

THE LIFEBOAT.

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Inaugural Ceremonies of Motor Life-boats.

Fowey (Cornwall), Weymouth (Dorset), Thurso (Caithness), and Stornoway (Island of Lewis)

DURING September four new Motor Life-boats were formally inaugurated, those at Fowey, Weymouth, Thurso and Stornoway. Thus, with the South-end-on-Sea and Humber Life-boats which were inaugurated in July, there have been six Inaugural Ceremonies during the past summer.

Fowey, Cornwall.

There has been a Life-boat Station at Fowey since 1859, and its boats have rescued fifty-two lives. The boat now withdrawn from the station was a 40 feet Watson Pulling and Sailing Life-boat and she has been replaced by a Watson Cabin Motor Life-boat, 45 feet 6 inches by 12 feet 6 inches, with two 40 h.p. engines, a speed of 8 knots, and a radius of action at cruising speed of 100 miles. She has been built out of four legacies, from the late Mr. C. G. Nottage, of London, the late Mrs. A. S. Picking, of London, the late Miss G. E. Moss, of Liverpool, and the late Mrs. J. Liddell, of Wadebridge. The name given her is *C.D.E.C.*, being the initials of the names chosen by the four donors, while the full names are inscribed inside the boat.

The ceremony took place on 4th September, the day of the Fowey Regatta. The Mayor of Fowey presided, and among those taking part in the ceremony were the Bishop of Truro (the Right Rev. Walter H. Frere, D.D.), Colonel and Mrs. Edward Treffry, Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy-Secretary of the Institution, and the Rev. W. R. Guest, Vicar of Fowey. Among those present were Sir Arthur Quiller-Couch, the writer, Professor of English Literature at Cambridge and Commodore of the Royal Fowey Yacht

Club, The Right Hon. Lord Sankey, G.B.E. (Lord Chancellor) and Mr. W. V. Henry, of Launceston, a relative and executor of Mrs. Liddell. The singing was accompanied by the St. Blazey Town Band.

The ceremony opened with a hymn, and a prayer by the Vicar of Fowey. Lieut.-Col. Satterthwaite then formally presented the Life-boat to the Branch. In doing so he gave a history of the station, expressed the gratitude of the Institution to the donors, and paid a tribute to the Cornish Life-boatmen.

The Mayor of Fowey received the Life-boat on behalf of the Branch, and spoke of the importance of Fowey as a Life-boat Station, lying in the middle of twenty-five miles of rock-bound coast. She was then dedicated by the Bishop of Truro.

Lieut.-Commander H. L. Wheeler, R.N., Inspector of Life-boats for the Southern District, described the Life-boat, and following this, Mrs. Edward Treffry named her "*C.D.E.C.*" A Vote of Thanks to Mrs. Treffry and the Bishop was passed.

Weymouth, Dorset.

There has been a Life-boat Station at Weymouth since 1869, and its Life-boats have rescued thirty-eight lives. A Motor Life-boat was first sent to Weymouth in 1918. She was a 40-foot Watson boat. The new Weymouth boat is also a 40-foot Watson, but she is the first of a new and much improved type. The older type, of which the first was built in 1909, had a beam of 11 feet, and a free board of 3 $\frac{3}{8}$ inches in service conditions. She was driven by a 40 h.p. engine, which gave her a speed of 7 $\frac{1}{4}$ knots. The new Weymouth boat

is a great advance on this older type. It has been found possible to give her an extra 8 inches of beam, which means that she is more stable, but this increased stability has been obtained without any sacrifice of speed. Her free board is $8\frac{3}{4}$ inches, in service conditions—an increase of over 5 inches—and this, combined with higher ends, makes her a much drier boat. She is driven by a 50 h.p. engine, which gives her a speed of $7\frac{3}{4}$ knots, and she carries enough petrol to give her a radius of action, at cruising speed, of 117 miles. She is divided into six water-tight compartments, and is fitted with 160 air cases. Her greatly increased stability and buoyancy are strikingly shown by the fact that with the old type of 40-foot boat, 56 men on board would bring the deck awash, while the new type can take 160 men on board before the deck is awash.

The new Weymouth boat is not only the first on the coast of an improved type. She is the first to be inaugurated of those Motor Life-boats which have been presented to the Institution by the leading Shipping Companies in response to the appeal which the Prince of Wales made to them in his Presidential Address at the Annual Meeting of the Institution last year. The new Weymouth boat is the joint gift, through Lord Kysant, of the Royal Mail Steam Packet Company and the Union-Castle Mail Steamship Company, and the name chosen for her by her donors is *Lady Kysant*.

The Inaugural Ceremony took place on 11th September. Major J. H. C. Devenish, J.P., President of the Branch, was in the chair, and among those taking part in the ceremony were the Countess of Ilchester, President of the Weymouth Ladies' Life-boat Guild; the Right Hon. Sir Leslie Scott, K.C., a member of the Court of Directors of the Royal Mail Steam Packet Company; the Viscount Cranborne, M.P. for Southern Dorset; the Mayor and Mayoress of Weymouth, the Rev. C. G. Niven, D.D., Vicar of St. Peter's, Dorchester; the Rev. Sidney J. Rogers, President of the Free Church Council; the Mayors and Mayoresses of Dorchester, Bridport, and Yeovil, the

Chairman of the Swanage Urban District Council, Mr. Eric Burden, Hon. Secretary of the Branch; Captain E. A. Betts, R.N. District Inspector of Coast Guard; and Mr. George F. Shee, M.A., Secretary of the Institution, who represented the Committee of Management, in the absence of Sir Godfrey Baring, Bt., Chairman.

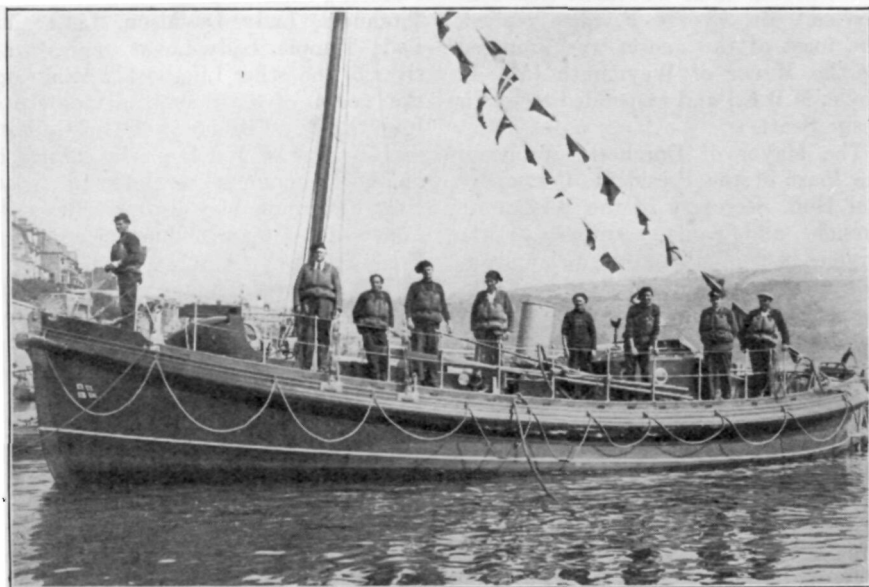
Major Devenish, in opening the proceedings, referred to the way in which the Shipping Companies had responded to the Prince of Wales's appeal and expressed regret that Lady Kysant herself was unable to be present to give her name to the new boat.

Dr. Niven and the Rev. Sidney Rogers conducted a short religious service, and Sir Leslie Scott then presented the new Life-boat to the Institution in the name of the two Shipping Companies. In doing so he said that they were both proud to be associated, through their gift, with the Life-boat Service. Mr. George F. Shee, in accepting the Life-boat, expressed the Institution's gratitude to the two Companies, and referred to the fact that the whole cost of the Boat-house had, through the generous help of Mr. Albany Ward, been contributed by the patrons of his circuit of cinemas. Mr. Shee also paid a tribute to the work of Major Devenish, as President of the Branch, and Mr. Burden as Hon. Secretary. He formally entrusted the Boat to the Branch, on behalf of which she was accepted by Major Devenish.

Dr. Niven then dedicated her to the glory of God and the service of mankind, and Lady Ilchester named her *Lady Kysant*.

A vote of thanks to Lady Ilchester, Lady Kysant and the directors of the two shipping companies, was proposed by Captain Betts and seconded by Mr. Burden. The ceremony concluded with a demonstration by the Life-boat.

Before the ceremony Major Devenish had entertained the principal guests to luncheon at the Gloucester Hotel. At this luncheon the toast of the Institution was proposed by Lord Cranborne, who said that in a country famous for its voluntary institutions, there was none of which Englishmen and women were

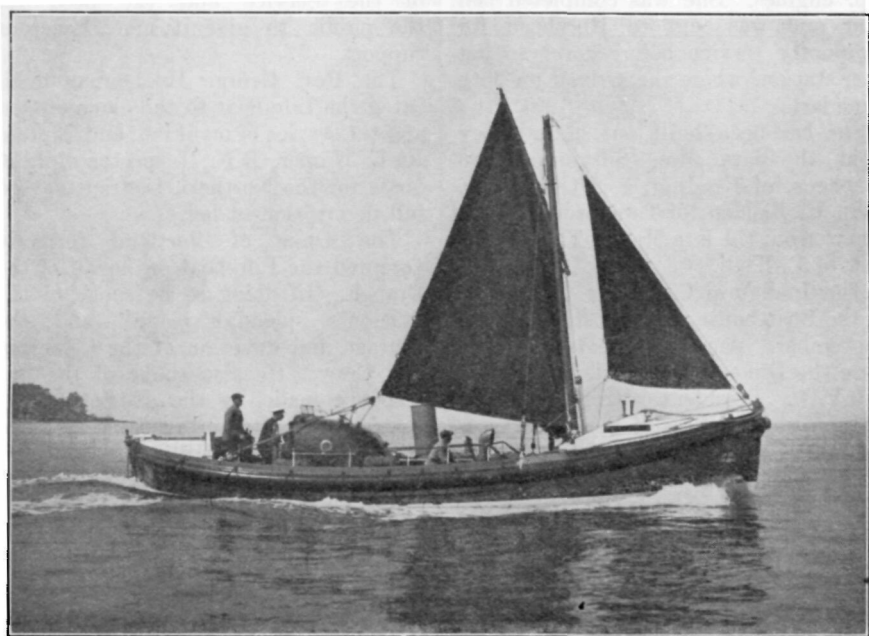


By courtesy of]

[Kitto & Son, of Fowey.

THE NEW FOWEY MOTOR LIFE-BOAT.

A 45 feet 6 inches Watson Cabin type.



THE NEW WEYMOUTH MOTOR LIFE-BOAT.

The first of the new 40 feet 6 inches Watson type.

more proud than of their Life-boat Service. Mr. George F. Shee replied. The toast of the guests was proposed by the Mayor of Weymouth (Mr. P. Boyle, M.B.E.) and responded to by Sir Leslie Scott.

The Mayor of Dorchester proposed the toast of the President, Committee and Hon. Secretary of the Weymouth Branch, and paid a tribute to the services both of Major Devenish and the Hon. Secretary, Mr. Eric Burden. During the luncheon, Lient.-Commander H. L. Wheeler, R.N., Inspector of Life-boats for the Southern District, gave particulars of the new boat.

Thurso, Caithness-shire.

There has been a Life-boat Station at Thurso since 1860, and it has a record of 391 lives rescued from shipwreck, the largest number saved by any Scottish Station. Its Life-boat for the past twenty years has been a Pulling and Sailing Life-boat of the 40-foot Watson type. This boat has now been replaced by a Motor Life-boat of the Watson Cabin type, 45 feet 6 inches by 12 feet 6 inches, with twin screws and two 40 h.p. engines. She was completed last year and was sent to Holyhead for temporary service before going to her own station, where she arrived on 25th June last.

She has been built out of a legacy from the late Mrs. Susanna Lynn Stephens, of Reading, a gift from Mr. John H. Fielden, of Todmorden, and a legacy from the late Mr. H. T. Richardson, of Pwllheli.

The Inaugural Ceremony took place at the Boat-house, at Scrabster, on 13th September. Among those taking part were the Duke of Portland, K.G., P.C., G.C.V.O., President of the Thurso Branch, the Duchess of Portland, Vice-Patron of the Ladies' Life-boat Guild, Sir Archibald H. M. Sinclair, C.M.G., M.P., Lord Lieutenant of Caithness, Commander the Hon. A. D. Cochrane, D.S.O., Vice-Chairman of the Scottish Life-boat Council, the Rev. W. D. A. Mackenzie, the Rev. George R. MacLennan, and Major W. M. Binns, Treasurer and Member of the Committee of the Thurso Branch.

Among those present were Lady Titchfield, Lady Davidson, Lord and Lady Temple, Lady Lovat, representatives of the other Life-boat Stations on the coast of Caithness, detachments from the Boys' Brigade and Girl Guides, and a party of V.A.D.s, who formed a guard of honour. The Motor Life-boat from Stromness was also present, with Coxswain William Johnston and her Crew.

The shops of Thurso were closed in honour of the occasion, and the greater part of the population were at the Boat-house, besides many visitors from the surrounding country.

A musical programme was given by the Thurso Pipe Band, and the singing was accompanied by the Salvation Army Band of Thurso.

After the opening hymn and a prayer by the Rev. W. D. A. Mackenzie, Commander Cochrane, on behalf of the Institution, presented the Life-boat to the Branch. In doing so he expressed the Institution's gratitude to the three donors, and said that the ceremony served a double purpose. It emphasised both the high state of efficiency of the Service and the need for the public to give it more generous support.

The Rev. George MacLennan dedicated the Life-boat to the glory of God and the service of mankind, and Captain R. L. Hamer, R.N., Inspector of Life-boats for the Northern District, gave a full description of her.

The Duke of Portland formally accepted the Life-boat on behalf of the Branch. In doing so he spoke of the Station's splendid record, and the courage and devotion of the Coxswain and Crew. He also spoke of the fine response made by the district to the Branch's appeals, and paid a very warm tribute to Mr. John Miller, the Honorary Secretary.

Sir Archibald Sinclair then called on the Duchess of Portland to name the Life-boat. In doing so he said that as a seafaring people they were all proud of the men who carried on, day by day, the hazardous calling of the sea, a calling which demanded enthusiasm, courage and resource, and which found its

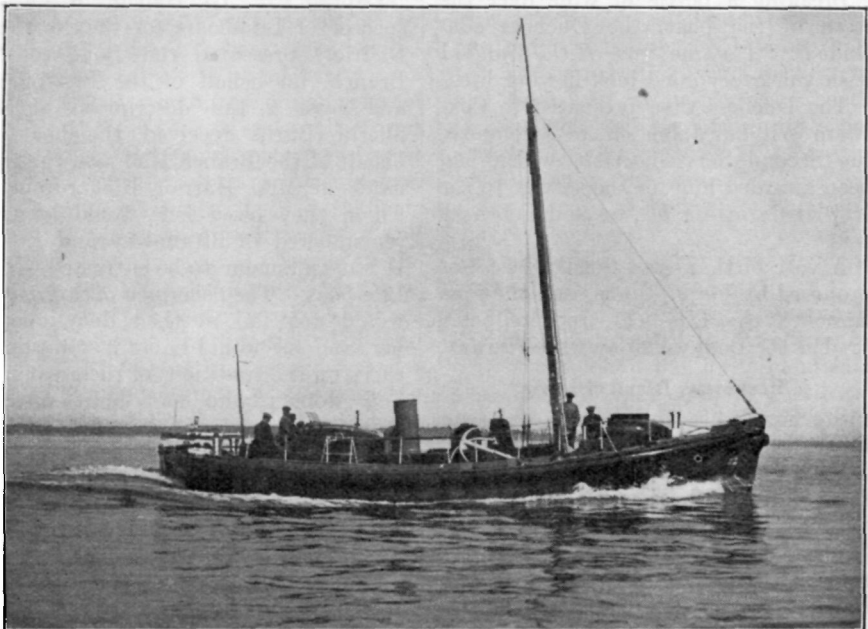


By courtesy of

THE INAUGURAL CEREMONY AT THURSO.

[A. Johnston, of Wick.

A 45 feet 6 inches Watson Cabin type.



THE NEW STORNOWAY MOTOR LIFE-BOAT.

A 51 feet Barnett Cabin type.

highest expression in the Life-boat Service.

The Duchess of Portland, in naming the Life-boat, said: "My friends, I regard it as a great privilege to be here to-day. We are together concerned in a public act which matters greatly to our common life, and you allow me to take an important part in it. It is not a trifling thing to place upon the waters of a storm-swept coast the well-equipped boat which by the generosity of friends is now ours. (Applause.) The *H.C.J.* Life-boat, as I shall formally name her, is to serve a very noble purpose. She is not set here for a quiet life on smooth and sunny seas, but for brave service, facing the buffets of roaring winds and stormy waves in order to secure the safety of imperilled lives. That is what the *H.C.J.* will be henceforth here to do at the hands of brave and devoted men. (Applause.) May this boat be the means, by the blessing of God, of saving precious lives, and winning thereby the thanks not only of those who will be brought to safety, but of all of us who realise the self-sacrifice, the courage, and the skill of their dauntless task." (Applause.)

Breaking a bottle of wine over the stern of the boat, the Duchess concluded: "I name you *H.C.J.* and I wish you every good luck in your life."

The Duchess then presented to Coxswain William Johnston, of Stromness, the Second Service Clasp, which had been awarded him for the service to the trawler *Carmania II.*, on 2nd February last.*

A vote of thanks to the Duchess was proposed by Major Binns, and she then launched the Life-boat, rockets being fired as the Boat went down the Slipway.

Stornoway, Island of Lewis.

Stornoway, in the Island of Lewis, has had a Life-boat Station since 1887, and its Life-boats have rescued twelve lives. The old boat was a Pulling and Sailing boat of the self-righting type, 35 feet long. This has now been replaced by a 51-foot Barnett Twin-screw Cabin Life-boat, with two 60 h.p.

* A full account of this service appeared in *The Lifeboat* for last March.

engines, a speed of 9 knots and a radius of action at cruising speed of seventy-five miles. She has a searchlight and line-throwing gun, and is the first Life-boat to be fitted with wireless telephony. She has a wireless set for sending and receiving. It is of 100 watts, which should give a range of about fifty miles. It is an experimental set, and if it prove successful other Life-boats will also be fitted with it, provided that satisfactory communication is available on shore.

The Boat has been built out of the balance of a legacy from the late Mrs. Harriot Richardson, of Greenwich, and her name is *William and Harriot*.

Two other Life-boats of the same type have gone to Scottish Stations: to Stromness and Campbeltown, and another to St. Peter Port, in the Island of Guernsey.

The Inaugural Ceremony took place on 19th September. Sheriff J. G. Burns, Chairman of the Branch, presided. Mr. Randal Macdonald, C.M.G., O.B.E., named the Boat, and she was dedicated by the Rev. R. Morrison, Minister of the United Free High Church, Stornoway. The singing was led by a choir under Bailie H. M. Matheson.

Captain R. L. Hamer, R.N., Inspector of Life-boats for the Northern District, presented the Boat to the Branch, on behalf of the Institution, and gave a full description of her. Sheriff Burns received the boat on behalf of the Branch, and said that the name of Mrs. Harriot Richardson, to whom they owed her, would long be remembered in Stornoway and Lewis. It was an honour to be entrusted with a Life-boat. The fishermen of Stornoway would not fail in their duty aboard her, and she would be an inspiration to carry on the traditions of the great men and women who had built up the maritime Empire of Great Britain.

Mr. Morrison then dedicated the Life-boat to the glory of God and the service of men, and Provost Bain called on Mr. Macdonald to name the boat. Before doing so, Mr. Macdonald said that the new Life-boat was for service in all the Islands, but Stornoway was the most suitable place for it, and though a Cist man, he admitted that the best seamen

were to be found in Lewis. The Life-boat Institution had been very good to them in the West, but he did not know that they had been so good to the Institution. He suggested that a Ladies' Life-boat Guild should be started, and said that if Lewis would lead the way the other islands would follow. Mr. Macdonald then wished the Boat and her Crew the best of good fortune and named her *William and Harriot*.

Bailie Alexander MacLennan proposed and Ex-Provost Murdo MacLean

seconded a vote of thanks to Mr. Macdonald. Ex-Provost Roderick Smith proposed a vote of thanks to Sheriff Burns, and, in replying, the Sheriff paid a tribute to the work done by Mr. Norman MacIver as Honorary Secretary of the Branch for many years past.

