed £661, which is equal to 2<sup>3</sup>/<sub>4</sub>d. from each of its 57,100 inhabitants; Chester, with a contribution of £310, has given 1<sup>1</sup>/<sub>2</sub>d. for each of its 47,000 inhabitants; Chipperfield (Herts.) has contributed £99, which, with 5,500 inhabitants, works out at 4d. per head, while Lymm and Heatley (Cheshire), with a contribution of £140, has given no less than 6<sup>1</sup>/<sub>4</sub>d. for each of its 5,300 inhabitants.

These Branches are not given as being necessarily the best. They have been selected simply in order to show what good work is being done in places which do not, and can hardly hope to, figure among the first twenty.

Branch.	County.	Population of Branch area.	Collection.	Amount per head.	Position last year.
1 City of London * . . . . .	London	—	£ 9,161	d. —	1
2 Manchester, Salford and District	Lancs.	1,279,000	4,362	0·82	2
3 Liverpool and District . . . . .	Lancs.	950,000	4,343	1·10	3
4 Glasgow and District . . . . .	Lanark	1,060,000	4,148	0·94	4
5 Edinburgh, Leith and Granton	Edinburgh	512,000	1,979	0·93	6
6 Bradford and District . . . . .	Yorks.	394,700	1,941	1·18	5
7 City of Birmingham . . . . .	Warwickshire	919,438	1,514	0·40	8
8 Eastbourne † . . . . .	Sussex	66,634	1,397	—	7
9 City of Dublin . . . . .	Dublin	431,000	1,208	0·67	13
10 Poole, Bournemouth, etc. † . . . .	Dorset	146,164	1,186	—	11
11 Bristol and District . . . . .	Glos.	377,061	1,143	0·72	10
12 Leeds and District . . . . .	Yorks.	600,000	1,124	0·44	9
13 Belfast . . . . .	Antrim	415,141	874	0·51	—
14 Isle of Wight † . . . . .	Hants.	94,146	876	—	14
15 Douglas† . . . . .	Isle of Man	27,604	778	—	18
16 Southampton and District . . . . .	Hants.	220,000	778	0·85	12
17 Margate † . . . . .	Kent	46,475	775	—	17
18 Aberdeen . . . . .	Aberdeenshire	187,997	736	0·94	16
19 Hull and District . . . . .	Yorks.	325,000	699	0·52	19
20 Newcastle-on-Tyne . . . . .	Northumber-land	290,674	694	0·57	—
Oxford . . . . .	—	—	—	—	15
Sunderland and District . . . . .	—	—	—	—	20

\* Fluctuating population, so that no calculation per head is possible.  
 † Resident population. This is greatly increased by the influx of visitors all through the season.

### Irish School's Gift of £50.

The Headmistress of the Collegiate School, Celbridge, Co. Kildare, held a Christmas Day collection in the school for the Life-boats, and, as a result, no

less a sum than £50 was subscribed. This is one of the most generous contributions which the Institution has ever received from a school.

## How can I Help the Institution?

### A Note for keen Honorary Secretaries and Workers.

By GEORGE F. SHEE, Secretary of the Institution.

#### I.

IN the course of many years' experience of the organization of efforts on behalf of the Life-boat Cause I have met again and again Honorary Secretaries and others, who, enthusiastic in their desire to assist the Life-boat Cause, and ready to take a great deal of trouble in doing so, are often at a loss as to ways and means.

I do not believe that any national society has a larger or more devoted body of men and women giving personal and unselfish service to the Cause than the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It is with a view to setting forth the chief means by which their purpose may be achieved that I venture to submit the following notes.

I know that many Honorary Secretaries are familiar with every aspect of the work of appeal, and they will need no help from Headquarters. But there are very many also who are hardly aware of the great variety of methods which is open to them, and I am confident that a survey of the whole field of propaganda and publicity will afford many of them some help in the work which they so generously undertake on behalf of the Institution. I am confirmed in this belief by the very encouraging results which have always followed District Conferences, at which Honorary Secretaries and delegates of branches have been enabled to compare notes with others, to obtain from Headquarters a fairly complete survey of our methods, and to visualize and discuss ways and means which had till then escaped their notice, or which they had thought to be impracticable for one reason or another.

A well-organized branch will aim at securing a small but working Committee, who should share with the Honorary Secretary the labours of effective publicity and propaganda work. If at the start a definite effort is made to allocate to certain members of the

Committee one branch of the work, there is a real chance of its being carried out; and it must be remembered that the mere request to a member of the Committee to make himself, or herself, responsible for one branch of the work is the surest way to secure that person's active interest.

But no Branch will be really effective, or will exercise the influence which should belong to it, unless it has a strong and well-organized Ladies' Life-boat Guild. Indeed, I have no hesitation in saying that the great bulk of publicity and propaganda work is most effectively carried out by the members of the Guild, not only because women have a special gift of personal devotion to a cause in which they believe, and a power to persuade others of the justice of its claims, but because their social activities give them a wider field of activity than generally fall, to the lot of the average man; and when I use the word "social" activities I use it in its literal sense, not in reference to "society" functions, but with regard to the ordinary contacts of women with one another in all spheres of life.

The main forms of appeal which should be carried out by any branch are:—

- (1) The appeal for annual subscriptions.
- (2) Life-boat Day.
- (3) House-to-house collections.
- (4) Social functions of various kinds.

It is impossible to exaggerate the value of annual subscriptions. They form the bedrock of the Institution's revenue. Life-boat days, fêtes and similar efforts may be ruined, in spite of admirable organization, by bad weather or similar causes. The annual subscription is not merely a stable form of support obtained at practically no cost, but the subscriber is inevitably interested in the cause to which the subscription is devoted, and if the subscription is 10s. 6d. and upwards the

interest of the contributor is focussed and increased by the receipt of the quarterly *Journal*, which gives a complete survey of the current activities of the Institution, including especially the records of fine services, awards, descriptions of new Boats, inaugural ceremonies, accounts of relations with Foreign Governments and Life-boat services, etc., etc.

The best proof of the value of the annual subscription lies in the fact that at least 90 per cent. of the legacies are received from those who were annual subscribers, even if the amount had been small.

I need hardly say that by far the most effective means of obtaining subscribers is the *personal* appeal made by the enthusiastic Honorary Secretary to his friends and acquaintances. Nothing can possibly compare with the personal touch, the persuasive word spoken with the knowledge and enthusiasm of one who has been inspired by the record of the Life-boat Service itself. Knowledge of that Service cannot fail to elicit a generous response, and there is no better way of imparting that knowledge than by such personal persuasion. But, of course, these methods can only be used in comparatively small centres, and where the Honorary Secretary has both the time and the necessary courage to approach his friends and acquaintances without fear of rebuff, or discouragement in the face of a refusal.

Having placed on record the conviction that the personal approach stands out as absolutely the most successful—and I would add that, in default of a personal interview, a personal *letter* is immensely powerful—I come to the normal method which must necessarily be adopted in the case of a large town, where it is obviously impossible for the Honorary Secretary, Mayor or President to write the hundreds of letters which would be necessary if all those are to be approached who *should* be asked for their support. I deal, then, here with the question of the original circular letter.

(1) The question of the best way to secure annual subscriptions is one for careful local consideration. The letter

may, in the first instance, best come from the Mayor of the town, the President of the branch, or some important local personage, or from the Honorary Secretary, or from the Chairman and Honorary Secretary. But the following points must be borne in mind:—

- (a) The appeal *must* bear at the foot the name of the person for whom it is intended. The recipient must feel that the appeal is directed to him personally, otherwise it is almost sure to be wasted.
- (b) The appeal should, if possible, bear some relation to the local conditions, the importance of the town, place on the coast, dependence of its industries on overseas trade, etc.
- (c) It is most important to select the right time for the appeal. This should be during the winter months, and in many ways November is the best time, as it comes before the pressure of Christmas appeals, and at this time the Life-boats are generally exceptionally busy. An appeal by letter on behalf of the Life-boats during the height of the summer is bound to lose more than half its weight.
- (d) It is essential to the *maintenance* of a good subscription list that the Register of Contributors (supplied from headquarters) should be carefully kept. I am sorry to say that this is sometimes overlooked.
- (e) It is absolutely necessary that the subscriber who has responded to the appeal should be *reminded* of his subscription in the following year. I regret to say that this obviously indispensable means of securing a success already obtained *is often overlooked*; with the result that a good list may melt away like snow under a summer sun. Forms for application of renewal of subscriptions (and even donations) are supplied from headquarters. The reminders should be repeated at least once if the first has not secured the renewal of the subscription.
- (f) In applying for such renewals a little personal touch, *even a few*

*words written* on the application form itself, makes all the difference between success and failure. The words "Dear Sir" or "Dear Madam," *written* at the beginning of the letter, will produce twice the results obtained by the typed form "Dear Sir or Madam." People like to feel that they are approached as persons, not merely as purses!

- (g) I would like particularly to remind Honorary Secretaries that Headquarters will be pleased to print for them the existing list of subscribers (or mimeograph it if it is very small), so that it may be sent out with the fresh letter of appeal in the following year, and also with the reminder letter. There is nothing more likely to secure the growth of the subscription list than for the recipient of the appeal to see the list of the names of persons known to himself. In this way the list acts like a snowball, and gradually grows to proportions really representative of the population and position of the town.

*Note.*—Headquarters are always ready to draft appeals, and will, needless to say, produce and print or manifold them, together with all enclosures, etc., with the least possible delay. What we want is the keen interest, the thoughtful help, and the personal signature of Honorary Secretaries. *The machinery and the material we are ready to supply from headquarters.*

(2) Life-boat Days.—I propose to deal here only with what may be called fundamental preparatory work for a successful Life-boat Day. And for this reason. If the preparations for a Life-boat Day have been carefully thought out and carried out its success is practically a certainty, unless, of course, it be drowned in rain or a date too early or too late in the year is chosen. What, then, are the essential conditions of adequate preparation? This is almost equivalent to asking how can the requisite number of generous women be secured who will face the tiresome, tiring and sometimes disagreeable task of disposing of our badges and emblems?

The following strike me as being among the most important conditions:—

- (a) A well-organized Ladies' Life-boat Guild; and that means that from the first moment that any lady joins the Guild she will have undertaken to carry out some definite *personal* service for the Life-boat Cause during the year; and no form of service is more directly personal than that of selling on Life-boat Day (or carrying out a House-to-House Collection).
- (b) The President of the Guild should call together the members a fortnight or three weeks before the day in order to make a personal appeal to them, and, if possible, to allocate depôts, groups of sellers, etc. In seaside towns or summer resorts all the hotels should be visited beforehand with a request that they would circulate a dinner table collecting card or the badges themselves on the day. The Honorary Secretary of the Branch should be careful to apply through the Organizing Secretary for all the necessary stores in the way of badges, Life-boat trays, posters, police permits, etc. Requisition forms for the supply (*and return*) of this material are supplied.
- (c) As everything depends upon creating as wide an interest as possible in the Life-boat Service a *public* meeting should be held not too far ahead of Life-boat Day. The meeting may, of course, be the Annual Meeting. In any case, every effort should be made to secure a large attendance, and a good speaker should be asked to describe the Institution's work, especially its recent work, its fine services, its building programme, the lives saved, etc., etc.
- It will be of great help in securing an audience if a musical programme, some theatricals or some other entertainment can be provided. At this meeting the chief speaker and/or the President of the Ladies' Life-boat Guild should make a special appeal to the ladies present



to join the Guild and to help on Life-boat Day.

(d) A careful letter should be written to the clergy of all denominations, asking them to refer in the course of the sermon on the Sunday preceding Life-boat Day to the great Christian, heroic and humane service which the Life-boat Crews carry out. In many cases the clergy will be willing to grant a "retiring collection." But it is even more important to ensure that a few appreciative words shall be uttered, paying a tribute to the courage and self-sacrifice of the fishermen on our coasts who are ready to lay down their lives to bring help to others. An allusion to the gospel of St. Mark, in which Christ stills the fears of the disciples and calms the sea, will be very appropriate in this connexion. If this letter to the clergy could be made a personal one, all the better. But in no case should it be omitted. There are very few of the clergy who would fail to respond to so simple a request, and those who attend church are the very people who will be alive to the cause of the Life-boat Service.

(e) Every effort should have been made during the year to get into touch with corporate bodies, such as the Women's Institutes, the Mothers' Union, Boy Scouts (especially Sea Scouts), Girl Guides, Toc H, the Rotary Club, the Brotherhood, etc. Almost any of these will be glad to give an opportunity for an address on the Life-boat Cause, and, let me add, almost any Honorary Secretary or worker can give such an address, for which very clear notes have been prepared at Headquarters, either for independent use or to accompany a set of slides which is constantly kept up to date and renewed.

(f) Shortly before the day a letter should be written to the local Press, briefly describing the work

of the Institution, referring to the position of the Branch and the desire that the town should hold a creditable place in the list of over 1,000 cities and towns which support the Life-boat Cause, and drawing attention to Life-boat Day.

(g) In some towns the Police and the Fire Brigade are themselves most generous helpers, and it can do nothing but good for the Honorary Secretary to put himself into close touch with these two great organized and disciplined bodies.

(h) Where *free* space can be obtained the liberal use of posters supplied by the Institution will be valuable. But it is practically waste of money to pay for any hoarding space or to ask for large posters. The Institution's posters, either the Life-boatman's head or the chart poster, can be used in groups to make up any size required, and this is often a more effective method than the use of a large poster, which is very costly and difficult to handle.

(i) *Cinemas*.—As indicated in Leaflet No. 8, Life-boat Films, the Institution has prepared special "Five Minute" films (300 feet long) for loan to cinemas, to be shown in connexion with Life-boat days and other Life-boat functions. The cinema world is very kind to the Institution, and in nearly every case local cinemas will show these very short films during the week in which Life-boat Day occurs, and also lantern slides with the announcement "Life-boat Day on Saturday next" (or the day of the week required). Honorary Secretaries of towns where there are several picture houses will find it most useful and helpful to get the co-operation of the managers in this matter. Very often the managers will also allow a collection during a particular performance, and sometimes throughout the week, especially if they show one of our longer Life-boat films (see Leaflet 8).

(To be continued.)

## Life-boat Essay Competition, 1928.

### Presentation of Prizes in the London District.

At the Caxton Hall, Westminster, on the 11th March, the Mayor of Westminster (Major V. B. Rogers, D.S.O., M.C.) presided at the Presentation of the Prizes won in the Life-boat Essay Competition in London (consisting of Schools in the London County Council area) in 1928. The presentations were made by Coxswain John T. Swan, of Lowestoft, Gold and Silver Medallist of the Institution.

Supporting the Mayor were the Mayoress of Westminster, the Viscountess Bertie of Thame (Chairman of the Central London Women's Committee of the Ladies' Life-boat Guild), the Lady Florence Pery (Honorary Secretary of the Ladies' Life-boat Guild), the Mayor of St. Pancras, the Hon. George Colville (Deputy Chairman of the Committee of Management of the Institution), Vice-Admiral G. R. Mansell, C.B.E., M.V.O., Engineer Vice-Admiral Sir R. B. Dixon, K.C.B., and Mr. H. A. Baker (Members of the Committee of Management), Mr. George F. Shee, M.A. (Secretary of the Institution), and Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy Secretary.

During the meeting Mr. Frederick Woodhouse sang five sea songs, all of which were enthusiastically received by the audience.

#### The Mayor of Westminster

In opening the proceedings the Mayor of Westminster gave some particulars of the competition and then went on to say: "Boys and girls, I am not going to give you a long dissertation on education, and I am sure you would not wish me to do that. But even the youngest of you will also agree that the main object of education is to assist British boys and girls to become useful citizens. We also know that among the qualities which we all value most in our fellow men and women are courage, physical and moral, strength of character, ability to face difficulties and dangers and even unpopularity, truthfulness and loyalty to one another, and finally, humanity. In these days there is so much false sentimentalism that I do not wish to be misunderstood in using the word humanity. It is not a hysterical readiness to weep at misfortune, or a false sense of pity which is prepared to demand that even the worst criminal should be relieved of the responsibility of his crimes. The humanity which we

wish to see developed springs from the broad sense of brotherhood among men and the readiness to recognise that brotherhood by active helpfulness, even at the risk of inconvenience and personal self-sacrifice. I need not remind you that the Life-boat Crews, who voluntarily man the Life-boats round our 5,000 miles of coasts, are constantly giving an example of the qualities which I have described. Courage is the first essential of their equipment, and it is courage of the highest order. Endurance is also called for as an indispensable condition of being able to last out in the terrific strain imposed upon them by the fury of the gales, the terrible onslaught of the sea, the bitter cold, the exposure lasting perhaps twelve, fourteen or twenty-four hours. Nor will any Crew achieve the best that is in them unless there is a complete sense of truth and loyalty between its members; loyalty also to the command of the Coxswain. But the springs which set in motion these qualities are to be found in the deep humanity which inspires the fishermen of all our coasts, the men from whom the Life-boat crews are formed. (Cheers.)

"I pass on to welcome Coxswain John Swan, of Lowestoft (cheers), a man who fitly embodies all the qualities of the Life-boatman which I have done my best to describe to you. I think the Committee of Management have been very wise in asking Mr. Swan to come here to-day to present the Challenge Shield and the Certificates, for he holds not only the Institution's Silver Medal, but its Gold Medal, the highest award which it is in the power of the Institution to bestow. What better thing could you have than that, for it is the Victoria Cross of the Life-boat Service?" (Applause.)

The Mayor then congratulated Ethel Gill, winner of the Challenge Shield, and the other prize winners.

#### Coxswain Swan

After presenting the prizes, Coxswain Swan said:

"I am not used to speaking before an audience, though I can shout out to the men in the Life-boat at any hour in the morning. But I'll see what I can do.

"It has been a very great pleasure to me to present these prizes—I'm sure its a great honour—and to see so many boys and girls interested in the Life-boat Service.

"You have all been writing about what a Life-boatman ought to be. I don't think it will be very easy for us to live up to the character that you think we ought to have (laughter), but we try our best. Boys and girls all like a good sportsman. Well, if you are a good Life-boatman, you are a good sportsman. We have to fight hard, and go on fighting, and never let ourselves be beaten, because we are fighting for the lives of men and women, and sometimes children too. I am

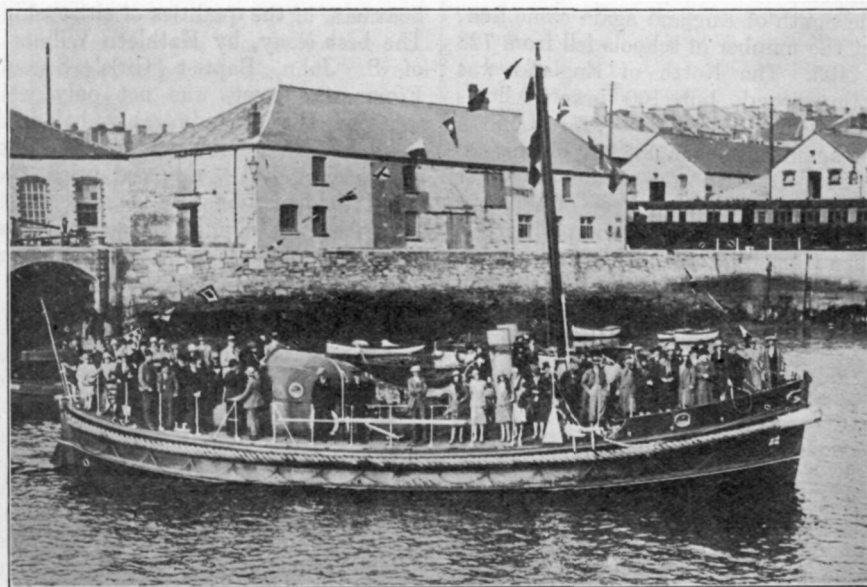


*By courtesy of*

**COXSWAIN SWAN PRESENTS THE CHALLENGE SHIELD.**

[L.N.A.]

On the platform with him are the Mayor and Mayoress of Westminster.



**VISIT OF EXETER LADIES' LIFE-BOAT GUILD TO PLYMOUTH, 1928.**

On board the Motor Life-boat "Robert and Marcella Beck."

sure that you would all like to be Life-boatmen, the girls as well as the boys (laughter). On some parts of the coast the women and girls do splendid work helping to launch the Life-boat. When I was a boy on Lowestoft beach I have seen hundreds of boys and girls and women up to their waists in water getting the Life-boat away.

"I hope that when your summer holiday comes, if you go to the sea-side, you will be sure to find out if there is a Life-boat there, and go and see it. It's a wonderful boat. And when you get older, don't forget to help the Life-boat Service.

"That is all I have to say, except to wish you all good luck." (Loud applause.)

Mr. Frederick Woodhouse then sang "Home, Dearie, Home," "Married to a Mermaid," "The Golden Vanitee," "Yarmouth Town," and "Fire Down Below," the audience joining in the chorus of the second and last songs.

The Mayor of St. Pancras proposed and Mr. Colville seconded a Vote of Thanks to the Mayor of Westminster and Coxswain Swan, and after the Mayor of Westminster had replied, Mr. Woodhouse led the singing of the National Anthem. A small Life-boat gift was handed to each boy and girl as they left the hall.

## Duke of Northumberland's Life-boat Essay Competition, 1929.

THE subject for the ninth Life-boat Essay Competition in Elementary Schools, held this year, was, "What are the qualities which make the Life-boatman an example of good citizenship?"

So far as the quality of the essays was concerned the competition was as successful as last year, but unfortunately the number of schools competing was smaller. In 1928 the number was 1919. This year it was only 1391. The only areas in which a larger number of schools competed were London and Wales. The South of England again came first, but the number of schools fell from 728 to 405. The North of England was again second, but 100 fewer schools competed, 271 instead of 371, London was again third with 268 schools instead of 250. Ireland and Wales together came next with 179 instead of 186, but while the Irish schools competing had fallen from 135 to 94, the Welsh schools had increased from 51 to 56. The remaining 29 schools competing in this area are from Herefordshire and Shropshire. The Midlands came fifth with 165 as compared with 250 in the previous year, and then Scotland with 103 instead of 144.

