

# THE LIFEBOAT.

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## An International Life-boat Organization.

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

It will be remembered that at the International Life-boat Conference, held in London on 1st and 2nd July, 1924, in which representatives of nine nations took part, a resolution was proposed, at the suggestion of Count Yoshii, President of the Imperial Japanese Life-boat Institution, in favour of the establishment of an International Life-boat Organization, on the lines of the Red Cross Society, with all the national Life-boat services, whether maintained by private Institutions or by the State, as its members.\*

This resolution was unanimously approved, and, at the direction of the Conference, the Institution brought it to the notice of all countries with a seaboard through their Ambassadors or other chief representatives in London.

It was also sent to the League of Nations Union at Geneva and to the International Federation of the League of Nations Societies at Brussels, with a request that the Federation would forward it to the individual societies. Finally, a copy was sent to the Under-Secretary of State for Foreign Affairs, with a request that it might be brought officially to the notice of the League of Nations Council by the British Government.

Thus everything was done to ensure the widest publicity and consideration for the proposal, and I am very glad to be able to record that it has now been given the general support of the League of Nations. It was referred by the League to its Advisory Technical Committee for Communications and Transit, which, in turn, referred it to its Sub-Committee on Ports and Maritime Navigation.

It so happened that this Sub-Committee was holding its meetings in London from the 21st to 24th July, 1924, and that they therefore received the resolution too late for it to become a subject of discussion at their meetings. The Sub-Committee, therefore, decided to postpone any action in the matter until their next meeting, which was due to be held in 1925. Meanwhile, the Secretary of the Advisory and Technical Committee for Communications and Transit asked the Institution to prepare a statement with regard to the actual condition of the Life-boat services of the world, so that the Sub-Committee might be better able to envisage the resolution in favour of an International Life-boat Organization when it came before them.

A Memorandum was accordingly prepared by the Institution and forwarded to the League of Nations. This was circulated by the Secretary of the Sub-Committee on Ports and Maritime Navigation to all the nations represented on that Sub-Committee. Subsequently, the Institution was asked to send a representative to attend a meeting of the Sub-Committee for Ports and Maritime Navigation to be held in Paris on the 28th November, 1925, in order to assist the Sub-Committee in its deliberations, and the Committee of Management authorized me, as the Secretary of the Institution, to attend as their representative.

At this meeting I was asked to introduce the subject. In doing so I described the circumstances in which the resolution came to be passed at the International Conference; pointed out that the object of the International Organization would be both to improve the existing Life-boat Services by facilitating the exchange of experience, ideas, and

\* See *The Lifeboat* for November, 1924.

technical designs, and to induce those countries with a seaboard which have not yet established a Life-boat Service to do so. I also pointed out that some Life-boat Services were voluntarily maintained; some were voluntarily maintained, but with the help of grants from the State; while a few were entirely maintained by the State; and suggested that this difference in the method of control might possibly make it difficult to unite all the services in the same International Organization.

After a full discussion, lasting the greater part of the day, the following resolution was eventually adopted:

"The Sub-Committee suggests that the League of Nations should draw the attention of the Governments of those States which have no organized Life-boat Service to the work done in many countries, either by voluntary or State organizations, in saving those shipwrecked on their coasts. The Sub-Committee lays great stress on the need for the creation of such services in countries where they do not already exist.

"The Sub-Committee is of opinion that the best means to encourage the promotion of Life-boat Services is to ask the Governments to induce their national organizations (voluntary or official) to keep in constant touch with each other, and to decide from time to time on the best policy to follow for improving existing services and for obtaining the establishment of new services.

"This Sub-Committee and its Secretariat will be willing to assist in realizing these aims."

It will be seen that, while the resolution does not in itself carry the establishment of an International Life-boat Organization any further, it does conform to the spirit of Count Yoshii's resolution, in that the League of Nations will itself draw the attention of the Governments of those States which have no organized Life-boat Service to the desirability of creating such services; and the second part of the resolution carried with it a further request to Governments to induce their National Organizations, whether voluntary or official, to keep in constant touch with each other, and to decide from time to time on the best policy with a view to improving an existing Service and obtaining the establishment of new Services. This part of the resolution would seem to suggest the desirability of holding International Conferences from time to time on the lines of the one held in July, 1924.

Finally, the League of Nations Sub-Committee expresses its readiness to further the general purposes of the original resolution by placing the services of its Sub-Committee and its Secretariat at the disposal of existing Life-boat Organizations.

This promise is, I feel, of very real value, for even though no International Life-boat Organization properly so-called is yet established, we have, in fact, in this Sub-Committee of the League of Nations and its Secretariat, a permanent body which, we may hope, will come to fulfil the same function and to be the international organ and "clearing house" of the Life-boat Services of the world.

### The late Queen Alexandra.

By the death of Queen Alexandra on 20th November, 1925, the Institution loses one of its three Royal Patrons. Queen Alexandra had been associated with the work of the Institution for forty-two years. It was in 1883, as Princess of Wales, that she became Vice-Patroness of the Institution, Queen Victoria being Patroness, and the Prince of Wales and his brother, the Duke of Edinburgh, Vice-Patrons. On his accession to the throne King Edward VII. became Patron, and Queen Alexandra continued to be Vice-Patron, together

with the Prince and Princess of Wales. In 1913 she became a Patron, with the King and Queen, who had become Patrons on their accession to the throne.

Her sympathy with the work of the Service was shown early in the War when, with reference to the service to the Hospital ship *Rohilla* in October, 1914, she wrote personally to the Chairman of the Committee of Management, sending a special donation to the Institution, and expressing her "utmost sympathy for its great work" and her "deep admiration" for its crews.