Shoreham, Sussex.

The Shoreham Station, closed in 1924, was reopened in October with a Motor Life-boat, and an account of the ceremony will appear in the next issue of *The Lifeboat*.

A Fine Service by the New Thurso Life-boat.

A FORTNIGHT after her Inaugural Ceremony the new Thurso Motor Life-boat rescued her first lives.

On 28th September last, the 25,000-ton battle-ship H.M.S. *Marlborough* was at anchor in Thurso Bay. She sent off a cutter to destroy a mine which had gone ashore, and this cutter was caught in a westerly gale with a heavy sea running. The Life-boat was called out to her help, and found her, with a crew of twenty on board, lying anchored close inshore in the surf and unable to get clear. The cutter was nearly swamped and it was as much as the twenty men on board could do to keep her afloat. The Coxswain dropped anchor, and veered down as near as possible to the cutter, the Life-boat herself being continually swept by heavy seas. Three lines were fired from the line-throwing gun. The first fell short, the second was not made fast by the cutter's crew, and the third broke. The Coxswain then floated a heavier rope down by means of a buoy, and this the cutter secured. The Life-boat then moved slowly ahead, with the cutter in tow, but found that her own cable was foul of the rocks. The cable was cut at the moment that a heavy sea struck the Life-boat, and the second motor mechanic was knocked down, but the Life-boat got safely clear, and

brought the cutter and her twenty men into harbour just three hours after she had been called out to the rescue. The whole of the cutter's crew were completely exhausted, and one of the men had had all his clothes washed off.

Meanwhile, another of the *Marlborough's* boats had been wrecked. A few minutes before the Life-boat herself was launched, a steam picket-boat had been sent away from the battleship to look for the cutter. In a bold attempt to go alongside, this boat got broadside on to the surf, and was thrown on to a shelf of rock. Fortunately the boat's crew succeeded in scrambling safely ashore, although they were all cut and bruised.

This was a fine service, very promptly carried out in difficult circumstances. The boat was most skilfully handled by Coxswain McPhail, and the Institution has awarded him its Thanks, inscribed on Vellum, as well as an extra monetary award to him and each member of the Crew. The *Marlborough* has also shown its appreciation of the service. The ship's company voted a donation of £20 to the Institution, and a pound to each of the eight members of the Thurso Crew "in gratitude and admiration for their promptitude and skill."

Italian Honour for St. Mary's, Scilly.

THE Italian Government has recognised the gallantry of the Life-boat Crew at St. Mary's, Isles of Scilly, and of the others who took part in the rescue of the crew of the Italian steamer *Isabo* on 27th October, 1927, by the award of four Silver and thirty-four Bronze Medals. One of the Silver Medals has been awarded to Coxswain Matthew Lethbridge, and a Bronze Medal to each member of the Crew.

The *Isabo*, it will be remembered, was wrecked on the Scilly Rock, in a dense fog and heavy swell, late in the afternoon. In the midst of jagged rocks and floating wreckage, three small boats succeeded, at great danger to themselves, in rescuing 28 men. When the Motor Life-boat from St. Mary's, four miles away, arrived after a perilous journey among the rocks in the fog, night had come, a gale was blowing, and the seas were breaking not only over the steamer, but over the men in the rigging. It was hopeless to attempt a rescue until day came, so the Life-boat stood by until dawn. Then she rescued the remaining three men. As each man slipped off the wreck, she dashed in among the rocks, threw him a line, and towed him clear. A fourth man was rescued from a rock. He had nothing on but a life-belt, and he was actually asleep when the Life-boat arrived, and was wakened by the report of her line-throwing gun. Thirty-two men in all were saved; six lost their lives.*

* A full account of this service appeared in *The Lifeboat* for November, 1927.

The Institution awarded its Silver Medal to Coxswain Matthew Lethbridge, its Bronze Medal to Second Coxswain J. T. Lethbridge, Motor Mechanic T. H. Rokahr and Dr. W. E. Ivers, who went out in the Life-boat, and its Thanks inscribed on Vellum to Dr. Addison, the Honorary Secretary, and each member of the Crew. It also awarded one Silver Medal, three Bronze Medals and thirteen Thanks inscribed on Vellum to others who took part in the rescue.

The Italian Awards were presented on 19th September last at a meeting at St. Mary's at which Major A. A. Dorrien-Smith, J.P., President of the Scilly Islands Branch, took the chair. An account of the rescue was given by Mr. Harold Sandrey, the local representative of the Italian Government.

Mrs. Dorrien-Smith presented the Medals, and with each Medal was given a translation of the Italian warrant, as follows:—

“Ministry of the Marine. H.M. The King, by decree of the 9th of May, 1929, and the seventh year of the Fascisti, confers the Silver or Bronze Medal for valour at sea on _____, who embarked on _____, for the high sense of duty, devotion, and absolute disregard of danger, displayed under adverse weather conditions, and proceeded to the rescue of the shipwrecked sailors in the *S.S. Isabo* cast away by reason of dense fog, Scilly Rock, 27.10.27.

“Rome, 5th July, 1929. 7th year of the Fascisti.

(Signed) MUSSOLINI.

Human Muscle and Motor Power.

THE advantages of the Motor Life-boat over the Pulling and Sailing Life-boat are obvious in speed, in range of action, in power to travel in the face of a gale, and, above all, in manœuvring power at the critical moments when the Life-boat is getting alongside or away from a wreck. There is yet another aspect of

the mechanisation of the Life-boat Fleet—the enormous saving in human energy. This aspect is so clearly put in an article in the *Cornish Guardian*, of Bodmin, for 5th September, as a comment on the Inaugural Ceremony at Fowey, and, at the same time, so eloquent a tribute is paid to the almost

superhuman strength and endurance of the Life-boat crews at the oars, that we quote it in full :—

“ ‘The old order changeth, yielding place to new,’ and before very long, I suppose, there will be few, if any, of the Rowing Life-boats left along our coast. At Fowey yesterday there was the Inaugural Ceremony in connection with the new Motor Life-boat, *C.D.E.C.*, which is to do duty henceforward at the port and along that part of the south coast. Not long ago Padstow gave a welcome to *Princess Mary*, also a Motor Life-boat, though in this case the craft replaced was a steam tug and not the ordinary Rowing Life-boat.

“ ‘Sails, of course, have in the past sometimes enabled Life-boats to perform their noble missions in conditions not too arduous and exacting to their crews ; but it is wonderful to recall what magnificent work was done by manpower before steam and then motor power came to lighten and expedite the work of the Life-boatmen. How in the teeth of the great winds and turbulent seas, with oars and good seamanship as

their only means of making headway, the Life-boatmen have for so many years been able to accomplish such heroic feats as redound to their credit is one of the wonders of Life-boat work, not less, perhaps, to those who live around our coasts than to those who dwell inland. But there are limitations to human power, even when it becomes almost superhuman in the heroic exaltation of a great mission. And that is the reason for the changes that are being made in Cornwall and elsewhere.

“ ‘A new motive power is being pressed into the service of life-saving at sea and it is right that this should be so. Human skill and human courage, which in the past have been so readily placed at the service of the distressed at sea, and nowhere more so than in Cornwall, will still be needed and will still be given. But the old tremendous tests of endurance and physical strength will not now be so generally imposed, and more and more as time goes on people will marvel at the prodigious feats of the Life-boatmen of old.’ ”

False Alarms.

Dummies from Aeroplanes : New Regulations.

In the last issue of *The Lifeboat* two false alarms were recorded. In each case a parachute, with a dummy attached, had been dropped into the sea by an aeroplane, and the dummy was mistaken for a man. In one case the Selsey Motor Life-boat was launched. In the other the Yarmouth (Isle of Wight) Motor Life-boat was manned, but before putting out made inquiries by telephone of the seaplane station at Calshot, and found that airmen were out practising dropping parachutes with dummies.

The Institution brought these two cases to the notice of the Board of Trade, and the Board has arranged with the Air Ministry that wherever possible these exercises of aircraft will for the future be held out of sight of land or shipping. Where this is not possible all Life-boat Stations within twenty-

five miles of the exercises will be warned.

Lighted Buoy Mistaken for Wreck.

On 6th October the new Motor Life-boat at Weymouth was called out just after midnight, as a vessel was reported to have gone ashore under Southwell, and a light could be seen. A gale was blowing with a very heavy sea, and the weather was cold, with torrents of rain. The Board of Trade Rocket Apparatus was also called out. The Life-boat searched Hope Cove and then went towards Portland Bill, but could find no sign of a wreck. Finally she returned to her Station at 4.30 a.m. Next day the shore was searched for wreckage, but nothing was found, and the Lighthouse keepers on Portland Bill reported later that a lifebuoy with a calcium light had floated round the Bill. Evidently the buoy's light had been mistaken for a ship's, and this is another to be added to the long list of false alarms.

Kapok Life-belts.

Report of the Departmental Committee of the Board of Trade.

By GEORGE F. SHEE, M.A., Secretary of the Institution.

THE Court of Inquiry held by the Board of Trade into the wreck of the Rye Harbour Life-boat on 15th November, 1928, when the whole crew of seventeen men were drowned, reported that the Kapok Life-belts of the Crew fulfilled the purpose for which they were designed. At the same time it recommended that experiments should be made to determine if Kapok were, in fact, the best material to be used both for the belts issued by the Institution for the special conditions of the Life-boat Service and also for the belts approved by the Board of Trade for the general use of the Mercantile Marine.

The Board of Trade thereupon set up a Departmental Committee to inquire into the whole question. Admiral of the Fleet Sir H. F. Oliver, G.C.B., K.C.M.G., was chairman, and Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, was appointed a member of the Committee.

The Report has now been published. It has fully confirmed the Institution in its belief that Kapok is the best material, and that its present design of Life-belts, which was only adopted after the most careful experiment, and on which large sums have been spent, is, in fact, the best for the requirements of the Service. The following are the recommendations of the Committee with regard to the Institution's Life-belts:

RECOMMENDATION AS TO SELECTION OF KAPOK FOR BUOYANT MATERIAL.

The Committee recommends that the buoyant material used for Life-belts in the Royal National Life-boat Institution and Mercantile Marine Services should be the best Java Kapok. As investigations have revealed certain variations in the extent to which reputed Java Kapok is affected by immersion in water, attention is directed to the importance of maintaining strict supervision over the selection of the

Kapok and the manufacture of the Life-belts.

COMPARISON OF KAPOK WITH CORK. RESPECTIVE BUOYANCY VALUES.

From the point of view of buoyancy, Kapok when used in Life-belts has considerable advantages over cork. The supporting force of Kapok is three and a half times that of cork.

NO ALTERATIONS RECOMMENDED IN LIFE-BELT COVER.

From the evidence afforded by the high performance of the No. 5 pattern R.N.L.I. Life-belts during its exposure to heavy seas for twenty-four hours, at the East Goodwins, the Committee is satisfied that the covering material used for this belt is admirably adapted for use in R.N.L.I. Kapok Life-belts, and do not recommend any change in its composition.

NO ALTERATION RECOMMENDED IN PRESENT DESIGNS OF LIFE-BELTS.

The Royal National Life-boat Institution requires Life-belts which are for the use of able-bodied men of good physique, who are engaged in strenuous work while wearing them. Consequently, they must be of very strong, hard-wearing material to stand the usage they get in the Life-boats, and they must be so designed that they give the wearers as much freedom for their work as possible.

The R.N.L.I. Life-belts are not subject to deterioration from considerable climatic changes, being only used in the British Islands. They are stored under good conditions in the Life-boat Houses and are seen and put on at each exercise. They have not the disadvantage of being laid away for long periods.

As the Committee is satisfied that the approved designs of R.N.L.I. Life-belts do not exert undue pressure on the wearers, no alterations in the present designs are recommended.

NO ALTERATIONS RECOMMENDED IN EXISTING LIFE-BELT REGULATIONS.

The Committee does not recommend any alterations in existing R.N.L.I. Life-belt regulations. The Committee is informed that in the case of the Royal National Life-boat Institution the Life-belts are carefully inspected half-yearly by the District Inspectors and that any found to be heavy, hard or worn are returned to store, condemned and replaced.

SUGGESTION AS TO TREATMENT OF LIFE-BELTS AFTER IMMERSION IN SALT WATER.

The Committee suggests that belts which have been immersed in the sea, or sprayed with salt water on Life-boat service, should be sponged with fresh water and then thoroughly dried in the air. Should the original dry weight not be recovered within 10 per cent. the pockets should be opened up and the Kapok carefully teased out.

It will be seen that in every particular, as regards material, cover, design and regulations, the Court of Inquiry has expressed its approval of the Life-belts (No. 5) adopted by the Institution in 1906, and modified in 1918, after the No. 3 belt, which had been made to meet the special requirements of the Board of Trade, had been issued to all Stations in 1917, but had been received with a chorus of complaints by the Crews, and had, consequently, been withdrawn wherever these complaints were maintained.

As pointed out in the March (1929) issue of *The Lifeboat*, the Rye Harbour Crew was one of several which at the time expressed their preference for the No. 3 (Board of Trade pattern) belt, and, therefore, retained this pattern; and it cannot too often be emphasised that that pattern, while condemned by many Crews as uncomfortable and restricting freedom of movement, actually gave a somewhat higher margin of buoyancy than the later No. 5 belt and, in the words of the original Report of the Board of Trade Inquiry into this disaster, "fulfilled the purposes for which they (the belts) were designed,"

i.e., "the purpose of keeping the head of an unconscious person from falling forward in the water, in addition to the purposes for which the earlier patterns were designed."

The Institution's Regulations already lay down that belts which have been immersed in salt water shall be dipped in fresh water, and the periodical examination of belts by the Inspectors of Life-boats ensures that any belts which may have become over-weight are returned to the storeyard for treatment as the Committee suggest.

The public may rest assured that, as heretofore, no measure will be omitted which, in the opinion of the Committee of Management, and in the light of the exhaustive investigations which have preceded and accompanied the Kapok Enquiry, seems called for in order to ensure the utmost safety to the Crews. The fact that Captain H. F. J. Rowley, C.B.E., R.N., the Chief Inspector of Life-boats, was appointed to represent the Institution on the Departmental Committee on Kapok, and is a signatory of the Report, is sufficient guarantee that the best technical advice will be at the disposal of the Committee in this, as in all other matters affecting the Life-boat Service.

The History of the Life-belt.

Thus, the Kapok Enquiry has supplemented the verdict of the Board of Trade Enquiry into the disaster, to the effect that the Rye Life-boat "had proved herself a good sea boat on all occasions," and "had the full confidence of the Crew," and its expression of appreciation of the efforts of the Institution to supply to the Stations boats and equipment of the highest efficiency in consultation with the Coxswains and Crews, and with the co-operation of the Board of Trade.

We think it will be of some interest to our readers to learn something of the history of the Institution's action in the matter of Life-belts in the past, and of the steps taken, since 1854, to improve its equipment in this highly important direction.

It is not a little remarkable that in this country the initiative in the matter of

providing a Life-belt which would prevent persons shipwrecked from being drowned should have come from the Institution, and that the first satisfactory belt actually produced and generally adopted in 1854 was the result of the careful examination of, and experiment with, every form of belt, carried out by Captain (later Admiral) John Ross Ward, R.N., Inspector of Life-boats, as early as 1851. Indeed, it would be difficult to find a better instance of the beneficent working of a voluntary Institution, whose whole aim and object has been, from the first, to benefit humanity by the provision and maintenance of an adequate Life-boat Service. For it might well have been thought that in a maritime nation, whose wealth, commerce and Empire have been based on and developed through sea power, either the Government or those who were most closely associated, by personal interest and profit, with shipping and the service of the sea, would have given their earnest attention to the question of providing security against the many dangers to life which that service involves. Not so, however. Both in the provision of the Life-boat Service itself and in nearly all the developments which have taken place in its improvement and in the machinery for Live-saving at sea, the initiative and, to a large extent, the actual means of safety have come from voluntary sources, a fact worth bearing in mind in connexion with the suggestions which are sometimes made to the effect that the Life-boat Service ought to be provided and maintained by the State.

Captain Ward's Experiments.

The earliest steps taken by the Institution in connexion with the provision of Life-belts are described in *The Lifeboat*, of December, 1852. They refer to the tests carried out with great care by the then Captain Ward, R.N., who had then just been appointed Inspector of Life-boats on the re-organisation of the Institution's service, which followed on the acceptance of the Presidency by Algernon, Duke of Northumberland, in 1851. It will be

remembered that just before this time a terrible disaster took place at the mouth of the Tyne, when twenty out of twenty-four of the finest pilots of that port perished through the capsizing of the Life-boat. The tragedy aroused the widest sympathy throughout the nation, and had the effect of re-awakening the interest in the work of the Institution. That interest had almost vanished under the stress of public anxiety and widespread distress that followed the Napoleonic Wars.

The first step taken by the new President—there had been none since the death of the Earl of Liverpool, in 1828—was to improve the existing type of Life-boat. With this object, he offered a prize of 100 guineas, which resulted in 280 models being submitted, the prize being awarded to Mr. James Beeching's design, subsequently modified by Mr. Peake, of Woolwich Dockyard, and one of the first tasks carried out by the new Inspector was to test a number of new Life-boats, which had been built as a result of the models submitted.

But the revival of the Institution's technical activities was not confined to Life-boats, and the article in the December, 1852, issue of *The Lifeboat* describes Captain Ward's experiments and tests with various kinds of Life-belts.

The Object of the Life-belt.

What, it may be asked, is, precisely, the object aimed at in a Life-belt? It is, primarily, to enable an adult man, fully clothed, to float (in sea water) with his head and shoulders well out of the water. Now, a body which sinks in water obviously displaces a bulk of water equal to its own bulk. If, however, the body floats, the bulk of water displaced by it weighs the same as the body itself. Clearly, then, the object to be aimed at in designing a Life-belt and fitting it to the body of a man is to increase the bulk of the man without materially increasing his weight. Numerous experiments and investigations have established the fact that a fully-clothed adult man weighs in water about 11 lbs. and, as one of the objects



THE OLD CORK LIFE-BELT.

(Ex-Coxswain Roberts, of Deal.)



**No. 3 PATTERN KAPOK BELT,
USED AT RYE.**

(Ex-Coxswain T. H. Nicholas, of Sennen Cove.)



No. 5 PATTERN KAPOK BELT : THE STANDARD BELT OF THE INSTITUTION.

(Coxswain W. Fleming, of Great Yarmouth and Gorleston; and Coxswain H. Blogg, of Cromer.)

of a Life-belt in the case of the Life-boat Service is to provide sufficient buoyancy to enable the wearer to support another man, one of the shipwrecked passengers who is being rescued, the buoyancy required should be at least 22 lbs., and the Institution has always taken at least 24 as the standard aimed at.

Cork, Hair, Rushes or Air.

The article referred to gives a tabular statement showing the results of these tests, carried out with Life-belts made respectively of cork, of cork shavings, of hair, and with the buoyancy supplied by air. Three of the belts were made by Messrs. Carte, of Hull; one by Messrs. Silver, two by Messrs. Macintosh, one by a Mr. Edmiston, and one by Captain Ward himself. The article, which, although not signed, was probably written by Captain Ward himself, expresses a strong preference for cork, in view of the indestructibility of the material, although he points out that cork belts are generally made too rigid to allow a man the free use of his arms and muscles. He describes a jacket made of old bottle corks strung together with twine passed lengthwise through the centre as "the best adaptation of cork we have seen." He also notes that there are woods lighter than cork, such as the baobab (*Adamsonia digitata*) and the balsa tree of Peru; but that neither of these woods is easily obtainable. He refers to the use of dried rushes for belts, but condemns them as, although very light at first, they cannot be depended upon, and absorb moisture unless enclosed in a waterproof covering. The objection to the air belt is the obvious one that a puncture would be fatal to it. Captain Ward, therefore, came to the conclusion that the cork belt was the best, although the cost was considerable, his own type costing 18s. 6d.

In view of the exhaustive discussion which took place at the Rye Harbour Enquiry, and also at the Kapok Enquiry, as to the weight of an adult man, fully clothed, in water, from which it appears that about 11 lb. is the correct weight, it is very interesting to note that in these earlier days most of those who were

suggesting a particular type of belt took a very high standard of weight, though the buoyancy provided by some of the makers would have proved quite inadequate. Thus, Messrs. Silver put the weight to be supported in the water as 20 lb., Messrs. Macintosh as 21 lb., and Captain Ward himself as 28 lb. In other words, Captain Ward's Belt would not only support the man wearing it, but would have supported another man whom he might be holding in the water in the endeavour to rescue him; and although in this article the standard aimed at is described as the buoyancy required for a man overboard with his clothes on, it seems probable that the aim was really to secure sufficient buoyancy to enable a life-boatman to support another man (a shipwrecked mariner) in the water.