### The Subject and the Essays.

It is possible that the decline in the number of competing schools was due to the feeling that the subject set, introducing as it did the abstract idea of citizenship, was too difficult for a good many children. This is borne out by the reports of the examiners, who found

that there was a confusion in the minds of many of the competitors between the qualifications which a Life-boatman should possess *as such*, and the qualifications which make him a pattern of good citizenship. Many competitors, in fact, were content to take the easier course of writing about the Life-boatman and his qualities, leaving it to be inferred that such a man as they described must be a good citizen. On the other hand there were those who faced the double subject fairly and successfully, never losing sight, in their description of the Life-boatman, of the qualities of citizenship. The best essay, by Kathleen Wilmott, of S. John Baptist Girls' School, Frome, Somerset, was not only well written, but an admirably balanced essay. Though there was no hesitation in awarding her the special prize, the same qualities, in less degree, were shown by the winners of the Challenge Shields in the other districts, and by many other competitors.

### A Tribute to the Teachers.

As has happened in previous years, a good many competitors made little attempt to deal with the subject as set, but wrote essays on the history of the Life-boat Service. They gave accounts of its founder's life, explained the difference between old and new Life-boats, and described storms, but the examiners in the different districts were agreed that even when the essays wandered far from the subject, they were very good in themselves. "The style, grammar, punctuation and writing were

surprisingly good" is the report of one examiner. Another notes with satisfaction that there were few examples of florid writing. Another pays a tribute to the teachers, which it is a great pleasure to quote:

"The whole of the papers submitted to me, without exception, evince very careful tuition on the part of the teachers. I most heartily congratulate them on the high standard that their pupils have shown in this essay. Not only were the sentences constructed correctly, with fine expressive and imaginative phrases, but the underlying principles were well gripped. In many instances the language was really beautiful."

#### Beautiful Phrases.

Here are some of the phrases which this examiner found.

"If we would all take the Life-boatman as a first-rate example of splendid citizenship, then the world would truly be as free of hatred and sin as it was when the Garden of Eden was first created by our well-meaning Lord."

"He is the knight errant of the twentieth century, the St. George, ever fighting the dragon, called Ocean."

"The love and devotion he has for his work, his love for his fellowmen, all show what a perfect example of good citizenship he is."

"If England's people based their character, ideals, and creeds on the qualities of the average British Life-boatman, then England would have a race of straight-living, good-moralled men, women and children."

The same examiner notes: "There was also much evidence of childlike trust in God, showing conclusively the value of their Bible teaching."

"Christ was the perfect citizen."

"The Lord Jesus Christ chose fishermen as His disciples to save men, and it will be noticed that Life-boatmen are also fishermen to save their fellows like the disciples of old."

"A Life-boatman must be a good man and believe in God who rules everything."

#### The Life-boat Man as Citizen.

There can be no doubt that, in the opinion of the boys and girls of Great

Britain and Ireland, the Life-boatman *is* a good citizen, and that the world would be a better place if we were all like him. Their belief in him and their admiration for him is expressed in all sorts of graphic, unexpected and humorous ways. Some set him higher even than we should dare to set him ourselves. One Scottish essayist, for example, wrote "he sets an example of good citizenship before other people, such as teachers and ministers." The examiner who discovered that phrase—himself a teacher of distinction—read the remaining essays, so he tells us, "in a proper spirit of humility."

Another competitor, without making odious comparisons, ranks the Life-boatman with another type of public servant, "Life-boatmen give their services to the public the same as borough councillors do."

Others again endow him with physical qualities, which, whether or not contributing to good citizenship, are certainly remarkable. It is not enough that he should be strong (as one writer graphically puts it, "He should think nothing of lifting his wife"); nor that he should be healthy. ("He must not catch infectious diseases, such as influenza." "He must not be subject to nervous fits.") He must, in addition, "have great buoyancy"; he must be able "to free himself from water"; he must not "be afraid of swallowing waves. In fact, he must know every wave as it passes."

#### Light-hearted Courage and Punctuality.

After strength, health and buoyancy, comes courage. "He has to be a sportsman, because he gets many rough trips in a Life-boat, and is badly knocked about without going into a prize-ring." Again, "if death is staring him in the face, he is not afraid, but goes out in the life-boat as if he was going for a pleasure trip." Then, too, "he is generally happy, and, when torrents of rain runs down his neck and nearly devours him up, he is still urged on by the thought of the lives he is going to save." Nor is he moved by any motive of reward. "Why does he do it?" asks one essayist, "not for the honour—who

would risk his life for an engraved disk of gold on the end of a piece of gaudy coloured ribbon—no, he does it out of a sense of duty and pity for those on the wreck."

To many children the Life-boatman shows his courage best by being able to get up at once when the call comes. "He does not say when he is called out of bed 'only five minutes more.' He is up and doing." He must be prepared to leave not only his bed, but whatever he is doing. "He must be in the boat punctually whatever his occupation, fishing, nursing a baby, washing the clothes, scrubbing the floor, or even in the middle of spring-cleaning the house." Evidently, this girl's husband will have to be a "handy man!"

Sobriety, as in previous competitions, is a quality on the importance of which a great many essayists insist. One of them defines clean living. "Clean living does not mean that he washes himself, but means that he does not take large quantities of alcohol or things that will harm himself." Again: "He must not waste time playing darts in public houses, and he must restrict from using abusive language."

#### **Baggy Trousers but a Loving Face.**

More than one competitor was impressed by the fact that heroes do not always look what you would expect. "These men you see loafing on the beach when the sea is calm are often some of the most thrilling and brave men." Another writes: "To be able to pronounce the qualities of a life-boatman we have not only to look at him and reel them off like Edgar Wallace does his thrilling tales, but we have to find them out little by little. He is a stocky, swarthy, greasy-built sailor in a woollen jersey, baggy trousers and clumping boots, a man who appears to have no brains at all, yet his qualities are renowned and talked about all over the world." Others put the same idea more gently: "Life-boatmen, taken as a whole, are rugged, simple-minded, straightforward men, who feel out of place in high society, and more comfortable when straining at an oar." Or, again, "Perhaps his clothes are not of

the best, perchance he may smoke coarse tobacco, but what gentleman dining in his club and smoking his cigarette, can boast of deeds comparable with those of the Life-boatman?" Another writes: "Though he is tough and rough in his ways, he lifts the women and children as gentle as a lamb."

Others again ignore the baggy trousers, and see the Life-boatman's character very clearly in his face, "If you met one, he would look very noble and honest. The sea waves, spray and wind have hardened his face and hands and made him so. His face looks very kindly and loving."

There is no doubt either, among the competitors, that the world would be a much better place if we were all like the Life-boatman: "If everyone," says one essayist, "followed the example of the Life-boatman, there would be no need for soldiers and police." Another writes: "If every person in the British Isles possessed the characteristics of a Life-boatman—well, it would soon be a sort of earthly paradise." Another: "If we all imitated Life-boatmen we should all be doing noble deeds and helping lame dogs across a stile." Yet another gives us the national characteristics of the Life-boatman in an admirable phrase: "It is such men as these who make England what it is, an overwhelming country." Finally, this admiration for the Life-boatman, expressed in so many and such telling ways, is all summed up by one essayist in a very simple sentence: "I would feel very proud," he says, "to have a Life-boatman for my father, or even an uncle." What boy or girl could say more?

#### **The Winning Schools.**

For the fifth year running, the Challenge Shields have been won by schools which have not previously held them.

In the South the shield has been won for the first time by a Somerset school. The S. John Baptist Girls' School, of Frome, is to be congratulated, not only on that fact, but also on being the first school in the South of England, since 1924, to win the special prize for the best essay in Great Britain and Ireland. That prize has now been won twice by

the South of England, twice by the Midlands, once by the North of England, and no fewer than four times by Irish schools. It has not yet been won by a London, Scottish or Welsh school.

In the North of England the Challenge Shield has been won for the first time by a school in the Isle of Man. In Ireland and Wales it has been won for the first time by a Welsh school since 1924, and as in that year the Irish schools did not take part, the Lakefield Girls' School, Llanelly, has the honour of being the first Welsh school to win the Shield in competition with the Irish schools.

In Scotland the Shield was won for the first time by a school in the Shetlands. Last year it was won for the first time by a school in the Orkneys. But though the Orkneys have lost the Challenge Shield, they have in one way done even better than last year, for no fewer than seven pupils of Orkney schools are among the thirty-five Scottish winners. We cannot help feeling that this success must be due to the increased interest in the Life-boat Service which was aroused by Prince George's visit last summer, when he named the new Stromness and Longhope Life-boats, and presented the Challenge Shield.

In the Midlands the Challenge Shield goes, for the sixth time, to a school in Stoke-on-Trent, and no fewer than eleven other Stoke-on-Trent schools are among the prize-winners. On the two occasions on which the best essays for Great Britain and Ireland have come from the Midlands District, they have been written by children at Stoke-on-Trent schools. No other town in the British Isles has such a splendid record.

As in previous years, the sexes are very evenly divided. A girl has won the special prize for the best essay of all, but of the six Challenge Shields, four have been won by boys, and two by girls. Altogether, of the 210 prize-winners, 112 are boys, and 98 girls. Only in the Midlands, where there are 26 boys and only 9 girls, has one sex any marked advantage over the other.

Below is the list of successful competitors, and the essay by Kathleen

Wilmott. She will receive a copy of the five guinea edition of "Britain's Life-boats," by Major A. J. Dawson, signed by the Prince of Wales, and a Certificate. Each of the other five who head the lists for the districts will receive a copy of the ordinary edition of "Britain's Life-boats" and a Certificate. The remaining 202 boys and girls in the lists will each be presented with a Certificate. The name of the winner in each district will be inscribed on the District Challenge Shield, and the school will hold the Shield for a year. Each of these six schools will also receive, as a permanent record of its success, a copy of the Certificate awarded to the pupil. If a Shield is won three years running by the same school, it becomes the school's property.

#### Essays from a School for Defectives.

At the request of the Headmistress, particulars of the competition were sent to the Shrewsbury Road School, East Ham, London (Special Department for Mental Defectives), because, although the children could hardly enter for the competition, she felt that it would be of "personal value to the children" themselves.

We asked the Headmistress to let us see the essays, and in sending them she wrote: "The environment of these children is very narrow—their general knowledge very limited—and anything I can do to make them feel they are part of our world and should do *their* share to help, it seems to me my duty to do. I know they are interested, and if you could see the flush of pleasure when they realise that I expect them to do as other children do, you would feel with me that the effort is worth while. . . . They do benefit very much indeed—they take interest in pictures of other localities than their own, with a clearer understanding. I sometimes find the talk gives sympathy with 'doings' which do not directly benefit themselves, and *this* feeling is of more help than I can express to you, in helping them to give willing response to teaching they find difficult. The knowledge that their attempts may be 'sent away' pleases them, and is an incentive to learn to 'spell' and to *write* their thoughts."

We were very much touched not only by the essays themselves, but by the care which must have been taken by the teachers. It has added very greatly to our own pleasure in the Life-boat Essay Competition to learn that it has been a help to teachers engaged in so difficult a task.

We have chosen the best of the essays from this school, and have decided to award to the writer of it, Millicent Cattermole, a special Certificate, and a copy of the Certificate to the school. The following is the essay :

**THE LIFE-BOAT.**

"When I went away I saw a lifeboat in the sea and I saw a ship wreck and a lifeboat came along to save the people from getting drowned, when the ship sank the lifeboat was full of people. Some of the people put pennys in the towns box to help to make a new lifeboat, if we don't have a lifeboat the people would get drowned. The lifeboat is all ways ready when the ships are wrecked and when there are storms. The boat will never go over because it is so light, and the lifeboat men so clever."

**An Appeal to the Education Authorities.**

We cannot refrain from pointing the moral which adorns this tale, and asking those Education Authorities which still refuse to allow the children in their schools to compete, to read what this Headmistress has written. If the competition is of help to her in her task of awakening the intelligence of these poor children, can anyone doubt the value of a knowledge of the Life-boat Service, and its deeds of unselfish heroism, in the education of every healthy boy and girl? We ask those

Education Authorities to reconsider their decision, and at the same time gratefully acknowledge the help of the Authorities which gave their permission, and in a number of cases, distributed the particulars to the schools.

**Next Year's Competition.**

We feel certain that the decline in the number of competing schools is only temporary, and next year it is proposed to increase the number of Challenge Shields from six to eight, so that there will be a Shield for each of the districts into which Great Britain and Ireland are divided for the Institution's work. Thus there will be Shields, as before, for London, the Midlands, Scotland and Ireland and Wales; but there will be two Shields instead of one in the North and in the South of England, that is to say, for North-west, North-east, South-west and South-east. The number of individual awards in each district will be as before, thirty-five, so that next year there will be altogether 280 individual awards instead of 210.

Particulars of the competition will be sent out early in 1930, and we shall hope to see a big increase in the number of competing schools.

**Our Thanks to the Teachers.**

Our final and most cordial thanks are offered to the teachers. To them the success of the competition is largely due, and even in those cases where competitors wandered far from the subject, the knowledge which practically all of them showed is evidence of the interest which was aroused by the Life-boat lecture given by the teachers before the subject was announced and the essays written.

**List of Successes in the Essay Competition.**

**LONDON DISTRICT (County Council Area).**

Name.	Age.	School.
Joseph McDonnell . . . .	14½	St. George's R.C. School, Raglan Road, Walthamstow, E. 17.
Ethel McGee . . . . .	12½	St. Gabriel's School, Poplar, E. 14.
Jack Miller . . . . .	14½	St. John's Bowyer School, Gaskell Street, S.W. 4.
Doris Borlindar . . . . .	13½	The "Earlsfield" Girls' School, Tranmere Road, S.W. 18.
Fred Eisenberg . . . . .	14	Buckingham Terrace L.C.C. School, North Kensington.
Jennie Taylor . . . . .	13	Elizabeth Street Girls' School, North Woolwich, E. 16.



LIST OF SUCCESSES—LONDON DISTRICT—*continued.*

Name.	Age.	School.
Olive Sampson . . . . .	12½	St. Mary's Church of England School, Balham, S.W. 12.
Kenneth Morgans . . . . .	11½	The Riversdale L.C.C. Boys' School, Merton Road, S.W. 18.
Milly Denovitch . . . . .	14	Virginia Road, Senior Girls' School.
Betty Weller . . . . .	13½	Stonhouse Street Girls' School, Clapham, S.W. 4.
Sheila Maria Isherwood . . . . .	13	Ballance Road R.C. Girls' School, Homerton, E. 9.
Fred Rule . . . . .	14½	Fulham Central School for Boys, Childerley Street, S.W. 6.
Kathleen North . . . . .	14½	Battersea Central School for Girls, S.W.
E. Chippendale . . . . .	12	St. Mary's C. of E. Boys' School, Hide Place, S.W. 1.
Violet Reardon . . . . .	13	Addison Gardens L.C.C. Girls' School, W. Kensington, W. 14.
William Bradshaw . . . . .	13½	Hoxton House L.C.C. Boys' School, Hoxton Street, N. 1.
Peggy Hoad . . . . .	9½	St. Jude's Girls' School, Mildmay Park, N. 1.
Marion White . . . . .	13½	Hackford Road Girls' School, Russell Street, Brixton, S.W. 9.
Leonard Harwood . . . . .	13½	Roman Road Boys' School, Bow, E. 3.
John F. Wood . . . . .	13½	Cephas Street L.C.C. Boys' School, Stepney, E. 1.
Christopher F. Drew . . . . .	13½	Harper Street Boys' School, New Kent Road, S.E. 1.
Archibald Stonard . . . . .	13½	Kennington Road L.C.C. School, Kennington, S.E. 11.
Vera Ward . . . . .	12	Franciscan Road Girls' School, Tooting, S.W. 17.
Rebecca Shapiro . . . . .	13½	St. Michael's and All Angels' C. of E. School, Lamb Lane Hackney, E. 8.
William H. Etherton . . . . .	14½	Battersea Central School for Boys, S.W.
Gladys Lilian Cane . . . . .	14	Shaftesbury Road Girls' School, Forest Gate, E. 7.
Ernest Jones . . . . .	10	St. Matthias' Boys' School, Earl's Court, S.W. 5.
Zena Rabinovitch . . . . .	12½	Myrdle Street L.C.C. School, Mile End, E. 1.
Harold Holmes . . . . .	13	Sydenham Hill Road Boys' School, Sydenham, S.E. 26.
Dora Treadaway . . . . .	13	Clapham Parochial Girls' School, Rectory Grove, S.W. 4.
Sylvia Clark . . . . .	8½	Mansfield Road Girls' School, Gospel Oak, N.W. 5.
Kathleen Rudd . . . . .	12	St. Mary's Girls' School, Hide Place, Vincent Square, S.W. 1.
Hilda Scott . . . . .	13	Alexandra Orphanage, Maitland Park, Haverstock Hill N.W. 3.
John Purton . . . . .	13½	St. Gabriel's School, Poplar, E. 14.
Leonard James Johnson . . . . .	13	The Oliver Goldsmith L.C.C. Boys' School, Peckham Road, S.E. 5.

NORTH OF ENGLAND.

Name.	Age.	School.
<b>Albert Stanley Kelly . . . . .</b>	12	<b>Demesne Road Boys' School, Douglas, I.O.M.</b>
Joseph Galliar . . . . .	14	St. Vincent's School, Fulwood, Preston.
Nancy Powass . . . . .	13	Denmark Street Girls' School, Middlesbrough, Yorks.
Elsie Devlin . . . . .	13	Central Girls' School, Egremont, Cumberland.
Harold Robertson . . . . .	13	Clint Road Council School, Liverpool.
Ronald Byrom . . . . .	10	Regent Street Mixed School, Heywood, Lancs.
Frank Irvin . . . . .	13	St. John Baptist School, Little Hulton, Lancs.
George Armstrong . . . . .	13	St. Clement's C.E. School, Dove Street, Liverpool.
Marie Deakin . . . . .	13	The Central Girls' School, Macclesfield, Cheshire.
Albert Ellis . . . . .	13	St. Anne's C.E. School, Prescot Road, Liverpool.
Doris Mitchell . . . . .	10	Newport Road Senior Girls' School, Middlesbrough, Yorks.
Irene Isherwood . . . . .	11	Central Junior School, Scarborough.
Elizabeth Henderson . . . . .	12	Newburn Sugley C.E. School, Lemington, Northumberland.
Mary Dixon . . . . .	12	Western Girls' School, Penman Street, North Shields.
Rose Brown . . . . .	12	Albert Road Mixed School, Saltaire, Yorks.
Douglas Marshall . . . . .	12	Modern Council School, Wilmslow, Cheshire.
Mary Chappell . . . . .	12	Bowers Allerton School, Woodlesford, near Leeds.
Hilda Bean . . . . .	12	Arbory School, Ballabeg, Isle of Man.
Mabel Smith . . . . .	13	St. Jude's School, Manningham, Bradford, Yorks.
Norman Gregory . . . . .	13	Mortimer Road Boys' School, South Shields.
Lily Hough . . . . .	13	Ordsall Council Girls' School, Salford, Lancs.
Oswald Gibbons Dickson . . . . .	13	Eastern Boys' Council School, Tynemouth.

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

Name.	Age.	School.
Leonard Lester . . . . .	13	Marlborough Road Boys' School, Higher Broughton, Salford.
Kathleen Wood . . . . .	13	Linaker Central School, Southport, Lancs.
Albert Arthur Roberts . . . . .	13	Rushen Central School, Port St. Mary, I.O.M.
Hugh Bailey . . . . .	13	Stanley Road Council School, Chadderton, Oldham.
Ernest Hall Cheek . . . . .	13	Newburn Sugley C.E. School, Lemington, Northumberland.
Mona Teasdale . . . . .	13	Arlecdon Council School, Frizington, Cumberland.
Beatrice Weston . . . . .	13	Cloughton Higher Grade Girls' School, Birkenhead, Cheshire.
Ida Page . . . . .	14	Central School, Heywood, Lancs.
Alfred Ireland . . . . .	14	The Parade Central School, Hoylake, Cheshire.
Annie Wright . . . . .	13	Longcar Central School, Barnsley, Yorks.
John Head . . . . .	13	Arlecdon Council School, Frizington, Cumberland.
Clifford Martin . . . . .	13	Bower's Allerton School, Woodlesford, near Leeds.
Arthur William Lampkin . . . . .	13	Council School, Butler Street, Liverpool.

## MIDLANDS.

Name.	Age.	School.
<b>Albert Robotham</b> . . . . .	12	<b>Normacot C. of E. Mixed School, Longton, Stoke-on-Trent.</b>
William Salt . . . . .	11	Clarence Street Council School (Boys'), Hanley, Stoke-on-Trent.
David Warren . . . . .	14	Hassell Street Council School, Newcastle-under-Lyme, Staffs.
Douglas Clark . . . . .	11	Derby Lane Boys' School, Chesterfield, Derbyshire.
Fred Griffiths . . . . .	13	Emmanuel School, St. Philip's, Bristol.
Dora Millicent Lee . . . . .	11	Breadsall C. of E. School, Derbyshire.
Edna C. Martin . . . . .	13	Blue Coat C. of E. Girls' School, The Bridge, Walsall, Staffs.
Nellie Ogden . . . . .	12	York Street Girls' School, Hanley, Stoke-on-Trent.
Alfred Buckley . . . . .	13	Florence Mixed Council School, Longton, Stoke-on-Trent.
Edmund Buckley . . . . .	13	Ripley St. John's School, near Derby.
Reginald Hall . . . . .	11	Golden Hillock Road Boys' School, Birmingham.
J. A. Hemstock . . . . .	14	South Council School, Exchange Road, West Bridgford, Nottingham.
Marjorie Johnson . . . . .	13	Grove Senior School, Myatt Street, Hanley, Stoke-on-Trent.
William John Oakden . . . . .	11	Shelton Boys' C. of E. School, Stoke-on-Trent.
Geoffrey Parkinson . . . . .	11	Frithville Council School, Frithville, near Boston, Lincs.
Alice Walker . . . . .	12	Warsop Netherfield Lane Council School, Welbeck Colliery Village, near Mansfield.
Wilfred Cooper . . . . .	13	Grove Senior Mixed School, Hanley, Stoke-on-Trent.
Bertram Rushton . . . . .	14	Garrison Lane Council School, Birmingham.
Harry Turner . . . . .	14	Fenton Market Street Boys' School, Stoke-on-Trent.
David Perry . . . . .	14	Boys' Central School, Bilston, Staffs.
Samuel Harvey . . . . .	13	St. Silas' Boys' School, York Street, St. Philip's Marsh, Bristol.
Dorothy Lowe . . . . .	13	Chuckery Senior School, Tong Street, Chuckery, Walsall, Staffs.
Nada Edworthy . . . . .	12	South Street Girls' School, Bedminster, Bristol.
Edward Pollard . . . . .	14	Knowle Boys' School, School Road, Bristol.
Harry Ford . . . . .	13	Forster Street Council Boys' School, Tunstall, Stoke-on-Trent.
Leonard Redican . . . . .	13	C.E. Boys' School, Castlegate, Grantham, Lincs.
George Brakspear . . . . .	12	St. Mary's R.C. School, Sleaford, Lincs.
Harry Kirkham . . . . .	12	Heron Cross Council School, Fenton, Stoke-on-Trent.
Elizabeth Heaton . . . . .	13	Glass Street Girls' School, Hanley, Stoke-on-Trent.
Harry Barker . . . . .	14	Woodhouse Mixed School, Longton, Stoke-on-Trent.
Kathleen Garratt . . . . .	13	Alvaston and Boulton C. of E. School, Derby.
Wilfred Eagle . . . . .	9	Abbey Street C. of E. Junior School, Nuneaton, Warwickshire.
Thomas Cornes . . . . .	13	Middleport Boys' School, Burslem, Stoke-on-Trent.
Stanley Gunby . . . . .	14	South Wigston Intermediate School, near Leicester.
John Dean . . . . .	10	Overton Road School, Leicester.