## The Record of 1925.

### Terrible Winter Storms.

THE year 1925 was, until November, unusually calm, and this fact is reflected in the number of lives rescued, 383, as compared with 454 in 1924. In the last nine weeks of the year, however, there were frequent gales, of unusual severity, all round the coast, and nearly a third of the lives for the whole year were rescued during these nine weeks, the weekly average being thirteen lives. The gales were at their worst on the East Coast, where they were reported as the severest ever known, or the worst for many years. Some idea of their severity may be gathered from the fact that at Flamborough Head, on 25th November, the waves were estimated to be 30 and 40 feet high, and the spray was flying to the top of the cliffs, 200 feet above the sea. Further south, at Aldeburgh, in Suffolk, on the same day, the high tide and the northerly gale combined flooded the marshes. Flares were seen going up from a house early in the evening, and two fishing boats were dragged through the town and launched on the marshes. When they reached the house, they found that its rooms were flooded and that the greater part of it had collapsed. The seven people living in it were rescued and brought safely "ashore." It was on this day of exceptionally violent weather that two gallant services (described elsewhere in this issue) were performed by the Life-boats at Donna Nook and the Humber.

### Services to Foreign Vessels.

Of the 383 lives rescued, 294 were rescued by Life-boats, and the remaining eighty-nine by shore-boats and in other ways, the rescuers in each case being rewarded by the Institution.

The majority of the lives were British, but the international character and value of the Service was again shown by the

fact that services were rendered to nine foreign vessels, three of them being French, two German, one Dutch, one Belgian, one Swedish, and one Spanish. From these vessels over a hundred lives were rescued, that is to say, more than a quarter of the total. By the end of the year the number of lives for whose rescue the Institution had given rewards since 1824 was 60,358. During 1925 twenty boats and vessels were saved or helped to safety as compared with seventeen in 1924.

### New Motor Life-boats.

In other ways 1925 was an active year. Five Motor Life-boats were completed and sent to their Stations at Margate, Kent; Dunmore East, Co. Waterford; Southwold, Suffolk; Holy Island, Northumberland; and Ramsgate, Kent, the last of these being the first of a new type, described elsewhere in this issue. The Motor Life-boat for Porthdinllaen was also completed, but did not go to her Station, as at the end of the year she was being thoroughly overhauled after having been at Life-boat House at the British Empire Exhibition during the summer.

At the end of the year there were fifty-six Motor Life-boats on the coast in a total fleet of 217, and eight more, in addition to the Porthdinllaen Boat, were under construction, some of which will reach their stations early in 1926. It is hoped by 1934 to have more than doubled the number of Motor Life-boats.

Not only did the year see the completion of the first of a new type of Life-boat, but much attention was given during the year to the design of an improved type of Motor Life-boat for launching from a carriage, and also to the design of a Transporting and Launching Carriage, to be driven by its own motor, in place of the present Launching Tractor, which draws the Life-boat on an ordinary carriage.



*Photograph by]*

### A LAUNCH.

*[A. Wyman, London.*



### THE PORTHDINLLAEN PULLING AND SAILING LIFE-BOAT, "BARBARA FLEMING."

Now replaced by a Motor Life-boat after 24 years' service, on her road-journey of over 250 miles from her Station to the Reserve Fleet at the Institution's Storeyard in London.

## Atlantic Storms.

"So long as men shall continue to navigate the ocean, and the tempests shall hold their course over its surface, disasters by sea, shipwreck and peril to human life must inevitably take place."

—SIR WILLIAM HILLARY, Bt.

The terrible storms which swept over the Atlantic in December and January recall these words of the Institution's founder. They were the most violent storms experienced for many years, and in writing of them in *The Times*, Sir Napier Shaw, the late Director of the Meteorological Office, pointed out that they bore a very close resemblance to the gales of the winter 1898-99, which were so violent that "a special inquiry was ordered."

The climax, he wrote, was reached when the various disturbances "were co-ordinated in one vast cyclonic circulation some 2000 miles across, covering the North Atlantic from the north of Greenland to the Azores, and from Nova Scotia to the English Channel, and providing a westerly or south-westerly air current fully 1000 miles wide." What such a disturbance means is most graphically shown when he says that it "involved, or perhaps was caused by the removal of nearly two million tons of air from the area between 40 degrees and 60 degrees North and between 10 degrees and 60 degrees West"; and Sir Napier Shaw concluded his article with an echo of Sir William Hillary's words, "We must expect still to find the Atlantic the scene of wrecks and their almost countervailing heroism unless we can develop still further our capacity to build invulnerable ships."

During these gales three vessels were lost in the Atlantic; but in each case their wireless calls were answered and other vessels went to their help. Two of the three were British vessels, the s.s. *Antinöe*, of Leith, of 3748 tons, and the s.s. *Lariston*, of Newcastle, of 4293 tons. The third vessel was Dutch, the s.s. *Alkaid*, of Rotterdam, of 3028 tons.

The German liner, *Westphalia*, of the Hamburg-Amerika line, picked up the *Alkaid's* signals in the early morning

of 31st January, and reached her shortly before noon of the following day—to find her with engines stopped and the seas making a clean breach over her. One of her hatches was open, the deck was split, all her life-boats were smashed, and the water in her stokehold had put out the fires.

The *Westphalia* stood by her that day and the following night, and next morning succeeded in sending a boat to her which took off her entire crew of twenty-seven men.

In the case of the *Lariston* it was again a German vessel which went to the rescue, the *Bremen*, of the North German Lloyd line. She picked up the signal in the afternoon of 25th January, and at 4.30 the next morning reached the *Lariston*. It was impossible to man a boat in the high seas, but a line was got across to the *Lariston*, and was fastened to a boat which her crew had succeeded in launching. Seven of the *Lariston's* crew got into this boat, but were swept overboard. The remaining six were got safely to the *Bremen*.

More ropes were fired to the *Lariston* and two got across, but when night came no more of her crew had attempted to leave her. The *Bremen* stood by all night, and when day broke the *Lariston* had disappeared, with twenty-three of her crew.