Cork Adopted.

It is clear that Captain Ward was convinced, as a result of the experiments referred to, that a cork Life-belt, made as flexible as possible by being arranged in small vertical and horizontal sections, strongly sewn on to a stout linen or canvas belt, was by far the best adapted for the use of Life-boatmen, and, indeed, for the benefit of passengers and crews carried on ships. The belt was accordingly carefully developed, and we find that at the Universal Exhibition in Paris in 1855 one of the exhibits sent by the Institution was the "cork Life-belt as now supplied to the Crews of the Life-boats of the Institution and others. Inventor, Captain J. R. Ward, R.N., Inspector of Life-boats"; and *The Lifeboat* of October, 1856, contains an important article headed "Life-belts and Swimming," which informs the public, and especially the supporters of the Institution, of the steps that have been taken to supply a cork Life-belt to the crews. The article, which is very probably from Captain Ward's hand, again adverts to the different materials of which a Life-belt might be made, and rejects horse hair and dried rushes as being untrustworthy, although very light and giving a high buoyancy when they are new. The advantages of inflated belts are also dealt with again,

but they are rejected as utterly unsuitable for Life-boatmen, although perhaps not ill adapted for "tourists and travellers," to whom portability is an object of importance, as these belts can obviously be stowed away in a small space and, if properly looked after, should maintain their efficiency for a considerable period, always excepting the not unlikely contingency of their being punctured!

Captain Ward summarises his views as follows: "The advantages of cork as a material for Life-belts are its durability and its non-liability to injury from puncture, fracture, or damp, so that it will bear the rough usage of ordinary boat work. By being divided into many narrow pieces, it can also be made more flexible and yielding to the body of the wearer than an inflated belt. It also affords considerable protection to the body against injury from a blow and is a preservative of its heat in cold weather. The only disadvantage of a cork belt is that from its greater weight it requires to be of a larger size than an inflated belt and . . . cannot be stowed away in a small compass when not in use." The article proceeds: "These belts of a new construction, designed by the Inspector of Life-boats, Commander J. R. Ward, R.N., have much greater buoyancy than any kind of cork belt previously introduced." They support a weight from 20 lb. to 24 lb., which is double the weight required to support a fully-clothed man with his head and shoulders well above the surface of the water.

Approval of the Crews.

It is unnecessary to describe the belt in greater detail, as it can be seen in the illustration. But it is interesting to note that the article from which we have quoted states that 800 of the belts had been supplied to the Life-boat crews during the previous three years, and that "they have given universal satisfaction to those who have used them." Moreover, the desire to benefit seafarers generally, and not merely Life-boat Crews, appears in this article and indeed again and again in the early issues of the Journal, and Captain

Ward—for we cannot but think that he was the writer—says "we consider that it would be a great boon to the merchant seamen of our country if every merchant vessel were compelled by Act of Parliament to have on board as many of these belts as formed the number of her crew, so that in the event of their having to desert their vessel from wreck . . . each man might be supplied with an apparatus which, as it would make it impossible for him to sink, would doubtless be often the means of saving his life." The writer adds: "As the inventor of these belts has declined to make any profit by them," they are made very cheaply, and he suggests that it would be worth the consideration of any shipowner to supply them for his crew, since the satisfaction to him would be great if they were ever instrumental in saving the lives of those employed by him, while "if they should never have occasion to be used he would be amply recompensed by the additional regard and respect which his seamen would entertain towards him on perceiving this instance of his humanity and kind feeling towards them."

The cork belt thus designed and perfected by Admiral Ward was the belt in general use on the coast from 1854 till 1904, and it was used not only by the Life-boat crews, but by the Mercantile Marine when the Regulations of the Board of Trade imposed upon the shipping community the precautions for the safety of passengers and crews so earnestly recommended in the 1856 *Lifeboat*. It was also used in the ships of the Royal Navy.

The Discovery of Kapok.

But about the year 1900 the attention of the Institution and the Board of Trade was drawn to Kapok as a material for use in Life-belts and Life-buoys which offered great advantages over cork as regards weight, buoyancy, the ease with which it could be adjusted to any shape and fitted to the body, and the protection which it affords against cold.

Kapok is a vegetable fibre found chiefly in the East Indies, the best

quality coming from Java. It looks very like cotton, but its follicles, which are really tubes closed at the ends—like hair and rushes—have a natural oil which makes them entirely non-absorbent of water, while the air contained in these tubes and between the follicles themselves gives a very high buoyancy. To quote a paragraph from the Report of the Kapok Committee, "per pound (weight) of life jacket, the supporting force of Kapok is $3\frac{1}{2}$ times that of cork."

When one remembers the objections which were always recognised as attaching to the use of cork—especially its hardness and the difficulty of wearing a cork Life-belt with any degree of comfort—it will readily be understood that the advent of Kapok at once engaged the attention of the Institution's technical staff, and in 1904 Kapok belts were issued to two Stations for trial. The result proved very satisfactory, and in 1906 the belts were adopted and gradually distributed to all the Stations. In 1908 the Board of Trade, which had been examining the material from the more general point of view of life-belts and buoys for the Mercantile Marine, began to sanction their use for that purpose.

From that time onward the Institution has used these belts, which have proved very satisfactory, and far superior to cork.

Problem of the Unconscious Man.

In 1916, however, after the disaster to the *Salcombe Life-boat*, it was found that the Institution's pattern would not support an unconscious man in such a way that he floated with his face upwards and clear of the water; whereas the Board of Trade belt had aimed at securing, and had achieved, this result.

As the Institution has always worked in the closest co-operation with the Board, especially in the experiments which both bodies have made with Kapok, and as, indeed, the belt then in use by our crews had been approved by the Board, the Institution at once proceeded to carry out further exhaustive experiments and, finally, designed a belt which, in the opinion of both bodies, fulfilled the necessary conditions.

In March, 1917, a number of the new belts were issued to the crew. But it is one thing to produce the "ideal" belt and another thing to induce the Life-boat crews to wear it! The new belt was received with a storm of protest from "Land's End to John o'Groats"—to quote the late Captain Stopford Douglas, R.N., Deputy Chief Inspector. It was condemned as being so cumbersome that men could not use their arms freely, and because, if properly adjusted, *i.e.*, tightly enough, it interfered with the breathing; while, as a minor drawback, the "collar" at the back prevented the flap of the sou'wester from covering the neck, and acted as a cistern, which poured the water down the men's backs!

The Attitude of the Crews.

The Chief Inspector, Captain Thomas Holmes, R.N., endeavoured, once more, in consultation with the Board, to modify the belt with a view to *removing these objections*, and in March, 1918, the belt was issued with these further modifications. But, in spite of every effort, the majority of the crews absolutely refused to wear the belts, and some said quite plainly that they would rather be drowned. In these circumstances the Committee of Management decided in July, 1920, to ask the Board of Trade to recognise the fundamental difference between the conditions in which Life-boatmen carry out their indispensable national task and those which obtain in the case of men, women and children who are passengers, or, in the case of men, members of the crew of a merchant vessel. In the former case, the men go through the strenuous exertion of pulling heavy oars, hoisting and lowering sails, etc., and it is essential that they should have complete freedom for their limbs, as well as for the chest and throat. In the case of passengers, it is merely a case of providing such a belt as shall, without any assistance from the wearer, enable the person to float in the position affording the utmost chance of survival.

The Board of Trade readily agreed to recognise the difference, on the clear understanding that the crews were distinctly informed of the additional

buoyancy afforded by the Board of Trade belt, especially in the case of an unconscious man, and that they be given the choice as between the Board of Trade belt and that provided by the Institution. The choice was accordingly given to all the crews, and an overwhelming majority expressed their preference for the Institution's belt, although a certain number elected to retain the Board of Trade pattern. The Institution was, however, not content to leave matters there, and the technical officers once more tackled the question of producing a belt which, while giving the indispensable freedom of action required by Life-boatmen, would go some way towards meeting the Board of Trade requirements. This was the No. 5 belt, which is the belt now in use all round the coast. The Rye Harbour crew was one of those who expressed a preference for the Board of Trade pattern, and it was this pattern which was worn by the crew of that boat when she was overwhelmed by disaster on the 15th November last; and, as will be remembered, much criticism, possibly ill-advised, but perhaps excusable in view of the tragic circumstances and the uncertainty that prevailed, was directed against these belts, as being not only inadequate for the purpose for which they were designed but actually contributing to the death of some of the crew.

Tests of the Rye Harbour Belts.

The exhaustive experiments made by the Board of Trade and the Institution, both independently and also in co-operation, proved that not only were the belts efficient for their purpose, but that, even after the tremendous pounding which they received in the terrible surf which beat on the shore on the day of the wreck, and which largely destroyed the natural buoyancy of the Kapok fibre, the belts still provided sufficient buoyancy to support the wearer. As was recognised by the chief witnesses at the Rye Harbour enquiry, the bodies, when they came into sight

of the watchers, were supported with heads above water, though the unfortunate men had probably been beaten to death by the surf before they were swept ashore. No belt ever designed would have saved men subject to these conditions. It is, however, worthy of note that, while the belt which the men were wearing gave the additional chance of survival which was aimed at by the Board of Trade, the qualities which produced this result made any attempt to swim extremely difficult, whereas the Institution's pattern does afford not only the required buoyancy, but ease of movement and power to swim with the ordinary breast stroke.

Viewing the whole of the facts as elicited in the Rye Harbour enquiry and the Departmental Committee on Kapok, it cannot but be gratifying to the supporters of the Institution to see that, as in the 'fifties and, indeed, from the earliest period of the Institution's activities, the technical advice at the disposal of the Committee of Management has always been of the highest character, and that, just as Captain (later Admiral) Ward, R.N., rendered signal service in the invention and improvement of the cork Life-belt, and in the testing, development and design of the Institution's Life-boats, so the present Chief Inspector, Captain H. F. J. Rowley, and his predecessors, Captain Thomas Holmes, R.N., and the late Captain H. Vincent Nepean, R.N., have given the most admirable service in developing, partly in co-operation with the Board of Trade and with the National Physical Laboratory, the present Kapok Life-belt, which has proved to be the best for its purpose, both in material, design, workmanship and use; while the immense progress achieved since the adoption of the Motor Life-boat is a further proof of the high standard of technical knowledge and devoted service which the Institution has always had at its command in its Chief Inspectors and Consulting Naval Architects.

The Help of Mayors and Mayoresses. A Record ?

St. Albans Answers the Challenge.

IN the last issue of *The Lifeboat* we gave the Southport Branch's record of mayoral help. The Mayor, during his term of office, serves as a member of the Branch Committee, while the Mayoress is President of the Ladies' Life-boat Guild. It is their invariable practice to continue to take a practical interest in the Branch when their year of office is over, and at Life-boat Day, held on 22nd June last, the Branch not only had the active help of the present Mayor and Mayoress, but had no fewer than five ex-Mayors and five ex-Mayoresses engaged either in collecting in the streets or counting money in the Town Hall.

We asked if any other Branches could equal or beat this record, and the challenge has been taken up

by St. Albans. Its record is as follows :—

Since the Branch was re-organised in 1921 its Chairman has been the Mayor in office, while each year the Mayoress has organised the chief depôt, at the Town Hall, on Life-boat Day. For the past five years both the Mayors and Mayoresses have, on leaving office, continued to be active members of the Branch Committee, and at Life-boat Day, on 21st September, the helpers included the Mayor and Mayoress, six ex-Mayors (one of whom, the President of the Branch, travelled up from Wales specially for the Day), four ex-Mayoresses and the Town Clerk.

St. Albans has equalled Southport's record. Does any other Branch take up the challenge ?

How can I Help the Institution ?

A Note for keen Honorary Secretaries and Workers.

By GEORGE F. SHEE, M.A., Secretary of the Institution.

II*

PLACE AUX DAMES

As I pointed out in my first article, no Branch will be really effective—though it may, perchance, be technically efficient as a Station—nor will it exercise the far-reaching influence which should belong to it unless it has a strong and well-organized Ladies' Life-boat Guild.

As our appeal to the country has become more and more fully developed, so we have realised with increasing force that the mainspring of that development lies in the enthusiasm and devotion which women are ever ready to give to a Cause which so splendidly embodies the spirit of heroism, humanity and self-sacrifice, and in the co-ordination of the efforts which this devotion inspires. It was the recognition of this truth, and of the parallelism which

exists between the noble work which women launchers on the coast have done for a century past and that done by hundreds of their sisters in launching our appeals to the hearts and minds of the million, which led to the establishment in 1921 of the Guild.

At the Annual General Meeting in April of that year the Prince of Wales, who presided, referred to the wonderful services which women have given in the past, and recommended the establishment of the Guild, the objects of which are "to bring into closer union and co-operation the women whose personal service on behalf of the Life-boat Cause has already done so much to commend it to the support of men and women of all classes, and through their help to increase their number." "Thousands of women," he said, "in every part of the United Kingdom have shown that they are moved by the same spirit of mercy and helpfulness as

* The first part of this article appeared in the June issue of *The Lifeboat*.

actuated Grace Darling and the women of many a little fishing village scattered around our coast. These women have, in their own way, rendered magnificent service to the Life-boat Cause. Without them it would have been almost impossible to organize successfully these appeals, which bring the claims of the Institution to the sympathetic attention of the million. I feel sure that you and they will welcome the Institution's decision to form a bond of union among all these women in the establishment of the Ladies' Life-boat Guild."

The Influence of Women.

This step has served to focus and organize women's work throughout the country with the most beneficial results to the Institution, and the keen interest taken in its work by H.R.H. the Princess Louise, Duchess of Argyll, the Patron, by the Vice-Patrons, the Duchess of Norfolk and the Duchess of Portland, by the President, the Duchess of Sutherland, and by its devoted Honorary Secretary, Lady Florence Pery, has led many other prominent women to take up the Cause and become the Grace Darlings of their respective Branches. But there is an immense field of work, and the personal help of women of position and influence in every part of the country is greatly needed. I have no hesitation in saying that with their help the revenue of the Institution can easily be increased so as to keep pace with the growing expenditure which the transformation of our fleet from one of Pulling and Sailing Life-boats to one of Motor Life-boats involves.

In my first article I mentioned House to House collections and social functions of various kinds among the main forms of appeal which could be carried out by any Branch. My special purpose in these notes is to draw attention to the fact that only by the establishment of a strong Ladies' Life-boat Guild will an Honorary Secretary be able to carry out such efforts, not only with comparative ease, but with success. The whole point is, then, how best to form a Guild, either in connexion with an existing Branch or as the framework of a Branch itself.

The key to success lies in two French phrases. As in so many undertakings, "*C'est le premier pas qui coûte.*" If you get the right start you have almost won through. But there is another French phrase which is singularly appropriate in this connexion, and that is: "*Cherchez la femme!*"

Our French friends, whose admiration for the fair sex is inevitably tinged with Gallic irony, have coined the admonition as an expression of their belief that if a man has got into mischief anywhere, anyhow or anywhen, a woman's charms, a woman's persuasion and his own vulnerability to these subtle weapons are at once the explanation and the excuse. Our humour is notoriously of a kindlier, if less pointed, character; and so our admiration for women is not coloured by a criticism which is itself a delicate compliment. We, therefore, would interpret the phrase "find the woman" in quite a different sense. Having considerable experience of the charitable work done in several European countries, I have no hesitation in saying that Britain stands easily at the head of all in the magnificent generosity with which men and women of all parties, including, especially, the humbler and poorer folk, respond to the claims of charity and to the cry of humanity in distress; and I am convinced that the social position which women have so long held with us is in no small degree the reason of this national generosity. And so it is that *our* interpretation of the French phrase may be put thus: Wherever there is a call for help from suffering humanity, for consolation and comfort from the unhappy, for healing wounds and furthering every good Cause, there we must, indeed, "find the woman"; for it is she who, with her heavenly gift of sympathy, her ready power of distinguishing the real thing from its shoddy imitation, will prove a host in herself. Above all, woman's instinctive admiration for courage, combined with gentleness, and tenacity under the supreme test of difficulty and danger leads her to recognise at once the claims of the Life-boat Service, and she will often be found to "pull a stronger oar"

for that Cause in placing its claims before her fellow-citizens than even our doughtiest Honorary Secretaries of the sterner sex. One hesitates to mention names, yet there are some women who have done such notable service that it would be almost absurd to omit their names when paying a tribute to the work of the Guild, and, without in any way implying that there are not many others, I cannot refrain from referring to such names as Miss Alice Marshall, of Oxford; Mrs. Astley Roberts, of Eastbourne; Mrs. Gomm, of Margate; Lady Ann, of Derby; Mrs. Holding, of Leamington; Lady Findlay, of Edinburgh; Mrs. Kilgour, of Aberdeen; Mrs. Polly Donkin, of Cullercoats; Miss M. E. Taylor, of London; Mrs. Brandreth Gibbs, of Leigh-on-Sea; Mrs. Beamish, of Coventry; Miss Moser, of Shrewsbury; and Mrs. Reed, of Exeter.

Organisation of a Guild.

The first condition of a successful Guild, then, is to find a lady of position, character and influence, to place before her the greatness of the task entrusted to the Institution, and to enlist her sympathy and active support as President or Chairman; at any rate, as the nucleus around which the local Guild will form itself. The next step is to arrange with her for a meeting at her house, to which she will invite a little group of women likely to be interested in promoting the Life-boat Cause. The group will be larger or smaller in accordance with the scope of her acquaintance or her views as to the desirability of proceeding from small beginnings. But I would strongly urge that at a very early stage of the formation of the Guild it may be made as representative as possible of every social grade. As a matter of fact, apart from such leaders as I have mentioned, and whose names are well known to the thousands of supporters of the Institution, the bulk of the actual personal work, especially in its most arduous form, is done with splendid generosity by women in the humbler stations of life, and I would say that no Guild will be thoroughly successful in its undertaking unless it enlists the support and the warm

co-operation of women of this calibre. Hundreds of factory girls in Lancashire, of fishermen's wives and daughters on the Northumbrian coast, of shop assistants in London and Manchester have turned out at five and six in the morning on Life-boat Day and in connexion with House to House collections, determined to do their part in the actual work of collection, though they were faced afterwards with a heavy working day and the fatigues which it brings with it.

The First Meeting.

I do not wish to go too much into detail with regard to every step in the formation of the Guild. But it will greatly assist and hasten the successful establishment of the Guild if the following points are attended to:—

(1) Have a typed Agenda sent out to those who are invited to attend the first meeting. This gives point and a business-like purpose to the Meeting, and will often ensure attendance where a mere invitation will not do so.

The Agenda would be quite simple, and would cover the following points:—

- (a) Chairman's opening remarks. The essential point should be that the Guild asks for personal service from women in furthering the Life-boat Cause, not for financial support, though it welcomes the small donation which covers the cost of the badges, leaflets, etc.
- (b) Brief statement by the Honorary Secretary or District Organizing Secretary.
- (c) Election of President of the Guild.
- (d) Election of Honorary Secretary or Joint Honorary Secretaries.
- (e) Distribution of Badges and Cards of Membership.
- (f) Discussion of methods of service, and personal request to individuals to accept responsibility for one or other, or more, of the various forms of service indicated in our leaflets.
- (g) While tea is being taken the closer consideration of such points as Life-boat Day, House to House Collections, Bridge Drives, Dances, etc., etc., can be discussed.
- (h) Arrangements for the date of the

next meeting. (It is extremely important to secure continuity of effort and touch with the Chairman by regular meetings from time to time to report progress and to consider details.)

(i) Vote of Thanks.

(2) The leaflet showing the objects of the Ladies' Life-boat Guild should be placed in the hands of every lady present, and she should be asked to take a Prince of Wales' Collecting Card, and, in any case, to undertake some definite form of personal service, however small.

Special attention should be drawn to the reference to the Guild in the Prince's speech at the Annual General Meeting in 1921. (Copies supplied.)

(3) Where a Branch of the Institution already exists it is important that the Guild should act in co-operation with the Branch and that there should be no duplication of accounts. In such cases it is desirable that a Resolution should be adopted to the effect that all funds collected by the Guild be accounted for and forwarded to the Honorary Treasurer or Honorary Secretary of the existing Branch.