LIST OF SUCCESSES—*continued.*

## SOUTH OF ENGLAND.

Name.	Age.	School.
<b>Kathleen Willmott</b> . . . . .	13	<b>S. John Baptist Girls' School, Frome, Somerset.*</b>
Morley Doble . . . . .	14	Exeter Road Boys' School, Exmouth, Devon.
Gwendoline Irene Evans . . . . .	11	Heston Mixed School, Heston, Middlesex.
Gladys Gilham . . . . .	13½	Bromley Road Senior Mixed School, Beckenham, Kent.
Eileen L. Browne . . . . .	14	Reedham Orphanage, Purley, Surrey.
Victor Cowles . . . . .	13½	Gamuel Road Boys' School, Walthamstow, Essex.
Harold S. Hogan . . . . .	12½	Cowley Boys' School, Cowley, Oxford.
Violet Crisp . . . . .	13½	Dudden Hill Girls' School, Willesden, N.W. 10.
Annette Cook . . . . .	14½	St. Andrew's Mixed School, Croydon, Surrey.
Minnie Izzar . . . . .	14	"Circus" Church School, Surrey Street, Portsmouth.
Lily White . . . . .	13½	Itchen Ludlow Road Girls' School, Southampton.
Thomas Grosvenor . . . . .	13½	St. Luke's School, Southsea, Hampshire.
Ernest G. Clark . . . . .	14	Cave Road Council School, Plaistow, Essex, E. 13.
Peter M. Holt . . . . .	10	Ickford Council School, Thame, Oxford.
Frederick Hughes . . . . .	10½	Reginald Road School, Portsmouth.
Maud Phipp . . . . .	14	North Walthamstow Central School, Greenleaf Road, E. 17.
Sydney Perfement . . . . .	10½	The Rectory Manor Boys' School, Mitcham Road, Croydon.
Charles E. Steer . . . . .	14	Kingsbridge Boys' School, Plymouth.
Jack S. Michell . . . . .	14	Public Central School, Plymouth.
Dennis Wade . . . . .	13½	Pelly Memorial School, West Ham, E. 15.
Frederick Clutterbuck . . . . .	13½	Church Road School, Landport, Portsmouth.
Jack Denzey . . . . .	14	Drayton Road School, Portsmouth.
Cyril Durrant . . . . .	13½	Clarence Square School, Gosport, Hants.
Lena Real . . . . .	14	Gibbon's Road Mixed School, Willesden, N.W. 10.
Doris Reed . . . . .	13	Heavitree Girls' School, Exeter.
Kate Kahan . . . . .	13½	Christchurch Girls' School, Ilford, Essex.
Harold Dale . . . . .	13½	Senior Council School, Stowmarket, Suffolk.
Harry A. Phillips . . . . .	14	Church School, Stone, Kent.
Rhoda Jenkins . . . . .	13½	St. Anne's School, Bucks Cross, N. Devon.
Kathleen Murray . . . . .	13½	George Spicer School, Enfield, Middlesex.
Joyce B. Browne . . . . .	13½	Church Road Girls' School, Lowestoft, Suffolk.
Donald Hayward . . . . .	13½	Thomas Gray School, Slough, Bucks.
Alice Sharland . . . . .	11½	Calverleigh School, Tiverton, Devon.
Ivan Rowe . . . . .	11	Blackawton Council School, Blackawton, Devon.
Beryl Clare . . . . .	9½	Daniell Road Council School, Truro, Cornwall.

## SCOTLAND.

Name.	Age.	School.
<b>Tindal Robertson</b> . . . . .	12	<b>Ollaberry Mixed Public School, Shetland.</b>
James Garrloch Skea . . . . .	12	Sellibister Public School, Sanday, Orkney.
Cathie McLennan . . . . .	13	West End School, Elgin, Elginshire.
Margaret Janetta Sinclair . . . . .	11	Burness Public School, Orkney.
Alexander Robb . . . . .	12	Stronard Public School, Painsure, Kirkcudbrightshire.
Charles Morackas . . . . .	14	St. John's School, Cumnock, Ayrshire.
Betty Foster . . . . .	14	Hamilton School, Kilmarnock, Ayrshire.
John Fraser . . . . .	11	Public School, Rendall, Orkney.
Isabel Clifford . . . . .	13	Whifflet Public School, Coatbridge, Lanarkshire.
Bridget Brady . . . . .	13	Roman Catholic School, Cleland, Lanarkshire.
Mary A. S. H. Thompson . . . . .	14	Pierowall Public School, Westray, Orkney.
Mary C. Nisbet . . . . .	13	St. Abbs Public School, Berwickshire.
Peter Shearer . . . . .	13	West End School, Elgin, Elginshire.
William Halliday . . . . .	13	Johnstone Bridge School, Lockerbie, Dumfries-shire.
Edward Thomson . . . . .	11	Crimond Public School, Lonmay, Aberdeenshire.
Robert Conn . . . . .	13	Stoneyburn Public School, West Lothian.
Ella McCallum . . . . .	12	St. Andrew's School, Rothesay, Bute.
Berty Mowat . . . . .	12	Sullom Public School, Shetland.
Neil Gillies . . . . .	13	St. Andrew's School, Rothesay, Bute.
Elsie S. McKay . . . . .	11	Towie Public School, Glenkindie, Aberdeenshire.
James Learmonth . . . . .	14	Livingston Station Public School, West Lothian.

\* The best essay in Great Britain and Ireland.

LIST OF SUCCESSES—SCOTLAND—*continued.*

Name.	Age.	School.
James A. Fraser . . . . .	14	Foyer's Public School, Inverness-shire.
Nettie Montague . . . . .	13	St. John's School, Cumnock, Ayrshire.
Allen K. Smith . . . . .	14	Stronsay Central Public School, Orkney.
Adam Cooper Duncan . . . . .	12	Cluny Public School, Aberdeenshire.
Jean Brown . . . . .	13	Stoneyburn Public School, West Lothian.
James Maker . . . . .	10	Roman Catholic School, Carfin, Lanarkshire.
Archie Black . . . . .	13	Small Isles Public School, Jura, Argyllshire.
Jack W. Mullen . . . . .	13	Whifflet Public School, Coatbridge, Lanarkshire.
Ina Mabel Laughton . . . . .	13	Firth Public School, Finstown, Kirkwall, Orkney.
Rose Kathleen Tawse Smith . . . . .	13	Maryculter East Public School, Blairs, by Aberdeen.
George Harcus . . . . .	13	Pierowall Public School, Westray, Orkney.
Isabella Mackie . . . . .	13	Torryburn Public School, Torryburn, Fife.
Ina Ramage . . . . .	12	Lamington Public School, Lanarkshire.
Ella Young . . . . .	9	St. Machan's School, Lennoxton, Glasgow.

## IRELAND AND WALES

(Including Shropshire and Herefordshire).

Name.	Age.	School.
<b>Mary Olwen John</b> . . . . .	11	<b>Lakefield Girls' School, Llanelly.</b>
Winnie Street . . . . .	13	Girls' C. of E. School, Whitchurch, Salop.
Edith Carson . . . . .	13	Derryughan Public Elementary School, Markethill, Co. Armagh.
Aimee Steele . . . . .	13	New Road Public Elementary School, Newtownards Road, Belfast.
Herbert William Bell . . . . .	14	Main Street Boys' Public Elementary School, Bangor, Co. Down.
Mollie Tivenan . . . . .	13	Kiltycreighton School, Boyle, Co. Roscommon.
James Young . . . . .	13	St. Patrick's National School, Dunmanway, Co. Cork.
James William Ricketts . . . . .	12	Trealaw Boys' School, Rhondda, Glam.
William Rooney . . . . .	13	Grange Boys' Public Elementary School, Kilkeel, Co. Down.
Winifred Eveleigh . . . . .	13	Holton Girls' School, Barry, Glam.
Madeleine Lewis . . . . .	13	St. Peters Girls' School, Cardiff.
Mattie Jenkins . . . . .	14	Park Girls' School, Cwmpark, Treorchy.
Kathleen Roberts . . . . .	12	Cockshutt C.E. School, Shropshire.
Irene Hartley . . . . .	10	Christ Church Council Girls' School, Rhyl.
Mary McNeill . . . . .	13	Hon. Irish Society's Girls' School, Coleraine, Co. Londonderry.
Norman Quinn . . . . .	13	Baden Powell Street Public Elementary School, Belfast.
John Morrow . . . . .	13	Aughagash Public Elementary School, Glenarm, Co. Antrim.
Bertie Gass . . . . .	13	Derryughan Public Elementary School, Markethill, Co. Armagh.
Mary Josephine Nelson . . . . .	14	Gorran Public Elementary School, Blackhill, Coleraine, Co. Londonderry.
Fred Magee . . . . .	14	Park Parade Public Elementary School, Belfast.
Phyllis Nelson . . . . .	13	Park Parade Public Elementary School, Belfast.
May Tannahill . . . . .	13	Model School, Coleraine, Co. Londonderry.
Diana Kingston . . . . .	14	Meenies National School, Drimoleague, Co. Cork.
Patrick O'Neill . . . . .	13	Stewartstown Public Elementary School, Co. Tyrone
Michael J. Candon . . . . .	11	Drumcormack National School, Ballymote, Co. Sligo.
Beatrice Mary Bevan . . . . .	12	Freystrop N.P. School, Haverfordwest, Pemb.
Wilhelmina Kirkpatrick . . . . .	14	Annalong Public Elementary School, Co. Down.
Eugene MacCarthy . . . . .	12	St. Patrick's National School, Dumanway, Co. Cork.
Jack Williams . . . . .	13	Ketley Council School, Wellington, Shropshire.
Arthur Sanderson . . . . .	14	Derryvalley National School, Ballybay, Co. Monaghan.
Beatrice McCann . . . . .	14	Convent National Schools, Lower Baggot Street, Dublin.
John Haydn Brown . . . . .	10	Middle Council School, Rhymney, Cardiff.
Dudley Magrath . . . . .	13	Model School, Ballymena, Co. Antrim.
Patricia Maud Allely . . . . .	14	Girls' Model School, Cliftonville, Belfast.
Doris Regitz . . . . .	14	Crumlin National School, Co. Dublin.

## The Best Essay.

By KATHLEEN WILLMOTT (aged 13½), of S. John Baptist Girls' School, Frome, Somerset.

### What are the Qualities of the Life-boatman which make him an Example of Good Citizenship ?

OUR small island home is the central jewel of a vast Empire. This great realm has been won and kept for us by citizens of great renown.

These patriotic men and women have shown wonderful traits of character, which all of us, great and small, do well to copy. Among the men who serve our country with an unselfish devotion and loyal service are the brave fellows who man our Life-boats, and have rendered such successful aid to those in peril at sea. A first-class Life-boatman is a splendid example of good citizenship, for he must possess all the qualities of a good citizen and loyal subject. Brave and courageous, willing to endure hardships, dangers and perils of the angry sea, for the sake of others, he must be eager to help all in distress, even those unknown to him. This service must be given with no selfish ambition, but a loyal desire to serve the whole community in a free country, working in companionship with others, as a good citizen should. He must be patient, and not get excited or rash if he is in danger, but exercise right judgment in the execution of duty.

A Life-boatman, or anyone striving to be a good citizen, must be active and healthy, ever striving to keep himself fit, for necessity may arise for service when one least expects the call.

"Be Prepared," as the Scout law tells us, is a valuable motto to follow out in the ways of a Life-boatman and a loyal subject of our Sovereign. The Life-boatman should be able to manage the boat with unrivalled skill, and be able to apply his acquired knowledge of seamanship and engineering to further his efforts to bring relief. He should specialise in making himself fit for service; as a good citizen should work to equip himself for service in state and country.

As the poet says :—

"Without fear or blame, with  
Sleepless watch, and steadfast aim  
Holding his country's helm in perilous  
hour."

In spite of all he must put his trust in God when in the hands of the sea, and remember that he is still fighting through the storm, and has the aid of the Master of Creation, Who holds the earth and sea in the hollow of His hand, and governs the elements and directs the destinies of men.

So in the career and work of a Life-boatman he exercises and cultivates those qualities which are an example of good citizenship. Loyal, steadfast, true, patient and persevering, overcoming difficulties with cheerfulness and precision, rendering unselfish and often tender aid to those in distress, who depend on help and comfort from those best able to give their strength in service to the weaker ones.

The record of brave deeds performed by members of the crews of our English Life-boat ranks high, and as worthy of praise as the actions of valour wrought for home, country and Empire by the citizens of our land.

The same qualities inspire the devotion and effort called out for service in the homeland, or away on the rainbow coloured sea spray that flings itself against the cliffs of England.

"Not gold, but only men can make  
A people great and strong—  
Men, who for truth and honour's sake,  
Stand fast and suffer long.

Brave men who work while others sleep,  
Who dare while others fly—  
They build a nation's pillars deep,  
And lift them to the sky."

## Centenary of Life-boat Stations.

Presentation of Vellums signed by the Prince of Wales.

### Blyth, Northumberland.

THE Blyth Life-boat Station was established in 1826, when the Newcastle Branch Association applied to the Institution for a Life-boat, and the Station was taken over by the Institution in 1866. It has a record of 192 lives rescued, and in 1916, when eight men were rescued from the Norwegian barque *Ander*, of Brevik, the Coxswain, W. Bushell, was awarded the Thanks of the Institution inscribed on Vellum, and presented with a Silver Cup by the King of Norway.

The 192 lives have not been saved without loss. In 1841, when going out

to take instructions to a brig from Archangel, the Life-boat was driven under by a heavy sea, and before she could right herself another sea struck her, she capsized and ten men were drowned.

For many years there was a second Station at Blyth, which, in 1900, was renamed Cambois, and closed in 1927. It had a record of forty-eight lives saved.

The Station's Centenary was celebrated on 21st November. The Mayor of Blyth presided, and, in the absence of Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Mr. George F. Shee, M.A., Secretary of the

Institution, handed to the Mayor the Vellum, signed by the Prince of Wales, expressing the Institution's appreciation of the Station's work. In making the presentation, Mr. Shee paid a tribute to the Life-boatmen of Blyth, men who made splendid sailors, although the Crew was largely recruited among the mining population.

Mr. Shee also formally opened the houses which have been built for the Coxswain and Motor Mechanic near the Boathouse. The deeds of conveyance of the land were handed to Mr. Shee by a representative of Lord Ridley, who has generously presented the land on which the cottages are built to the Institution. Before the Centenary Ceremony Mr. Shee was the guest of the Blyth Rotary Club, and gave an address on the Life-boat Service.

#### Aberdeen.

The first Life-boat on the coasts of the British Isles was built and stationed at Tynemouth in 1789. The builder of the boat was Henry Greathead, and during the next fourteen years he built thirty-one Life-boats, of which one was stationed at Aberdeen. Of the work of this first Life-boat the Institution has no records. In 1853 the Harbour Commissioners stationed a Life-boat at Aberdeen. This was known as the "Beach Life-boat." In 1875 they stationed a second Life-boat, which was known as the "Harbour Life-boat." These two Life-boats remained in service until 1925, and between them they rescued 589 lives. At the beginning of that year, at the request of the Harbour Commissioners, the Institution took over the Stations, the Commissioners agreeing to contribute £550 a year towards their maintenance, and handing over to the Institution a legacy, received in 1894 to provide a Life-boat for Aberdeen, which by 1925 amounted to £3,000. The Institution at once laid down for Aberdeen a Motor Life-boat of the largest type, the 60-foot Barnett Twin Screw, costing over £14,000, and meanwhile sent two Pulling and Sailing Life-boats temporarily to Aberdeen. The Motor Life-boat went to the Station in October, 1926, and when, at the begin-

ning of 1929, the celebrations of the Centenary of the Aberdeen Life-boat Station was held, she had been out on service ten times and had rescued six lives.

The presentation of the Centenary Vellum, signed by the Prince of Wales, was made on 25th January last, on the occasion of a conference of Life-boat workers in the Aberdeen area. The chair was taken by Mr George M. Cook, D.L., in the unavoidable absence of the Marquess of Aberdeen and Temair, one of the patrons of the Branch, and the presentation was made by the Duke of Montrose, C.B., C.V.O., V.D., a Vice-President of the Institution and Chairman of the Scottish Life-boat Council. Among those present were Lady Provost Lewis, Baillie Reid, Commander the Hon. A. D. Cochrane, D.S.O., M.P., Vice-Chairman of the Scottish Council, Mrs. Adam Maitland, President of the Aberdeen Ladies' Life-boat Guild, and representatives of the Branches at Aberdeen, Banff, Buckie, Fraserburgh, Newburgh, Peterhead, Stonehaven and Whitehills.

In making the presentation the Duke of Montrose said that Aberdeen had fully earned this tribute to its services for the Life-boat Cause. He then spoke of the work of the Scottish Council, which was carrying out an intensive campaign for funds. What was urgently wanted was a large, steady annual subscription list. Other parts of the British Isles were providing £6,000 a year towards the upkeep of the Scottish Life-boats. That was not fair. Scotland should be able to maintain her own Life-boats.

Baillie Reid, the Senior Magistrate, received the Vellum, in the absence of the Lord Provost. He spoke of the city's appreciation of the fact that the Institution had provided it with such a fine Life-boat, and said that the Vellum would be preserved with the greatest care in the archives of the city. Commander Cochrane also spoke, and Mrs. Adam Maitland gave an address on the work of the Ladies' Life-boat Guild.

A resolution was unanimously passed by which the delegates undertook to consider at once what special efforts could be made in their areas, and to submit proposals within two months.

## The Last of the "Malvoisin."

IN *Lloyd's List* for 4th May appeared the following announcement under "*Malvoisin*."

"Boulogne, May 3.—The *Malvoisin*, a British ketch plying regularly between London and Calais, was wrecked at 5 a.m. to-day on the shore to the west of Calais Pier, not far from the Casino. The vessel was in ballast and broke up on the rocks, but the crew were saved in their own dinghy. The vessel is considered a total loss—Reuter."

So comes to a tragic end a vessel which had a long life and a very chequered career.

She was built in 1883 and three times Life-boats have been out to her help. The first time was in January, 1905, when she went ashore in a S.E. gale at the mouth of the Thames, bound from Gravelines to Goole. The Margate No. 1 Life-boat, twenty-three miles away, was called to her help. She found the *Malvoisin* with her rudder gone, her bulwarks smashed, her sails blown away, and the seas making a clean breach over her. With the greatest difficulty the Life-boat got alongside and rescued the crew of four, who were all utterly exhausted. The Life-boat was out over ten hours in the height of the gale, and the Institution awarded the Silver Medal to the Acting Coxswain, S. Clayton. Two days later the Life-

boatmen, with the help of a tug, succeeded in bringing the battered ketch herself into harbour.

She was then over twenty years old, and a less stout-hearted vessel might well have succumbed. But the *Malvoisin* went on her lawful occasions in safety for another twenty years before she needed the help of the Life-boats again. Then twice within four months she was in distress. She had anchored in the Downs about midnight on 9th November, 1925, in an N.N.E. gale, with very heavy seas, while on her way, in ballast, from Whitstable to Calais, and made signals for help. The Deal Life-boat went out, and her crew of four were again rescued. The ketch herself was left riding at anchor, and, later on, was brought into safety. Then, on the night of 5th March, 1926, one of the two Life-boats at Aldeburgh, in Suffolk, went out in answer to flares of distress, and found her, on her way from Hull to Woolwich Arsenal, with all her sails blown away. The Life-boat stood by her all night until, in the morning, she was taken in tow by H.M.S. *Dee*, the Fishery Protection Gunboat, which towed her into Harwich, the Life-boat keeping with her until she was in safety.

Now, at the age of forty-six, she has at last succumbed—but, once again, her crew were saved.

## Armistice Day, 1928.

Armistice Day last year was celebrated by the Life-boat Crew at Great Yarmouth and Gorleston in the same way as during the previous two years. The Crew, headed by the Coxswain and Second Coxswain, each bearing a wreath, marched to the Parish Church. There the wreaths were received by the Vicar and placed in the chancel during the Armistice Day Service. Following the Service, the Life-boat was launched. On board were the Vicar, in his robes, the Chairman of the Branch and members of the Committee, the District Inspector of Life-boats, and a bugler of the Norfolk Regiment in uniform.

The Life-boat moved slowly out to

the harbour mouth with her flag at half-mast. There she stopped, and with the crew in their oilskins standing bare-headed at attention, a prayer was recited by the Vicar, and one of the wreaths was dropped into the sea in memory of the men of the Royal Navy, the Merchant Navy and the Fishing Fleets who gave their lives in the Great War. The Last Post was sounded, and a green light was fired, signifying "All safe, coming home."

The Life-boat then proceeded to Yarmouth, and off the old Jetty—where Nelson landed after the Battle of the Nile—the second wreath was dropped into the sea with the same ceremonial.