In these two services German vessels rescued thirty-three Englishmen and Dutchmen. Two months earlier, English, Irish and Belgian Life-boats (as recounted elsewhere in this issue) had rescued eighty German lives. Could there be a better epitome than that of the spirit of comradeship of the sea?

The third of these three steamers, the *Antinöe*, found her rescuer in the American liner *President Roosevelt*. This was a longer and still fiercer struggle, and will certainly be remembered as one of the epic stories of the sea.

It was on 24th January that the *President Roosevelt* reached the *Antinöe*, which lay disabled, with a list of 10 degrees, and was shipping heavy seas. The struggle to rescue her crew lasted for nearly four days. During that time

the *President Roosevelt* lost six life-boats and used all her small ropes; and, unfortunately, she lost two of her gallant crew, at the first attempt at rescue, when the life-boat was flung back against the ship's side and all her crew were spilt into the water. When at last the *President Roosevelt's* boat got alongside and the twenty-five men of the *Antinöe* were able to jump aboard her they were "exhausted from loss of sleep and nourishment and exposure to the snow." The *Antinöe* herself had a list of 40 degrees, her lee bridge deck rail was level with the water; the sea was washing over continuously, and at any moment she might have gone down or capsized.

Such is, in brief, the story of this great rescue.

The crew of the *Antinöe* were landed at Plymouth, and when the *President Roosevelt* touched at Southampton from Bremen, a few days later on her return voyage to New York, she was met by the President of the Board of Trade, Sir Philip Cunliffe-Lister, who thanked Captain Fried and his crew, in the name of the King, and made presentations to him, his officers and the men who had manned the *President Roosevelt's* life-boats, in recognition of their great gallantry. In making these presentations Sir Philip Cunliffe-Lister said:—

"It is the wish of the King that I should present to the officers and men who manned the boats the Foreign Service Gold Medal for Saving Life at Sea, and that I should place in your keeping, Captain Fried, the presentation

to their relatives of the medals that would have been awarded to the two gallant men who gave their lives.

"On behalf of the Government I have to ask you, whom duty kept on the bridge, to accept a special token of their recognition of the fine seamanship, humanity, and courageous resource which, throughout these nights and days, characterized your every action."

Captain Fried has also been decorated by the President of the United States with the Navy Cross.

The following telegram was sent to Captain Fried from the Institution, signed by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and by Mr. George F. Shee, M.A., Secretary of the Institution:—

"The Royal National Life-boat Institution wishes to convey to you and the officers and crew of the *President Roosevelt*, its warm appreciation for the courage, tenacity and humanity displayed by them in their splendid efforts to rescue the crew of the *Antinöe*, to congratulate them on their complete success, and to express sympathy with the loss of two gallant men. This Institution, a voluntary society, which for 100 years has provided and maintained the Life-boat Service on the coasts of the British Isles, recognizes in the action of the rescuers the qualities of the typical Life-boatman, exercised in the spirit of the COMRADESHIP OF THE SEA."

2nd February, 1926.

## Life-boat Service in Ireland.

The Governor-General of the Irish Free State and the Governor of Northern Ireland as Patrons.

THE first Life-boat Station was established in Ireland, at Arklow, in 1826, two years after the foundation of the Institution itself, and since then the Institution has continued to maintain the Life-boats on the Irish coast, where it has now twenty-four Stations, of which eight are equipped with Motor Life-boats, while another Motor Life-boat is under construction and another four will shortly be laid down.

This work in Ireland has not been affected by the political changes and the setting up of an Irish Free State Govern-

ment with the status of a Dominion. At the express wish of this Government the Institution is continuing to maintain the Service in the Free State as well as in Northern Ireland. The Governor-General of the Free State, Mr. T. M. Healy, K.C., and the Governor of Northern Ireland, the Duke of Abercorn, K.P., have accepted the Institution's invitation to become Patrons of the Irish Free State District and the Northern Ireland District respectively, and both have issued appeals to the Irish people to give the Life-boat Service whole-hearted support.

### Three Medal Services.

**Donna Nook, Lincolnshire ; Humber, Yorkshire ; Gorleston, Suffolk.**

ON 25th November, just before eight o'clock in the morning, the Donna Nook Life-boat went out in answer to signals of distress. The conditions could not have been worse. A whole gale was blowing from the north. A tremendous sea was running, and there were heavy squalls of snow. This was the day, as recorded elsewhere, on which the District Inspector reported that a very severe gale, with terrific squalls, was sweeping the whole of this coast, and that the spray at Flamborough Head was flying 200 feet high. The Life-boat pulled within hail of the vessel, and found her to be the s.s. *Whinstone*, of Preston, on her way from Hull to Berwick. She was in need of a tug, but not, at the moment, of the Life-

boat's help, so the Life-boat returned. The Honorary Secretary, however, kept the *Whinstone* under observation, as he was confident that sooner or later she would need help, and he advised the Motor Life-boat at Spurn Head, on the other side of the mouth of the Humber, to stand by. His own Crew were ready to put out again,

but were so exhausted by their struggle that he would not let them go, and the Humber Life-boat was launched at 9.30. She found the *Whinstone* at anchor, after having run aground on the sands, and

the seas were breaking over her. By means of the breeches buoy, with great difficulty, the six men of her crew were hauled into the Life-boat. The Life-boat herself was buried in the breaking seas nearly the whole time, and the Coxswain reported that it was the worst weather he had known during twenty-three years in the Life-boat Service.