Of course, the Organizing Secretary of the District will always be delighted to help with advice and, if possible, his or her presence in the important matter of the initiation of the Guild.

I feel so convinced that the whole secret of success lies in the proper formation of the Guild under responsible and influential leadership that it seems quite unnecessary for me to deal in detail with the method of carrying out the various social efforts referred to under No. 4 in my first article. I propose, therefore, only to say a word or two with regard to the organization of House to House Collections. These Collections are in many ways the easiest, cheapest and most valuable way of obtaining financial support. They involve no paraphernalia at all except the leaflet accompanied by the envelope which is left at the house concerned; although in some cases the Branch likes to use the Collecting Box instead of the envelope.

I am, however, strongly in favour of the Envelope Collection rather than

the Collecting Boxes; and for this reason. The normal method of carrying out the House to House Collection is for the Chairman of the Guild to call together the members a week or a few days before the day on which it is proposed to distribute the leaflets with the envelopes. At this meeting streets are allocated to the lady collectors, and generally fifty to 100 houses is a fair average number to allocate to a member of the Guild. The envelopes are generally distributed on the Thursday or the Friday, and are collected on the Saturday. The great advantage of the Envelope Collection as compared with the Collecting Boxes is that the envelope is left with a leaflet, giving a brief survey of the work of the Institution, and it is left by a lady who makes a personal call, which obviously means a considerable sacrifice of time and trouble. The householder has time to read the leaflet, and the family can make up their mind to put their joint contribution into the sealed envelope without feeling that their contribution is too small. They appreciate the personal call of the lady, who is, in many cases, well known to them, and they themselves are brought into *personal* touch with the Institution by the fact that their name and address is on the envelope.

House to House Collections.

A word of caution seems called for in connexion with this important method of raising funds for the Institution. Nothing is more likely to be abused, and has, indeed, been more abused, than the House to House Collection, and there is at the present moment an effort afoot to place the permission for House to House Collections absolutely in the hands of the Municipal Authorities, whereas, till now, House to House Collections have not generally needed police permission. In any case, therefore, it is of the utmost importance that only responsible women be asked to undertake this work, and the more care that is taken in this matter the more likely the organizers of the Guild are to get together gradually a splendid group of women who have earned the respect of their neighbours,

not only for their public-spirited work, but for the generosity and integrity with which they carry it out.

I would remind Honorary Secretaries and workers that leaflets dealing with almost every aspect of the Institution's work are at their disposal at any time; that draft letters and appeals can be prepared at Headquarters at a moment's notice and reproduced in the numbers required, and that letters to the local Press signed by the Honorary Secretary or by other local Officers can easily be provided. A leaflet (No. 1.) giving a complete survey of the various methods of publicity and appeal has been prepared for the use of Honorary Secretaries, and is available on application to the District Organizing Secretary.

In concluding these jottings, which I submit with great diffidence to our Honorary Secretaries and workers, I would like once more to emphasize the immense debt which the Institution owes to these generous men and women, among whom I number personal friends, and to remind them once again that the personal touch is just everything in their work for our Cause, and that in default of the spoken word even a few lines added in their own handwriting to the appeals prepared by Headquarters would add 75 per cent. to their persuasiveness. As I have insensibly been led to borrow phrases from our gallant Allies let me conclude with one more: "*Vogue la galère!*"

Centenaries of Life-boat Stations.

Presentation of Vellums signed by the Prince of Wales.

DURING the present year the Institution has presented Vellums to thirteen Stations which have been in existence for a century and over. Reports of seven of these presentations have already appeared in *The Lifeboat*. Below will be found four more, while another two will be published in the next issue of the Journal. Seventeen Vellums were presented last year, so that the total is now thirty.

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

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

Lowestoft, Suffolk.

Lowestoft is one of the oldest Life-boat Stations on our coasts, and has one of the finest records. In 1801 a

Life-boat was placed there which had been built by Henry Greathead, builder of the *Original*, which was stationed at Tynemouth in 1789. This Life-boat, about which the Institution has no information, remained at Lowestoft until 1807. It was then replaced by the *Francis Anne*, built for the Suffolk Humane Society by Sparham of Lowestoft, under the superintendence of Lionel Lukin, the London coach-builder. The *Francis Anne* comes only second in importance to the *Original*, for she was the first of the Sailing Life-boats, and is the direct ancestor of the famous Norfolk and Suffolk type of to-day.*

The *Francis Anne* served at Lowestoft until 1850, and, so far as can be ascertained, rescued 300 lives. In 1855 the Station came under the control of the Institution, and in 1869 a second Station was established at Lowestoft. This Station was maintained until 1913. The two Stations have had altogether eleven Life-boats, including the present Motor Life-boat. The boats have been launched on service 331 times. They have the magnificent record of 1,073 lives rescued. One of these eleven boats, which served

* For an account of the first launch of this Life-boat on 26th November, 1807, see the article on Lionel Lukin in *The Lifeboat* for November, 1925.

from 1876 to 1905, was built out of a fund raised in honour of Samuel Plimsoll in Liverpool and Derby, and bore his name. She rescued 165 lives. Two others, which were in service from 1890 to 1913, were the gift of the Stock Exchange, and were both named *Stock Exchange*. Two Gold, nineteen Silver and nine Bronze Medals have been awarded to Life-boatmen and others for gallantry.

The Lowestoft Life-boat performed one of the finest services during the War when she rescued nine men from H.M. Sloop *Pomona* in September, 1918. Of the eighteen men in the Life-boat's Crew on that occasion, twelve were over fifty years old, and two of the twelve were men of seventy-two. The present Motor Life-boat at Lowestoft carried out one of the outstanding services since the War when, after a long and terrible struggle, she rescued the crew of the *Hopelyn*, of Newcastle, in October, 1922. Coxswain John Swan, who was in command on both occasions, and who already held the Institution's Silver Medal for Gallantry, was awarded a clasp to his Silver Medal for the service to the *Pomona* and the Institution's Gold Medal for the service to the *Hopelyn*. In 1924, the Institution's Centenary Year, he was presented by the King with the Medal of the Order of the British Empire.

The Vellum was presented on 7th August by Sir Gervais Rentoul, M.P., a member of the Committee of Management of the Institution. In the unavoidable absence of the Mayor, the Vellum was received by the Town Clerk. Sir Gervais spoke of the splendid history of the Lowestoft Life-boats. He was also, he said, to present a Certificate won in the Life-boat Essay Competition. He had been reading some of the essays, and he found in them a much finer tribute to the Life-boatmen than he could pay himself. As one essayist had well said, "The Life-boatman is the knight errant of the twentieth century, the St. George ever fighting the dragon called Ocean."

In accepting the Vellum the Town Clerk said that the Town Council were very proud of Lowestoft's Life-boat record. They would always regard the

Vellum as a deserved tribute to the men who had brought so much distinction on the town.

Sir Gervais Rentoul then presented the Certificate, won in the Life-boat Essay Competition by Miss Joyce Browne of the Church Road Girls' School, Lowestoft.

Whitby, Yorkshire.

The Whitby Station has a long and very distinguished record. According to the Whitby historian, Dr. Young, it possessed a Life-boat in 1798. Of this the Institution has no record, but in 1802, Henry Greathead, builder of the *Original*, stationed at Tynemouth in 1789, built a Life-boat for Whitby. The Station was taken over by the Institution in 1861. A second Station was established there in the same year, and a third Station in 1919, which was equipped with a Motor Life-boat. In addition to these three Stations, there was a Station at Uppang, which was closed when the Whitby Motor Life-boat Station was opened. Uppang was manned by Whitby men and administered by the Whitby Branch, so that it is really a Whitby Station. These four Stations have had altogether twenty-two Life-boats; they have been out on service 291 times and have rescued 561 lives. No fewer than four Gold and eight Silver Medals have been awarded to Life-boatmen and others for gallantry.

Two days stand out conspicuously in the Life-boat history of Whitby. On 9th February, 1861, with a hurricane blowing, no fewer than nine vessels were wrecked off Whitby, and except for one man the whole of their crews were rescued. As the Life-boat returned from one service, she was called out on another, until at last, on her sixth journey, she capsized, and only one of her exhausted crew of thirteen men came ashore alive. Yet when, shortly afterwards, two more vessels were driven ashore, another Crew came forward at once, an old Life-boat was manned, and the men were saved.

The second outstanding day in Whitby's Life-boat history was 30th October, 1914, when the hospital ship *Rohilla* was wrecked in a terrible gale

and broke in half. Twice the Whitby No. 2 Life-boat went out to her and rescued thirty-five men and women. She was then, however, so badly damaged herself that she could not put out again. Four other Pulling and Sailing Life-boats were launched, but could not get near the wreck, and it was not until the Motor Life-boat at Tynemouth, 44 miles away, was summoned, that the survivors on board the *Rohilla* were saved. Three Gold Medals were awarded for this great service. Two of these were won by the Tynemouth Motor Life-boat. The other was awarded to Thomas Langlands, the heroic Coxswain of the Whitby No. 2 boat. Langlands is the principal figure in the history of the Station. Born in 1853, he became a member of the Whitby Crew at the age of eighteen. His service continued for forty-nine years. When he retired in 1920 he had taken part in the rescue of over 200 lives, he had been a Coxswain for forty-three years, and he had won the Institution's Gold and Silver Medals.

The Vellum was presented on 17th August 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. The ceremony took place on board one of the Pulling and Sailing Life-boats, while the other Pulling and Sailing Boat and the Motor Life-boat were launched. Bunting was flown from the Life-boat Station and by shipping in the harbour, and the Life-boat herself was dressed with flags. Mr. M. Wilson, J.P. (Chairman of the Urban District Council) presided, and among those present were the Rev. the Marquess of Normanby, D.L., the Marchioness of Normanby, the Earl of Mulgrave, Viscount Cranborne, M.P., and Viscountess Cranborne, Captain Sidney Herbert, M.P., Canon and Mrs. Hone, and Captain R. W. Milburn (Chairman of the Branch).

In making the presentation Sir William Milligan gave a brief record of the Station and related the two great events in its history—the disaster of 1861 and the wreck of the *Rohilla*. It was such deeds as these that made them proud of the consummate skill and courage of their Life-boat Crews. He then pre-

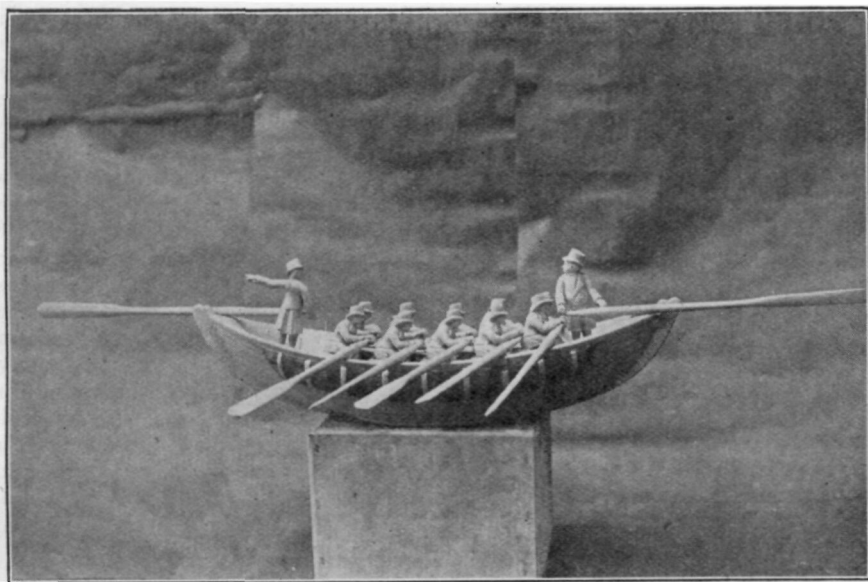
sented the Vellum to Captain Milburn as Chairman of the Branch. In accepting it, Captain Milburn said that there were no finer Life-boatmen in the world than those of Whitby. He handed the Vellum to Councillor Wilson, who said that it would hang in a place of honour on the walls of their Council Chamber and be treasured with the same pride which Whitby felt for the Life-boatmen themselves. Votes of thanks were proposed and seconded by the Marquess of Normanby, Canon Hone, Mr. J. W. Foster (Assistant Secretary of the Branch), and Mr. West Hodgson. Life-boat Day was held in Whitby on the same day.

Ramsey, Isle of Man.

The Life-boat Station at Ramsey was established by Sir William Hillary, founder of the Institution, in 1829. It was the fourth Station to be established in the Isle of Man, and it was taken over by the Institution in 1868. It has had altogether six Life-boats, and since 1868 it has the fine record of 426 lives rescued from shipwreck. The Institution has awarded to Life-boatmen and others four Silver Medals for gallantry.

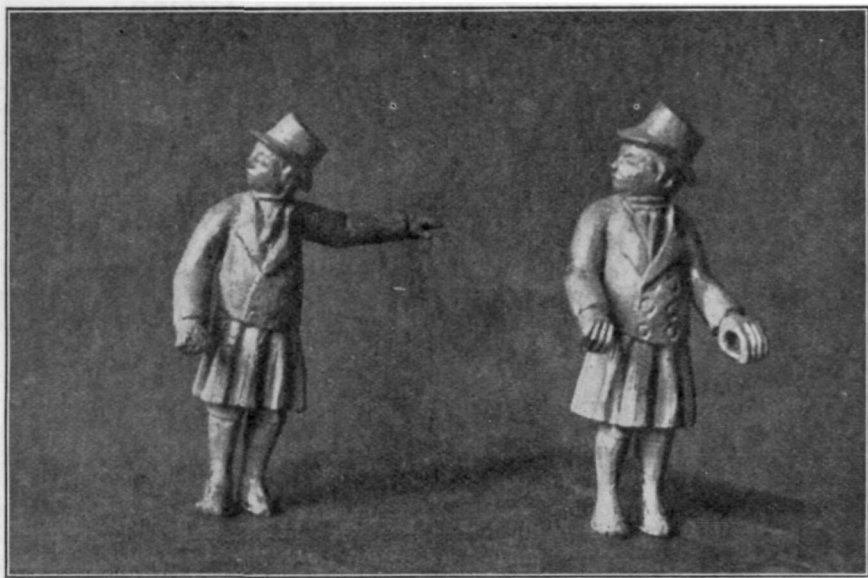
The Vellum was presented on 17th August by Brigadier-General W. S. Swabey, C.B., C.M.G., C.B.E., District Organising Secretary for the North West of England, the ceremony taking place on board the Life-boat. In making the presentation General Swabey recalled the early days of the Service in the Isle of Man, and the achievements of Sir William Hillary, as the Institution's founder and as one of the most gallant of Life-boatmen. The Vellum was received by the Rev. W. N. Harrison (Chairman of the Branch), who gave a brief history of the Station and paid a tribute to the bravery of the Ramsey Life-boat Crews.

General Swabey then presented the Inscribed Binoculars which the Institution had awarded to Mr. A. H. Teare, J.P., M.H.K., in recognition of his services as Honorary Secretary for fourteen years. In returning thanks, Mr. Teare said that the Committee of the Branch wished to mark the occasion by making a presentation to the oldest of their Life-



THE FIRST LIFE-BOAT.

The model of the *Original*, built at Tynemouth in 1789, which hangs in St. Hilda's Church, South Shields.



THE BOWMAN AND COXSWAIN.

boatmen. This was Oscar Corlett, now seventy-four years of age, who became a member of the Crew at the age of twenty. He was a member of the Crew for sixteen years, and Second Coxswain for eleven years. Compelled then to retire owing to injuries, he had become head-launcher, a position which he still held, after fifty-four years of service. Mr. A. E. Chrystal (Vice-Chairman of the Branch), then handed Corlett a cheque. Corlett has been awarded a Life-boatman's Certificate of Service in recognition of his twenty-seven years in the Life-boat.

Ayr, Ayrshire.

Ayr is one of the five oldest Life-boat Stations on the Scottish coast. It was established in 1802, its first Life-boat being one of those built by Henry Greathead, builder of the first Life-boat, the *Original*, stationed at Tynemouth in 1789. The Station was taken over by

the Institution in 1859. It has had altogether seven Life-boats, which have rescued seventy-one lives. Forty of these lives were rescued by the Boat which was at the Station from 1867 to 1886. She had been built out of a fund raised by workmen of Glasgow, and was named *Glasgow Workman*.

The Vellum was presented on 14th September by the Earl of Glasgow. Councillor H. F. Smith presided, and the Vellum was received by Provost T. S. Stewart (Chairman of the Branch). Lord Glasgow congratulated the Station on its long history, and recalled the fact that his mother had performed the naming ceremony of the present Ayr Life-boat in 1910. In accepting the Vellum the Provost said that it would be hung in a prominent position, and be a permanent and honoured possession of the Burgh. Life-boat Day was held on the same day, and after the ceremony the Life-boat was launched.

Life-boat Services of the World: Iceland.*

WE are very glad to record the founding of another Life-boat Service. It is in Iceland, is a voluntary Service like our own, and makes the number of National Life-boat Services seventeen, of which number four are maintained by the State, while eleven are maintained by voluntary societies. This is the brief history of its founding.

In February, 1927, the Institution received from Mr. Jon E. Bergsveinsson, of Reykjavik, the capital of Iceland, a letter to say that at the last convention of the representatives of the fishing industries he had been appointed to investigate the methods of saving life from shipwreck in neighbouring countries, especially Norway, Sweden, Denmark and Great Britain. He had personally visited the first three countries, and he wrote to the Institution as being "the world's oldest society of its kind,

which enjoys an experience covering more than a century, and, as the Institution which has time and again evidenced that one of its objects is to share its experience with those who are less fortunate," to ask for particulars about its methods and organisation.

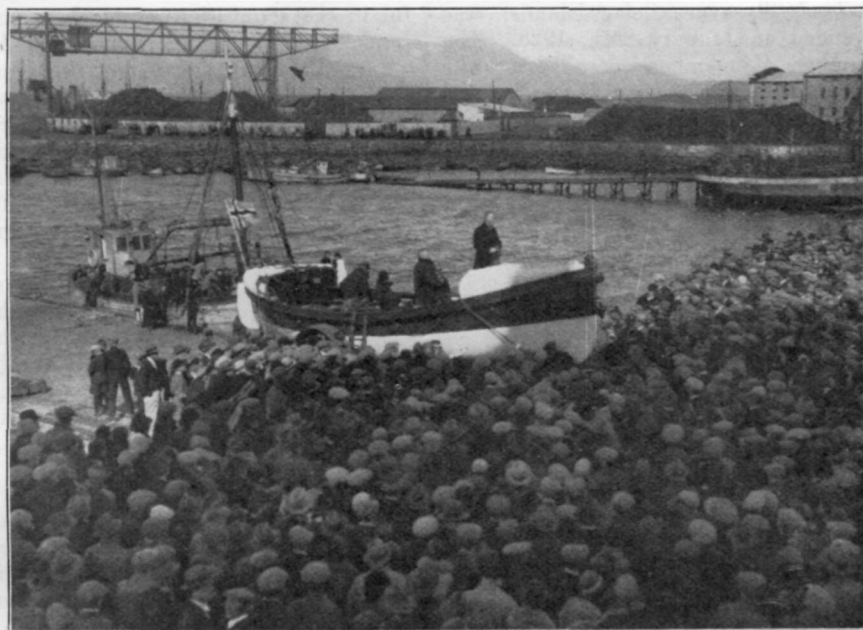
These particulars were sent, and with them an invitation to discuss the whole question at the Headquarters of the Institution and to visit some of its Life-boat Stations.

A year later the Institution received a letter from Mr. Bergsveinsson, announcing that an Icelandic Life-boat Society had been founded:

"I am sure it will be a pleasure to you to learn that a national organization has now been founded here in Reykjavik with the object of preventing accidents at sea or elsewhere and providing assistance for those who become involved in

* The last article in this series appeared in *The Lifeboat* for March, 1926.

ICELAND'S FIRST LIFE-BOAT.



THE INAUGURAL CEREMONY.

The Bishop of Iceland reciting the Prayer of Dedication.



THE "PORSTEINN'S" FIRST TRIP

Among the shipping in Reykjavik Harbour.

danger at sea. The society, which is called the *National Safety Association of Iceland* (Slysavarnafjelag Islands), was founded on January 29th, 1928. The number of members enrolled at the inaugural meeting amounted to 128, including 25 life members. The annual membership subscription for ladies and for men under twenty is 1 krone (equal to 1/1½), while adult men pay 2 kr., and life members pay 50 kr. once for all. There are no paid officials.