### Gallantry of a Son of a Life-boat Worker.

On 12th November last, the British steamer *Vestris*, two days out on a voyage from New York to Barbados and South American ports, sank in a gale 240 miles off the coast of Virginia, with heavy loss of life. Among those on board her was the son of the Institution's Honorary Secretary at Southampton, Mrs. S. A. Walter, who has held that position for the past five years and has been a Life-boat worker for thirty-five

years. Mr. Harold C. Walter was serving on board the *Vestris* as assistant-surgeon, and was one of the last to leave the steamer. Jumping into the sea, he swam for some time before being picked up by a boat. Then, seeing three other people drowning, he jumped overboard again, and with his help they were all rescued. It added greatly to his gallantry that there were many sharks about.

### Life-boat as Ambulance.

Shortly before 10 o'clock in the evening of 18th April last, just as the s.s. *Clanwood*, of Sunderland, was leaving Hartlepool for Ghent, with a cargo of coal, a gas explosion occurred on board. The weather was fine with a smooth sea and moderate W. breeze. The Motor

Life-boat was at once sent out and stood by until the steamer was towed into dock. The Coxswain then sent for a doctor, as a man on board the *Clanwood* had been injured, and later the Life-boat brought the injured man ashore.

### Two Golden Weddings of Life-boatmen at Montrose.

Two Life-boatmen of Montrose celebrated their golden weddings at the end of last year, Mr. David Anderson and Mr. George Pert. Both served for many years in the Montrose Life-boats, and are now pensioners of the Institution. Mr. Anderson was appointed Bowman of the

No. 1 boat in 1892, Coxswain of the No. 2 boat in 1901, and Coxswain of the No. 1 boat in 1913. He retired in 1923, so that he had then been a Coxswain for twenty-three years. Mr. Pert served as Second Coxswain of the No. 1 boat for twenty-five years, retiring in 1919.

### Mercantile Marine War Memorial.

On 14th December last, the Queen unveiled the memorial, which has been erected on Tower Hill, to the 12,649 men of the Merchant Navy and Fishing Fleets who gave their lives in the Great War and who have no grave but the sea.

During the War, from August, 1914, to the signing of peace in June, 1919, besides the Life-boatmen who lost their lives when serving with the Navy,

twenty-three Life-boatmen lost their lives on Life-boat service.

At the ceremony on Tower Hill twenty-four Life-boatmen were present, in full Life-boat dress, drawn from the Stations at Southend, Margate, Ramsgate, Eastbourne, Newhaven and Worthing. These men, on behalf of the whole Service, paid their last tribute to their own comrades and to the men of the Mercantile Navy and Fishing Fleets who died in the Great War.



## Four Successful Efforts by the Guild.

**Glasgow Ball and Whist Drive, Belfast Ball, Exeter Theatricals.**

THE five outstanding efforts made by the Ladies' Life-boat Guild last winter were the Second Annual Life-boat Matinée organised by the Central London Women's Committee last December, of which an account appeared in the last number of *The Lifeboat*, a Life-boat Ball and then a Whist Drive organised by Glasgow, the Second Annual Ball organised by the Belfast Guild, and performances of Mr. Frederick Lonsdale's Play, "On Approval," organised by the Exeter Guild, which were so successful, that though only three performances had been intended a fourth had to be given.

### Glasgow Ball and Whist Drive.

The Glasgow Ball, organised by the Glasgow Branch Committee, assisted by the Ladies' Life-boat Guild, was held on 13th December, on board the liner *Transylvania*, in the Clyde, by kind permission of the owners, the Anchor Line. It was on the same vessel, the largest liner using the Clyde, that the very successful meeting was held in December, 1927, at which the Glasgow Ladies' Life-boat Guild was inaugurated. The arrangements for the Ball, which were carried through with great efficiency, were deputed to a small committee, of which Mr. S. W. Harper Gow acted as Honorary Secretary, and very generous help was given by the Anchor Line, in addition to the loan of the liner. It was a very novel and brilliant affair, and one of the outstanding social events of the year in Glasgow. The acceptances for the Ball numbered 650, and of these, 320 dined on board before the ball, and 100 slept and breakfasted on board as well. The dinner was provided by the Anchor Line on such terms that the Committee was able to make on this, as well as on the sale of tickets for the Ball, a substantial sum. The net amount realised was just over £800, and in addition to this, the stewards of the *Transylvania* made a donation of £25.

Many well-known people from Glas-

gow and the West of Scotland were present. Among them were:—the Duke of Montrose (President of the Scottish Life-boat Council), the Duchess of Montrose, the Marquis of Graham, Lady Helen Graham, Lady Mary Graham, the Earl of Glasgow, the Countess of Glasgow (President of the Glasgow Ladies' Life-boat Guild), Cameron of Lochiel and Lady Hermione Cameron, Sir Louis and Lady Primrose, Sir Steven and Lady Bilsland, Sir John T. Cargill and Lady Cargill, Mr. Leonard Gow (Chairman of the Glasgow Branch) and party, Mr. William Henderson (Honorary Treasurer of the Glasgow Branch), Mrs. Henderson and party, Mr. Hourston and Mrs. Hourston, O.B.E., Mr. Gordon Martin (Secretary of the Glasgow Branch), Mr. and Mrs. L. Harper Gow, Mr. and Mrs. J. W. Harper Gow, Mr. and Mrs. Bill Logan, Mr. and Mrs. Ralston Mitchell and Miss Mona Mitchell, Mr. J. M. Norman Macleod, Mr. and Mrs. Rupert Bethume, Miss Anne Stirling Maxwell and Miss Jean Macleod Baxter.

The originality of the idea, the success of the ball socially, and the amount raised all make this one of the outstanding efforts of the Glasgow Committee, assisted by the Ladies' Life-boat Guild.

In view of this it is particularly gratifying to be able to record that the owners of the *Transylvania* were so delighted with the whole affair that they are prepared to lend the liner again this year, and have themselves suggested that the Ball should be an annual event. No sooner was the Ball over than the Committee was asked to organize a Whist Drive on the *Transylvania*. It was ultimately decided to hold it on another of the Anchor Line's vessels, and it took place on the *Caledonia* on 7th March. Again the Institution is indebted to the owners, not only for the loan of the vessel, but for providing tea for all who were present and making all the arrangements. The Whist Drive was a great

success, both as a social function, which brought together the members of the Glasgow Guild, and as an effort on behalf of the Institution. Over £100 was obtained.

In connexion with these most successful efforts it may be mentioned that about the same time that the Ball was held two Glasgow ladies made very generous gifts for the provision of Motor Life-boats on the Clyde. Mrs. Laurence Glen, wife of the head of the Glasgow Shipping Company of Glen & Co., is giving £4,500 to the Institution to provide the new Motor Life-boat to be built for Girvan. At the same time Mrs. Fairlie, daughter of the late Lady Richmond of Glasgow, is giving £4,758 to supplement a legacy of £1,000 received under Lady Richmond's will, and this legacy and this gift will together provide the Motor Life-boat being built for Troon.

#### Belfast Ball.

The Second Annual Ball, organised by the Belfast Ladies' Life-boat Guild, of which the Marchioness of Londonderry, D.B.E., is President, and Lady Dixon, D.B.E., first Vice-President and Chairman of Committee, was held at the Plaza on 23rd November last, and was described by the Belfast newspapers as the most successful Ball held in Belfast for many years. The Plaza was specially decorated. In the centre of the Ball-room was a lighthouse with revolving lights, while the orchestra was seated in a Life-boat. About 500 people were present.

Lady Londonderry travelled over specially from London to receive the guests, as President, with Lady Dixon. Among those present were the Lord Mayor and Lady Mayoress, the Marquess and Marchioness of Dufferin and Ava, the Countess of Clanwilliam, the Viscountess Craigavon, the Right Hon. Lord Justice Andrews and Mrs. Andrews, the Right Hon. the Viscount Charlemont, D.L. (Minister of Education), and the Viscountess Charlemont, the Viscount Massereene and Ferrard, D.L., D.S.O., the Viscount Castlereagh, the Right Hon. J. M. Andrews, D.L., M.P. (Minister of Labour) and Mrs. Andrews,

Sir Thomas Dixon, Bt., H.M.L., Mrs. Alderman Julia McMordie, C.B.E. (High Sheriff), Lord and Lady Farnham, Captain the Right Hon. Herbert Dixon, D.L., M.P. (Parliamentary Secretary), Mr. George B. Hanna, B.L., M.P. (Parliamentary Secretary for Home Affairs), and Mrs. Hanna, Sir William Coates, Bt., D.L., Lady Veronica Blackwood, Lady Elizabeth Meade, Lady Mary Meade, Lady Helen Rous, Lady Eden, the Hon. Vera Maxwell, and Lady Burke.

A second Ball, with tickets at a more popular price, was held at the Plaza on 10th April. About 420 people were present, including the Marquess of Dufferin and Ava, Lady Veronica Blackwood, Mrs. Alderman McMordie, C.B.E. (late High Sheriff), and Mr. and Mrs. Shillington, M.P.

The net proceeds of the two Balls was £137.

#### Exeter Theatricals.

Four performances of Mr. Frederick Lonsdale's comedy, "On Approval," which were given in aid of the Exeter Branch on 6th, 8th and 9th February last were among the most successful of such entertainments that have ever been given on behalf of the Institution. They had been organized by Mrs. Arthur Reed, Chairman of the very energetic Exeter Guild, with the help of her fellow members, while the production of the play was arranged by Mrs. Gamble, wife of the Dean of Exeter. Mrs. Gamble herself took the principal part, the other characters being played by Miss Roberts, Mr. P. E. Boddington and Mr. D. Gordon Reid. The play was produced by Mr. Paul Tighe, and the orchestra was under the direction of Mrs. John Bowden. It had been intended to give one matinée and two evening performances, but a fourth performance had to be hastily arranged, as on the first evening over 200 people were turned away. All previous records for charitable performances in Exeter were easily surpassed, and over £210 was taken, more than twice the sum at which the Ladies' Life-boat Guild was aiming. The Rev. The Earl of Devon, President of the Exeter Branch, made

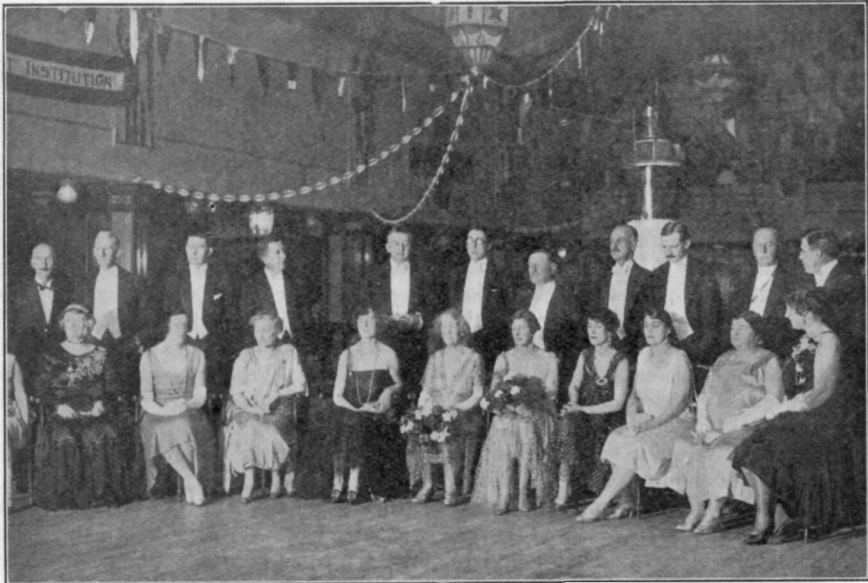


*By courtesy of]*

**THE GLASGOW BALL.**

*[George Outram & Co.*

The Duke and Duchess of Montrose, the Earl and Countess of Glasgow, Cameron of Lochiel, the Marquis of Graham, Lady Helen Graham and other guests.



*By courtesy of]*

**THE BELFAST LIFE-BOAT BALL.**

*[Belfast Telegraph.*

Sitting (left to right.) Lady Burke, Mrs. Henderson, Mrs. Alderman McMordie (High Sheriff), Viscountess Charlemont, Lady Dixon (Chairman), Marchioness of Londonderry (President), Marchioness of Dufferin and Ava, Viscountess Craigavon, Lady Turner (Lady Mayoress), Countess Clanwilliam.  
 Standing. Mr. J. P. Jackson (Asst. Secretary), Surgeon-Capt. Rutherford, R.N., Commander Oscar Henderson, D.S.O., R.N., Mr. Samuel Baird (Honorary Secretary), Mr. H. G. Solomon (District Organising Secretary), Viscount Castlereagh, Sir Thomas Dixon, Bt., Viscount Massereene and Ferrard, Viscount Charlemont, Sir Wm. Coates, Bt., Marquis of Dufferin and Ava.

a strong appeal for help at the first two performances, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, was present at the performance on the Friday evening, and spoke during the interval. He cordially

thanked Mrs. Gamble and those who had given her their help with the play, and paid a warm tribute to the splendid and enthusiastic work being done by Mrs. Arthur Reed and the Exeter Ladies' Life-boat Guild.

### Life-boat Carol Singers.

At Christmas, in 1927, a choir of twelve, got together by the Honorary Secretary of the Branch at East Grinstead, went carol singing, and were so successful that they were able to send £25 to the Institution. Last Christmas the effort was repeated with the same success, £35 being obtained for the Institution. This included nearly £10 which was sent to East Grinstead from West Hoathly, where it was collected, in one evening's singing, by the "West Hoathly Choral Carollers." As the population of the village is only 1,600, this is a contribution of 1½d. per head—a remarkable result.

From Bognor came a gift of £11 4s., this being half of a sum obtained by a

Carol Party, the other half being given to the Institution for the Blind.

We hope that other Branches will follow the example of these two Branches in Sussex, and organize Life-boat Carol Parties. The Institution will be glad to lend sou'westers and oilskins for the singers, as it did in the cases of East Grinstead and Bognor.

#### Skating Helps Too.

Carol singing is not the only means of raising money in the winter. The President of the Branch at Halstead, Essex, allowed skating on the lake in her grounds during the February frosts, and collected over a pound for the Life-boats among the skaters.

### A Life-boat Song.

WE wish to draw the attention of all readers of *The Life-boat* to a song called "The Life-boatman," the words and music of which have been written by Mr. Louis Drakeford. This song is being published, under the auspices of the Institution, by Messrs. Hawkes & Son, and through the kindness of the author and publishers, the Institution will receive a royalty of 1½d. on every copy sold. Copies of the song are supplied to the Institution by the publishers at the wholesale price of 1s. 4d., and Branches may obtain copies from the Institution at this price, to be sold to the public, in aid of the Branch funds, at the published price of 2s. a copy. The song has a very attractive coloured cover, with a picture of a Life-boat going to the rescue. This picture was specially drawn for the song by Mr. Charles Dixon, R.I.

We hope that all Honorary Secretaries, and other Life-boat workers, will arrange to include the song in the programme of all concerts in aid of their

Branches, and, wherever possible, will have it sung also at Life-boat meetings. We want to make the song as widely known as possible, not only because every copy sold will bring a royalty to the Institution, but because a popular Life-boat song is one of the best ways of keeping the work of the Institution remembered by the public. A copy of the song has been accepted by the Prince of Wales.

It will, we think, interest all those who buy or hear the song to know that Mr. Louis Drakeford is an official in the Chinese Customs. Song-writing is his hobby, and he has had a number of his songs published in this country and America. "The Life-boatman" was written when he was last home on leave.

A gramophone record of the song, sung by Mr. Bernard Dudley, baritone, with orchestral accompaniment, has been put on the market by the Metropole Gramophone Co. (Piccadilly Record 244). On the same record is "Oh! Oh! Hear the Wild Winds Blow," also sung

by Mr. Dudley. The price of the record is 1s. 6d., but branches can be supplied at the wholesale price of 12s. 6d. a dozen or 1s. 0½d. each.

Honorary secretaries who would like to have the song or the record for sale

should write direct to the Institution or to their District Organising Secretaries. Single copies of the song can be ordered, but as the gramophone records have to be specially packed they should be ordered in quantities of not less than six.

## Life-boat Conferences.

### North-West of England.

A CONFERENCE of Life-boat workers was held at Southport on the 10th April. The Mayor and Mayoress of Southport (Councillor and Mrs. John Brook) welcomed the delegates, and the chair was taken by Mr. George F. Shee, M.A., Secretary of the Institution, supported by Sir William Milligan, M.D., LL.D., J.P. (a Vice-President of the Institution and Chairman of the Manchester, Salford and District Branch), Councillor A. O. Smith (Honorary Secretary of the Southport Branch) and the District Organizing Secretary. Among the delegates were the Mayoresses of Accrington, Haslingden and Heywood. Over two hundred delegates attended, representing the following sixty-seven Branches: Accrington, Adlington, Atherton, Bacup, Bamber Bridge, Barrow-in-Furness, Blackburn, Blackpool, Blackrod, Bredbury, Briercliffe, Bolton, Burnley, Bury, Carlisle, Carnforth, Chester, Chorley, Coppull, Culcheth, Crewe, Colne, Dalton-in-Furness, Darwen, Golborne, Hindley, Haslingden, Haydock, and Ashton-in-Makerfield, Heywood, Horwich, Hollingworth, Hyde, Irlam, Ince-in-Makerfield, Kirkby Stephen, Lancaster, Leigh, Littleborough, Lymm and Heatley, Lytham, Liverpool, Middlewich, Mottram and Broadbottom, Middleton, Nantwich, Oldham, Orrell, Padiham, Preston, Port Erin, Port St. Mary, Ramsbottom, Romily, Rishton, Salford, Shaw and Crompton, Standish, Stockport, St. Annes-on-Sea, Staleybridge, Tintwistle, Tottington, Tyldesley, Whitworth, Westhoughton, Wigan, Warrington and Wilmslow.

The Mayor, in welcoming the delegates, spoke of Southport's long connexion with the Life-boat Service. Southport was not without knowledge of what had been done by the Institu-

tion, for in their own churchyard was the memorial to the thirteen Life-boatmen of Southport who had perished in 1886, in going out on service to the *Mexico*.

Mr. Shee, in opening the Conference, also paid a tribute to the Life-boatmen of Southport who had lost their lives. He gave a short account of the work of the Service last year, described the developments now being made by the Institution, and spoke of the international value of the Life-boat Service.

Reports were presented by a number of Branches, and a number of addresses were given by delegates as follows:

"First Aid Lectures for Life-boatmen—A Plea for a National Organisation," by Sir William Milligan.

"A National Life-boat Sunday," by Mr. F. W. Lawson, J.P., President of the Port of St. Mary (Isle of Man) Branch.

"Posters," by Mrs. Gardiner, Hon. Secretary of the Warrington and District Branch.

"Account of the Finest Service of Last Year (by the New Brighton Motor Life-boat)," by Mr. S. S. Jerrett, Chairman of the New Brighton Committee.

"Life-boat Days: How to Make Them Brighter and Obtain More Collectors," by Miss Cross, Hon. Secretary of the Preston Ladies' Life-boat Guild.

"Flowers Only—Suggestion for One Token only on Life-boat Days," by Mrs. Kirk, President of the Lymm and Heatley Ladies' Life-boat Guild.

"Other Methods of Raising Funds in Towns where Life-boat Days are not allowed," by Mrs. Oglethorpe, President of the Lancaster Ladies' Life-boat Guild.

"Value of Life-boat Lectures in Schools," by Mrs. Tyrer, Hon. Secretary of the Wigan Ladies' Life-boat Guild.

"Raising Funds by Garden Fêtes,"

by Mrs. Macnamara, President of the Burnley Ladies' Life-boat Guild.

"Value of the Ladies' Life-boat Guild," by Mr. F. Middlehurst, Hon. Secretary at Ince-in-Makerfield.

Discussions took place on the papers, and two resolutions were passed. The first was that the Institution be asked to consider the advisability of instructing Life-boatmen in first aid. The second was that, as suggested by Mr. Lawson, of Port St. Mary, an attempt should be made to hold a conference of clergy in the Isle of Man, in order to see if it would be possible to arrange a National Life-boat Sunday in the

island, as a first step towards a National Life-boat Sunday for the whole of the British Isles.

Votes of thanks to the Mayor and Mayoress, the Chairman and speakers were passed.

#### South-East of England.

A Conference of workers in the South-East of England was held at Folkestone on the 2nd May, and a report will appear in the next issue.

#### North-East of England.

A Conference of workers in the North-East of England will be held at Harrogate on 24th and 25th October next.

### Review.

"Seamen of the Downs." By George Bethel Bayley. (Blackwood. 12s. 6d. net.)

In this excellent book Mr. Bayley has continued the heroic story of the Life-boatmen whose duty lies about the dreaded Goodwin Sands, which was told by the late Rev. T. Stanley Treanor in "The Heroes of the Goodwin Sands," published just a quarter of a century ago. "Seamen of the Downs" is a worthy successor to that book, both in the story to be told and in the way in which Mr. Bayley tells it. It begins with an admirable historical sketch of the Downs, from the day when Julius Cæsar landed on the coast of Kent up to the days of the Dover Patrol in the Great War. There follows a chapter on the boatmen of the Downs, and the Life-boat Service, and then Mr. Bayley comes to the main subject of the book, the famous rescues carried out by the Life-boats round the Goodwins during the past twenty years. With these rescues, readers of *The Lifeboat* and the Institutions' Annual Report are already familiar, but they will find the stories very graphically retold.

Mr. Bayley has had the help of the late Coxswain William Adams, of Deal, who died in 1926. He had served as Coxswain for thirteen years when he retired in 1920, had won the Institution's Silver Medal three times, and had been four times specially thanked by

foreign governments. His name appears with Mr. Bayley's on the title page, and the last chapter of the book is a record of talks with him. Coxswain Adams pays to the *Charles Dibdin* the finest tribute that any Coxswain could pay to his Life-boat: "She has never once failed us." He did not want to see her replaced by a Motor Life-boat, and Mr. Bayley's comments on this are perhaps a little misleading. He suggests that it should not be beyond the wit of designers to produce a Motor Life-boat in which the screw would be well protected in a tunnel, and which would have the existing qualities of the Sailing Life-boat. Not only is this within the wit of designers, but it is what has been done with all the Institution's Motor Life-boats. The screw is in a tunnel which protects it from damage, even when the boat is working in shallow water, and until the adoption of twin engines and twin screws, all Motor Life-boats had exactly the same sails as Pulling and Sailing Life-boats of the same type. One of the first principles laid down for Motor Life-boats was that the sailing qualities of the boat should not be impaired. The reasons why a motor boat has not been stationed at North Deal are the reasons which Coxswain Adams gives for not wanting one. The Deal Life-boat has to be launched off the open beach, and a motor boat of the size needed for the work at North Deal would

be too heavy to be launched in that way. We have made this criticism of Mr. Bayley because, though we heartily recommend his book to all who are interested in the Life-boat Service, we do not want him to lead them into misunderstanding the Motor Life-boats.