In recognition of the skill and courage shown by both Crews in weather of exceptional severity, the Institution awarded to Coxswain



**COXSWAIN ROBERT CROSS, OF THE HUMBER, SILVER AND BRONZE MEDALLIST.**

ROBERT CROSS, of the Humber Motor Life-

boat, a bar to his Silver Medal; to Coxswain JOHN T. DOBSON, of Donna Nook, the Bronze Medal; to GEORGE W. HUMBERSTONE, Second Coxswain, of Donna Nook, and FRED. WILSON, Bowman, the Thanks of the Institution inscribed on Vellum. The Coxswains and Crews of both Life-boats also received extra monetary awards.



*Photograph by]*

*[W. Mason, Great Yarmouth.*

**THE "HENRIETTA," OF GOOLE, WRECKED AT GORLESTON,  
DECEMBER 22nd, 1925.**



*Photograph by]*

*[W. Mason, Great Yarmouth.*

**THE CREW OF THE "HENRIETTA"  
with Coxswain W. G. Fleming (left) and the Motor Mechanic of the  
Gorleston Motor Life-boat (right).**



The Silver Medal which Coxswain Cross already holds was awarded to him in December, 1915, for his personal gallantry in jumping overboard from the Life-boat in the breaking water on a sandbank in order to get a line to a stranded ship. He also holds the Bronze Medal for a gallant attempt to rescue the crew of an unknown ship in October, 1922, all the members of the Crew on that occasion receiving the Thanks of the Institution inscribed on Vellum.

The Coxswain and each member of the Crew of Donna Nook had previously received the Thanks of the Institution inscribed on Vellum for the rescue of the crew of a Danish fishing vessel in December, 1921, when the Life-boat capsized, but righted herself, without loss of life. The courage and skill shown by the Donna Nook Coxswain and Crew are the more remarkable since they

are most of them farm labourers, who only go to sea on service in the Life-boat and for the quarterly exercises.

The owners of the *Whinstone*, Messrs. Thornley Binders, Ltd., who are already subscribers to the Stromness Branch, made a special donation in gratitude for this service.

A month later, on the night of 22nd December, the Gorleston Motor Life-

boat was launched with a full gale blowing from the N.E. and a very heavy sea, which had got up very suddenly about eleven o'clock. The ketch *Henrietta*, of Goole, was lying in the Yarmouth Roads with two anchors down, but the cables had parted, and she was being carried towards the shore. The Life-boat was launched at 11.45,

and reached the *Henrietta* when she was already on the edge of the breakers, swept by heavy seas and in great danger. The first attempt at rescue failed, the Life-boat getting under the *Henrietta's* lee, but being swept away immediately by the seas. At the second attempt she got near enough for the four men of the crew to jump aboard her. The *Henrietta* later went ashore and became a total wreck. In recognition of the promptness and gallantry with which this service was carried out, and the great



COXSWAIN JOHN T. DOBSON, OF DONNA NOOK, BRONZE MEDALLIST.

risk incurred, the Committee awarded the Bronze Medal to Coxswain WILLIAM G. FLEMING, and extra monetary awards to the Crew. Coxswain Fleming already holds the Gold Medal, awarded to him for the very gallant service to the *Hopelyn* in 1922. He was one of the eight Gold Medallists decorated by the King in 1924 with the Medal of the Order of the British Empire.

### Life-boat as Ambulance.

ON the evening of Christmas Day the Life-boat at St. Ives was launched in response to signals from the Godrevy Lighthouse. The Boat was launched over the soft sand with considerable difficulty, some of the seventy-five launchers going into the sea up to their necks. She reached the lighthouse and found that one of the light-keepers was dangerously ill. A W.S.W. gale was blowing, with a very heavy sea, and it was a perilous task getting the sick man on board the Life-boat, but the Coxswain handled her very skilfully, and the man was embarked and brought to St. Ives without mishap. There is little doubt that the Life-boat saved his life, for in no other way could he have been got ashore.

Extra monetary rewards were given to the Coxswain, Crew and helpers, and the Trinity House made a special donation of £50 towards the cost of the launch as a mark of their appreciation of the service.

This is by no means the first time that a Life-boat has performed such a service. In December, 1914, the Girvan Life-boat took a doctor across to see a sick man on Ailsa Craig, and twice in 1923 the Motor Life-boat at St. Mary's was called out to help in cases of illness. In March of that year she brought ashore one of the light-keepers of the Bishop Rock Lighthouse, who had been taken ill, and who was got aboard the Life-boat, with the help of a line, in a heavy swell. In November the same Life-boat took a sick man, on whom an immediate operation was necessary, from St. Mary's to Penzance, as the regular communication between the islands and the mainland had broken down.

It is also of interest to mention that the Institution has an arrangement with the War Office by which the Humber Life-boat can be called out in case of any illness or injury at the forts at the Humber mouth.

### Eighty German Lives Saved.

ON the afternoon of 29th October, a steamer arriving at Kingstown, on the south side of Dublin Bay, reported that a ship had gone ashore. A southerly gale was blowing, with a very heavy sea. The Motor Life-boat was launched, and when she got out of the harbour, a ship was seen being driven towards the north shore of the Bay. She was the sailing ship *Hamburg*, of Hamburg, a vessel of nearly 2000 tons, which had left Australia with a cargo of wheat on 29th May, on her way to Cork. She had put into Falmouth, and on leaving there had met with very heavy weather, with south-westerly winds, had been driven northwards, and made for Dublin. When the Life-boat reached her she was aground, so the Coxswain brought the Life-boat alongside, and the 46 men on board, and the ship's cat, were taken off. The *Hamburg* is a training ship for the Mercantile Marine, and, besides her complement of officers and crew, carried

a large number of apprentices. Three weeks later she was got off the sands and towed into Dublin. Her owners, Messrs. Hans Heinrich Schmidt, sent the Institution ten guineas "in sincere appreciation of its merits."