"The object of the Association is the prevention of accidents at sea, drowning and other accidents, and to work for the provision of assistance for those who become involved in danger at sea.

"The Association shall do its utmost to educate the public in the causes of accidents at sea and the principal means of preventing the same. Its aim is to provide life-saving apparatus on sea and ashore, and to instruct the public in the importance and the use of these. It calls for increased safety of ships, and a more rigorous inspection of these. It desires to encourage Parliament, the Government and the public to support these safety measures by pecuniary assistance. It demands the amending of the laws of the land in this respect.

"The Association enters upon its career under the sincere and universal good wishes of the people.

"I can assure you that I have derived much useful information from the literature you were good enough to send me, and I doubt whether the society would yet be formed if we had not had the benefit of this. I shall therefore always regard you as one of our supporters in the founding of the Association and so remember you with gratitude."

Following this letter, the Institution received in June, 1928, a visit from a representative of the Icelandic Government, who was studying the organization of the Life-boat Service in different countries. He was taken to see the Institution's Storeyard at Poplar and the Building Yard at Cowes. He also visited the Life-boat Stations at South-end-on-Sea and Margate.

In October, 1928, we again heard

from Mr. Bergsveinsson, who wrote: "The Association has been successful in the acquisition of members and funds to the utmost that could be expected. Men and women belonging to all the different classes of society have joined—State officials, artisans, farmers, merchants, shipowners and seafaring men have come forward. The oldest member is an octogenarian lady, while the youngest one is a newly-born, unchristened baby boy."

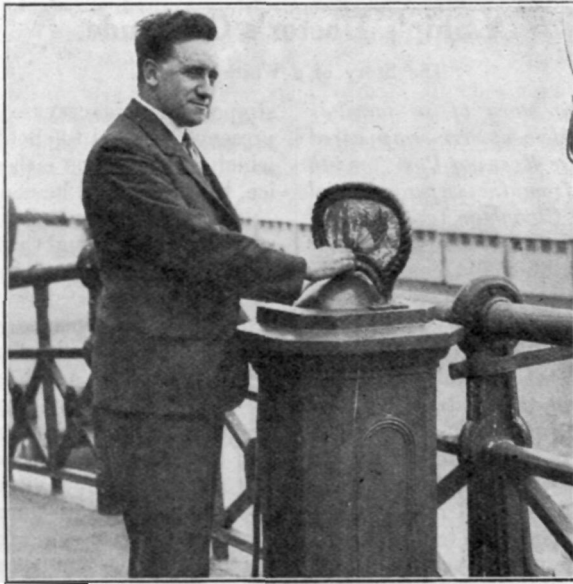
At the same time Mr. Bergsveinsson consulted the Institution about the type of Life-boat which should be placed at the first Station to be established on the coast of Iceland, and asked if a Boat could be obtained in England.

A British Life-boat for Iceland.

Since the Institution was unaware of the type of coast where it was proposed to place this first Icelandic Life-boat, it found it difficult to give any advice, but as the Icelandic Society was in favour of having a Pulling rather than a Motor Life-boat to begin with, the Institution recommended a 35-foot Self-righting Life-boat, and offered to supply Iceland with a Life-boat of this type from its Reserve Fleet. This offer was accepted, and the Life-boat chosen was one which had served at Whitehills in Banffshire, and been transferred to the Reserve Fleet in 1928.

She arrived at Reykjavik on the 15th April of this year. Just a week later the Inaugural Ceremony took place, and Mrs. Gudrun Brynjólfssdóttir named Iceland's first Life-boat *Porsteinn*. Since the Inaugural Ceremony, so Mr. Bergsveinsson, now Secretary of the Society writes, a house has been built for the Life-boat "in Sandgeroi, lying in the centre of the most dangerous coastline in the Reykjanes Peninsula." Here the boat was stationed on 28th July last.

We offer the "National Safety Association of Iceland" our best wishes; proud that the first Life-boat of the most northern Life-boat Service in the world was built on the Thames and served first on the coasts of Scotland.

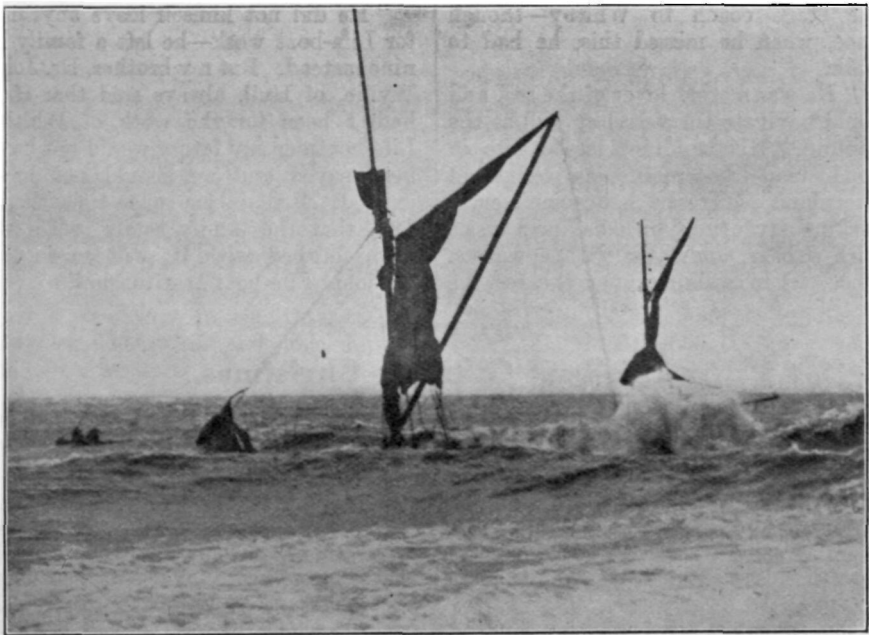


By courtesy of]

[Barratt's.

THE GOVERNMENT SHOWS THE WAY.

Mr. Herbert Morrison, M.P., Minister of Transport, contributing to the Life-boat Collecting Box on the Brighton Front, during the Labour Party Conference, at which he presided.



By courtesy of]

[W. Mason, of Great Yarmouth.

THE WRECKED BARGE "SCOTIA," OF LONDON.

Her crew of two men were rescued by the Great Yarmouth and Gorleston Motor Life-boat in the early morning of 6th October, 1929.

A Ship's Doctor's Gratitude.

The Story of a Whitby Rescue.

[The following story of a family's gratitude to the Life-boat Service appeared in the "Yorkshire Evening Post" on 5th September last, from the paper's special correspondent at Cloughton.]

Some day the National Life-boat Institution will benefit considerably through the shipwreck of a Scottish doctor off the Yorkshire coast nearly 80 years ago.

The doctor was Dr. Robert Wyllie, who practised in the district between Robin Hood's Bay and Cloughton (where his daughters are now living) for forty years.

The two daughters told me the story of how their father came to work here, and how he came to be loved by all sea-faring men for miles around.

"He was a ship's surgeon, and used to join the Whitby boats for whaling expeditions to Greenland. Three times he had done the journey, leaving Montrose for Leith and Hull, and then taking the stage coach to Whitby—though once, when he missed this, he had to walk.

"He was a great lover of the sea, and could navigate the vessel as well as the captain. His handiness stood him in good stead later in life, as well as in Greenland, where he had some nerve-racking adventures, once having a tussle with a bear, and later with a walrus. Once, when walking over the ice, he

slipped down a crevasse, but had the presence of mind to shoot out his arms, which, extended on either side over the ice, held him until he could be rescued.

"It was a very wild night that he started for Greenland the fourth time. A gale was blowing, and the boat set out in the teeth of a snowstorm. It was tempting Providence to go out, and the inevitable happened. The vessel could not cross the bar, and became a wreck.

"The Whitby Life-boat set out, got the men who were clinging to the rigging, and brought them back to harbour.

"A local doctor invited my father to go as a guest to his house, and when, later, he was preparing to go home, the doctor said: 'You should take your shipwreck as a warning. Don't go out again. You have been three times. Why not settle here and help me?'"

(That was how Dr. Wyllie came to live in Yorkshire, and eventually he began to practise at Robin Hood's Bay.)

"He did not himself leave anything for Life-boat work—he left a family of nine instead. But my brother, Dr. John Wyllie, of Hull, always said that if it hadn't been for the work of Whitby Life-boatmen my father would not have been saved and we should not have existed. It is on his suggestion, therefore, that the family estate, when we have finished with it, will go to the National Life-boat Institution."

Life-boat Gifts for Christmas.

WE would remind readers of *The Life-boat* that, as announced in the September journal, the Institution is issuing a Calendar for 1930. This calendar reproduces in colours a picture, "All Saved," which was specially painted for the Institution by Mr. Charles Dixon, R.I.

The calendars are 11½ inches long by 9 inches wide, and they can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each

calendar. It weighs, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars should do so at once. They should apply to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2, and *should enclose with their order a postal order or stamps.*

We would also remind our readers of the Life-boat souvenirs which the In-

stitution has for sale, as many may like to use them for Christmas gifts. The following are the souvenirs and their prices :—

Nickel-plated Life-boatman motor-mascot, 5 inches high, 10s. 6d. (Mascots of this type cannot be obtained in the motor trade under £1 each.)

Nickel-plated Life-boatman motor-mascot, 3½ inches high, 6s.

(Only a few of these mascots are left.)

Brass statuette of Life-boatman, 5¼ inches high, 6s. 6d.

Black metal statuette of Life-boatman, 6 inches high, 2s. 6d.

Brass ashtray, with statuette of Life-boatman, 4½ inches high, 6s.

Brass ashtray, with statuette of Life-boatman, 3 inches high (antique finish), 3s. 6d.

Brass paper-knife, with Life-boatman handle, 8 inches long, 2s. 6d.

Nickel-plated bottle-opener, with Life-boatman handle, 4½ inches long, 2s. 6d.

Any readers of *The Lifeboat* who wish to buy these souvenirs for Christmas should apply to the Secretary, enclosing a cheque or postal order, and the souvenirs will be sent at once, post free.

District Conferences.

Greater London.

THE Annual Conference of Branches in Greater London was held on 9th October, at the City Hall, Westminster. Delegates were present from twenty-one Branches and nine Ladies' Life-boat Guilds, and were welcomed by the Mayor of Westminster (Major V. B. Rogers, D.S.O., M.C.). The chair was taken by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, supported by the Lady Florence Pery, Honorary Secretary of the Ladies' Life-boat Guild, Mr. George F. Shee, Secretary of the Institution, the District Organizing Secretary, and the Assistant District Organizing Secretary.

Sir Godfrey Baring thanked the delegates for their presence and all the Honorary workers in the District for the work which they had done during the past year.

Mr. Shee then gave a survey of the work of the Institution. He referred first to the changes being made all round the coast by the substitution of Motor for Pulling and Sailing Life-boats. Turning to the work of appeal for funds, he emphasized the need of obtaining fullest Municipal support and the assistance of Members of Parliament and Candidates, Members of the County Council, Toc H, Rotary Clubs, and the Girl Guides. He urged the delegates to get as many Life-boat talks as possible, especially noting the value of the drawing-room

meeting. He also drew the attention of the delegates to the value of the Journal and the various leaflets which were printed and brought up to date from time to time with the express purpose of aiding the Hon. Secretaries in their work. In conclusion he appealed to the delegates to remember the last paragraph of the invitation to the Conference and to contribute to the discussion.

A general discussion followed in the course of which the following points were made.

The importance of sending out requests for the renewal of contributions. One Branch which collected £200 in one year only got £30 the next year, simply because no applications for renewal were sent out.

The value of the Ladies' Life-boat Guild. In Woodford and Epping subscriptions increased from £27 to £200 as the result of forming a Guild.

The value of concerts and other entertainments to interest the public, provided that the programme always includes a short speech on the work of the Institution. The Walthamstow Branch holds four free concerts each year, with a silver collection, the churches allowing the free use of their halls, while the Ladies' Life-boat Guild sees that the halls are filled.

After the Conference a number of the delegates visited the Institution's Store-yard at Poplar.

Special Gifts.

From the Men of the Fleet.

A gift of £1,900 has been received from the Navy, Army and Air Force Institutes. This is a part of the profit made by the Naval Canteen trading during the past year, and it has been given to the Life-boat Service "in accordance with the wishes of the men of the Fleet." Last year the Institution received a gift of £1,300 from the profits of the Canteen. Our warm thanks are offered to "the men of the Fleet," who have thus again marked their sympathy and admiration for the Life-boat Service.

In Gratitude for the Life-boats' Help.

On the 19th September last the Humber Motor Life-boat saved the motor-boat *Curlew*, of Whitby, and her two occupants. The Institution has received a contribution of £1 from Mr. Ralph Almond, who was a passenger in the motor-boat, and a letter saying that he intends to become an annual subscriber.

* * * *

On the 5th October the Swanage Motor Life-boat rescued the two occupants of the yacht *Gwynedd*, which was in distress in Studland Bay. The owner, Dr. Neville Williams, of Harrogate, gave a donation of £17 to the Swanage Branch.

From Mid-Atlantic.

We have received a donation of 10s., with the following letter, which has no other address than "on the Atlantic":—"While a passenger on

the Freighter *Raby Castle* I have read with interest your JOURNAL, and as I see that you do not despise the day of small things I would like to add this small donation to your fund for the Institution. With great admiration."

A Seventh Line-throwing Gun.

Miss A. Hall, of Selhurst, who has already presented line-throwing guns for six Life-boats, has now given the Institution £20 for the gun on the new Clacton-on-Sea Motor Life-boat.

Invalid Girl's Bazaars.

Six years ago, a little girl at Bideford, Miss Ruby Snow, who is an invalid, held a bazaar in her bedroom for the Life-boats and made £1. In 1927 she held two more bazaars, the first making £3 10s. and the second £8 10s. Last September she held her fourth Life-boat Bazaar, and it made £14, so that she has now contributed £27 to the Institution. In September, 1927, Miss Snow was presented with a Framed Photograph of a Life-boat going out to a vessel in distress.

Emergency Ration.

All the Life-boats of the Institution carry chocolate as an emergency ration, and each year Messrs. Fry, Messrs. Cadbury and Messrs. Rowntree each present the Institution with 30 tins of chocolate. As the supply was running short in September, Messrs. Fry kindly made an extra emergency gift of 20 tins of this emergency ration.

The "Life-boat Stores Unlimited."

In 1922 we published a letter from a gentleman on the Gold Coast asking for the Institution's catalogue and samples, as we had been recommended to him as a firm "for goods and provisions."

Our inability to supply a catalogue and samples and our embarrassed denials seem to have had no effect. The Gold Coast remains firmly convinced that the Institution is a trading firm. It goes further, it believes that it is *the*

firm. So, at any rate, we are entitled to believe from a letter received from Mr. John K. Yalley, of Free Town:

"I have heard your name and address by a certain friend of mine that you are the best manufacture in the city of London so kindly send me one of your complete catalogue. But I will soon make you an order. I am earnestly awaiting your favourable reply in per returning mail."

A Hundred Years Ago.

THE brig *Mountaineer* was wrecked on Walmer Beach, on the 24th November, in a heavy gale from the eastward, when the crew, consisting of thirteen men and boys, with three Deal boatmen (the pilot, one Deal boatman, and two of the crew having been drowned), were

saved with very considerable difficulty, after great exertions, during the whole of a most tempestuous night. On this occasion, two "Gold Medallions" were presented to two Naval officers, Capt. Philip Graham and Lieut. Wm. Stephen Watts, and £50 to the men who rendered assistance.

Summary of Meetings of the Committee of Management.

May, 1929.

No meeting of the Committee of Management was held in May owing to the General Election.

Thursday, 20th June, 1929.

SIR GODFREY BARING, Bt., in the Chair.

Reported the death of the Rt. Hon. the Earl of Rosebery, K.G., P.C., K.T., Vice-President of the Institution, and passed a Vote of Condolence with the Family.

Co-opted Admiral of the Fleet Sir Henry Francis Oliver, G.C.B., K.C.M.G., M.V.O., a member of the Committee of Management.

Reported that as a result of the Appeal made by H.R.H. The Prince of Wales to Shipping Companies, the Cunard Steamship Co. had decided to present to the Institution a 45' 6" Motor Life-boat, to be stationed at St. Mary's, in the Isles of Scilly.

Reported the receipt of the following special contributions:—

	£	s.	d.
Civil Service Life-boat Fund (per Mr. H. A. Clark), in respect of expenditure incurred for the Civil Service Life-boats in 1928.	3,083	17	4
Mrs. W. W. Mathews, donation	500	0	0
Miss F. Clarke, donation	100	0	0
Mrs. R. A. Yerburgh, donation	100	0	0
The Right Hon. the Marquis of Reading, P.C., G.C.B., G.C.S.I., G.C.I.E., G.C.V.O., donation	52	10	0
Miss I. M. Gardiner, donation	50	0	0
Anonymous, additional donation	50	0	0
Anonymous, donation	20	0	0

To be thanked.

Paid £21,222 9s. 6d. 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 £239 9s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Coverack	Greek steamer <i>Archangelos</i> , vessel.	Stood by
Cromarty (Motor)	Ketch <i>Sutherlandshire Lass</i> , of Liverpool	2

Life-boat.	Vessel.	Lives Rescued.
Filey	Two fishing cobles, of Filey. Stood by cobles.	
Flamborough No. 1	Two fishing cobles, of Flamborough. Escorted cobles to safety.	
Fraserburgh (Motor)	Four fishing boats, of Fraserburgh. Stood by boats.	
Hartlepool (Motor)	S.S. <i>Clanwood</i> , of Sunderland. Rendered assistance.	
Longhope (Motor)	Motor fishing boat <i>Uno</i> , of Brims	5
Lowestoft (Motor)	Dinghy <i>Boy Fred</i> , of Lowestoft. Saved boat and rescued	3
Lowestoft (Motor)	Trawler <i>Try On</i> , of Lowestoft. Stood by trawler.	
Margate (Motor)	Barge <i>Celtic</i> , of London. Stood by vessel.	
Montrose No. 1 (Motor)	The fishing fleet of Montrose. Stood by fishing fleet.	
Peel	Schooner <i>Perseverance</i> , of Plymouth. Landed 3.	
Rosslare Harbour (Motor)	The fishing fleet of Wexford. Stood by fishing fleet.	
Runswick	Six fishing cobles, of Whitby, Staithes, and Runswick. Stood by cobles.	
St. Ives	Fishing boat <i>Our Girls</i> , of St. Ives. Stood by boat.	
Scarborough (Motor)	Fishing coble <i>Kingfisher</i> , of Scarborough. Stood by coble.	
Teignmouth	Motor launch <i>Pride of the Teign</i> , of Teignmouth. Landed 9.	
Whitby (Motor)	Four fishing cobles, of Whitby, Staithes, and Runswick. Stood by cobles.	
Whitby No. 2	Fishing boat <i>Faith</i> , of Whitby. Stood by boat.	

The Longhope (Motor) Life-boat saved the schooner *J. H. Barrow*, of Lancaster, and rescued from shipwreck her crew of four; and the Walton-on-the-Naze (Motor) Life-boat saved the motor speed boat *Wompy*, and rescued her crew of two.

Also voted £250 9s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Bembridge (Motor), Clacton-on-Sea (Motor), Douglas, Fowey (Motor), Fraserburgh, The Humber (Motor), Huna, Kirkcudbright (Motor), Llandudno, Longhope (Motor), Looe, Margate (Motor), The Mumbles (Motor), New Brighton, North Deal, Padstow, Ramsgate (Motor), Runswick, Selsey and Bognor (Motor), Southend-on-Sea (Motor), Staithes, Teignmouth, Walmer, Wells, and Whitby No. 2.

The Galway Bay Motor Life-boat was also launched.

Passed a further £334 6s. 8d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Holyhead, Johnshaven, Moelfre, The Mumbles, New Brighton, Padstow, Port Eynon, Port St. Mary, Rhoscolyn, Rye Harbour, St. Davids, and Whitby.

Granted £36 2s. 6d. to men for injury in the Life-boat Service at Blackpool, Blakeney, Hoylake, Walmer and Winterton.

Reported the death, at the age of 82, of Thomas W. Cooper, a survivor of the *Indian Chief* rescue of 1881, who had been in receipt of an allowance from the Institution since 1914.