It should be added that Mr. Bayley is generously devoting the profits of his book towards endowing a bed in the Victoria (War Memorial) Hospital at Deal, this bed to be for the use of the Life-boatmen of Kent and men of Kent

who served in the Dover Patrol. Major the Hon. J. J. Astor, M.P. for Dover, has contributed a foreword, and there are appreciations by Lord Reading as Captain of Deal Castle, Admiral Sir Roger Keyes, Bt., who commanded the Dover Patrol in 1918, the late Mr. Have-lock Wilson, President of the National Union of Seamen, and the late Mr. A. Ovenden Collard, Hon. Secretary of the Association of Men of Kent and Kentish Men, an Association of which Mr. Bayley himself is a Past-Chairman.

### "The Sea-Microcosm."

Magazine to be sold on behalf of the Institution.

Dorothy Una Ratcliffe, F.R.A.S., F.R.G.S., has very kindly decided to devote the gross profits of the current number of the literary and artistic magazine, *The Microcosm*, to the Life-boat Service. The number is called *The Sea-Microcosm* (price 10s.), and is a most attractive collection of poems, prose, plays, water-colour drawings and photographs all dealing with the sea.

Honorary Secretaries who would like

to have copies to sell on behalf of their own Branch funds should write direct to the Editor, *The Microcosm* Office, City Chambers, Leeds.

Mrs. Ratcliffe has been editing this magazine for the past fifteen years, and has had many distinguished contributors. She devotes each number to a different charity, and since 1921 has contributed to charities £1,240; and this is the second time that she has very kindly devoted a number to the Institution.

### Obituary.

#### Sir Charles Macara, Bt., of Manchester.

SIR Charles Macara, Bt., of Manchester, for many years one of the most prominent figures in the cotton industry, who died on 2nd January last, nine days before his eighty-fourth birthday, will always be honourably and gratefully remembered in the history of the Life-boat Service as the founder of the Life-boat Saturday Fund.

The Fund originated in the disaster, in December, 1886, when the St. Anne's and Southport Life-boats were capsized, with the loss of thirteen out of the fifteen men in the Southport boat, and the whole crew of the St. Anne's boat—twenty-seven men in all. The Lytham boat went out at the same time and rescued the crew of the vessel in distress, the barque *Mexico*,\* of Hamburg. Sir Charles Macara, who had a country house at St. Anne's, took the principal part in raising a special fund for the

dependants. This fund in a fortnight amounted to £33,000.

He followed this in 1891 by issuing an appeal on behalf of the Institution, which, in the previous year, had had a deficit of £33,000. At the same time he formed a Committee in Manchester and Salford, of which the two Mayors were President and Vice-President, while he himself was Chairman of the Executive Committee, and this Committee organized the first Life-boat Saturday, with a procession and collecting boxes. It raised £5,500. Other towns in the North of England followed suit, and in that first year the contributions received from Lancashire and Yorkshire increased

\* It is a curious coincidence that it was the wreck of another *Mexico*, in this case a Norwegian vessel, which led to the disaster to the Fethard Life-boat in February, 1914, when nine of the crew of thirteen were drowned.—*Ed. Lifeboat.*

from £3,000 to £21,000. The movement soon spread to the whole country, with a Central Committee, an office in London, and a Ladies' Auxiliary. King George V. and Queen Mary, as Duke and Duchess of York, and later as Prince and Princess of Wales, were Presidents respectively of the Fund and the Ladies' Auxiliaries. The Fund continued its work until 1910, when its organization was taken over by the Institution, and from 1891 to 1910 it contributed to the Institution £287,397.

Sir Charles Macara brought to his appeals for the Life-boat Service, as he did to every work that he undertook, an energy, a directness, a confidence in the cause, and a confidence in himself which deserved and which won success. He came to the help of the Institution at a time when its needs had far outgrown the support which it was receiving from the public, and through the Life-boat Saturday Fund he was not only instrumental in raising over a quarter of a million pounds, but laid the foundations of the Institution's present methods of appeal.

He remained as Chairman of the Fund for the first five years, retiring when the Fund's Headquarters were moved from Manchester to London in 1896. For several years he was a member of the Committee of Management of the Institution, and he was Chairman of the St. Anne's Branch from 1889 until his death. In 1924, the Centenary Year of the Institution, the Committee of Management showed their appreciation of his long and faithful interest in the Institution by electing him an Honorary Life Governor.

#### **The Lady Sheffield, of Manchester.**

By the death of Lady Sheffield on 4th January, has passed away, at the age of eighty, one of the oldest and most generous of the Institution's workers in the north of England, and one who will be remembered with gratitude not only for her Life-boat work, but for the active interest which she took in many public causes. Lady Sheffield became Honorary Secretary of the Ladies' Auxiliary of the Manchester, Salford and District Branch in 1911, and then, when this

Auxiliary became a Ladies' Life-boat Guild, she continued as Honorary Secretary of the Guild until her death. In 1921 she was presented with the Gold Brooch, which is given only in gratitude for long and exceptional services.

Lady Sheffield was a daughter of Sir Lowthian Bell, of Durham, and married Lord Sheffield in 1873. She was awarded the C.B.E. for her services in the War, and Manchester University, with which she was at one time actively associated, conferred on her the degree of LL.D. She has been succeeded as Honorary Secretary of the Manchester, Salford and District Ladies' Life-boat Guild by her daughter-in-law, Lady Stanley of Alderley.

#### **Miss Annie Swallow, of Peterborough.**

Another old and most valued friend of the Institution, Miss Annie Swallow, of Peterborough, passed away on 24th January. Miss Swallow had been a Life-boat worker for thirty years, first as Honorary Secretary of the Life-boat Saturday Fund, and then, when the Fund was taken over by the Institution in 1910, as Honorary Secretary of the Peterborough Branch, succeeding her twin brother, Mr. Edward Swallow. She continued her work until illness compelled her to resign at the beginning of 1928. During that time the Peterborough Branch contributed £2,000 to the Institution, the yearly amount, largely through Miss Swallow's efforts, increasing from £38 in 1910, to over £100 in 1927. In 1921 she was awarded the Gold Brooch, which is given only for long and exceptional services, and on her retirement she was presented with a framed Photograph of a Life-boat going out to a vessel in distress, inscribed with the Institution's appreciation of all that she had done for the Life-boat Cause. Such is the brief record of her services for the Institution, but it was only one of the public causes to which she gave devoted and unselfish labour.

#### **Mr. A. J. G. Anson, of Hastings and St. Leonards.**

Mr. A. J. G. Anson, who died on 11th January, at the age of seventy-seven, was from the beginning of 1917 until towards the end of 1925 the Honorary



Secretary of the Hastings Station, and he retired then on account of serious ill-health. He was one of those Honorary Secretaries who by the care and pride which they take in the administration of their stations do so much to contribute to the efficiency of the Service. Mr. Anson's interest in the Station was shared by Mrs. Anson, who was Chairman of the Hastings and St. Leonards Ladies' Life-boat Guild, retiring when Mr. Anson retired from the Honorary Secretaryship of the Station, and is still a member of the General Council of the Guild. On his retirement Mr. Anson was presented with a framed Photograph of a Life-boat going out to a vessel in distress, inscribed with the Institution's gratitude for his services.

**Mr. C. B. Stoddart, of Cardiff.**

Mr. C. B. Stoddart, who died last December, had for sixteen years been Honorary Secretary of the Cardiff and Penarth Branch. He was a well-known and very popular figure in Cardiff, being the representative there of the Bowring Shipping Company of Liverpool, and his services to the Institution will be gratefully remembered and deeply missed. In 1922 Mr. Stoddart was presented with a framed Photograph of a Life-boat going out to a vessel in distress inscribed with the Institution's appreciation of his services.

**Mrs. Lallow, of Cowes.**

By the death of Mrs. Lallow, Honorary Secretary of the Ladies' Life-boat Guild at West Cowes, on 8th March, the Institution has lost one of its most successful and enthusiastic honorary workers. Mrs. Lallow had been a Life-boat worker for many years, and Honorary Secretary of the West Cowes Guild. She had, in that short time, done much to develop the work of the Guild in the Island, and her practical ability as an organizer and her enthusiasm for the Cause will be very greatly missed.

**Mrs. Brandreth Gibbs, of Leigh-on-Sea.**

Mrs. Brandreth Gibbs, who died on 19th December last, at the age of eighty-eight, became a Life-boat worker more than sixty years ago. As far back as 1869 she was presented with a

framed photograph for her work in connexion with an appeal at Exeter. Mrs. Brandreth Gibbs's interest in the Institution continued right through her long life. In 1918 she undertook the organisation of the Life-boat Day at Leigh-on-Sea for the Southend-on-Sea Branch, and continued this work, with great enthusiasm and success, for eight years, until obliged by serious illness to give it up in 1926. She was then awarded the Gold Brooch, which is given only for long and exceptional services.

**Mr. Felix Rubie, M.I.N.A., late Surveyor of Life-boats.**

Mr. Felix Rubie, M.I.N.A., who died on 25th February last, had passed the greater part of his life in the service of the Institution. Born in 1862, he was brought up at Cowes, and it was there that he learnt his sailing. He served his apprenticeship at Denny's Yard, Dumbarton, set up at Cowes as a consulting naval architect, and then, in 1888, at the age of twenty-six, came to the Institution as a temporary Assistant Surveyor of Life-boats. Six years later he was appointed Assistant Surveyor, and in 1906 he became Surveyor. That post he held until October, 1927, when he retired on reaching the age limit.

Mr. Rubie's term of service with the Institution covered one of the most interesting and important periods in the history of Life-boat construction. The year before he joined the staff Mr. G. L. Watson had been appointed Consulting Naval Architect, and had designed the now famous type of Life-boat which bears his name and which, with modifications, still is the standard type. Then, two years before Mr. Rubie became Surveyor of Life-boats, the first experiments with Motor Life-boats had been made, and the twenty years during which he held that post saw those experiments successfully completed and over sixty Motor Life-boats take their place in the Institution's Fleet.

Mr. Rubie's chief contribution to these important developments was that he brought to the Surveying Department, at a most important time, the modern scientific methods and the precision of the trained mathematical mind. But, in addition to that, he designed two

types of Life-boat, both of which bear his name and did fine service. The first was a surf-boat, remarkable by reason of its lightness and its power for the given size. It owed its lightness to Mr. Rubie's discovery—which experience fully justified—that canvas, properly treated, could be used instead of wood for the bulkheads. The first of these boats was built in 1894 and stationed at Dungeness. Altogether sixteen of the type were built. In 1906 Mr. Rubie, at the request of the Committee, set himself to design a new type of Pulling and Sailing Self-righting Life-boat, which should be able to work to windward, a difficult point of sailing for the ordinary boats of this type because of their high end-boxes. By the ingenious use of an automatic water ballast tank, Mr. Rubie succeeded in making a boat self-right with much flatter end-boxes. The first of this type, which also bore his name, was stationed at Ballantrae in 1906, and altogether thirteen of the type were built. For these and other services Mr. Rubie was, on more than one occasion, specially thanked by the Committee of Management.

His name will always have an honourable place in the list of those who have contributed to the design of Life-boats. By his colleagues, who saw him retire with great regret, he is, and will be, remembered for his great kindness and his gentle, almost shy humour.

#### **Coxswain William Stephen, of Montrose.**

Coxswain William Stephen, of Montrose, died on 16th December last, at the age of sixty-seven. He had been in the service of the Institution for forty-eight years. In 1913 he was appointed Coxswain of the Montrose No. 2 Life-boat, and then in 1924 he became Coxswain of the No. 1 boat. During his sixteen years as Coxswain he took part

in the rescue of forty-nine lives. Coxswain Stephen was presented with a medal by the King of Norway for a fine service during the War, when seven lives were rescued from the schooner *Heistad*, of Brevik. As a pilot he was very well known on the coast, and during the war was presented with the Mercantile Marine War Medal for saving nine airmen from drowning and helping to save seven others, while acting as pilot. He also held the British War Medal and the Royal Naval Reserve Long Service Medal.

#### **Coxswain William Robinson, of Newbiggin.**

Coxswain William Robinson, of Newbiggin, Northumberland, suddenly collapsed and died on 31st December last, just after he had handed over the Life-boat to his successor. He had been Coxswain for fourteen years, and previous to that had served for fifteen years as Second Coxswain. During his fourteen years as Coxswain he had taken part in the rescue of seventy lives. He held the Institution's Bronze Medal for gallantry, awarded him for a service in 1926 when the Newbiggin Life-boat rescued the crew of nine of the North Shields trawler, *George R. Purdy*. It was a service in which Coxswain Robinson showed great skill and seamanship, and a perfect knowledge of the rocks and currents. The trawler had run on the rocks; there was a dense fog; the surf was very heavy, breaking right over the trawler; the tide was falling and the Life-boat had to be taken through the rocks and along a very narrow channel in order to get under the lee of the wreck. Through all these dangers Coxswain Robinson safely took the Life-boat, and without loss or damage rescued the whole crew of the trawler.

## **A Hundred Years Ago.**

### **A Wreck off Aberdeen.**

THE brig *Superb*, of Aberdeen, was wrecked on the Shipwash Sand, in April, 1829, out of which three men were saved (two having died in the rigging), by Wm. Mudd and S. Wordley, masters of two smacks, after persever-

ing exertion during fifteen hours under circumstances of very considerable difficulty; on which occasion, the Committee awarded them the Silver Medal of the Institution, with £26 to them and their crews.

## Special Gifts.

### From a Cripple's Home.

THE Tiny Tims Cripples Home at Eastbourne has sent to the Eastbourne Branch a gift of 11s. 9d., made up of the children's own farthings. This is the second time that the Tiny Tims have given their money to the Life-boat Service.

### From the Captain of a Merchant Ship.

LAST year the Institution sent to the captains of the ships of the principal shipping companies copies of the illustrated history of the Service, called "The Story of the Life-boat," with a request that they would put it in the reading-room or smoking-room of their ships. In reply came from Calcutta a letter from a captain of the British India Steam Navigation Company, saying that his ship was a "comparatively small coasting passenger steamer," that if he were promoted to a larger steamer he would try to raise contributions for the Institution and that, meanwhile he sent £10 10s. "as a small proof of his own admiration" for the Life-boat Service.

### From the Employees of a Gas Company.

AMONG the most generous responses to the appeal made to employees of offices and works is a gift of over £72 from the South Metropolitan Gas Works. This is the highest collection ever made in these works for an outside charity. The reason is that, when the appeal was made, one of the company's own boats had just come in from Newcastle, and an extract from her log had been posted in the works, which showed that at one period of the voyage, after steaming hard for six hours in the face of a gale, she had actually gone back three and a half miles. It was that proof of the powerlessness of steam against a heavy gale, which had brought home the meaning of the Life-boat Service.

### From a Life-boatman of Forty Years Ago.

A GIFT of a pound has been received from Los Angeles, California, from Mr.

John W. Popperwell with the following letter:—

"It may perhaps interest you to know I am an old Life-boatman, having been a member of the crew of the first Walton-on-the-Naze Life-boat, 'Honourable Artillery Co.' I was in this boat when she was launched at her christening ceremony on November 18th, 1884, and on her first service trip that same night when we were called out to the Sunk Sand. I was also one of her crew six weeks later when on Christmas Day, 1884, we saved the crew of twenty-five from the full-rigged ship *Deike Rickmers*, of Bremerhaven, wrecked on the Longsand in a N.E. gale and snowstorm.

"If you would kindly send me your Journal from time to time I should greatly appreciate it, for I am very interested in the work of the boat, but being absent from England for upwards of forty years I have somewhat lost touch."

### A Thank-Offering.

A DONATION of £10 has been received by the Manchester, Salford and District Branch as a thank-offering for the recovery from a serious illness of Sir William Milligan, M.D., L.S.D., J.P., the Chairman of the Branch.

### "A Bit of Extra Money."

THE Manchester and Salford Branch has also received £10 from a gentleman who wrote: "I have made a bit of extra money and my father was once shipwrecked so I think I will give a donation to the Life-boat Institution."

### Biscuits for the Life-boats: Gifts from the Manufacturers.

MESSRS. Huntley & Palmers, Messrs. Peek, Frean, and Messrs. W. & R. Jacobs have presented the Institution with over 150 tins of biscuits for use on board its Life-boats. Biscuits, chocolate and rum are carried by all Life-boats as emergency rations, and both biscuits and chocolate are supplied to the Institution as a gift by the leading manufacturers.

**From Boy Scouts.**

The Linthwaite (Huddersfield) troop of Boy Scouts and Cubs, which often camps in Runswick Bay, has sent 7s. 6d. to the Institution through the *Yorkshire Evening Post*, to which the Scoutmaster wrote: "We are interested in anything that takes place on the coast near Runswick and Staithes, and so I suggested to the Scouts and Cubs that it would be nice if they saved their pennies, and instead of buying sweets gave the money to the Life-boat at Staithes. They jumped at the idea, and the consequence is the enclosed P.O. for 7s. 6d. Will you please send it to the right people? We are not above 16 or 18 in number all told, and the boys do not come from wealthy homes. In fact most of the people here are only working half or quarter time."

**Anonymous Gold.**

The North of England District Office has received from an anonymous donor a gold sovereign which was sent through the post embedded in a piece of card-board.

**Half-crowns from Dirty Hands.**

On Life-boat Day at Southampton last year a friend of the Institution went collecting in his motor launch from all the yachts in the River Hamble and up Southampton Water. He collected £6 15s. and wrote: "I was surprised to find that a number of the dirtiest paid-hands on the smallest boats were willing to subscribe their modest half-crowns."

**From the Primrose League.**

At the request of a member of the Piel (Barrow) Ladies' Life-boat Guild, the Barrow Habitation of the Primrose League, which sells primroses on Primrose Day in aid of charities, last year gave half the proceeds of their sales, amounting to over £12, to the Life-boat Service.

**From the Life-boat Essay Competition.**

The Fulwell Council Boys' School, Sunderland, one of whose pupils was a prize winner in the Life-boat Essay Competition last year, collected 15s. for the Life-boat Service "to commemorate the winning of a certificate."

**From H.M.S. "Wivern."**

The officers and ship's company of H.M.S. *Wivern*, of the Third Destroyer Flotilla, sent £15 11s. 3d. from their Canteen Fund as a gift to the Life-boat Service, when paying off on their return from the China Station.

**From "The Men of the Fleet."**

The Admiralty has sent a gift of £1,300, this being part of the surplus revenue from the Naval Canteen trading for last year. The remainder of the surplus has been divided among charities or funds connected with the Navy. In making this gift the Admiralty states that it has been given to the Life-boat Service at "the wishes of the men of the Fleet."

**A Canadian's Gifts for Twenty-five Years.**

A gift of £5 has been received from a Canadian living in Quebec, who first contributed twenty-five years ago, when he sent the Institution £5. He has contributed regularly ever since, and the Institution has now received from him £190.

**From Four Schools**

The boys of Harrow School have sent a donation of £15

Thirty-one children at a school in Co. Monaghan, in the Irish Free State, many of them of very poor families, unasked, collected among themselves 6s. 6d. for the Life-boats.

A class at Lewisham Bridge School have sent 3s. 6d. In sending it the master wrote: "This amount was collected by the boys of my class after hearing my reading of the pamphlet sent out in connection with the essay competition. These boys are all very poor, and I can assure you that their coppers represent a very real sacrifice."

A donation of five shillings has come with the following letter from five girls of a Swansea school:

"Thank you so much for showing us over the Mumbles Life-boat. We enjoyed it so much, and none of us have ever been over a Life-boat before. We will always remember it and think about it on stormy nights, when it might be out at sea."

**From the Men who are Building the  
New Tractors.**

The men of the Four Wheel Drive Lorry Company, which is building the

new type of Motor Caterpillar Tractor for launching Life-boats, held a dance last year, and sent the whole of the profits, amounting to £18 11s., as a gift to the Institution.

**Gifts from Ship Owners.**

On 25th February, 1928, the Newburgh Life-boat rescued the crew, ten in number, of the steam trawler *Isle of Wight*, of Hull. Her owners, The Hull Steam Fishing and Ice Company, owning the Red Cross Fleet of trawlers, have become annual subscribers of ten guineas in appreciation of this service, and Messrs. Kelsall Bros. and Beeching, Ltd., owners of the Gamecock Fleet, which is managed from the same office, have also become annual subscribers of ten guineas.

\* \* \* \* \*

On 26th June, 1928, the yacht *Bonnie Jean*, of Poole, was saved and her two occupants rescued by the Weymouth Life-boat. The Institution has received a donation of £5 from the owner, Mr. J. H. Robinson, of Parkstone, who has also become an annual subscriber.

\* \* \* \* \*

On the 6th November last the Margate Motor Life-boat rescued the crew, ten in number, of the s.s. *Solway Firth*, of Glasgow, which had struck some submerged wreckage and sunk. The owners, Northern Coasters, Ltd., have sent, through their managers, Messrs. Gillie and Blair, a donation of £10 in gratitude for the service.

\* \* \* \* \*

On the 15th January last the Aberdeen North Pier Life-saving Apparatus fired a line over the s.s. *Idaho*, of Hull, at the request of

the owners' representative, in order to inspire confidence in the crew, as the vessel had gone aground. The owners, Ellerman's Wilson Line, Ltd., expressed their thanks and made a donation of £10 1s. 3d. to cover the expenses incurred by the Institution.

\* \* \* \* \*

On the 2nd February, the Crew of the Aldeburgh No. 2 Life-boat assembled in readiness to take the Marine Superintendent of the Union-Castle Mail Steamship Co., Ltd., and a Pilot out to the s.s. *Garth Castle*, which had stranded. The owners sent the Institution £3 6s. 6d. to cover the expenses and expressed their thanks for its help.

\* \* \* \* \*

On the 12th February the Plymouth Motor Life-boat rescued ten of the crew of the s.s. *Deventia*, of Workington, which stranded at Bolt Head in a strong E.S.E. gale. The three remaining members of the crew were rescued by the Life-Saving Apparatus Company. An account of this fine service, for which the Coxswain was awarded the Institution's Thanks inscribed on Vellum, appeared in the last issue of *The Lifeboat*. To show their gratitude, the owners, the Northwest Shipping Co., Ltd., have given £7 10s. to the Workington Branch of the Institution, and the same sum to be distributed to members of the Life-boat Crew.