This service to the *Hamburg* was quickly followed by a service to another German sailing ship, also of Hamburg, the four-masted pole-rigged ship *Paul*. This service took place the following day on the Welsh coast. The ship, which was on her way from Halifax, Nova Scotia, to Milford Haven, had been set to the eastward, and as a result of this and the thick weather, she stranded near Ferryside, in Carmarthen Bay. The Ferryside Life-boat was launched shortly before 8.30, and reached the vessel an hour later. A strong breeze was blowing with a rough sea and heavy rain. She found that one of the ship's boats had got away with 11 people on board. They were transferred to the Life-boat,

which then took the Captain and the remaining four men off the *Paul* herself, bringing them safely to Ferryside two hours later. The vessel became a total wreck.

It is of interest also to record that the returns of service of the Belgian Life-boat Service for 1925, which we have received from its Director-General, records a fine service to a German sailing ship by the Ostend Life-boat, only a month after these two services on our own coasts.

On 25th November, a violent gale from the north had sprung up on the Belgian coast, with hail and a very

heavy sea. In the afternoon of that day the Ostend tug went out and escorted a Dutch vessel into safety. Then at five in the morning on the following day the tug towed out the Life-boat to a German three-masted barque, the *Obotrita*, which had lost her two anchors and had run aground. The gale, the darkness of the night, and the continual squalls of sleet made the rescue very difficult, but in the end the Life-boat succeeded in taking off the 18 men of the *Obotrita*'s crew.

Thus, in four weeks, 80 German lives were saved on our own and the Belgian coasts.

### A Disaster at Arbroath.

EARLY on 30th November last, two fishing yawls, the *Restless Ocean* and the *Dutiful*, put out from Arbroath, the weather being fine and the sea smooth. About seven in the morning the wind shifted, and by 9.30 it was blowing a strong gale, with a heavy sea on the harbour bar. At 10 o'clock the Life-boat was launched and went out to escort the yawls in to safety. The *Restless Ocean* crossed the Bar without mishap, and the Life-boat then put to sea again to stand by the *Dutiful*. The Coxswain of the Life-boat passed three life-belts on board the yawl, and told her skipper that the Life-boat would go well ahead, so that she might be in position in case of accident. The weather had become worse, with a very heavy sea, and the danger of the Bar was increased by the state of the tide, which was at three-quarter ebb, and by a heavy spate of water from the river.

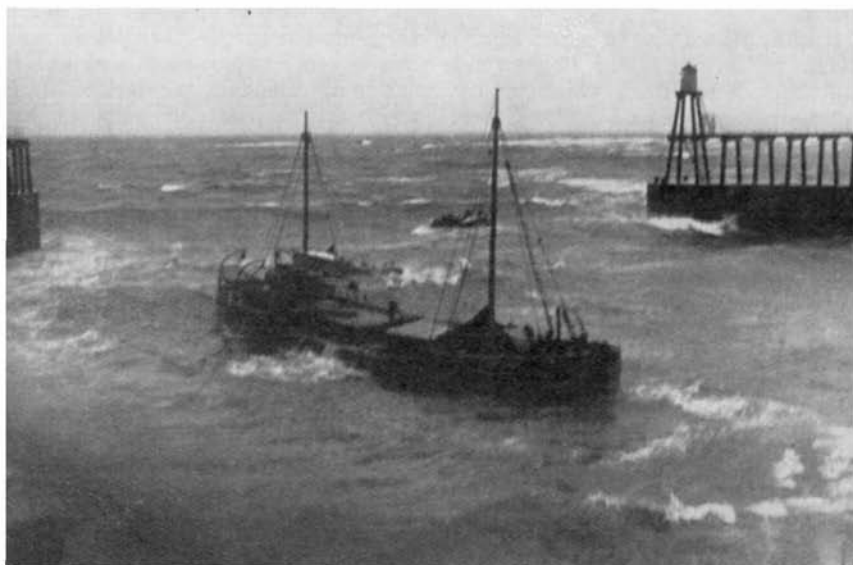
As soon as the Life-boat had crossed the Bar she hove to. The yawl followed her, but as she was crossing she shipped a sea which stopped her engine, and she fell rapidly to leeward. The Life-boat went alongside and passed her a rope to take her in tow. It was this attempt to save the fishing-boat, as well as her crew, which led to disaster. Both Life-boat and yawl drifted towards the breakwater. The tow-line was cut, but immediately afterwards, first the Life-boat and then the yawl struck the breakwater, and were carried along it towards

the shore. There were five men in the yawl, and two of them, the skipper and his son, jumped for the breakwater, but they failed to get on to it, and evidently were seriously injured, for both were drowned.

Between the end of the breakwater and the shore there is always a strong eddy into the harbour, but not enough water to float a boat. But when the Life-boat and the yawl reached the end of it, instead of grounding they were both miraculously carried round the end of the breakwater into the harbour by heavy seas which struck them and lifted them in just at the right moment. Crowds were waiting in the harbour, and did what they could to help. Both the Life-boat and the yawl were carried on to the beach, and the Life-boat's Crew at once jumped overboard to go to the help of the two men who had jumped for the breakwater and, like the boats, had been washed round the end of it into the harbour. The Pilot Motor-boat was also sent off to help, and picked up the body of the yawl's skipper, but her motor broke down, and she, too, was driven ashore and damaged.

Although events showed that it was an error to try to take the yawl in tow, instead of taking off the crew, the Coxswain and Crew of the Life-boat did everything possible under the circumstances, and the Institution has made special monetary awards to them as well as to the two men who manned the Pilot-boat. Both the two men

**SERVICE TO THE BARGE "MARY BRIDGE," WRECKED IN  
WHITBY HARBOUR, DECEMBER 22nd, 1925.**



**The Whitby Pulling and Sailing Life-boat leaving the barge after rescuing the crew of four. The Whitby Motor Life-boat is at the entrance to the harbour.**



**The "Mary Bridge" shortly after her Crew had been taken off.**

who were drowned, the skipper of the yawl and his son, were members of the Life-boat's Crew.