Reported that in recognition of the fine services of the Cromer, Great Yarmouth and Gorleston and Southwold Motor Life-boats in connexion with the wreck of the Dutch oil-tanker *Georgia*, in November, 1927, when fifteen of the crew were rescued by the Cromer Life-boat, the Queen of Holland had made the following awards:—Gold Watch to Henry G. Blogg, Coxswain of the Cromer Life-boat, and Silver Watches to the other twelve members of the crew; Silver Watch to William G. Fleming, Coxswain of the Great Yarmouth and Gorleston Life-boat, and Sincere Thanks to the Life-boat Crew; Silver Watch to Frank Ucraft, Coxswain of the Southwold Life-boat. A Silver Watch was also presented to the Coxswain of the Gorleston Private Life-boat.

(A full account of this service appeared in *The Lifeboat* for February, 1928.)

Reported that in recognition of the good services of the New Brighton Motor Life-boat in rescuing twenty-three of the crew of the S.S. *Emile Delmas*, of La Rochelle, on the 24th November, 1928, the French Government had presented Gold Medals to Coxswain George Robinson, and to G. J. Carmody, Bowman, and S. J. Jones, who were washed overboard, and Silver Medals to the other five members of the crew.

(A full account of this service appeared in *The Lifeboat* for March, 1929.)

Voted 15s. to two men, Coxswain F. Colyer and Second Coxswain A. Redman, for rescuing the four occupants of a motor speed-boat at Brighton on the 20th April. Also granted 7s. 6d. to three men who helped to launch the salvors' boat. The speed-boat had developed engine trouble while out with passengers, and, as she was in danger of being carried out to sea by a strong N.E. breeze and the ebb tide, the men went out and towed her to land.

Voted £1 to W. H. Jones, Second Coxswain of the Hilbre Island Life-boat, and another man, for saving the sailing boat *Wren* and rescuing her four occupants at Hoylake, on the 22nd May. Also granted 5s. for stores consumed. While fishing in a moderate S.S.E. wind with a choppy sea, the rescuers, in the motor fishing boat *Ivy*, saw the *Wren* being rapidly blown away to sea. They immediately bore down towards her, took off the crew, and towed the boat to safety.

Voted £3 2s. 6d. to five men, all members of the Life-boat crew, for saving a small boat, and rescuing her only occupant, off Newcastle, Co. Down, on 13th May. About 10.50 A.M. it was seen that the boat was in difficulties and was being rapidly carried along the coast towards Newcastle. The weather was misty, and a moderate S.S.E. wind was blowing, with a broken sea. The salvors put off in a rowing boat, found the small boat in grave danger of being swamped, took her in tow and brought her to safety.

Voted £3 to six men for putting off from Scarborough in the motor fishing coble *Golden Gate*, with the intention of rendering help to another coble, the *Kingfisher*, on the 29th April. Also granted the sum of £3 for repairs to the *Golden Gate*, which was struck by a heavy sea and damaged. The *Kingfisher* was in difficulties, during a moderate S.E. wind, with a heavy sea, and the *Golden Gate* was launched and stood by until the arrival of the Life-boat.

Voted £1 to four men for putting off to search for the motor fishing boat *Canopus*, of Girvan, on the 18th May. Also granted 5s. for stores consumed. The *Canopus*, with a crew of three, left for the fishing grounds at 2 A.M., being due to arrive back at 8 A.M. A moderate N. breeze was blowing, with a moderate sea. Anxiety was felt owing to its non-return, and at 11 A.M. the motor boat *Grace*, manned by the four men, went out. After searching the fishing grounds to the west of Ailsa Craig with no result, they proceeded to Ballantrae, and found that the missing boat had put in there owing to engine trouble. The Coastguard advised Girvan of the boat's safe arrival, and the *Grace* towed her back to Girvan, arriving there at 4 P.M.

Voted £6 to B. Stanton, Second Coxswain of the Boulmer Life-boat, and two other men for rescuing the crew of three of the fishing coble *Princess Mary*, on 24th April. While out in the coble *Primrose*, hauling in lobster pots, the rescuers saw that the *Princess Mary* was in distress, and immediately went to her help. They found her on her beam ends, with two

of the crew clinging to her, and the third holding on to wreckage. By means of lines they were able to rescue the three men, who were in a very exhausted condition. In doing this they ran some risk, for a strong breeze was blowing, with squalls, and the sea was rough.

Voted £5 to Thomas Kyle, Second Coxswain of the Holy Island Life-boat, and seven other men, the crews of two Holy Island fishing boats, for rescuing the crew of seven of the fishing boat *Maggie*, of St. Abbs, on the 31st May. Also granted 7s. 6d. to each boat for fuel consumed. While returning from the fishing grounds with a catch of herring, at about 6 A.M., the *Maggie* caught fire. Her signals of distress were seen by the fishing cobles, *Sarah Brigham* and *Victory*, and both cobles promptly went to her help. The weather was fine, with a moderate wind and sea, and the burning coble was towed into Sea Houses Harbour, at some risk to the salvors. Although every effort was made to subdue the flames, the boat was completely burned out.

Voted £6 15s. to eighteen men, the crews of several fishing cobles, for landing the crew of twenty-nine of the Greek steamer *Michalis Prois*, which stranded at Staithes, on the 28th May. Also granted £1 for stores consumed. There was a moderate N. breeze blowing, with a moderate sea, and the steamer, laden with a cargo of coal, had run ashore about two and a half miles north of Staithes in a dense fog. The cobles stood by the ship, and then, as the wind and sea increased, they took off the crew.

Thursday, 18th July, 1929.

SIR GODFREY BARING, Bt., in the Chair.
Passed a Vote of Thanks to H.R.H. Prince George for visiting Southend-on-Sea in order to perform the Naming Ceremony of the Motor Life-boat *Greater London*.

Appointed Lt.-Commr. H. L. Wheeler, R.N., a District Inspector of Life-boats, vice Captain H. G. Innes, R.N., retired.

Appointed Mr. S. Bone Surveyor of Life-boats, vice Mr. F. W. Petts, retired.

Decided to close the Porthleven Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
Cunard Steamship Co., Ltd., for a Motor Life-boat for St. Mary's, Isles of Scilly	8,500	0	0
Mrs. Lilian Philpott, for a motor Life-boat	4,500	0	0
Anonymous, donation	50	0	0
Transport <i>Neuralia</i> , portion of contributions for charitable purposes	50	0	0
<i>To be thanked.</i>			

Paid £33,251 13s. 6d. 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 £37 15s. 6d. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives Rescued.
Campbeltown No. 1 (Motor)	Yacht <i>May</i> , of Southampton. Rendered assistance.	
Piel (Barrow) (Motor)	Yacht <i>Vision</i> , of Barrow. Saved yacht and rescued	2
Rhyl	Yacht <i>Kingfisher</i> , of Heswall	4
Whitby No. 2	Fishing cobles <i>John Wray</i> , <i>Lady Lee</i> and <i>Doris</i> , of Whitby. Stood by cobles.	
Whitby No. 2	Fishing coble <i>Silvester</i> , of Whitby. Saved coble.	

The Cromer No. 1 (Motor) Life-boat saved the river steamer *Empress*, of Nottingham, and rescued her crew of three; and the Southend-on-Sea (Motor) Life-boat assisted to save the yacht *Otter*, of Westliff.

Also voted £101 7s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Ackergill, Bembridge (Motor), Cromer No. 1 (Motor), Douglas (Motor), Great Yarmouth and Gorleston (Motor), The Lizard (Motor), North Deal, Palling No. 2, Poole and Bournemouth, and Wick (Motor).

Passed a further £12 2s. 6d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Brightstone Grange, Caister and Eastbourne.

Granted £17 5s. 6d. to a man for illness contracted in the Life-boat service at Caister.

Decided that a special weekly allowance be made until the end of the year to W. E. Haylett, Second Coxswain of the Caister Life-boat, who was compelled to retire owing to serious illness due to exposure in the Life-boat Service. Also that a Letter of Appreciation be sent to him in recognition of his past services.

Voted a special gratuity of £2 10s. to A. R. Dennis, in recognition of his work as Winchman at Weymouth for the past nineteen years.

Voted a compassionate grant of £10 to Mrs. Boys, widow of the Permanent Motor Mechanic at Sunderland, who died suddenly, leaving her in very poor circumstances.

Granted £2 10s. towards the funeral expenses of ex-Lifeboatman J. Noakes, of Harwich.

Granted £10 to Richard Cowling, Life-boatman and Shore Signalman at Scarborough for many years, who declined a gift of £100 from an anonymous donor, and asked that the money should be given to the Institution. (An article on this gift appeared in *The Life-boat* for last September.)

Voted £12 to six men for rescuing one of the crew of two of a boat which capsized at Greatman's Bay, Co. Galway, on the 19th April. About 7 P.M., while passing up Greatman's

Bay with a load of turf, the boat was caught in a sudden storm and sank. One of the men was washed overboard and drowned, but the other managed to cling to the top of the mast, which just showed above water. The salvors immediately put off in two currachs, and rescued the man, who was unable to swim. A strong easterly gale was blowing, with a rough sea, and great risk was incurred by the rescuers, owing to the frail boats which they used.

Directed that Letters of Thanks be addressed to Messrs. James, Charles and Arthur Myall, for rescuing the two occupants of a motor boat which was out of control and drifting at Southend-on-Sea, on the 5th May, in thick weather, with half a gale blowing and a rough sea. The boat was seen to be in difficulties about three miles from land, and the rescuers put off in the motor boat *Britannia*. They found that the men were trying to navigate their boat from Ramsgate to London, but had been adrift all night, and were in a state of collapse from exhaustion and exposure.

Voted £2 to John Sherlock, Coxswain of the Hoylake Life-boat, the Station Officer of Coastguard, and two other men, for going out with the intention of helping a motor boat reported to be in grave distress on 16th June. The men put off in a motor boat, during a fresh W.S.W. wind with a moderate sea, but found nothing. While returning, however, they saw the motor boat *Mooch*, of Liverpool, lying stranded on Leasowe Embankment. Her crew of four had saved themselves by swimming ashore.

Voted £4 to two men for rescuing the crew of two of the ketch *F.A.M.E.*, of Barnstaple, on 29th May. About 7 A.M. the vessel, while bound from Braunton to Ilfracombe with a cargo of gravel, had been struck by a squall. It had carried away the mast, which fell across the decks and ripped up the planks. The vessel had sunk immediately, and the men had taken to their boat. The rescuers in the motor vessel *Lewisman*, had towed the *F.A.M.E.* out of port, and then left her. They saw the accident and returned in time to rescue the men, whose boat was in danger of being swamped. A strong gale was blowing with a very heavy sea, and great risk is reported to have been incurred in effecting the rescue.

Voted £2 to four men for rescuing the crew of four of the ketch *Sutherlandshire Lass*, off Seahouses, on the 13th June. Also granted 5s. for fuel consumed. While bound from Blyth to Inverness with a cargo of coal, the vessel had sprung a leak and sunk. The crew took to the boat, but soon got into difficulties, and were in danger of capsizing. The rescuers, who were out in their motor fishing coble *Nelson*, towed them into safety. The weather was cold and foggy with a rough sea.

Voted £1 10s. to two men for saving a small boat and rescuing her two occupants, at Hayling Island, on the 3rd June. About 4.15 P.M., during a moderate breeze with a

rough sea, a telephone message was received by the Coastguard watchman from Hayling Golf Club to the effect that the boat, which contained two youths, was in distress. The rescuers put off in a motor boat, and brought the boat and her occupants ashore.

Voted £2 5s. to three men for rescuing two men who were surrounded by the incoming tide on a sandbank, near Ferryside, on 24th June. Also granted 7s. to the man who brought information of their peril. The men, who had come from a neighbouring town for a day's fishing, were ignorant of the local conditions and were in danger of being drowned. Only one of them was able to swim. On learning of their danger the rescuers manned the Ferry motor boat, and reached the scene just in time to save the men, who were in an exhausted condition and had given up all hope.

Voted £4 15s. to Coxswain Thomas Pender of the Sennen Cove Life-boat, and four other men, who, together with the Motor Mechanic, landed the crew, thirty-one in number, of the s.s. *Ixia*, of North Shields, which ran ashore and became a total wreck at Cape Cornwall on 30th June, when bound from Swansea to Constantinople with a cargo of coal. Also granted 12s. 1d. for fuel consumed. About 4 P.M. the Coxswain saw that the vessel was in difficulties, assembled a crew and launched the motor boat *Tom Sayers* to her help. A moderate N.E. breeze was blowing. It was found that the *Ixia's* crew had already abandoned her and had taken to the ship's boats. Ten were taken into the rescuers' boat, and the remainder piloted ashore in their own boats. This service was carried out by the motor fishing boat *Tom Sayers*, in the temporary absence of the Life-boat owing to the closing of the Station for reconstruction purposes.

Voted £5 to three men to cover the cost of nets and gear lost while rescuing the crew, three in number, of the fishing coble *Silvester*, at Whitby, on 27th June. About 1 P.M. during a moderate N.E. breeze with a heavy sea, four salmon cobles were at work just outside the harbour entrance, when a sudden squall struck the *Silvester*, capsizing her and throwing her crew into the water. The rescuers were shooting their nets at the time, but on seeing the accident, threw the remainder of their nets overboard and immediately went to the help of the *Silvester*. One man was entangled in the netting and had to be cut free, and all the men were very exhausted. Considerable risk was incurred by the rescuers, whose own boat was in danger of being capsized or swamped by the heavy seas.

Thursday, 22nd August, 1929.

Paid £22,788 4s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Thursday, 19th September, 1929.

Major SIR MAURICE CAMERON, followed by SIR GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Lady Salomons, donation	1,000	0	0
White Star Steamers' Charity Fund, additional donation	100	0	0
"John Bull," donation	100	0	0
Thorngate Trustees, subscription	80	0	0
Mr. Francis Roxburgh, donation	26	5	0
Mr. Ronald F. Roxburgh, donation	26	5	0
Miss A. Hall, for a Line-Throwing Gun, donation	20	0	0

To be thanked.

Paid £18,690 19s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £90 5s. 3d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives Rescued.
Bembridge (Motor)	Motor speed boat <i>Mercury</i> , of Seaview	1
Bembridge (Motor)	An Italian seaplane. Stood by seaplane.	
Great Yarmouth and Gorleston (Motor)	Fishing boat <i>Brothers</i> , of Yarmouth. Saved boat and rescued	2
Great Yarmouth and Gorleston (Motor)	Motor fishing boat <i>Fulgens</i> , of Yarmouth. Saved boat and rescued	2
Helvick Head	Motor vessel <i>Lardal</i> , of Frederikstadt. Stood by vessel.	
Kirkcudbright (Motor)	Yacht <i>Sunshine</i> , of Glasgow. Rendered assistance.	
Weymouth (Motor)	s.s. <i>Jolly Esmond</i> , of London. Stood by vessel.	

The Clacton-on-Sea (Motor) Life-boat saved the yacht *Linnet*, of Burnham-on-Crouch, and rescued her two occupants; she also saved the motor launch *Princess Olga*, of Burnham-on-Crouch, and rescued her crew, three in number.

Also voted £267 14s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Angle (Motor), Ballycotton, Clacton-on-Sea (Motor), Cromer (Motor), Eastbourne (Motor), Exmouth, Fenit (Motor), Hartlepool (Motor), The Humber (Motor), Margate (Motor), The Mumbles (Motor), Newhaven (Motor), Ramsgate, Redcar, St. Ives, Selsey and Bognor (Motor), Tenby (Motor), Wicklow (Motor), Yarmouth, Isle of Wight (Motor), and Youghal.

Passed a further £323 18s. 6d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat service at Aldeburgh, Caister, Eastbourne, Holyhead, Johnshaven, Moelfre, The Mumbles,

New Brighton, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. Davids and Whitby.

Granted £69 11s. 6d. to men for injury or illness contracted in the Life-boat Service at Caister, Cardigan, Walmer, Wells, and Winterton.

Voted an ex-gratia payment of £10 to Richard Morris, a former helper at the Rye Harbour Life-boat Station, who is now over eighty years of age. *Morris was injured in the Life-boat Service in 1901, and was compensated at that time, but he has now lost his partner, who was drowned in the Rye Harbour Life-boat Disaster in 1928.*

Voted a compassionate grant of £5 to the widow of John Williams, of Aberystwyth. Williams, who had been connected with the Life-boat as a member of the crew and as Signalman for over forty-five years, died a short time after retiring.

Voted a compassionate grant of £3 to Michael Boyle, who had been connected with the Aranmore Life-boat for forty-five years, having served as a member of the crew, as Second Coxswain for over twenty years, and latterly as Winchman.

Voted £3 15s. to Mr. W. James, Assistant Secretary at Staithes, the Life-boat Coxswain, and four other men, for putting off to the help of two cobsles in distress off Skinninggrove, on the 4th August. Also granted 2s. 6d. for fuel consumed. At 6 p.m., during a moderate N.N.W. gale with a rough sea, information had been received from the Staithes Coastguard that the fishing cobsles *Success* and *Ethel* were in difficulties and unable to make shore owing to the heavy swell and unfavourable wind. The men went out in a large motor cobble, but found that both cobsles had dumped their cargoes of coal and had managed to reach shore in safety.

Voted £1 10s. to R. Hooper, Second Coxswain of the Tenby Life-boat, and two other men for rendering assistance to a small boat, containing four visitors and a boatman, which was in difficulties about five miles S.E. of Tenby, on 6th August. About 3.30 p.m. the boat was seen to be in distress and the men put off in the cutter *Sea Horse*, took the occupants of the boat on board and towed her back to land. There was a moderate breeze blowing with a heavy ground swell, and the return journey to Tenby was made against a head wind.

Voted 15s. to George Robinson, Coxswain of the New Brighton Life-boat, and two other men, who put off with the Second Motor Mechanic, in the Life-boat's motor boarding boat, on 21st August, to the help of a yacht, reported by the Coastguard to be ashore about three-quarters of a mile N.E. of Rock Channel Buoy. When the four men reached the yacht their help was declined.

Voted 15s. to G. Robinson, Coxswain of the New Brighton Life-boat, and two other men, who, accompanied by the Second Motor

Mechanic, put off with the intention of helping a yacht reported by the Coastguard to be ashore on the Burbo Bank, on 22nd August. They found that the yacht, the *Mascot*, of New Brighton, was afloat, and the two men on board did not require any help.

Voted £1 5s. to Thomas Read, Coxswain of the Ramsgate Life-boat, and four other men for putting off to the help of a party of four caught by the tide while fishing, on 22nd July. Also granted 3s. for fuel consumed. At 12.30 P.M. a telephone message had been received that two men and two women had been cut off by the incoming tide at Dumpton Gap, near Broadstairs. The motor boat *Britannic* at once went out, but her help was declined, as the water had begun to fall. The weather was fine, but the sea was rough.

Voted 15s. to J. Matthews, Coxswain of the Moelfre Life-boat, and two other men, for helping the three occupants of a small rowing boat, on 1st August. About 3.30 P.M., during a light S.W. wind with a smooth sea, the boat was seen to have been caught in the tide race off Moelfre Island, and was gradually being carried out to sea. The three men put off in a rowing boat, took the other boat in tow, and brought her ashore.

Voted £3 to two men for rescuing the crew, ten in number, of the s.s. *Glencregagh*, of Bristol, off Fort Richmond, Guernsey, on 3rd June. She was bound from Weymouth to Lezardrieux, had struck a submerged rock in a dense fog, and sprung a bad leak. The rescuers, who were out fishing in their motor boat *The Daintless*, heard the vessel strike, and at once went to investigate. They found that the vessel was sinking fast, and that the crew had taken to the ship's boat, which was also leaking badly. After distributing the crew between their own boat and the ship's boat, they took the latter in tow and landed the men safely.

Voted £1 17s. 6d. to John Stewart, Second Coxswain of the Alnmouth Life-boat, and two other men for saving the motor fishing coble *Isaac Edward*, and rescuing her crew of three, at Alnmouth on 1st August. Also granted 3s. to a messenger, and 2s. 6d. for fuel consumed. About 8.30 A.M., during a strong gale with a rough sea, information had been received from the Boulmer Coastguard to the effect that three cobbles were still at sea. The Honorary Secretary of the Alnmouth Life-boat Station went down to the shore, and saw the boats returning. One boat, however, when near the Marden Rocks, developed engine trouble and was in danger of being swamped. The Honorary Secretary immediately dispatched a messenger to Alnmouth harbour, and the *Girl Joan*, the first of the three cobbles to arrive, was stopped at the harbour mouth and put about to the help of the disabled boat. A line was got aboard, but parted; a second attempt was successful, however, and the *Isaac Edward* and her crew were towed to safety. Directed that a Letter of Thanks be addressed to Mr. H. B. Stephenson, Honorary Secretary, for his zeal on this occasion.