**Gifts from Crews.**

On the 17th May, 1928, the Ramsgate Motor Life-boat saved the schooner *Isabella*, of Barrow, which was in distress in a moderate northerly gale, and rescued her crew of four men. Out of the salvage money received, the Life-boat Crew have made a donation of £6 15s. 9d. to the funds of the Institution. On the 29th October, 1928, the same Motor Life-boat saved the barge *Florence Scholey*, of London, and rescued her crew of three, when she got into difficulties while trying to make Ramsgate Harbour in a W.S.W. gale. Out of the salvage received for this service, the Crew have given £1 7s. 3d. to the Institution.

\* \* \* \* \*

On the 22nd June, 1928, the Aberdeen No. 1 Motor Life-boat helped the steam drifter *Regain*, of Lowestoft, which had run ashore in foggy weather. Out of the salvage money

received for their services the Life-boatmen have given £3 10s. to the Institution's funds.

\* \* \* \* \*

On the 5th August, 1928, the Margate Motor Life-boat helped into Ramsgate Harbour the motor yacht *Frothblower*, of London, which had experienced engine trouble during a strong N. gale with a heavy sea. Salvage money was received by the Life-boat Crew, and they have given £5 as a donation to the funds of the Institution.

\* \* \* \* \*

On the 12th August, 1928, the Rosslare Harbour Motor Life-boat rescued the crew, eleven in number, of the steam trawler *Oldham*, of Milford Haven, and helped to save the vessel in a S.W. by W. gale with a rough sea. The Life-boat Crew received salvage, and

out of this have made a donation of £3 to the Institution's funds.

\* \* \* \* \*

On the 25th August, 1928, the Stromness Motor Life-boat helped to save the Norwegian schooner *Bru*, which stranded in thick weather. For their services the Life-boat Crew received salvage, and out of this money have made a donation of £4 to the Institution's funds.

\* \* \* \* \*

On the 27th-28th August, 1928, the Clacton-on-Sea Motor Life-boat saved the yacht *Iris*, of Colchester, by picking her up when she was dragging her anchors close to Clacton Pier, in a strong W.S.W. gale, and taking her to Harwich. The Life-boat Crew have made to the Institution a donation of £3 18s. 6d. out of the salvage received.

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On the 17th November, 1928, the Ramsgate Motor Life-boat helped to save the schooner

*Mary Barrow*, of Barrow, which her crew had abandoned through heavy weather. A gift of £12 8s. 2d. has been made to the Institution by the Life-boat Crew out of the salvage money received for this service.

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On the 21st January last, the Holy Island No. 1 Motor Life-boat helped to save the steam trawler *St. Louis*, of Hull, which had stranded on the Farne Islands in foggy weather. The Life-boat Crew received salvage, and have made the Institution a gift of £7.

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On the 10th March last, the Robin Hood's Bay Life-boat rendered assistance to the s.s. *Elvier*, of Goole, which stranded in thick weather. Out of the salvage money received for this service the Crew gave the Institution £5.

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

Thursday, 18th October, 1928.

The HON. GEORGE COLVILLE, in the Chair.

Appointed Lieut.-Commander J. M. Upton, R.D., R.N.R., a District Inspector of Life-boats.

Decided that, for organising purposes, the North of England be divided into two Districts, namely, North-Western and North-Eastern, the former comprising Westmorland, Cumberland, Lancashire, Cheshire, and the Isle of Man, and the latter Northumberland, Durham and Yorkshire.

Reported the receipt of the following special contributions:—

	£	s.	d.
Admiralty, part of surplus revenue from Naval Canteen trading, in accordance with "the wishes of the men of the Fleet" (Donation)	1,300	0	0
Westminster Abbey (Collection) <i>To be thanked.</i>	22	4	0

Paid £30,620 6s. 4d. 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 £163 14s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Campbeltown . . . No. 1 (Motor)	S.S. <i>Olive</i> , of London	15
Cresswell . . .	Steam trawler <i>Darwen</i> , of Fleetwood. Rendered assistance.	
Hastings . . .	Yacht <i>Jimbet</i> , of Ramsgate. Saved vessel and rescued . . .	2

Life-boat.	Vessel.	Lives Rescued.
Holy Island . . . No. 1 (Motor)	Motor fishing yawls <i>Isabella</i> and <i>Eventide</i> , of Holy Island. Stood by boats.	
Kilmore . . .	Schooner <i>Brackley</i> , of Wicklow . . .	4
Scarborough . . . (Motor)	Fishing boats <i>Protect Me</i> and <i>Sceptre</i> , of Scarborough. Stood by boats.	

The Clacton-on-Sea Motor Life-boat saved the yacht *Iris*, of Colchester.

Also voted £157 13s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Brightstone Grange, Caister, Clacton-on-Sea (Motor), Eastbourne, Great Yarmouth and Gorleston (Motor), The Humber (Motor), Moelfre, New Brighton, Portrush (Motor), Port St. Mary, Southend-on-Sea (Motor), Sunderland (Motor), Walmer, Walton-on-the-Naze (Motor), Whitby, and Worthing.

Granted £52 to men for injury in the Life-boat Service at Blackpool, Blakeney, Dunbar, Moelfre, and Southwold.

Reported that the German Government had decided to recognize the services of the Thurso Life-boat in rescuing the crew, fifteen in number, of the S.S. *Aase*, of Hamburg, on the 16th March last, by bestowing an "Iron Plaque for rescue from distress at sea" on the Life-boat Crew, a Diploma on the Coxswain, Second Coxswain, and Bowman, and Certificates of Appreciation on the other members of the crew.

Voted £4 7s. 6d. to seven men for rescuing the two hands of the barge *Duke*, of Derry, on 11th August, when they were in distress to

the westward of the Garvan Isles, Malin Head. Also granted 5s. for petrol consumed. The salvors were on their way from Malin Head to Inistrahull Island, just after sunset, when they saw the barge drifting helplessly, and being borne by the tide on to a very dangerous reef of sunken rocks. The weather at the time was fine with a moderate S.W. breeze and sea. Going at once to the help of the barge, the men, at slight risk to themselves, succeeded in towing her clear of the rocks and to safety at Malin Head.

Voted £1 10s. to the Coxswain of the Sunderland Life-boat and two other men for rescuing the ten occupants of the motor pleasure boat *Sandy*, of Hylton, at Sunderland, on 23rd September. While returning to port in their motor fishing coble, during a moderate breeze with moderate sea, they saw the motor boat drifting in the direction of the rocks, to the south of the pier. They at once went to her aid, found that she had broken down and was completely helpless, being without sails, oars or anchor, and towed her into harbour.

Voted 15s. to the Coxswain of the New Brighton Life-boat and another man, who with one of the Life-boat's Motor Mechanics, rescued two men at New Brighton on 19th September. At 3.45 P.M. information was received that a small motor boat had broken down off the New Brighton lighthouse. The weather at the time was fine with a strong W. breeze and ebb tide, causing a fairly rough sea. Manning the Life-boat's motor boarding boat, the rescuers went out to the disabled boat, picked her up, and towed her ashore.

Voted 15s. to the Coxswain of the New Brighton Life-boat and another man, who with the two Motor Mechanics attached to the Life-boat, rescued two boys and a man at New Brighton, on the 30th September. During a strong E.S.E. wind, with a choppy sea and strong ebb tide, a small boat was seen in difficulties below the New Brighton landing stage, and drifting to sea. The salvors promptly put out in the Life-boat's motor boarding boat and picked up the boat, which was partly filled with water. They then took in tow another small boat, with a man in, which had gone to the help of the first boat.

**Tuesday, 23rd October, 1928.**

SIR GODFREY BARING, Bt., in the Chair.

Appointed Captain W. J. Oliver, M.C., Organising Secretary for the North-Eastern District.

**Thursday, 15th November, 1928.**

SIR GODFREY BARING, Bt., in the Chair.

Reported the death of Mr. Edgar H. Johnson, F.C.I.S., Organising Secretary for the North of England.

Decided to close the New Romney Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
R. N. Allison, Esq. (Donation)	200	0	0
White Star Steamers' Charity Account (Donation)	50	0	0
Anonymous (Donation)	50	0	0

To be thanked.

Paid £23,042 10s. 1d. 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 £305 ls. 6d. to pay the expenses of the following Life-boat launches :—

Life-boat.	Vessel.	Lives Rescued.
Aberdeen No. 1 (Motor)	H.M.S. <i>Lunar</i> Assisted to save vessel.	
Aberdeen No. 2	H.M.S. <i>Lunar</i> Bow. Landed 2.	
Coverack	S.S. <i>Gap</i>	6
Galway Bay (Motor)	Steam trawler <i>Kilgerran Castle</i> , of Swansea. Stood by vessel.	
Gourdon	The fishing fleet of Gourdon. Stood by fishing fleet.	
Great Yarmouth and Gorleston (Motor)	Motor fishing boat <i>Fulgens</i> , of Yarmouth. Saved boat and rescued	3
Great Yarmouth and Gorleston (Motor)	Motor drifter <i>Fisher Lass</i> , of Fraserburgh. Rendered assistance.	
Lynmouth	Motor ketch <i>Nelly Mary</i> , of Bideford	2
Margate (Motor)	S.S. <i>Solway Firth</i> , of Glasgow	10
New Brighton No. 2 (Motor)	Small boat <i>Gem</i>	3
Penlee (Motor)	S.S. <i>Mona</i> , of Antwerp. Stood by vessel.	
Piel (Barrow) (Motor)	Hopper <i>Iron Duke</i> , of Barrow	2
Southend-on-Sea (Motor)	S.S. <i>City of Lancaster</i> , of Liverpool. Stood by vessel.	
Staithes	Eight motor fishing cibles, of Staithes. Stood by fishing cibles.	
Torbay (Motor)	Ketch <i>Ivy</i> , of Falmouth. Stood by vessel.	
Whitby No. 2	Motor fishing coble <i>Mary Rose</i> , of Whitby. Escorted coble into harbour.	

The Ramsgate (Motor) Life-boat saved the barge *Florence Scholey*, of London, and rescued from shipwreck her crew of three.

Also voted £302 2s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Cadgwith, Caister, Coverack, Cresswell, Great Yarmouth and Gorleston (Motor), Holyhead, Johnshaven, Kilmore, The Lizard (Motor), Lowestoft (Motor), Margate (Motor), Porthleven, Rhoscelyn, Sunderland (Motor) Walmer, Walton-on-the-Naze (Motor), and Wells.

Granted £8 2s. 6d. to a man for injury in the Life-boat service at Cardigan.

Voted a further compassionate grant of £20 to the widow of ex-Coxswain Sidney Harris, of Gorleston. Harris had been connected with the Gorleston Life-boats for many years and left his widow in poor circumstances.

Voted a compassionate grant of £7 10s. to the widow of James Oiller, the Second Coxswain of the Life-boat at New Romney. Oiller, who had been Second Coxswain for nine years, left his widow and two children very badly off.

Directed that a Letter of Appreciation be addressed to the Crew of the St. Mary's, Isles of Scilly, Motor Life-boat for giving their services free and taking a sick girl to Penzance for an urgent operation, on the night of the 18th October.

Directed that a Letter of Thanks be addressed to S. J. Hocking, a member of the Coverack Life-boat Crew for his prompt action which prevented an accident to the Life-boat, on the occasion of the service to the S.S. *Gap*, on the 27th October.

Directed that a Letter of Thanks be sent to Captain W. J. Oliver, Honorary Secretary, who went out in the Sunderland Motor Life-boat on Service on 1st November; also that a Letter of Thanks be sent to the Sunderland Life Brigade for the use of their shelter on the same occasion.

Directed that Letters of Thanks be addressed to Councillor E. J. R. Stapleton, Chairman of the Spalding Urban District Council and President of the Spalding Shipwreck Society, and to Mr. F. Parker for rescuing the only occupant of a small motor boat in The Wash on the 2nd July. The salvors, who were out in the steam yacht *Rob Roy*, spoke the Boston Pilot Boat about 9 a.m., and learned that a man who had put off for a pleasure trip the previous day had not returned. With the aid of glasses the boat was found and the yacht at once made for her. A strong S.W. wind was blowing with a heavy sea and some risk was incurred by the salvors in carrying out the rescue in the *Rob Roy's* dinghy. The man whose boat had broken down was exhausted, having been a day and a night at sea without food or drink.

Voted the sum of £5, inclusive of the cost of stores used, to D. Kirkaldie and four other men for rescuing the two occupants of the motor fishing boat *Dorothy*, of Ramsgate, which experienced engine trouble owing to being swept by seas, when between Ramsgate and Broadstairs, on the 26th October. The rescuers manned the motor boat *Salvor*, of Ramsgate, and on reaching the *Dorothy* found that her sails had carried away, that her anchor and cable had been lost, and that she was in danger of filling. A tow-line was put aboard, but parted when a sea struck both boats. In the end, however, the *Salvor* took the *Dorothy* in tow and brought her to Ramsgate. The salvors incurred some risk in effecting the rescue in the strong S.S.E. breeze

which was blowing, with a moderate but increasing sea.

Voted £2 5s. to Walter Dyble, ex-Coxswain of the Winterton Life-boat, and two other men for rescuing two undergraduates, whose sailing yacht *Venture II*, was in difficulties two miles to the north of Winterton on the 18th June. Also granted 2s. 6d. for stores used. The men put off for the fishing ground at about 6.30 p.m. and, seeing the yacht aground on the outer banks, went to her help. The wind at the time was moderate and south-easterly. At some risk the salvors, after releasing their ballast, crossed the bank and rescued the men, re-crossing the bank again, as the surf inside was too heavy to land in. Eventually the yacht drove over the bank and was salvaged.

Voted £2 to four men for putting off in two boats and rescuing two of the three occupants of the yacht *Rover* which capsized off North Wall, Dublin, on the 8th August. The yacht was shifting her position in a W.N.W. wind with a head tide when she was capsized by a squall. She had a punt in tow into which the men on board jumped, but this also upset, leaving the men struggling in the water. The rescuers quickly rowed to the spot and succeeded in picking up two of the men. The third man had disappeared but his body was recovered later.

Voted £1 10s. to William Hamilton, Coxswain of the Ardrossan Life-boat, and three other men for saving a small boat and her crew of two, on the 29th September. About noon the boat had both sails blown away while attending to her lobster creels and was being carried out to sea in a strong easterly wind with a rough sea. Seeing the boat's plight, the salvors went to her aid in the Harbour Company's Pilot motor boat and towed her into port. A Letter of Thanks was addressed to the Harbour Company for the use of their boat.

Voted 15s. to two men for landing the crew of three of the ketch *Dolphin*, of Bideford, which sprang a leak off Porlock and was beached on the 29th October. A light south-westerly wind was blowing with a rough sea.

Directed that Letters of Thanks be addressed to Messrs. D. Ronan and W. C. Forman for rescuing the two occupants of a small sailing boat which was capsized in a sudden squall while off Southend-on-Sea Pier on the 9th September. The crew of the sailing boat, father and son, were able to cling to their boat until rescued, about half an hour later, by the salvors, who were in the motor boat *British Queen*. The crew of the motor boat had previously rendered a similar service on the same day to another small boat.

#### Thursday, 29th November, 1928.

SIR GODFREY BARING, Bt., in the Chair.

Reported that a telegram had been sent to H.M. the King, Patron of the Institution, expressing earnest hope for his early and complete recovery from his illness.



Reported that the Rye Harbour Life-boat capsized while out on service on the 15th November during a south-westerly gale with a heavy sea, with the loss of the whole of her crew of seventeen. The boat launched at 6.45 A.M., in response to a message that a steamer—the Latvian vessel *Alice*—was in danger. Five minutes later a message came that the crew of the *Alice* had been rescued. The recall signal was fired three times, but apparently the Life-boat Crew did not see it. At 10.30 the Life-boat was returning under sail when she capsized. Every effort was made to help the crew as they were washed in, but without avail.

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.

Albert E. Smith, Walter Igglesden and Charles Southerden.

The Committee stood for a space of time as a tribute of respect to the Rye Harbour Crew, and a Vote of Sympathy with the bereaved was unanimously passed.

Reported that the Board of Trade had been asked by the Institution to hold an independent Enquiry into the accident.

Reported that in accordance with the usual practice double service rewards had been granted in the case of the drowned men, and decided that an additional reward should be granted to the helpers who were on duty for a long time.

Decided that the principle be accepted of paying pensions to the dependents of the men drowned on the scale at present in force for corresponding ranks in the Navy and Army and Air Force, *i.e.*, Coxswain, Chief Petty Officer or Colour-Sergeant; Second-Coxswain, First-Class Petty Officer or Sergeant; Bowman, Second-Class Petty Officer or Corporal; Life-boatman, Seaman or Private; and that the appropriate pensions be granted as from the date of the accident to the widows and children under sixteen of Herbert Head, Coxswain, Joseph Stonham, Second-Coxswain, Henry Cutting, Bowman, Albert E. Smith, Life-boatman, and William T. Clark, Life-boatman; also to the invalid parents of the brothers Robert R. Cutting and Albert E. Cutting.

Decided that a Special Vote of Thanks be passed to the Mayor of Rye, Captain LEOPOLD A. VIDLER, who was also the Institution's Honorary Secretary, in appreciation of his public-spirited and indefatigable work in connexion with the disaster.

Decided that a Special Vote of Thanks be passed to the Foreign Life-boat Societies and other bodies who had tendered their sympathy to the Institution.

Decided that Memorial Certificates be presented to the relatives of the men who lost their lives.

Reported that the Mayor of Rye had opened a Rye Harbour Life-boat Disaster Fund.

Appointed Brigadier-General W. S. Swabey, C.B., C.M.G., C.B.E., Organising Secretary for the North Western District.

**Thursday, 20th, December, 1928.**

SIR GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
Civil Service Life-boat Fund,			
Balance of cost of Southend-on-Sea Life-boat, per H. A. Clark, Esq., I. S.O. . . . .	4,500	0	0
Cunard Steamship Co., Ltd. (Donation) . . . . .	100	0	0
White Star Steamers' Charity Account (Donation) . . . . .	100	0	0
Mrs. Ellen Holmes, In memory of the late John William Holmes (Donation) . . . . .	100	0	0
Anonymous (Additional donation)	50	0	0
Miss Hilda Bennett (Donation) . . . . .	50	0	0
Miss A. Hall (Additional donation)	50	0	0
S. Tattersall, Esq., for two Line-Throwing Guns . . . . .	50	0	0
Anonymous (Additional Donation)	25	5	0
Anonymous (Donation) . . . . .	25	0	0
N. P. Millington, Esq. (Donation)	25	0	0

*To be thanked.*

Paid £23,392 18s. 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 £710 1s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Aberystwyth . . . . .	Small boat <i>Florrie</i> . Saved boat and rescued. . . . .	1
Arbroath . . . . .	Three fishing boats of Arbroath. Stood by fishing boats. . . . .	
Bembridge (Motor) . . . . .	Two fishing boats, of Bembridge. Saved boats, and rescued . . . . .	4
Bridlington . . . . .	Ten fishing vessels, of Bridlington. Stood by fishing vessels. . . . .	
Bridlington . . . . .	The fishing fleet of Bridlington. Stood by fishing fleet. . . . .	
Clovelly . . . . .	Herring drifter <i>Rattling Jack</i> , of Clovelly . . . . .	2
Cromer (Motor) . . . . .	Schooner <i>Thurstonian</i> , of Wick . . . . .	5
Dungeness . . . . .	Schooner <i>Hanna</i> , of Poole . . . . .	4
Fishguard (Motor) . . . . .	S.S. <i>Chislehurst</i> , of London. Stood by vessel. . . . .	

Life-boat.	Vessel.	Lives rescued.
Flamborough No. 1	Fishing cibles <i>Unity</i> and <i>Doris</i> , of Flamborough. Stood by cibles.	
Flamborough No. 1	Fishing cable <i>Doris</i> , of Flamborough. Stood by cable.	
Gourdon	The fishing fleet of Gourdon. Stood by fishing fleet.	
Great Yarmouth and Gorleston (Motor)	Boat of S.S. <i>Corcrest</i> , of London, and Ketch <i>Kate</i> , of Gloucester	11
Helvick Head	Cutter <i>Kate</i> , of Ballinagoul. Stood by vessel.	
Hythe	Schooner <i>Oosterschelde</i> , of Amsterdam. Stood by vessel.	
Kirkcudbright (Motor)	Motor fishing boat <i>Elsie</i> , of Kirkcudbright	1
Margate (Motor)	Barge <i>Ethel Everard</i> , of London	11
Montrose No. 1 (Motor)	Four fishing vessels, of Montrose. Stood by fishing vessels.	
Newbiggin	The fishing fleet of Newbiggin. Stood by fishing fleet.	
New Brighton No. 2 (Motor)	S.S. <i>Emile Delmas</i> , of La Rochelle	23
North Deal	Fishing boats <i>Dorothy</i> , <i>Ida</i> and <i>Ted</i> , of Deal. Saved three boats, and rescued	6
Plymouth (Motor)	S.S. <i>Kentish Coast</i> , of Liverpool	7
Poolbeg	Two fishing boats	10
Ramsgate (Motor)	Schooner <i>Mary Barrow</i> , of Barrow	6
Ramsgate (Motor)	Fishing boat <i>Sparkling Sea</i> , of Deal. Saved boat, and rescued	2
Ramsgate (Motor)	Fishing boat <i>All Right</i> , of Deal. Saved boat and rescued	2
Scarborough (Motor)	Fishing cibles <i>Jack</i> , <i>Geoffery</i> , <i>Pelican</i> , <i>King Fisher</i> and <i>Eagle</i> , of Scarborough. Escorted cibles into harbour.	
Scarborough (Motor)	Coble <i>King Fisher</i> , of Scarborough. Escorted cable into harbour.	
Southend-on-Sea (Motor)	S.S. <i>Hunterfield</i> , of Leith. Stood by vessel.	
Torbay (Motor)	Ketch <i>Ivy</i> , of Falmouth. Rendered assistance.	
Southwold (Motor)	Three fishing boats, of Southwold. Stood by boats.	
Southwold (Motor)	Fishing boats <i>Betsy</i> and <i>Vigilant</i> , of Southwold. Saved boats and rescued	6
Torbay (Motor)	Motor trawler <i>Test</i> , of Brixham. Saved vessel and rescued	2
Torbay (Motor)	Tug <i>Heros</i> , of Hamburg, and a floating dock. Stood by vessels.	