The Life-boat herself was damaged beyond repair. The keel was started and twisted fore and aft. The stem

and forepart on and below the water line had almost disappeared, and all the planking forward was opened up. Another Life-boat was sent out at once to the Station from the Reserve Fleet at the storeyard at Poplar.

### The Women of Boulmer.

**Seven Hours on Duty in a December Night's Blizzard.**

ON 20th December, 1925, a blizzard was blowing on the north-east coast, one of the severest for many years. The s.s. *Amble*, of Newcastle-on-Tyne, a collier

where the Life-boat had to pass through a maze of rocks and posts over which heavy seas were breaking. It was only the excellent seaman-



Photograph by]

[R. Bell Bolton, *Amble*.

#### THE WOMEN LAUNCHERS AT BOULMER, NORTHUMBERLAND.

which loads at *Amble*, was riding at anchor in Alnmouth Bay, but during the night the cable parted, and she was carried on to the rocks. Her signals were seen just before three in the morning. The Boulmer Life-boat was called out, being dragged along by hand to the scene of the wreck, a mile and a quarter away, and the Alnmouth Life-boat, which is also manned by Boulmer men, was got out and launched. The launch was most difficult and perilous, being made over very treacherous ground

ship of Coxswain R. Stephenson and the cool and skilful direction of the Honorary Secretary, Mr. Hugh Stephenson, which enabled the Boat to be launched without mishap. She was ultimately got away at seven in the morning, two hours after leaving her Boathouse, and made repeated attempts to reach the *Amble*, but each time she was swept back by the waves. The efforts continued, however, for two hours until, with the falling tide, the water became so shallow that the Life-boat

had to give up the attempt. By that time also it was evident that the crew of the *Amble* would be able to get ashore at low tide, and this they did with the help of the Board of Trade's Life-saving Apparatus.

Meanwhile the Boulmer Life-boat had also been got to the scene of the wreck. It was not only blowing very hard, but the weather was very cold,

The Boat was not actually launched, but the launchers stood by, keeping her in position for launching, until the Alnmouth Life-boat returned to shore at nine o'clock. They had been out and on duty in the height of this gale on a December night for over six hours.

The village of Boulmer consists of less than fifty houses and has a population



*Photograph by]*

*[R. Bell Bolton, Amble.*

### THE LIFE-BOAT COLLECTING BOX RESCUED FROM THE WRECK OF THE S.S. "AMBLE."

(On the left is the Rev. T. N. Dunscombe, Hon. Secretary of the Hauxley Branch, and on the right Captain Young, the *Amble* Pilot.)

with hail, snow and sleet. So fierce and bitter was it that the horse drawing the cart containing stores and lowering gear refused to go on, and a motor had to be obtained. In face of this blizzard, the sixty-one launchers, of whom thirty-five were women, dragged the Life-boat for a mile and a quarter, along a road so narrow that the wheels were continually sinking in the ditches, and it was only with the utmost difficulty that the Boat and her Carriage, weighing altogether nearly 11 tons, were got along at all.

of about 150 people. On this night this little place manned both the Life-boats—the Alnmouth, with a crew of 14, and the Boulmer, with a crew of 13—provided the launching party of 61 for the Boulmer Boat, and manned the Life-saving Apparatus with a crew of 27. Thus four-fifths of the people of Boulmer were engaged that night in efforts to rescue the *Amble's* crew.

In recognition of the magnificent courage and endurance of the women-launchers the Institution has awarded them its Thanks inscribed on Vellum.

This is the second time recently that the women of Boulmer have been specially thanked. On 24th March, 1924, they all took part in launching the Life-boat in a very heavy sea in order to stand by seven fishing boats. With the breaking sea and the spring tide at low water, the launch was extremely difficult, and the women went into the mud up to their knees, and many of them into the water up to their waists. The Boat was eventually launched, but two of the women had to be carried home, overcome with cold and exhaustion.\*

The Institution also specially thanked the Honorary Secretary, Mr. Hugh Stephenson, who was on duty from 2.30 in the morning until the Life-boats had been housed again and were ready for service, which was not until the afternoon, and by his example and cool-

\* See *The Lifeboat* for November, 1924.

ness in directing the operations, made possible a launch in circumstances of exceptional peril.

Last year the Boulmer Station celebrated its centenary.† It has begun its second century in a way thoroughly worthy of its long and distinguished record.

The *Amble* was later got off the rocks and taken to Tynemouth, but it was expected, at first, that she would become a total wreck, and the Life-boat collecting box on board her was taken off and sent to the Hauxley Station. It is shown in the picture, with its contents. On one side of it is the Rev. F. H. Dunscombe, of Amble, who is the Honorary Secretary at Hauxley, and on the other, Captain Young, the Amble Pilot, who puts Life-boat Collecting Boxes on all the colliers.

† See *The Lifeboat* for November, 1925.

## A Challenge to Branches.

### The Record of the Poole and Bournemouth Committee.

IN the article in the last issue of *The Lifeboat* on the Life-boat Station at Appledore, which celebrated its centenary last summer, was given the remarkable record of the present Committee. The Chairman, Captain Priedeaux-Brune, had served on it for 29 years; the President, the Rev. J. W. White, for 28 years; the Honorary Secretary, Mr. H. C. Whitehead, for 24 years; Captain Mead for 24 years; and Dr. W. A. Valentine for 23 years. That is a total of 128 years' service for five members, with an average of  $25\frac{1}{2}$  years; while the President, Chairman and Honorary Secretary had a total service of 81 years, with an average of 27 years.

Appledore is justly proud of this record, and on its behalf we challenged other Branches to beat it if they could.