Thursday, 17th October, 1929.

The HON. GEORGE COLVILLE, followed by SIR GODFREY BARING, Bt., in the Chair.

Co-opted Vice-Admiral Sir A. A. M. Duff, K.C.B., late Admiral Commanding Reserves, a member of the Committee of Management.

Reported the receipt of the following special contribution :—

	£	s.	d.
Miss Ivy Miller, additional donation	15	0	0

To be thanked.

Paid £32,517 16s. 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 £194 6s. 6d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives Rescued.
Boulmer	Motor fishing boat <i>Brothers</i> , of Amble. Saved boat and rescued	4
Donaghadee	S.S. <i>Albia</i> , of Bilbao. (Motor) Rendered assistance.	
Dungeness No. 2	Barge <i>Ironsides</i> , of Rochester	2
Great Yarmouth and Gorleston (Motor)	Barge <i>Scotia</i> , of London	2
The Humber	Motor boat <i>Curlew</i> , of (Motor) Whitby. Saved boat and rescued	2
Lowestoft	Trawler <i>Kestrel</i> , of (Motor) Lowestoft. Stood by vessel.	
Swanage	Yacht <i>Gwynedd</i> , of (Motor) London	2
Thurso	Motor fishing boat <i>Boys Mowat</i> , of (Motor) Thurso. Stood by boat.	
Walton-on-the-Naze (Motor)	S.S. <i>Oslo</i> , of Helsingfors. Stood by vessel.	

The Walton-on-the-Naze (Motor) Life-boat rendered assistance to the barque *Plus*, of Mariehamn.

Also voted £169 7s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Boulmer, Brighton and Hove, Caister, Cromer (Motor), Holyhead (Motor), Lytham, New Brighton No. 2 (Motor), Wells, and Weymouth (Motor).

Passed a further £51 12s. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange, and Fethard.

Granted £127 4s. 8d. to men for injury in the Life-boat Service at Blackpool, Caister and Guernsey.

Voted an *ex-gratia* payment of £3 to DENIS MCKEOWN, who served in the Blackrock Life-boat Crew for fifty years and is now in very poor circumstances.

Voted an *ex-gratia* payment of £3 to EDWARD DULLAGHAN, who served in the Blackrock Life-boat Crew for thirty-seven years and who is now in failing health and poor circumstances.

Voted a compassionate grant of £3 to THOMAS CARINE, who is in poor circumstances and has been compelled, on account of ill health, to sever his connexion with the Port Erin Life-boat. He was connected with the Life-boat for many years, latterly as Boathouse Attendant.

Voted £1 5s. to two men for saving the yacht *Mary*, of Granton, and rescuing her crew of three, off Dunbar, on the 20th September, 1929. About 11.30 A.M. a strong N.N.E. wind set in, and the yacht, which was anchored off White Burgh Ness, was in great danger of being driven on to the rocks. The

rescuers, who were running for shelter in their motor fishing boat *Jane and Helen*, saw her plight and immediately put about, and with great difficulty took her in tow. In spite of the fact that the tow-rope parted three times, they brought the yacht safely into Dunbar.

Voted 10s. to the Life-boat Coxswain at New Brighton and another man, who, accompanied by the two permanent Motor Life-boat Mechanics, put off in the Life-boat's boarding boat on the 11th October, 1929, on the receipt of a report from the Coastguard that a yacht was showing distress signals off Hoylake. On arrival at the spot indicated, they found that what was thought to be a yacht was an unattended raft, which was being used as a survey mark.

Awards to Coxswains and Life-boatmen.

To THOMAS PENGILLY, on his retirement, after serving 27 years as Coxswain and previously 10 years as Second Coxswain of the Clovelly Life-boat, a Certificate of Service and a Pension.

To JOHN W. PLUMMER, on his retirement, after serving 27 years as Coxswain of the Hastings Life-boat, a Certificate of Service and a Pension.

To EDWARD WIGG, on his retirement, after serving 14 years as Coxswain, and previously 31 years as a member of the Crew of the Kessingland Life-boat, a Certificate of Service and a Pension.

To JOHN RUSSELL, on his retirement, on the closing of the Station, after serving 14 years as Coxswain of the Porthleven Life-boat, a Certificate of Service and a Pension.

To JOSEPH KITCHEN, on his retirement, on the closing of the Station, after serving 9 years as Second Coxswain, 5 years as Bowman, and previously 14 years as a member of the Crew of the Porthleven Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN SHERLOCK, on his retirement, after serving 10 years as Coxswain, 3½ years as Second Coxswain, and previously 28½ years as a member of the Crew of the Hoylake Life-boat, a Certificate of Service and a Pension.

To EDWARD WILLIAMS, on his retirement, after serving 8 years as Coxswain, 23½ years as Second Coxswain, and previously 5½ years as a member of the Crew of the Rhyl Life-boat, a Life-boatman's Certificate of Service and a Pension.

To HERBERT BROWN, on his retirement, on the closing of the Station, after serving 7 years as Coxswain of the Padstow No. 2 Life-boat, a gratuity.

To OSCAR CORLETT, who served 11 years as Second Coxswain, and previously 16 years as a member of the Crew of the Ramsey Life-boat, a Life-boatman's Certificate of Service.

To WILLIAM PRIOR, on his retirement, on the closing of the Station, after serving 12 years as Bowman of the Padstow No. 2 Life-boat, a Pension.

To HARRY NUGENT, on his retirement, after serving 10½ years as Bowman, and previously 12 years as a member of the Crew of the Padstow Life-boats, a Life-boatman's Certificate of Service and a Pension.

To WILLIAM J. CRAIGIE, on his retirement, after serving 18 years as a member of the Crew, and afterwards 29½ years as Shore Signalman of the Southwold Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN L. BURWOOD, on his retirement, after serving 18 years as a member of the Crew, and afterwards 24 years as Shore Signalman of the Lowestoft Life-boat, a Life-boatman's Certificate of Service and a Pension.

To DICK GILLON, on his retirement, after serving 33 years as Shore Signalman of the Southend (Cantyre) Life-boat, a Pension.

To ROBERT S. HODDER, on his retirement, after serving 19 years as Shore Signalman of the Weymouth Life-boat, a Pension.

To FREDERICK W. WIGG, on his retirement, after serving 16 years as Shore Signalman to the Kessingland Life-boat, a Pension.

To GEORGE A. LEIPER, on his retirement, after serving 15½ years as Shore Signalman of the Stonehaven Life-boat, a Pension.

To JOHN BESWICK, on his retirement, after serving 13½ years as Shore Signalman of the Runswick Life-boat, a Pension.

To ROBERT W. UPTON, on his retirement, after serving 10 years as Shore Signalman to the Redcar Life-boat, a Pension.

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

HENRY B. BARNARD (33), Caister-on-Sea.

JOHN EDMONSON (56), Piel (Barrow).

WILLIAM GLADING (10), Clacton-on-Sea.

THOMAS UNDERDOWN (26), Clacton-on-Sea.

Awards to Honorary Workers.

Mr. T. E. PURDY, J.P., C.C., has been elected an Honorary Life Governor of the Institution, in recognition of his long and valuable services as Honorary Secretary of the Colwyn Bay Branch, and will be presented with a copy of the Vote inscribed on Vellum and signed by H.R.H. The Prince of Wales, K.G., as President.

Alderman A. H. DRINKWATER, J.P., has been appointed an Honorary Life Governor of the Institution in recognition of his long and distinguished services as Chairman of the Coventry Branch, and will be presented with a copy of the Vote inscribed on Vellum and signed by H.R.H. The Prince of Wales, K.G., as President.

To Mr. WILLIAM LIGGINS, in recognition of his valuable co-operation as Honorary Secretary of the Coventry Branch, the Gold Pendant and the Record of Thanks.

To the Officers and Men of the Coventry Fire Brigade, in acknowledgment of their generous co-operation by personal service in raising funds for the Institution annually on Life-boat Day, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. LEWIS B. ROSS, J.P., upon his retirement after thirty-one years' service as Honorary Secretary of the North Sunderland Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. ALEXANDER RODIE, on his retirement after twelve years' service as Honorary Secretary of the Port Logan and Bay of Luce Branch, the Thanks of the Institution inscribed on Vellum.

To Mrs. J. R. HEATH, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild at Barmouth, the Gold Brooch and the Record of Thanks.

To Mrs. LATHBURY, in recognition of her valuable co-operation as Honorary Secretary of the Chipperfield Branch, the Gold Brooch and the Record of Thanks.

To Mr. W. VAUGHAN, in recognition of his valuable co-operation as Honorary Secretary of the Burton-on-Trent Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mrs. COLLINGS-JONES, in recognition of her valuable co-operation as President and Honorary Secretary of the Smethwick Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. A. R. HOLLANDS, Manager of the Leeds Empire Theatre, in acknowledgment of his generous and valuable services in organising *Matinées* in aid of the Funds of the Institution, a Framed Photograph of a Life-boat going out to a vessel in distress.

News from the Branches.

1st July to 30th September.

Leaflets for the Help of Honorary Secretaries and Collectors.

WE think that our Honorary Workers will like to have the following list of the leaflets (which have just been revised) issued by the Institution for their use. This list, together with a complete list of all literature, stationery and stores for the use of Branches and Helpers, and for distribution and sale to the public will be found in Leaflet No. 10. Any of these leaflets can be ordered under the number given. Thus, Honorary Secretaries wanting the list of sea songs have simply to ask for so many copies of "Leaflet No. 11."

(1) The Organisation of Appeals : Suggestions for Hon. Secretaries.

(2) How to Help the Institution, and Record of Previous Year's Work.

(3) Life-boatman's Head Leaflet, with brief particulars of the Service and a Life-boat Chart. A leaflet for general distribution with appeals.

(3A) House to House Collecting Leaflet. A similar leaflet to (3), printed with Branch heading, with donation envelope attached.

(3B) Chart and Pictures Leaflet. A Leaflet for Special Appeals.

(4) Notes for an Address on the Life-boat Service. This is a simple basis for short general speeches on the Service for any occasion, especially, for instance, for small drawing-room meetings.

(5) Leaflet on the reasons for maintaining the Service by voluntary means instead of through the State, with notes on the foreign Life-boat Services.

(6) Ladies' Life-boat Guild. Its aims,

organisation, officers, and methods of helping.

(8) Leaflet describing Life-boat Films and Lantern Slides.

(10) List of Literature and Stores for the Use of Hon. Secretaries and for distribution and sale to the public.

(11) List of Sea Songs for Concerts.

Greater London.

CROYDON (SURREY).—Address to the Rotary Club by the District Organising Secretary.

DARTFORD (KENT).—Rotary Club addressed by Rotarian W. Riggs, Hon. Secretary of the Aldeburgh Branch of the Institution.

EALING (MIDDLESEX).—Life-boat Day, with Life-boat, and address by Colonel the Master of Sempill, a member of the Committee of Management.

EPPING (ESSEX).—Garden Party and Fête.

GREENWICH (KENT).—Rotary Club addressed by Rotarian W. Riggs, Hon. Secretary of the Aldeburgh Branch of the Institution.

KINGSTON (SURREY).—Visit of Selsey Life-boat. (See special report in last issue of *The Lifeboat*.)

RICHMOND (SURREY).—Visit of Selsey Life-boat. (See special report in last issue of *The Lifeboat*.)

ST. ALBANS (HERTS).—Annual Meeting. Speaker: Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., a member of the Committee of Management. Amount collected last year £309, as compared with £189 in the previous year.

Life-boat Day.

STEPNEY (LONDON).—Rotary Club addressed by Rotarian W. Riggs, Hon. Secretary of the Aldeburgh Branch of the Institution.

TWICKENHAM (MIDDLESEX).—Visit of Life-boat. (See special report in last issue of *The Lifeboat*.)

WALTHAMSTOW (ESSEX).—Presentation of Life-boat Essay Competition Challenge Shield for Greater London to the St. George's Roman Catholic School, Walthamstow, by Mrs. McGuffie. Mr.

McGuffie, Chairman of the Urban District Council, presided, and the speakers were Mr. C. G. Ammon, M.P., Parliamentary Secretary to the Admiralty, who is a member of the Committee of Management, and Mr. H. Wallace, one of the Walthamstow Members of Parliament.

WESTMINSTER.—Visit of Selsey Life-boat. (See special report in last issue of *The Lifeboat*.)

Two addresses were given during the quarter, to the Poplar Toc H and the German Y.M.C.A.

North West of England.

ABRAM (LANCS.).—Whist Drive.

ACCRINGTON (LANCS.).—American Tea arranged by the Ladies' Life-boat Guild.

BARROW-IN-FURNESS (LANCS.).—Life-boat Day.

BLACKPOOL (LANCS.).—Life-boat Day. The Blackpool Life-boat was brought on to the parade for the inspection of visitors and was illuminated at night.

BOLTON (LANCS.).—Annual Meeting on 11th July. Alderman Parkinson elected Chairman in succession to the late Lieut. Col. George Hesketh, D.S.O., T.D. Special Efforts of the past year: Annual appeal for subscriptions, Life-boat Day, Whist Drive and Works' Collection. Amount collected last year £371, as compared with £407 in the previous year.

Whist Drive arranged by the Ladies' Life-boat Guild. Life-boat Day.

CARNFORTH (LANCS.), DOUGLAS (ISLE OF MAN), FLEETWOOD (LANCS.), GRANGE-OVER-SANDS (LANCS.).—Life-boat Days.

GREAT HARWOOD (LANCS.).—House to House Collection.

HOLME (LANCS.).—House to House Collection.

HOLLINGWORTH (CHESHIRE).—Grand Fête arranged by the Ladies' Life-boat Guild. House to House Collection.

HORWICH (LANCS.).—Annual Meeting on 18th September. Amount collected last year £86, as compared with £61 in the previous year.

HOYLAKE (CHESHIRE).—Presentation to Mr. John Sherlock, the retiring Coxswain, of a Certificate of Service. Life-boat Sunday Service at Hildeburg's Church.

KENDAL (WESTMORLAND), KESWICK (CUMBERLAND).—Life-boat Days.

LANCASTER (LANCS.).—Garden Fête arranged by the Ladies' Life-boat Guild.

LYTHAM (LANCS.).—Life-boat Day.

MANCHESTER, SALFORD AND DISTRICT (LANCS.).—Collections at the White City Stadium, Old Trafford, and the County Cricket Ground, Old Trafford.

Special meeting of the Ladies' Guild at the Town Hall, the Lady Mayoress (Mrs. G. Wescott), President of the Guild in the Chair.

MILLOM (CUMBERLAND).—House to House Collection.

NANTWICH (CHESHIRE).—Life-boat Day.

NORTHWICH (CHESHIRE).—Meeting held to elect new Officers: Vice-President, Mrs. G. Brock; Chairman, Mr. J. Moore; Hon. Treasurer, Mr. A. O. Coppack; Hon. Secretary, Mrs. H. E. Evans.

Life-boat Day.

PEEL (ISLE OF MAN).—Sunday Sacred Service. Life-boat Day.

PIEL (BARROW) (LANCS.).—New Life-boat House formally opened on August Bank Holiday, by Mrs. J. M. Mawson, wife of the Hon. Secretary, in the presence of a large number of people, after which the Life-boat was launched. Collection made by the Ladies' Life-boat Guild.

PORT ERIN (ISLE OF MAN).—Annual Life-boat Sunday Service, with address by Rev. Albert Ridings, Vicar of Rushen. Life-boat Day, with launch of Life-boat. Garden Party organized by Miss Handley, Hon. Secretary of the Ladies' Life-boat Guild.

PORT ST. MARY (ISLE OF MAN).—Life-boat Sunday Service on the cliffs adjoining the Life-boat House, the Lord Bishop of Sodor and Man officiating. A congregation of over a thousand. Life-boat Day.

RAMSEY (ISLE OF MAN).—Presentation of Centenary Vellum. (See special report.)

ROCHDALE (LANCS.).—Special Meeting of the Ladies' Life-boat Guild, at which Miss Helen Hall was elected Hon. Secretary. American Tea arranged by the Ladies' Life-boat Guild.

SEASCALE (CUMBERLAND), ST. ANNE'S-ON-SEA (LANCS.), ULVERSTON (LANCS.).—Life-boat Days.

UP HOLLAND (LANCS.).—Meeting held to elect Miss Laithwaite Hon. Secretary of the Ladies' Life-boat Guild.

WALLASEY (CHESHIRE) (PORT OF LIVERPOOL BRANCH).—Annual Meeting of the Ladies' Life-boat Guild on 5th July, the Mayor of Wallasey presiding.

WARRINGTON (LANCS.).—Life-boat Day.

WESTHOUGHTON (LANCS.).—Annual Meeting on 23rd September. Amount collected last year £37, as compared with £39 in the previous year.

Life-boat Day.

WHALEY BRIDGE (CHESHIRE).—Life-boat Day.

WHITWORTH (LANCS.).—Jumble Sale arranged by the Ladies' Life-boat Guild.

North East of England.

ASHINGTON (NORTHUMBERLAND).—Life-boat Day.

BARNARD CASTLE (DURHAM).—"At Home," given by the President.

BERWICK-ON-TWEED (NORTHUMBERLAND).—Life-boat Day.

BEVERLEY (YORKS.).—Annual Meeting. Amount collected last year £71, as compared with £44 in the previous year.

BLUCHER and WALBOTTLE (NORTHUMBERLAND).—Life-boat Day.

BRADFORD.—Entertainment given by the Ladies' Life-boat Guild to the Life-boat men, and their families, of the *City of Bradford II.*, at the Humber Station.

BRIDLINGTON (YORKS.).—Community Concert, arranged by the *Sheffield Daily Telegraph*. Life-boat Day.

CRESSWELL (NORTHUMBERLAND), CRIGGLESTONE (YORKS.), CULLERCOATS (NORTHUMBERLAND).—Life-boat Days.

DARLINGTON (DURHAM).—Garden Party and Whist Drive.

DEWSBURY (YORKS.), FILEY (YORKS.), FLAMBOROUGH (YORKS.), GOOLE (YORKS.), HARROGATE (YORKS.), HAUXLEY (NORTHUMBERLAND).—Life-boat Days.

HEBDEN BRIDGE (YORKS.).—Special appeal by Chairman of Ladies' Life-boat Guild.

HIPPERHOLME (YORKS.).—"Bring and Buy" Tea.

HONLEY (YORKS.), HUDDERSFIELD (YORKS.), KNOTTINGLEY (YORKS.).—Life-boat Days.

LEEDS (YORKS.).—Lady Mayoress's *Matinée* at the Empire Theatre. Life-boat Day. Ladies' Life-boat Guild formed at Pudsey.

MELTHAM (YORKS.).—Annual Meeting. Amount collected last year £36. Life-boat Day.

MORPETH (NORTHUMBERLAND).—Whist Drive and Dance.

NEWBIGGIN (NORTHUMBERLAND).—Folk Dancing Display.

Carnival arranged by the Ladies' Life-boat Guild.

NEWBURN (NORTHUMBERLAND), NORTH SUNDERLAND (NORTHUMBERLAND), PATRINGTON (YORKS.).—Life-boat Days.

NEWCASTLE-ON-TYNE (NORTHUMBERLAND).—Life-boat Day.

POCKLINGTON (YORKS.).—Annual Meeting. Amount collected last year £20, as compared with £18 in the previous year.

REDCAR (YORKS.), RIPON (YORKS.), ROBIN HOOD'S BAY (YORKS.).—Life-boat Days.

SALTBURN (YORKS.).—"Mile of Pennies." Life-boat Day.

SCARBOROUGH (YORKS.), SHEFFIELD (YORKS.), SOUTH SHIELDS (DURHAM), STAMFORDHAM (NORTHUMBERLAND), STOCKTON (DURHAM).—Life-boat Days.

SOUTH SHIELDS (DURHAM).—Life-boat Day.

SUNDERLAND.—At Home, given by Mrs. Stansfield Richardson, M.B.E., President of the Ladies' Life-boat Guild.

WAKEFIELD (YORKS.).—Whist Drive.

WATH-UPON-DEARNE (YORKS.).—Collection at Fête at Wentworth Castle. Life-boat Day.

WHITBY (YORKS.).—Life-boat Day.

Midlands.

ALCESTER (WARWICK).—House to House Collection.

ALFRETON (DERBY).—Garden Fête.