Life-boat.	Vessel.	Lives rescued.
Whitby No. 2	Motor fishing boats <i>Pilot Me</i> and <i>Remembrance</i> , of Whitby. Escorted boats into harbour.	
Whitby (Motor)	Nine motor fishing boats, of Whitby. Escorted boats into harbour.	
Whitby (Motor)	Motor fishing boats <i>Remembrance</i> and <i>Guide Me</i> , of Whitby. Escorted boats into harbour.	

The Margate (Motor) Life-boat assisted to save the barge *Ethel Everard*, of London; Cresswell Life-boat landed nine men from the steam trawler *Tynemouth Castle*, of North Shields, on two occasions; and the Ramsgate (Motor) Life-boat assisted to save the schooner *Mary Barrow*, of Barrow.

Also voted £1,001 4s. 11d. 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, Anstruther, Ayr, Bembridge (Motor), Boulmer, Brighton and Hove, Caister, Caister No. 1, Clacton-on-Sea (Motor), Donaghadee (Motor), Dungeness No. 1, Great Yarmouth and Gorleston (Motor), Hastings, Hilbre Island, Holyhead No. 1 (Motor), Holy Island No. 1 (Motor), Llandudno, Lowestoft (Motor), Margate (Motor), Montrose No. 1 (Motor), New Brighton No. 1, Newhaven (Motor), North Deal, Palling No. 2, Plymouth (Motor), Poole and Bournemouth, Poolbeg, Port Logan, Port Patrick (Motor), Ramsgate (Motor), Rye Harbour, Selsey and Bognor (Motor), Southwold (Motor), Sunderland (Motor), Torbay (Motor), Tynemouth (Motor), Walton-on-the-Naze (Motor), and Worthing.

Granted £39 10s. to men for injury in the Life-boat Service at Kilmore, Plymouth, and Winterton.

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

Voted a compassionate grant of £5 to the widow of JAMES MATTHEWS, a helper at Exmouth, whose leg was broken when the Life-boat was being launched for exercise in May last. The accident in no way contributed to the man's death.

Voted grants of £5 each to the widows of Life-boatmen KANE, MARTIN and STEPHENS, who lost their lives in the Padstow Life-boat disaster in April, 1900, and decided that the matter be further considered.

Voted the Silver Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, together with an additional monetary award, to GEORGE ROBINSON, Coxswain of the New Brighton No. 2 Motor Life-boat, in recognition of his gallant conduct and skilful seamanship when the Life-boat under his command rescued

twenty-three of the crew of the S.S. *Emile Delmas*, of La Rochelle, wrecked in Liverpool Bay during a whole W.N.W. gale with a very rough sea, on the 24th November. Bronze Medals, with Vellums, and additional rewards, were presented to the other members of the crew:—JOHN R. NICHOLSON, Second-Coxswain, GEORGE J. CARMODY, Bowman, RALPH B. SCOTT, Motor Mechanic, WILFRED GARBUTT, Second Motor Mechanic, JOHN H. MOORE, WILLIAM J. LIVERSAGE, and SAMUEL J. JONES.

Granted an additional reward to the crew of the Caister No. 1 Life-boat, for a very arduous service on the 16th–17th November.

Granted an additional reward to the crew of the Bembridge Motor Life-boat for an arduous service launch on the 23rd November.

Granted £2 17s. to three men at Donaghadee for salvaging the Life-boat's boarding-boat which foundered while the Life-boat was out on service, and also for helping to moor the Life-boat on her return on the 23rd November.

Directed that a Letter of Thanks be addressed to Captain J. FARADAY, of the Great Western Railway Company, for securing and mooring the Fishguard Motor Life-boat, on the 24th November. The Life-boat had been out on service, and was at anchor when she was cut adrift, but was saved by Captain Faraday's tug, as she drifted towards the breakwater.

Directed that a Letter of Thanks be sent to the Mersey Docks and Harbour Board, and granted the sum of £5 to the crew of the Board's tender *Vigilant*—no charge having been made for her services in towing the New Brighton No. 1 Life-boat, on service, on the 25th November.

Directed that a Letter of Thanks be addressed to the King's Harbour Master at Plymouth for dispatching his launch to recall the Life-boat, when information was received that she was not required, after she had launched, for service, on the 24th November.

Directed that a Letter of Appreciation be addressed to Mr. T. W. GOMM, Honorary Secretary at Margate, for going out in the Life-boat on service on the 17th November.

Reported that in connexion with the Rye Harbour Disaster, the Rye Fund Advisory Committee considered that it was not necessary for the Institution to grant pensions to any persons other than those to whom pensions were granted at the Special Meeting of the Committee on the 29th November.

Reported that a letter had been sent to the Board of Trade, expressing appreciation of the services rendered by the Coastguard on the occasion of a service launch of the Torbay Motor Life-boat on the 23rd November.

Voted £5 10s. to seven men, the crews of two cobsles, for rescuing the four occupants of the motor coble *Invincible*, off Newbiggin on the 12th November. While fishing about four miles from Newbiggin, at 5 A.M., the *Invincible* caught fire. The coble *Four Brothers*, manned

by four men, was near and at once went to her help, finding one man in the water and three in the stern of the boat. A light S.S.W. wind was blowing with a moderate sea, and after taking the endangered men on board, the coble took the burning boat in tow. Another coble, the *Wilhelmina Taylor*, also came to help and the boats reached shore at 5.45 A.M. The *Invincible's* engine was saved.

Voted £4 15s. to five men for rescuing the two occupants of the Deal fishing boat *Frothblower*, on the 23rd November. Also granted 7s. 6d. for stores used, and £1 5s. to men who helped to launch the salvors' boat. During a S.W. gale with a heavy sea and rain the *Frothblower* was seen to be dismasted close to the Brake Sands. The rescuers promptly assembled, and, after one unsuccessful attempt, launched a motor boat and went to the help of the casualty, which was towed to the land, her crew baling the whole time. One of the rescued men was the Coxswain of the North Deal Life-boat. It was reported that great risk was run by the salvors.

Voted £1 18s. to two men for rescuing four other men, the crews of two fishing boats, *Fisherman's Pride* and *Early Morn*, of Deal, on the 23rd November. Also voted 7s. 6d. for stores consumed. The rescuers when fishing in Pegwell Bay saw signals for help from the two boats, and at considerable risk owing to the strong S.W. gale, with a very heavy sea, towed them to safety. Several fishing boats were overtaken by bad weather on this occasion and services were rendered by the North Deal and Ramsgate Life-boats, in addition to the boat referred to in the previous paragraph.

Voted £2 to four men for helping to safety the coble *Two Sons* at Runswick, on the 12th November. Also granted 4s. for fuel consumed. While fishing, the salvors, a Whitby crew, saw signals of distress from the Runswick boat and promptly went to her aid. It was found that her engine had broken down and that she was drifting, unmanageable, out to sea in the moderate S.W. gale which prevailed at the time. She was taken in tow to Runswick.

Voted £3 to three men for rescuing the crew, four in number, of the fishing boat *Fuchsia Valley*. The boat had got into difficulties owing to her nets fouling some outstanding rocks about three miles to the east of Clovelly Pier, on the night of the 9th December. A variable southerly wind was blowing, with a heavy sea and an ebbing tide, when the salvors went to the help of the disabled boat. Some risk was incurred in towing her to Ilfracombe, a distance of eighteen miles, in the darkness, with the wind and sea increasing.

Voted 10s. to the Coxswain of the New Brighton Motor Life-boat, and another man, who accompanied the two Motor Mechanics in the Life-boat's motor boarding boat on the 18th November, with the intention of rescuing three children marooned on a drifting buoy. On arrival it was found that the children had been rescued from the shore.

## Awards to Coxswains and Life-boatmen.

To JOHN MATTHEWS, Coxswain of the Moelfre Life-boat, a silver watch for devotion to duty when the Life-boat was wrecked owing to breaking from her moorings during a very heavy N.E. gale, on the 11th February, 1929.

To OWEN H. PARRY, on his retirement, after serving 27 years as Coxswain of the Cemaes Life-boat, a Certificate of Service and a Pension.

To CHARLES SHARP, on his retirement, after serving 19 years as Coxswain, and previously 6 years as Bowman of the New Romney Life-boat, a Certificate of Service and a Pension.

To GEORGE JONES, on his retirement, after serving 14 years as Coxswain, 1 year as Second Coxswain and 4 years as Bowman of the Holyhead Life-boat, a Certificate of Service and a Pension.

To JOHN STEPHEN, on his retirement, after serving 12½ years as Second-Coxswain, 5½ years as Bowman, and previously 27 years as a member of the Crew of the Gourdon Life-boat, a Life-boatman's Certificate of Service and a Pension.

To FREDERICK WM. FOOTE, on his retirement, after serving 9 years as Second-Coxswain, and previously 15 years as a member of the Crew of the Plymouth Life-boat, a Life-boatman's Certificate of Service and a Pension.

To EDWARD STEPHENSON, on his retirement, after serving 30 years as Bowman, and previously 16 years as a member of the Crew

of the Boulmer Life-boat, a Life-boatman's Certificate of Service and a Pension.

To GEORGE KNOWLES, on his retirement, after serving 20 years as Bowman and previously 8 years as a member of the Crew of the Stonehaven Life-boat, a Life-boatman's Certificate of Service and a Pension.

To RICHARD COWLING, on his retirement, after serving 34 years as a member of the Crew, and afterwards 14 years as Shore Signalman to the Scarborough Life-boat, a Life-boatman's Certificate of Service and a Pension.

To GEORGE STEVENSON, on his retirement, after serving 12½ years as Signalman to the Maryport Life-boat, a Pension.

To ALFRED MORSE, on his retirement, after serving 20 years as a member of the Crew, and afterwards 22 years as Winchman to the Angle Life-boat, a Life-boatman's Certificate of Service.

To WILLIAM FAWCUS, on his retirement, after serving 29 years as Signalman to the North Sunderland Life-boat, a Pension.

To FRANCIS HAMILTON, on his retirement, after serving 26½ years as Signalman to the Blackrock Life-boat, a Pension.

To WILLIAM THAIN, on his retirement, after serving 15½ years as Signalman to the Ackergill Life-boat, a Pension.

Life-boatmen's Certificates of Service have been awarded to WILLIAM JACOBS and to THOMAS WILLIAMS, who have retired from the Brooke, Isle of Wight, and Tenby Life-boats after 41 and 28 years of service respectively.

## Awards to Honorary Workers.

To Mr. H. SUTCLIFFE-SMITH,\* in recognition of his valuable co-operation as Honorary Secretary of the Bradford and District Branch, the Gold Pendant and the Record of Thanks.

To Mrs. RICHARD DAVIES, in recognition of her valuable co-operation as Chairman of the Cheltenham Branch, the Gold Brooch and the Record of Thanks.

To Mrs. HARTLY HODDER, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild at Bristol, the Gold Brooch and the Record of Thanks.

To Mr. JOHN H. AMOS, in recognition of his long and valuable co-operation as Honorary Secretary and Honorary Treasurer at Middlesbrough, the Gold Pendant and the Record of Thanks.

To Miss E. EDGAR, in recognition of her long and valuable co-operation as Honorary Secretary of the Richmond and Kew Branch, the Gold Brooch and the Record of Thanks.

To Mrs. J. R. HEDLEY, in recognition of her valuable co-operation as President of the Hornsea Branch, the Gold Brooch and the Record of Thanks.

To Mr. J. RAMSAY SMITH, in recognition of his long and valuable co-operation as Honorary Secretary at Peebles, the Gold Pendant and the Record of Thanks.

To Mr. GEORGE WARD, in recognition of his valuable co-operation as a member of the Committee, Honorary Secretary and Vice-President at Birmingham, the Gold Pendant and the Record of Thanks.

To Mr. H. H. COOKE, in recognition of his long and valuable co-operation at Birmingham, the Gold Pendant and the Record of Thanks.

\* Mr. H. SUTCLIFFE-SMITH has since received a knighthood in the Birthday Honours.

To Miss EDITH SMITH, in recognition of her long and valuable co-operation at Birmingham, the Gold Brooch and the Record of Thanks.

To Miss A. B. EDWARDS, President of the Aston Division of the City of Birmingham Branch, in recognition of her long and valuable co-operation, a Framed Record of Thanks.

To Mrs. KEEP, President of the Moseley District of the City of Birmingham Branch, in recognition of her valuable co-operation, a Framed Record of Thanks.

In recognition of long and valuable co-operation, Binoculars have been awarded to the following Honorary Secretaries of Life-boat Stations:

Mr. E. BONING (Caister).

Mr. J. J. HENDERSON (Peterhead).

Mr. D. W. HESSLEGRAVE (Hoylake and Hilbre Island).

Mr. H. THOMAS (Cemaes).

Mr. G. R. WOOD (Eyemouth).

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

awarded to the following Honorary Secretaries of Financial Branches:

Mr. H. FENTON (Hornsea).

Miss M. E. HAWKINS (Malvern).

Miss F. HEWETT (Ringwood).

Mrs. PEARSON (Sudbury).

To Mr. G. W. DODDS, in recognition of his valuable services at Newcastle in appealing to captains of ships for support, an inscribed Aneroid Barometer.

To Mr. and Mrs. W. H. MONTGOMERY, in recognition of their long and valuable co-operation at North Berwick, where Mr. Montgomery has been Honorary Secretary for thirty years, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Miss SHEARS, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild at Brixham, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Dr. B. SWEETEN, on his retirement after six years as Honorary Secretary of the Skegness Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

## News from the Branches.

1st January to 31st March.

*[Since September of last year the "News from the Branches" has been given in a more abbreviated form than before, but reference has been made to the work of many more Branches. To notice the work of all the Branches, now numbering over 1,000, at any length, would require the whole of the four issues of THE LIFE-BOAT published each year. Some of our workers, particularly those connected with the larger Branches, may feel that more might be said about all that they are doing for the Life-boat Service, but we hope that they will realize that this brevity does not mean any want of appreciation of their services, and will sympathize with our desire to mention all Branches, however briefly, rather than to give longer reports dealing only with the work of the larger Branches. As in the case of the Irishman's soup, we hope they will feel that a quart has been boiled down to a pint to make it stronger.]*

### Greater London.—Life-Boat Day.

HACKNEY.—Address to the Rotary Club by the District Organizing Secretary.

HAREFIELD (MIDDLESEX).—Branch formed. Hon. Secretary, Mrs. Lee Evans.

ROEHAMPTON AND PUTNEY (LONDON).—Theatrical performance, including the first performance by amateurs of Mr. Louis N. Parker's Life-boat Play, "Their Business in Great Waters."

TEDDINGTON (MIDDLESEX). Address to the Rotary Club by the District Organizing Secretary.

TWICKENHAM (MIDDLESEX).—Address to the Rotary Club by the Organizing Secretary.

WALTHAMSTOW (ESSEX).—Concert.

WEMBLEY (MIDDLESEX).—By the death of Mrs. Frieake the Institution has lost a valuable worker, who helped it for many years by the organization of Life-boat Day in Wembley and District.

WEST HAM.—Address to the Rotary Club by the Organizing Secretary.

WESTMINSTER.—By the death of Mrs. Fraser Bate, the Institution has lost an old and valued worker in its appeals in the West End.

WILLESDEN (MIDDLESEX).—Address to the Rotary Club by the District Organizing Secretary.

WIMBLEDON (SURREY).—Address to the Rotary Club by the District Organizing Secretary.

Nine lantern lectures and talks were given during the quarter.

#### North-Western District.

ACCRINGTON (LANCS.).—Bridge Drive, arranged by the Ladies' Life-boat Guild.

BARROW-IN-FURNESS (LANCS.). — Whist Drive arranged by the Ladies' Life-boat Guild.

BLACKROD (LANCS.).—Two Lancashire plays in aid of the Branch, produced by Mrs. Gordon, President of the Ladies' Life-boat Guild.

CARLISLE (CUMBERLAND). — Annual Meeting on 15th February. The annual report showed that the record sum of £298 had been raised as compared with £173 in the previous year.

COLNE (LANCS.).—Concert arranged by the Ladies' Life-boat Guild.

CULCHETH (LANCS.).—Whist Drive.

HOLLINGWORTH (CHESHIRE). Whist Drive and Dance.

INCE-IN-MAKERFIELD (LANCS.). — Whist Drive and Dance.

KENDAL (WESTMORLAND).—Bridge and Whist Drive.

LANCASTER (LANCS.).—Whist Drive arranged by the Lancashire Special Constables. Football and Picture House Collections arranged by the Ladies' Life-boat Guild.

LIVERPOOL (LANCS.).—Annual Meeting on 14th March. The Mayor, President of the Branch, in the chair. Special tribute paid to the officers and collectors of the Ladies' Life-boat Guild. The annual report showed that £4,343 had been raised, as compared with £3,660 in the previous year.

MANCHESTER, SALFORD AND DISTRICT. —Annual Meeting on 8th February, the Lord Mayor, the President of the Branch, in the chair. Speakers: Sir Claude Hill, K.C.S.I., Lieut.-Governor of the Isle of Man; The Bishop of Salford; Sir William Milligan, M.D., LL.D., J.P., Chairman of the Branch; Mr. J. Cuming Walters, M.A., Editor *Manchester City News*; Lieut.-Col. Bax, head of the

Salvation Army in Manchester; Mr. P. W. Atkin, Stipendiary for Salford; Mr. E. D. G. Liveing, M.A., Regional Director of the B.B.C.; Mr. G. T. Davis, Manager, Co-operative Wholesale Society Bank; Mr. S. Hall, Honorary Secretary of the Clayton District, and Mrs. H. Bronnert, President of the Didsbury District. The Bishop of Manchester was prevented by illness from being present. The annual report showed that £4,362 had been raised, as compared with £4,499 in the previous year.

Annual Meeting of the Salford Ladies' Life-boat Guild on 12th February, the Mayor of Salford presiding. The annual report showed that £177 had been raised, as compared with £140 in the previous year. After the meeting the members were entertained to tea by the Mayor and Mayoress.

Lady Stanley of Alderley has become Honorary Secretary of the Manchester, Salford and District Ladies' Life-boat Guild in succession to the late Lady Sheffield.

MARYPORT (CUMBERLAND).—Annual entertainment of the Life-boat Crew, Whist Drive and Dance, all organized by the Ladies' Life-boat Guild.

OLDHAM (LANCS.).—Annual Meeting on 15th February. The Mayor, the President of the Branch, in the chair. The annual report showed that £322 had been raised as compared with £246 in the previous year. Of this sum the Ladies' Life-boat Guild contributed £137.

Whist Drive and Dance.

PORT ERIN (ISLE OF MAN).—Concert.

RISHTON (LANCS.).—Annual Meeting on 7th March. The annual report showed that £43 had been raised as compared with £24 in the previous year. Dance.

ST. ANNE'S-ON-SEA (LANCS.). — Annual Meeting on 8th March, Sir George Mellor, J.P., Chairman of the Branch, presiding. The annual report showed that £124 had been raised as compared with £168 in the previous year.

STANDISH (LANCS.).—Annual Whist Drive.

LONDON LIFE-BOAT DAY.



*By courtesy of]*

**THE LIFE-BOAT IN TOOLEY STREET.**

*[The Daily Mirror.*

On board, the Mayor of Bermondsey. Pearly kings and queens collecting.



*By courtesy of]*

**AN EARNEST GIVER.**

*[Quick Pictures Ltd.*

TINTWISTLE (CHESHIRE).—Dance.

TOTTINGTON (LANCS.).—Whist Drive arranged by the Ladies' Life-boat Guild.

TYLDESLEY (LANCS.).—American Tea.

URMSTON (LANCS.).—Whist Drive.

WARRINGTON (LANCS.). — Bridge Drive.

WORKINGTON (CUMBERLAND).—Ball.

#### North-East District.

BLYTH (NORTHUMBERLAND).—Annual Meeting on 20th March, the Deputy Mayor presiding. The annual report showed that £371 had been raised as compared with £272 in the previous year.

BRADFORD.—Annual Meeting 24th January, the Lord Mayor, President of the Branch, in the chair. Speakers: Sir Charles Wilson, M.P. (Chairman of the Leeds Branch), and Mr. George F. Shee, M.A., Secretary of the Institution. The Annual Report showed that £1,941 had been raised as compared with £1,900 in the previous year.

BRIDLINGTON (YORKS.). — Annual Meeting on 14th February. The annual report showed that £319 had been raised as compared with £273 in the previous year. Alderman Mainprize was elected President in place of the late Col. Y. G. Lloyd-Greame.

Annual Meeting of the Ladies' Life-boat Guild on 6th March, the Mayoress, President, in the chair. Special efforts of the year: Whist Drive, Life-boat Day, Collection with street organ. The annual report showed that £245 had been raised as compared with £199 in the previous year.

Sunday evening concert organized by the Ladies' Life-boat Guild.

DARLINGTON (DURHAM). — Annual Meeting, the Mayor, President of the Branch, in the chair. The annual report showed that £170 had been raised as compared with £216 in the previous year. It was announced that the Guild hopes to raise a considerable sum, each member holding a tea party at her house.

DONCASTER (YORKS.).—Ladies' Life-boat Guild re-formed. President, the

Mayoress. Vice-President, Mrs. Brook. Hon. Secretary, Mrs. Laywood.

DURHAM.—Annual Meeting on 25th March, the Mayor presiding. The annual report showed that £43 had been raised as compared with £75 in the previous year.

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

HOLY ISLAND (NORTHUMBERLAND).—Visit of Princess Marie Louise, who went for a trip in the Motor Life-boat.

HORNSEA (YORKS.).—By the death of Mrs. Sanderson the Branch has lost one of its oldest workers, for she had been a collector for it for thirty-five years. Mrs. Sanderson was a member of a family which for two generations has taken the greatest interest in the Service. Her father, Mr. William Dyson, was for many years Honorary Secretary of the Hull Branch, and her sister, Mrs. Sutton, was lady President of Hornsea for twenty years, and still, with her family, takes a great interest in the work of the Branch.

LEEDS.—Annual Meeting on 25th January, the Mayor, President of the Branch, in the chair. Speakers: Sir Charles Wilson, M.P. (Chairman of the Branch), who presented the Report and Balance Sheet, Sir William Priestley, J.P. (Chairman of the Bradford Branch), who spoke of the need of co-operation between the two Branches, and Mr. George F. Shee, M.A., Secretary of the Institution. The Annual Report showed that £1,124 had been raised as compared with £1,105 in the previous year.