We hardly expected any Branch to take up the challenge, but Poole and Bournemouth has done so, and its Chairman, Mr. Burden, has sent in the following record: He himself has served since 1893 (33 years); Mr. Harrie Shave, who was Honorary Secretary at Poole from 1905 to 1922, has served on the

Committee since 1896 (30 years); Mr. George McWilliam since 1898 (28 years); Mr. E. Whitely-Baker since 1901 (25 years); Mr. F. J. Bacon since 1906 (20 years).

In view of the fact that we have entered on another year since the Appledore challenge was made, it is only fair, for the purpose of comparison, to take off one year in each case. That gives a total for the five members, up to last year, of 131 years, and an average of 26 years. If we take the three members with longest service the total is 88 years and the average is 29 years.

Mr. Burden writes: "I claim from our respected contemporary 'a win.'" Mr. Burden is right. Poole and Bournemouth just has it. Does any other Branch now take up Poole and Bournemouth's challenge?

Mr. Burden also points out, with justifiable pride, that since the Station was established in 1865 the Poole and Bournemouth Life-boats have rescued 175 lives, and that in the fifteen years from 1911 to 1925 inclusive the Branch collected over £8,651.



### Saved for a Third Time.

IN the last issue of *The Lifeboat* an account was given of services in which four different vessels had twice, within a short time, been helped by the same Life-boat.

Since then a vessel has been twice helped within four months, though not by the same Life-boat, after having been saved 20 years ago. This vessel is the ketch *Malvoisin*, of London, which had anchored in the Downs about midnight on 9th November last in a N.N.E. gale with very heavy seas while on her way, in ballast, from Whitstable to Calais, and made distress signals. The Deal Life-boat went out and her crew of four were rescued. The ketch herself was left still riding at anchor, and, later on, was brought into safety.

Then on the night of March 5th of this year one of the two Life-boats at Aldeburgh, in Suffolk, went out in answer to flares of distress, and found the ketch *Malvoisin*, on her way from Hull to Woolwich Arsenal with a cargo of timber. All her sails had been blown away, and the Life-boat stood by her all night until, in the morning, she was taken in tow by H.M.S. *Dee*, the

Fishery Protection Gunboat, which towed her into Harwich, the Life-boat keeping with her until she was in safety.

Twenty years ago, in the early morning of 15th January, 1905, the Margate No. 1 Life-boat went out in a S.E. gale to a vessel ashore on the sand, twenty-three miles away, at the mouth of the Thames, and found the ketch *Malvoisin*, of London, bound from Gravelines to Goole. She had lost her rudder, her bulwarks were smashed, her sails blown away, and the seas were making a clean breach over her. With the greatest difficulty the Life-boat got alongside and rescued the crew of four, who were all utterly exhausted. The Life-boat was out over ten hours in the height of the gale, and the Institution awarded the Acting-Coxswain, S. Clayson, its Silver Medal for gallantry in saving life. Two days later the Life-boatmen, with the help of a tug, succeeded in bringing the battered ketch herself into harbour. The ketch was then over twenty years old, having been built in 1883, and she has lived another twenty years to be helped twice more by the Life-boat Service.

### The Appledore Station.

Recollections of Sir William Reardon Smith, Bt.

IN the last number of *The Lifeboat* a history was published of the Appledore Station, which was established in 1825, of its Centenary celebrations, and an account was given of the service to the Austrian barque *Pace* in December, 1869, when the Life-boat, after rescuing eight of the crew, went out a second time, although she was rudderless and the Coxswain had been injured, and was capsized, fortunately without loss of life.

Sir William Reardon Smith, Bt., the Cardiff shipowner, who was born at Appledore, and was at one time a master mariner, wrote with reference to this history of the station as follows:—

"I was interested to read of the celebration of the Appledore, Devon, Centenary. On reading this report, I notice the name of Owen Smith, one of the first Appledore Life-boatmen to receive a silver medal in 1829.

The correct name of this man is Owen Nile Reardon Smith, and he was born on H.M.S. *Romulus* during the battle of the Nile.

"With reference to the report of the Appledore Life-boat and the services rendered by it in 1869, the writer remembers everything about this as if it occurred yesterday and is certain that the other ship, *Leopard*, of London, struck nearer Westward Ho! and the *Pace*, of Fiume, struck further up the Bay. The Coxes, father and son, were well known to the writer, and the father of Cox was Superintendent of the Baptist Sunday School for 40 to 50 years, and was a very fine type of seaman.

"I enclose cheque for £5, further subscription towards the funds of the Royal National Life-boat Institution."



### A New Type of Life-boat.

FOLLOWING on the Barnett Twin-Screw Life-boat, and the Watson Cabin Life-boat, both Life-boats specially designed to be able to carry out services at a considerable distance from their Stations, the Institution has now designed another new type, which will be known as the Ramsgate Life-boat, since the first of

always been the choice of the Life-boatmen whose work is carried out among the sandbanks off the coasts of Norfolk and Suffolk.

With the stationing of a Motor Life-boat at Ramsgate ends that long and gallant co-operation between the Ramsgate Life-boats and the Board of Trade tugs, which has been the means of



**FIRST OF A NEW TYPE.  
THE RAMSGATE MOTOR LIFE-BOAT, "PRUDENTIAL."**

the type has been sent to that Station. It is 48 ft. by 13 ft., with a 76 h.p. engine, and will carry a crew of nine. It combines features of both the Watson and the Norfolk and Suffolk types, and has been designed for the special conditions of the Goodwin Sands. These special conditions are that the Ramsgate Life-boat often has to travel considerable distances on service, and at the same time to work over sands, and the combination is between a cruising type and the shallow draft type which has

rescuing so many lives. From 1863, when the Institution placed its first Life-boat at Ramsgate, until 1922, the Station was managed jointly by the Institution and the Board of Trade, the Institution supplying and maintaining the Life-boats, while the Board of Trade bore the cost of maintaining the Station and rewarding the Coxswain and Crew, and placed a tug at the disposal of the Life-boat for towing her out to vessels in distress. In March, 1922, the Institution, at the request of the Board of

Trade, took over full financial responsibility for the Station, but the Ministry of Transport, which at the same time relieved the Board of Trade of its other duties in connexion with Harbours, continued until December 31st, 1925,

to supply the tug. So, after sixty-three years, the alliance for life-saving between the Ramsgate Life-boats and Ramsgate tugs has now come to an end. In these sixty-three years nearly 1300 lives have been saved.