ASHBY - DE - LA - ZOUCH (LEICS.), BOSTON (LINCS.), BRIERLEY HILL (STAFFS.), BRIGG (LINCS.), BROMSGROVE (WORCS.), BUXTON (DERBY), CHESTERFIELD (DERBY), CIRENCESTER (GLOS.).—Life-boat Days.

BIRMINGHAM.—Life-boat Day, with Life-boat procession, Sea Scouts and Bands of the Salvation Army and Norton Boys' Training Home.

Broadcast address by the District Organising Secretary, and address to Toc. H.

BRIERLEY HILL (STAFFS.).—Branch formed. Joint Hon. Secretaries:—Mrs. Gifford, Mrs. Austin.

BURTON-ON-TRENT (STAFFS.).—H.R.H. the Prince of Wales received Mrs. Arthur Fox as representative of the Ladies' Life-boat Guild.

CHELTENHAM (GLOS.).—Annual Meeting 19th July, the Deputy Mayor (Alderman Clara Winterbotham) presiding. Speaker, Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution. Amount collected in 1928, £167, as compared with £212 in 1927. Col. Satterthwaite presented the Gold Brooch, which the Institution had awarded to the Branch Chairman, Mrs. Richard Davies.

COALVILLE (LEICS.).—Collections in Theatres and Schools.

COLESHILL (WARWICK), DROITWICH (WORCS.), EVESHAM (WORCS.).—Life-boat Days.

GLOSSOP (DERBY).—House to House Collection organised by the Senior Prefects of the Grammar School.

GRANTHAM (LINCS.).—Life-boat Day. Appeal issued by Lord Brownlow.

GRIMSBY AND CLEETHORPES (LINCS.).—Collection at the Docks. Life-boat Day at Cleethorpes.

HORNCASTLE (LINCS.).—Life-boat Day.

KETTERING (NORTHANTS.).—Life-boat visited town, manned by crew from Toc H. Life-boat Day.

KINGSWINFORD (STAFFS.), LEEK (STAFFS.), LEICESTER (LEICS.), MABLETHORPE (LINCS.), MARKET DEEPIING (LINCS.).—Life-boat Days.

NEWCASTLE-UNDER-LYME (STAFFS.).—Life-boat taken through the streets, escorted by Fire Engines, British Legion and Church Lads' Brigade. Life-boat Day.

REDDITCH (WORCS.).—Collections in Schools.

RETFORD (NOTTS.), ROTHWELL (NORTHANTS.), SCUNTHORPE (LINCS.), SHEPshed (LEICS.).—Life-boat Days.

SKEGNESS (LINCS.).—Life-boat Day. Launch of the Life-boat. Presentation to Dr. Sweeten of the Framed Photograph of a Life-boat going out to a vessel in distress, awarded to him on his retirement from the Honorary Secretaryship.

SMETHWICK (STAFFS.).—Annual Meeting of Branch, the Vicar of St. Matthew's in the Chair. Amount collected last year £42, as compared with £39 in the previous year.

Address to the Rotary Club by the District Organising Secretary.

STAMFORD (LINCS.).—Life-boat Day.

STOKE-ON-TRENT (STAFFS.).—Visit of touring Life-boat. Fire Brigade, Boy Scouts, British Legion, Church Lads' Brigade took part in procession led by mounted police.

STONE AND ECCLESHALL (STAFFS.), SUTTON-ON-SEA (LINCS.), SWADLINCOTE (DERBY), TEWKESBURY (GLOS.).—Life-boat Days.

WALSALL (STAFFS.).—Presentation in Blue Coat School of Certificate won in the Life-boat Essay Competition. Mrs. Perry, Honorary Secretary, in the

Chair. Address by the District Organising Secretary.

WEST BROMWICH (STAFFS.).—Life-boat Day, with Life-boat taken through the streets, accompanied by Town Band and Sea Cadets from Birmingham. The Mayor, Town Clerk, and Rotary Club took an active part in the arrangements.

WOODHALL SPA (LINCS.).—Hotel Collections. Life-boat Day.

WORKSOP (NOTTS.).—Branch revived. Hon. Secretary. Mrs. S. M. Mason.

South East of England.

ALDEBURGH AND LEISTON (SUFFOLK), BACTON (NORFOLK), BEXHILL-ON-SEA (SUSSEX), BLAKENEY (NORFOLK), BIGNOR REGIS (SUSSEX), BRANCASTER (NORFOLK), BURGESS HILL (SUSSEX), BURY ST. EDMUNDS (SUFFOLK), CAISTER (NORFOLK).—Life-boat Days.

CAMBRIDGE. — Annual Meeting. Amount collected last year £120, as compared with £79 in the previous year.

CANTERBURY (KENT), CHATTERIS (CAMBS.).—Life-boat Days.

CHIPPERFIELD (HERTS.).—Jumble Sale and American Tea.

CLACTON-ON-SEA (ESSEX).—Life-boat Day and Dinner Table Collection.

COLCHESTER (ESSEX).—Life-boat Day.

CRANBROOK AND HAWKHURST (KENT).—Branch formed. Honorary Secretary, Lieut.-Commander A. Thurstfield, R.N.

CROMER (NORFOLK).—Presentation of Centenary Vellum and awards made by the Netherlands Government. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

DOVER (KENT).—Life-boat Day.

EASTBOURNE (SUSSEX).—Life-boat Day and Dinner Table Collection.

FAVERSHAM (KENT), FELIXSTOWE (SUFFOLK), GUILDFORD (SURREY), HADLEIGH (SUFFOLK).—Life-boat Days.

FOLKESTONE (KENT).—Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P., President of the Branch, opened his gardens at Port Lympne, in aid of the Branch.

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

HASTINGS (SUSSEX). HAVERHILL (SUFFOLK).—Life-boat Days.

HERNE BAY (KENT).—Branch reformed. Honorary Secretary, Mr. C. J. Greene.

HITCHIN (HERTS.).—Branch formed. Joint Honorary Secretaries, Miss B. Gainsford and Miss F. King; Honorary Treasurer, Mr. C. J. Widdows.

HUNSTANTON (NORFOLK), HUNTINGDON (HUNTS.).—Life-boat Days.

KESSINGLAND (SUFFOLK).—Concert.

LAINDON AND BILLERICAY (ESSEX).—Branch formed. Honorary Secretary, Mr. Edward Pearce, late R.N.

LITTLEHAMPTON (SUSSEX).—Life-boat Day.

LOWESTOFT (SUFFOLK).—Presentation of Centenary Vellum. (See special report.) Life-boat Day.

MARGATE (KENT), MUNDESLEY (NORFOLK), NEWHAVEN (SUSSEX), NORTH WALSHAM (NORFOLK), NORWICH (NORFOLK), PALLING (NORFOLK), RAMSGATE (KENT).—Life-boat Days.

ROMFORD AND DISTRICT (ESSEX).—Branch formed. Honorary Secretary, Mrs. Boyd.

SAWBRIDGEWORTH (HERTS.), SELSEY (SUSSEX), SHOREHAM (SUSSEX).—Life-boat Days.

SLOUGH (BUCKS.).—Garden Meeting.

SOUTHEND-ON-SEA (ESSEX).—Naming Ceremony by Prince George of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.)

SOUTHWICK (SUSSEX).—Inaugural Meeting of the Ladies' Life-boat Guild. Address by the District Organising Secretary.

SOUTHWOLD (SUFFOLK), STALHAM (NORFOLK), SUDBURY (SUFFOLK), WATFORD (HERTS.), WELLS (NORFOLK), WESTGATE-ON-SEA (KENT), WEST MERSEA (ESSEX).—Life-boat Days.

WALMER (KENT).—An Open-air Sunday evening service with display of sea films by Captain J. D. Davis, from one

of the *Methodist Times* Cinema Vans. Over 1,500 people present. Collection by members of the Crew in aid of the Branch.

WALTON-ON-THE-NAZE (ESSEX).—Annual Dinner given by the Local Committee to the Life-boat Crew.

WINDSOR (BUCKS.).—House to House Collection.

WISBECH (CAMBS.), WIVENHOE (ESSEX).—Life-boat Days.

WORTHING (SUSSEX).—Triennial Church Collection. Life-boat Day.

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

South West of England.

ANDOVER (HANTS.), BANBURY (OXON.).—Life-boat Days.

BASINGSTOKE (HANTS.).—Life-boat Day. Appeals at the Cinemas by the Mayoress. Mayoress gave tea to the helpers in the Town Hall.

BOURNEMOUTH (HANTS.), BUDE (CORNWALL), BUDLEIGH SALTERTON (DEVON), BURNHAM-ON-SEA (SOMERSET), CALNE (WILTS.), CLEVEDON (SOMERSET), COWES, EAST AND WEST (ISLE OF WIGHT), CREDITON (DEVON), DARTMOUTH (DEVON), DAWLISH (DEVON).—Life-boat Days.

DEVIZES (WILTS.).—Grand Musical Recitals.

EXETER (DEVON).—Whist Drive given by Mrs. Arthur Reed, Chairman of the Branch.

EXMOUTH (DEVON).—Life-boat Day.

FALMOUTH (CORNWALL).—Life-boat Day. Special meeting of the Guild. Address by the District Organising Secretary. Dance given by the "Double Six" Club.

FAREHAM (HANTS.).—Life-boat Day.

FARNBOROUGH (HANTS.), FORDINGBRIDGE (HANTS.).—Life-boat Days.

FOWEY (CORNWALL).—Naming ceremony of the new Motor Life-boat, and appeal issued. (See separate report.)

GILLINGHAM (DORSET), HAVANT (HANTS.), ILFRACOMBE (DEVON).—Life-boat Days.

KINGSBRIDGE (DEVON).—Life-boat Day. Carnival and Dance organized by the Rotary Club.

LISKEARD (CORNWALL), LOOE (CORNWALL), LULWORTH (DORSET), LYME REGIS (DORSET).—Life-boat Days.

LYMOUTH (DEVON).—Life-boat Day and Dance.

LYMINGTON (HANTS.), MERE (WILTS.), MINEHEAD (SOMERSET), NEWBURY (BERKS.).—Life-boat Days.

NEW MILTON (HANTS.), OKEHAMPTON (DEVON), PADSTOW (CORNWALL), PAIGNTON (DEVON), PENRYN (CORNWALL), PENZANCE (CORNWALL), POOLE (DORSET), PORT ISAAC (CORNWALL), PORTLAND (DORSET).—Life-boat Days.

NEWQUAY (CORNWALL).—Life-boat Day, with launch and procession.

PORTSMOUTH (HANTS.).—Special meeting of the Ladies' Life-boat Guild at the Guildhall. Address by the District Organizing Secretary.

RINGWOOD (HANTS.), ROMSEY (HANTS.).—Life-boat Days.

RYDE (ISLE OF WIGHT).—Life-boat Day, organized by the Ladies' Life-boat Guild. Special meeting at the Town Hall. Address by the District Organizing Secretary.

ST. IVES (CORNWALL).—Annual Meeting of the Ladies' Life-boat Guild. Amount collected last year £170, as compared with £111 in the previous year. Life-boat Day.

SALCOMBE (DEVON).—Life-boat Day.

SALISBURY (WILTS.).—Life-boat Day in City and district.

SANDOWN (ISLE OF WIGHT).—Life-boat Day, Carnival and Dance.

SCILLY ISLES.—Life-boat Day and Concert.

SEAVIEW (ISLE OF WIGHT), SEATON (DEVON), SHAFTESBURY (DORSET), SHANKLIN (ISLE OF WIGHT).—Life-boat Days.

SIDMOUTH (DEVON).—Life-boat Day and Special Appeal.

SWANAGE (DORSET), TAUNTON (SOMERSET), TAVISTOCK (DEVON), TEIGNMOUTH (DEVON).—Life-boat Days.

TIVERTON (DEVON).—The first Life-boat Day.

TORBAY (BRIXHAM) (DEVON).—Life-boat Day. Concert. Presentation by Lord Churston, President of the Branch, of the framed photograph of a Life-boat going out to a vessel in distress, awarded to Miss Shears, the Honorary Secretary of the Ladies' Life-boat Guild.

TORQUAY (DEVON).—Life-boat Day.

TOTLAND BAY AND FRESHWATER (ISLE OF WIGHT), VENTNOR (ISLE OF WIGHT), WADEBRIDGE (CORNWALL), WATCHET (SOMERSET).—Life-boat Days.

WESTON-SUPER-MARE (SOMERSET).—Life-boat Day, and concert party with barrel organ.

WEYMOUTH (DORSET).—Naming ceremony of the new Motor Life-boat. (See separate report.) Life-boat Day.

WILTON (WILTS.).—Life-boat Day.

Scotland.

ABERDEEN, ALLOA (CLACKMANNAN), ANNAN (DUMFRIES), ANSTRUTHER (FIFE).—Life-boat Days.

ARBROATH (FORFAR).—Centenary Vellum Presentation. (See special report in the last issue of *The Lifeboat*.)

ARDROSSAN and SALTCOATS (AYRSHIRE).—Joint Life-boat Day.

AYR (AYR).—Centenary Vellum Presentation at the Life-boat House. (See special report.) Life-boat Day.

BANFF (BANFFSHIRE), BALCARY (KIRKCUDBRIGHT), BUCKIE (BANFF), BUCKHAVEN (FIFE), BURNTISLAND (FIFE), COATBRIDGE (LANARK), CONNELL FERRY (ARGYLL), CORNHILL (BANFF), CRAIL (FIFE), CULLEN (BANFF), CULROSS (FIFE), DUFFTOWN (FIFE), DUMBARTON (DUMBARTONSHIRE).—Life-boat Days.

DUNFERMLINE (FIFE).—Life-boat Day. Concert on the evening of Life-boat Day. Workers' Social.

DUNOON AND DISTRICT (ARGYLL).—Life-boat Day.

EDINBURGH.—Meeting of the Ladies' Life-boat Guild, Lady Findlay, D.B.E., Hon. Secretary of the Scottish Council, in the Chair.

ELIE AND EARLSFERRY (FIFE), FEARN AND DISTRICT (ROSS AND CROMARTY), FORDYCE LANDWARD (BANFF), FORFAR (FORFAR), FORRES (ELGIN), GARDENSTOWN (BANFF), GIRVAN (AYRSHIRE), GRANTOWN-ON-SPEY (ELGIN), INVERARAY (ARGYLL), JEDBURGH (ROXBURGH), LARGS (AYR), LOCHGILPHEAD (ARGYLL), LOCKERBIE (DUMFRIES), LOSSIEMOUTH (ELGIN), MACDUFF (BANFF), MARKINCH (FIFE), MAYBOLE (AYR).—Life-boat Days.

MONTROSE (FORFAR).—Centenary Vellum Presentation. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

NAIRN (NAIRN).—Life-boat Day. Concert.

NEWMILNS (AYR), NEWTON STEWART (WIGTOWN), NORTH BERWICK (HADDINGTON), OBAN (ARGYLL).—Life-boat Days.

PERTH (PERTHSHIRE).—Annual Meeting on July 22nd, the Rev. P. R. Landreth, Chairman of the Branch, presiding. Speaker: Commr. the Hon. A. D. Cochrane, D.S.O., Vice-Chairman of the Scottish Life-boat Council. Amount collected last year £380, as compared with £407 in the previous year.

PETERHEAD (ABERDEENSHIRE), PORT PATRICK (WIGTOWN), PORTSOY (BANFF), ROTHESAY (BUTE), SANQUHAR (DUMFRIES).—Life-boat Days.

ST. ANDREWS (FIFE).—Centenary Vellum Presentation. (See special report in the last issue of *The Lifeboat*.)

STIRLING (STIRLING), STONEHAVEN (KINCARDINE).—Life-boat Days.

STORNOWAY (LEWIS).—Inaugural Ceremony of new Motor Life-boat. (See special report.)

STRANRAER (WIGTOWN), SUTHERLAND (SUTHERLAND).—Life-boat Days.

THURSO (CAITHNESS).—Inaugural Ceremony of new Motor Life-boat. (See special report.) Life-boat Day.

TOBERMORY (ARGYLL), WHITEHILLS (BANFF).—Life-boat Days.

Ireland.

ARMAGH (ARMAGH).—Life-boat Day and Cinema Matinée.

BANGOR (CO. DOWN).—Life-boat Day.

BRAY (WICKLOW), CARRICKFERGUS (CO. ANTRIM), CLONAKILTY (CORK), CLONES (CO. MONAGHAN).—Life-boat Days.

CORK.—Annual Meeting, Mr. J. J. Hogan, the Chairman, presiding. Amount collected last year £327, as compared with £366 in the previous year.

Life-boat Day.

DONAGHADEE (CO. DOWN), DUNDALK (LOUTH), ENNIS AND DISTRICT (CLARE).—Life-boat Days.

DUNDALK (COS. LOUTH AND MEATH).—Ladies' Life-boat Guild formed.

FERMOY (CORK).—Branch formed.

GREYSTONES (WICKLOW), HOWTH (DUBLIN), KILKENNY (KILKENNY).—Life-boat Days.

KINGSTOWN (DUBLIN).—Life-boat Day with launch.

LARNE (ANTRIM).—Life-boat Day.

LIMERICK (LIMERICK).—Annual Meeting on September 18th, Lady Nash, President of the Ladies' Life-boat Guild, in the Chair. Amount collected last year £212, as compared with £159 in the previous year.

Life-boat Day.

LISTOWEL AND BALLYBUNION (KERRY), LONDONDERRY (LONDONDERRY), LURGAN (ARMAGH), MILTOWN MALBAY (CLARE), NEW ROSS (WEXFORD), PORTADOWN (ARMAGH).—Life-boat Days.

PORTRUSH (ANTRIM).—Two Life-boat Days with launch.

SKERRIES (WICKLOW).—Life-boat Day.

WHITEHEAD (ANTRIM).—Life-boat Day and House to House Collection.

Wales.

(Including Herefordshire and Shropshire.)

ABERAYRON (CARDIGAN).—Life-boat Day.

ABERDOVEY (MERIONETH).—The Vicar presided at the Boathouse over a large attendance of visitors, when the Right Hon. Lord Atkin presented the framed Life-boat Photograph awarded to Mrs. Williams (wife of Captain Williams, F.R.G.S., F.R.A.S., the Hon. Secretary) for her valuable help over many years.

Dance. Life-boat Day with launch. Dinner-table Collection.

ABERGELE AND PENSARN (DENBIGH).—Life-boat Day with launch. Dinner-table Collection.

ABERTILLERY (MON.). — Life-boat Day.

ABERYSTWYTH (CARDIGAN).—Life-boat Day with launch. Dinner-table Collection.

BANGOR (CARNARVON). — Life-boat Day.

BARMOUTH (MERIONETH).—Life-boat Day with launch. Dinner-table Collection.

BARRY (GLAM.).—Regatta Collection.

BETTWS-Y-COED (CARNARVON), BRIDGNORTH (SHROPSHIRE), CARMARTHEN (CARMARTHEN).—Life-boat Days.

CEMAES BAY (ANGLESEY).—Life-boat Day with launch.

CHURCH STRETTON (SHROPSHIRE).—Garden Fête.

COLWYN BAY (DENBIGH), CONWAY (CARNARVON), CRICCIETH (SOUTH CARNARVON), DENBIGH (DENBIGH), FISHGUARD (PEMBROKE), FLINT (FLINT), HOLYHEAD (ANGLESEY), KINGTON (HEREFORD).—Life-boat Days.

LLANDDULAS (DENBIGH).—Life-boat Day with procession.

LLANBRINDOD WELLS (RADNOR). — Life-boat Day and Dinner-table Collection.

LLANDUDNO (CARNARVON). — Launch of the Life-boat and Dinner-table Collection.

LLANELLY (CARMARTHEN).—Presentation of Life-boat Essay Competition Challenge Shield for Ireland and Wales to the Lakefield Girls' School, Llanelly, by the Mayor, supported by the Chairman of the Branch and members of the School Governing Board. Concert by the children.

LUDLOW (SALOP), MARKET DRAYTON (SALOP), MOLD (FLINT), NEATH (GLAM.). —Life-boat Days.

NEW QUAY (CARD.).—Life-boat Day with launch.

NEWTOWN (MONTG.). — Life-boat Day.

PENMAENMAWR (CARNARVON). — Hotel Collection.

PORTH (GLAM.), PORTHCAWL (GLAM.), PORTHDLINLLAEN (CARNARVON), CONNAH'S QUAY AND SHOTTON (FLINT), SWANSEA (GLAM.), WELLINGTON (SALOP).—Life-boat Days.

Notice.

The next number of THE LIFEBOAT will be published in February, 1930.

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?