MALTON (YORKS.).—*Thé Chantant* organized by the Honorary Secretary of the Ladies' Life-boat Guild.

PONTEFRAC (YORKS.).—“Freak” Whist Drive arranged by the Ladies' Life-boat Guild.

RAWMARSH (YORKS.).—Lantern Lecture by the District Organizing Secretary.

ROTHERHAM (YORKS.).—Annual Meeting on 22nd March, the Mayor, the Patron of the Branch, presiding. Special



effort—Life-boat Day. The annual report showed that £213 had been raised as compared with £230 in the previous year.

**RUNSWICK AND STAITHES (YORKS.).**—The anniversary of the re-opening of the Staithes Station was celebrated on Easter Monday with a religious service from the Life-boat. The service was followed by tea, and then a whist drive, dance and supper, the Ladies' Committee providing both tea and supper.

**SALTBURN (YORKS.).**—Annual Meeting on 11th March, Mrs. Marshall, J.P., Vice-President of the Ladies' Life-boat Guild, in the chair. Special Effort: Terpsichorean *Matinée*. The annual report shows that £117 had been raised as compared with £81 in the previous year.

**SEAHAM HARBOUR (DURHAM).**—Whist drive for parents, and children's dance, organized by the Ladies' Life-boat Guild.

**SOUTH SHIELDS (DURHAM).**—Annual Meeting on 5th March. Special Efforts of the year: Life-boat Day, and dramatic performance. The annual report showed that £153 had been raised as compared with £155 in the previous year.

**STAINLAND (YORKS.).**—The first of a series of concerts which the Hon. Secretary of the Branch is arranging was held in Holywell House, which had been lent for the occasion by Mr. and Mrs. D. Garsed.

**WEST HARTLEPOOL (DURHAM).**—Annual Meeting of the Guild on 31st January, the Mayoress of West Hartlepool, President of the Branch, in the chair.

#### Midlands District.

**ALFRETON (DERBY).**—Children's Party.

**AVONMOUTH (GLOS.).**—Address to the Seamen's Institute by Mr. George F. Shee, M.A., Secretary of the Institution.

**BIRMINGHAM.**—Dance.

**COVENTRY (WARWICK).**—Annual Meeting on 4th March, the Mayor, President of the Branch, in the chair.

The annual report showed that £262 had been raised as compared with £146 in the previous year.

Annual Meeting of the Ladies' Life-boat Guild. The annual report showed that £54 had been raised as compared with £54 in the previous year.

*Matinée* at the Hippodrome.

**GLOUCESTER.**—Life-boat Day, with Life-boat taken through the streets.

**ILKESTON (DERBY).**—Dance.

**KENILWORTH (WARWICK).**—Visit of a Life-boat.

**KIDDERMINSTER (WORCS.).**—Annual Meeting on 6th March, the Mayor, President of the Branch, in the chair. The annual report showed that £155 had been raised as compared with £16 in the previous year.

**LEAMINGTON (WARWICK).**—Life-boat Day, with Life-boat taken through the streets. Special Collections in the Theatres and Picture Houses. House-to-House Collection.

**LICHFIELD (STAFFS.).**—Whist Drive and Dance.

**MARKET DEEEPING (LINCS.).**—Whist Drive.

**NUNEATON (WARWICK).**—By special request of the Director of Education, Life-boat addresses were given during one week to the schools of all denominations.

**PETERBOROUGH (NORTHANTS.).**—Annual Meeting on 7th March, Lady Winfrey, President of the Branch, in the chair. The annual report showed that £133 had been collected as compared with £100 in the previous year.

**RUGELEY (STAFFS.).**—Dance.

**SOLIHULL (WARWICK).**—Annual Meeting on 22nd March. The annual report showed that £74 had been raised as compared with £72 in the previous year.

**STOKE-ON-TRENT (STAFFS.).**—Bridge Drive.

**TEWKESBURY (GLOS.).**—Visit of a Life-boat.

**WARWICK.**—Life-boat Day, with Life-boat taken through the streets; an

address in the local picture house by the District Organizing Secretary.

WOLVERHAMPTON (STAFFS.).—Dance.

WOODHALL SPA (LINCS.).—Concert.

Twelve lantern lectures and addresses were given by the District Organizing Secretary during the quarter to Women's Institutes and other bodies.

#### South-East District.

DOVER.—Special Meeting, addressed by Rear-Admiral T. P. H. Beamish, C.B., M.P. (a member of the Committee of Management). Ladies' Life-boat Guild formed. Hon. Secretary, Miss E. M. Jordan.

GRAVESEND (KENT).—Whist Drive and Dance.

GRAYS (ESSEX).—Life-boat Day.

HIGH WYCOMBE (BUCKS.).—Address to the Rotary Club by Mr. George F. Shee, M.A., Secretary of the Institution.

Annual Meeting on 13th March, the Mayor presiding. Speaker: Captain the Earl Howe, C.B.E., V.D., A.D.C., R.N.V.R. (a member of the Committee of Management). The annual report showed that £19 had been raised as compared with £17 in the previous year.

IVER (BUCKS.).—Two concerts arranged by Mr. George Stanley in memory of the late Commander Stopford C. Douglas, R.N., Deputy-Chief Inspector of Life-boats.

THETFORD (NORFOLK).—A special meeting, with the Mayor presiding. Ladies' Life-boat Guild re-formed.

Life-boat Day.

UCKFIELD (SUSSEX).—Inaugural meeting of the new Branch at Buxted Park, with Lord Portman presiding.

Bazaar at Buxted.

WALTON-ON-THAMES (SURREY).—Life-boat Day.

WORTHING (SUSSEX).—Annual Meeting on 22nd February, the Mayor presiding. Speaker: Colonel the Master of Sempill (a member of the Committee of Management). The annual report showed that £546 had been collected as compared with £528 in the previous year.

Three lectures were given during the quarter.

#### South-West District.

BRADFORD-ON-AVON (WILTS.).—Annual Sacred Concert.

BRIDPORT (DORSET).—Special meeting at the Cinema and display of Life-boat films.

EXETER (DEVONSHIRE).—Four theatrical performances. (See special account on page 274.)

OXFORD (OXFORDSHIRE).—Annual Meeting on 8th February, the Mayor, President of the Branch, in the chair. Speakers: Col. the Master of Sempill (a member of the Committee of Management), Alderman Sir Hugh Hall, D.C.L., J.P. (Chairman), the President of Corpus Christi, Alderman Perkins, J.P. (Vice-Chairman), Mrs. Legge (Assistant Hon. Secretary), and the Rev. W. Mansell Merry, M.A. (Hon. Treasurer). The annual report showed that £660 had been collected as compared with £781 in the previous year.

PLYMOUTH (DEVON).—First meeting of the Ladies' Life-boat Guild, the Mayor of Plymouth, a Vice-President of the Branch, in the chair, supported by the Mayoress, Major Sir Maurice Cameron, K.C.M.G. (a member of the Committee of Management); Mrs. Buller Kitson, Hon. Secretary of the Guild, Mr. George Scantlebury, Hon. Secretary of the Branch, and Mr. George F. Shee, M.A., Secretary of the Institution. Sir Maurice Cameron presented the Thanks of the Institution, inscribed on Vellum, which had been awarded to Coxswain Frederick Eagles for the rescue of ten of the crew of the s.s. *Deventia*, in a strong gale, on 12th February. Mr. F. W. Foote was presented with the certificate of service awarded to him on his retirement after serving nine years as Second-Coxswain.

Performances of the play, "The Sport of Kings."

PLYMPTON (PLYMOUTH BRANCH).—House-to-House Collection.

PORTSMOUTH (HANTS.).—Annual Meeting on 17th January. The annual report showed that £416 had been raised as compared with £429 in the previous year. Presentation of the Challenge Shield for the South of England in the

Life-boat Essay Competition, 1928, to the Drayton Road Boys' School, Portsmouth.

ST. IVES (CORN.).—Whist Drive.

SALISBURY (WILTS.).—By the death of Mrs. Hamilton Fulton the Ladies' Life-boat Guild has lost its Honorary Secretary, and a worker who for many years has given her help to the Institution.

SANDOWN (ISLE OF WIGHT).—Whist Drive.

SOUTHAMPTON.—Annual Meeting on 5th February. The annual report showed that £778 had been raised as compared with £1,002 in the previous year.

SWINDON (WILTS.). — Special Meeting. Address by the District Organizing Secretary. Branch re-formed. Hon. Secretary, Mrs. C. F. George.

THAME (OXON.).—A special meeting in the Cinema, with Lieut.-Col. S. E. Ashton, Chairman, presiding. Speaker: Lieut.-Col. C. R. Satterthwaite, O.B.E., R.E., Deputy Secretary of the Institution. Display of Life-boat films.

WITNEY (OXON.).—New Branch formed. Hon. Secretary, Mrs. Herbert Smith.

#### Scotland.

On 27th January the Duke of Montrose, a Vice-President of the Institution, and Chairman of the Scottish Council, broadcasted a Life-boat appeal to all the Scottish Stations.

ABERDEEN.—Area Conference and presentation of Centenary Vellum on 25th January. (See special report on page 270.)

BANFF AND WHITEHILLS (Banffshire). Theatrical performance.

BATHGATE (LINLITHGOW).—Life-boat Day.

DUNDEE (FORFARSHIRE).—Film display and Concert arranged by the Committee and the Ladies' Life-boat Guild.

EDINBURGH.—Special meeting on 13th February formally to constitute the Ladies' Auxiliary a Ladies' Life-boat Guild, and to develop its work. The

invitations were sent out by Lady Findlay of Aberlour, Hon. Secretary of the Scottish Council, and members of the Edinburgh Committee, and in her unavoidable absence the guests were received by Sir John Findlay, Bt., and Miss Findlay. The Lord Provost, President of the Branch, was in the chair, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and nearly 300 people were present. It was announced that Lady Findlay had accepted the Presidency of the Guild, that among the Vice-Presidents would be the Countess of Cassillis, Lady Wallace and Lady Salvesen, and that Mrs. Kenneth MacEwan and Miss Findlay would act as joint Hon. Secretaries. An address was given by Sir Godfrey Baring, Bt., on the Life-boat Service, and in the course of it he paid a tribute to the work done for the Institution by Miss Seatter, to whom he presented a Picture of a Life-boat going out to a vessel in distress in recognition of her valuable help.

GLASGOW.—Whist Drive on board the Anchor Liner *Caledonia*, arranged by the Ladies' Life-boat Guild. (See special account on page 273.)

INVERNESS.—Whist Drive arranged by the Committee of the Ladies' Life-boat Guild.

NEWBURGH (ABERDEEN). — Dance organized by the Ladies' Life-boat Guild.

During the quarter twenty-two lantern lectures were given.

#### Ireland.

BELFAST (CO. ANTRIM).—Ball arranged by the Marchioness of Londonderry and Ladies' Life-boat Guild. (See special account on page 274.)

CELBRIDGE (CO. KILDARE).—Girls' School Collection.

DUBLIN (WICKLOW).—Annual Meeting of the Ladies' Life-boat Guild, with Her Excellency Mrs. James McNeill, President, in the chair. Speakers: Lady Tate and the Countess Fingall. The annual report showed that £1,208 had been raised as compared with £974 in the previous year.

## Income and Expenditure for 1928.

### Life-boats:—

#### EXPENDITURE.

	£	s.	d.	£	s.	d.
<b>New Life-boats for the following stations :—On account</b>						
—Angle, Courtmacsherry, Clacton, Cromer, Cromarty, Dover, Eastbourne, Fowey, Holyhead, Humber, Padstow, Southend-on-Sea, Stornoway, Stromness, Swanage, Thurso and Walton-on-Naze, etc.	93,124	9	5			
Upkeep of Office and Store at Cowes	120	9	4			
Alterations and Repairs of Life-boats, etc.	11,713	3	6			
Payments on Maintenance of Steam Life-boat and Tug	1,160	19	3			
Consulting Naval Architect	419	15	1			
Salaries and allowances of Inspectors and Surveyors of Machinery, Surveyors of Life-boats, Assistant Surveyors, Draughtsmen, and Clerks (33 persons)	9,879	19	9			
Travelling Expenses	3,040	15	8			
Pensions and gratuity	891	6	8			
Contributions to Superannuation and Provident Fund	46	1	11			
				120,397	0	7
<b>Life-boat Carriages and Tractors, viz. :—</b>						
New Tractors, etc.	3,735	12	9			
Repairs to Tractors	249	8	8			
Alterations and Repairs of Life-boat Carriages	175	5	9			
Salary and allowances of Assistant Surveyor of Life-boat Carriages	317	13	0			
Travelling Expenses	131	16	4			
Contributions to Superannuation and Provident Fund	57	13	2			
					4,667	9 8
<b>Life-boat Houses and Slipways, including Engineers' charges</b>				51,930	18	2
<b>Life-boat Stores</b>				14,584	5	0
<b>Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs</b>	2,709	18	6			
Salaries and allowances of Deputy Chief Inspector for Stores, Storekeeper and Clerks (15 persons), and Wages of Manual Workers (66 persons)	12,829	1	8			
Pensions	217	0	0			
Contributions to Superannuation and Provident Fund	31	7	10			
Storeyard Extension Works	108	5	4			
					15,895	13 4
<b>Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally, Conveyance of Boats, Carriages, Stores, Postages, etc.</b>	9,740	14	2			
Station Centenary Expenses	92	13	1			
Salaries of Assistant Secretaries, etc., of Stations (15 persons)	245	10	8			
					10,078	17 11
<b>Life-boat Inspectors, Coxswains, Motor Mechanics, Bowmen, Signalmen and Crews, etc., viz. :—</b>						
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums	7,956	6	0			
Grants to men injured in the Life-boat service	486	1	10			
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.	21,411	7	4			
Payments to Life-boat Crews and Launchers for exercises, etc.	6,573	11	0			
Payments to permanent Crews of Steam Life-boat and Tug	2,073	16	7			
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen	3,368	2	6			
Pensions and Grants to Relatives of deceased Life-boat men and others	957	19	0			
Pensions and Gratuities to permanent Crews of Steam Life-boats	671	3	6			
					43,498	7 9
<b>Carried forward</b>				£261,052	12	5

## INCOME.

**Subscriptions, Donations, etc. :—**

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters . . . . .	5,721	2	5			
"    "    through Station Branches . . . . .	6,494	18	1			
"    "    through Financial Branches . . . . .	18,177	6	7			
"    Donations to Headquarters . . . . .	14,644	10	10			
"    "    through Station Branches . . . . .	23,922	4	2			
"    "    through Financial Branches . . . . .	51,094	11	9			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations . . . . .	1,587	18	4			
Contribution Boxes (Headquarters) . . . . .	515	12	2			
"    "    (Station Branches) . . . . .	4,065	11	6			
"    "    (Financial Branches) . . . . .	512	16	8			
				<u>126,736</u>	12	6

**Life-boat Funds :—**

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments—Kingstown, Margate, Maryport, and North Deal (additional) . . . . .	1,629	11	4			
North Deal—Bevan Reward Fund (per the Charity Commissioners) . . . . .	208	5	0			
Covent Garden Lifeboat Fund, per Bert J. Monro, Esq. (additional) . . . . .	130	0	11			
Northrepps Mariners' Fund, for Norfolk Life-boat Stations . . . . .	12	10	0			
				<u>1,980</u>	7	3

**Income from Investments :—**

Dividends and Interest on Investments . . . . .	44,655	9	11			
Less Income Tax deducted . . . . .	4,229	14	9			
				<u>40,425</u>	15	2

Special Purposes Trust Fund Income	£	s.	d.			
Account . . . . .	1,550	6	1			
Less Transfer to Special Purposes Trust Fund . . . . .	357	15	0			
				<u>1,192</u>	11	1
Less Transfers to Station Branch Contributions, and Financial Branch Contributions . . . . .	27	1	0			
				<u>1,165</u>	10	1

Income Tax recovered . . . . .	4,433	13	11			
				<u>46,024</u>	19	2

Carried forward . . . . . £174,741 18 11

## EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward . . . . .				261,052	12	5
<b>Life-boat Inspectors, etc.—continued.</b>						
Salaries and allowances of Inspectors of Life-boats, and Clerks (16 persons) . . . . .	6,641	6	8			
Travelling Expenses of Inspectors . . . . .	2,267	13	5			
Pensions and Gratuity . . . . .	1,501	16	0			
Contributions to Superannuation and Provident Fund . . . . .	4	13	6			
				<hr/>	10,415	9 7
<b>Administration :—</b>						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General), and Clerical Staff (28 persons) . . . . .	4,534	19	3			
		£	s.	d.		
Rent, Rates, Taxes, Lighting, Heating, Insurance, etc. . . . .	1,346	7	5			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts . . . . .	645	3	10			
Commissionaires and Messenger (3 persons) . . . . .	533	0	0			
Telephone, Postages and Parcels . . . . .	727	10	7			
				<hr/>	3,252	1 10
Less estimated amount chargeable to Publicity . . . . .	1,600	0	0			
					1,652	1 10
Pension . . . . .	49	13	0			
Contributions to Superannuation and Provident Fund Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. . . . .	338	4	3			
Auditors' Fee . . . . .	1,802	7	2			
Law Expenses . . . . .	236	5	0			
Repairs and improvements to the House of the Institution . . . . .	584	2	9			
Expenses in connexion with International Conference of Lifeboat Societies in Paris . . . . .	810	12	2			
				<hr/>	100	17 4
					10,109	2 9
<b>Publicity at Headquarters and 1020 Branches :—</b>						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General) and Clerical Staff (as above), and Salaries and allowances of Assistant Secretary (Publicity) and Typist (30 persons) . . . . .	5,447	3	11			
Salaries and allowances of District Organizing Secretaries, Clerks, etc. (25 persons) . . . . .	6,443	14	7			
Travelling allowances of District Organizing Secretaries Gratuities under Pension Scheme, etc. . . . .	2,063	7	3			
Contributions to Superannuation and Provident Fund Annual General Meeting . . . . .	813	16	3			
Advertising and Appeals . . . . .	73	15	3			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. . . . .	96	1	10			
Printing and Binding the Annual Report and <i>The Lifeboat Journal</i> . . . . .	6,695	1	11			
Salaries and Commissions of Assistant Secretaries, etc., of Branches (118 persons) . . . . .	9,402	7	8			
Estimated proportion of Administration Expenses as above . . . . .	2,159	1	0			
	3,533	12	10			
				<hr/>	1,600	0 0
					38,328	2 6
<b>Total Expenditure . . . . .</b>					<hr/>	<hr/>
					£319,905	7 3

## INCOME.

	£	s.	d.
<b>Brought forward</b>	174,741	18	11
<b>Sundry Receipts :</b>			
Sale of old Life-boats, Life-boat Carriages, Life-boat	£	s.	d.
Houses, Condemned Stores, etc.	1,560	6	10
Sale of <i>The Lifeboat Journal</i> , Advertisements, etc.	174	0	10
	<hr/>	1,734	7 8
<b>Ordinary Income</b>		176,476	6 7
<b>Legacies for General Purposes</b>		63,311	10 9
<b>Gifts and Legacies for Special Purposes : —</b>			
Income only available :—			
Legacies	3,343	12	11
Special Gifts	1,302	0	0
Capital available :—			
Legacies	25,287	15	5
Special Gifts	29,541	5	7
		<hr/>	59,474 13 11
<b>Total Receipts</b>		299,262	11 3
Less :—			
Transferred to Endowment Trust Fund	4,645	12	11
Do. Special Purposes Trust Fund	54,829	1	0
		<hr/>	59,474 13 11
<b>Total Receipts available for General Purposes</b>		239,787	17 4
<b>Transferred from Special Purposes Trust Fund</b> for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations		26,646	16 11
		<hr/>	266,434 14 3
 <b>Deficit charged to General Purposes Fund</b>		53,470	13 0

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£319,905 7 3

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1928, and of the Branches for the year to 30th September, 1928.

ENNIS (Co. CLARE).—Children's Dance.

LISBURN (Co. ANTRIM).—Whist Drive and Dance.

TEMPLEPATRICK (Co. ANTRIM).—Dance.

#### Wales.

CEMAES (ANGLESEY).—Jumble Sale.

CHIRK AND LLANGOLLEN (DENBIGH-SHIRE).—Branch formed. President, Lady Trevor. Hon. Secretary, Mrs. Vaughan Roberts.

CONWAY (CAERNARVON). — Whist Drive.

HOLYHEAD (ANGLESEY). — Special meeting, at which Commander Gregory Stapleton, R.N., King's Harbour Master, Chairman of the Branch, presided. Presentation to ex-Coxswain George Jones, of the Certificate of Service awarded to

him by the Institution on his retirement after serving for fourteen years as Coxswain of the Steam Life-boat.

HOLYWELL (FLINTS.). — Branch formed. President, Mrs. White, J.P. Hon. Secretary, Mrs. Jordan.

LLANELLY (CARMARTHEN).—Public Meeting. Appeal issued by the Mayor.

MUMBLES (GLAMORGAN).—Whist Drive and Dance.

NEATH (GLAMORGAN). — Appeal issued by the Mayor.

NEWPORT (MONMOUTH). — Dance.

PORT TALBOT (GLAMORGAN). — Appeal issued by the Mayor.

PRESTATYN (FLINT). — Annual Meeting, the Vicar presiding. The Annual Report showed that £59 had been collected as compared with £28 in the previous year.

### The Storeyard's Children's Party.

THE fifth Christmas party given by the Staff at the Storeyard at Poplar, with the help of the Staff at Headquarters, to poor children of the district, took place on the 22nd December last at the Poplar Town Hall. Over 150 children were present, from six to ten years old. The entertainment began at 3.30, but there was already a long queue waiting at one o'clock. In addition to the tea each child received a toy and a bag of sweets and fruit. About 100 dolls, which had been dressed by mem-

bers of the Institution's Staff, were given to the girls. Sir John Cumming, a member of the Committee of Management, had presented a large box of toys for distribution. An entertainment was given by the Rev. Nevill Robertson and a Troop of Girl Guides from Charlton, and Miss Cullen, of Woodford, did some solo dances.

In addition to the entertainment at the Town Hall, there was also a tea given to the children of the Special School at Piggott Street.

#### Notice.

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