### Life-boat Essay Competition.

#### Presentation of the Prizes in the London District.

LAST year, for the first time, the presentation of the prizes won in this competition in the London area (consisting

at Chatham, who commanded the *Vindictive* at Zeebrugge.

Supporting the Mayor on the plat-



Photograph by]

[L.N.A.]

**CAPTAIN CARPENTER, V.C., PRESENTING THE CHALLENGE SHIELD IN THE LIFE-BOAT ESSAY COMPETITION (LONDON DISTRICT) TO W. NEAL, OF FULHAM CENTRAL SCHOOL FOR BOYS.**

of the schools under the London County Council) took place at one meeting, instead of at the different schools. The meeting was held at the Caxton Hall, Westminster, on 10th December. The Mayor of the City of Westminster (Mr. George H. Heilbuth, J.P.) presided, and the presentations were made by Captain A. F. B. Carpenter, V.C., R.N., Captain of the Dockyard, Deputy Superintendent and King's Harbour Master

form were Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), Lady Bertie of Thame (Chairman of the London Women's Committee), Mr. O. W. Nicholson, M.P. for the Abbey Division of Westminster, the Mayor of Fulham (Alderman W. J. Waldron), a school in whose borough won the Challenge Shield, and Mr. George F. Shee, M.A., Secretary of the Institution. There were also present several

members of the Committee of Management, the London Women's Committee and the Education Committee of the L.C.C., and the ceremony included a short programme of sea songs sung by Mr. Arthur Cranmer, accompanied by Miss Isabel Hirstfield.

After Mr. Cranmer had sung "Drake's Drum," "Cheer'ly Men," and "Rolling Down to Rio," the Mayor of Westminster said:—

Of all Institutions in this country none appeals more to the hearts and the imagination of the people, whether old or young, than the Royal National Life-boat Institution. The men who man the Life-boats are all heroes and are ready at all times to risk their lives for the benefit of humanity.

We have met this evening to present the prizes won by London schools in the Duke of Northumberland's Life-boat Essay Competition, which each year is held by the Royal National Life-boat Institution.

I should like to remind you that this competition was founded by the late Duke of Northumberland, who was at that time the President of the Institution. This is the fifth year in which it has been held, and boys and girls from the elementary schools all over Great Britain and Northern Ireland have taken part in it.

The country is divided into six districts. In each district the school which sends in the best essay has the honour of holding the Challenge Shield for the next year, and in each district thirty-six individual prizes are also awarded. Over nine hundred and forty schools took part in the competition this year, and one hundred and sixty of them were London schools.

Only the two best essays are sent in from each school. That means that you boys and girls to whom prizes have been awarded have won them in competition with hundreds of boys and girls in other schools as well as your own. I think you should feel very proud of that fact.

The Challenge Shield this year has been won for the Fulham Central School for Boys by W. Neal, whose essay is not only the best in London, but one of the six best in the whole of Great Britain and Ireland. This is a very great distinction, and I think that W. Neal and his school will feel that it is a still greater distinction when I tell them that this is the first time, in the five years, that the London Challenge Shield has been won by a school north of the Thames, and the first time that it has been won by a boys' school!

I feel that all the prize winners should be proud of the way in which the prizes are to be presented to them. We have here this evening Sir Godfrey Baring, the Chairman of the Committee of Management of the Institution, and members of his Committee. We have the Member of Parliament for the Abbey Division

of Westminster, Mr. O. W. Nicholson. We have Lady Bertie of Thame, the Chairman of the London Women's Life-boat Committee, and other members of her Committee. We have also members of the Education Committee of the London County Council. We have His Worship the Mayor of Fulham (Alderman W. J. Waldron), who, I know, is very proud, extremely proud, that a Fulham school has won the Challenge Shield, because he has personally done so much for the Life-boat cause in his borough, and upon that we can congratulate them.

Finally, we have Captain Carpenter, who commanded the *Vindictive* at Zeebrugge. (Cheers.) I think you thirty-five boys and girls should feel it a very great honour that you are to receive your prizes from an officer who not only fought in such a famous action, but won that very great distinction, the Victoria Cross. I will now call on Captain Carpenter to present the prizes.

#### Captain Carpenter.

Before presenting the prizes Captain CARPENTER said: I should like to commence by saying what a great honour it is for me, as a mere sailor, to be asked to present the prizes and speak in connexion with what I call Public Welfare.

I feel that it is a very great privilege, because in speaking here at all I am speaking very largely to the younger generation. I and my generation will soon pass away, and when we have gone it will be for you younger people to take over the responsibilities which have been upon our shoulders to a certain degree. You will, of course, do much better than we have done. We, I hope, have done our best, but your standard will be a higher one than ours. Where we have failed you will succeed. Where we have succeeded your success will, I hope, be greater than ours.

Now before I present the prizes I will say a word or two in connexion with the Life-boat work. To begin with, who are these men who carry out this work of life-saving? They are all volunteers. No question of material reward enters into it, and if any reward does enter into it, it is the reward which is to be gained by the satisfaction of knowing that they have done their utmost to succour shipwrecked mariners. Often when the chances of saving life are, one might say, infinitesimal, the satisfaction is still there, and possibly all the greater when they can feel assured that they have done their utmost to bring off a million to one chance. It is what we might call true sportsmanship. It is the traditional sportsmanship of Great Britain, and it is the sportsmanship which is so well exemplified by the President of this great Institution, the Prince of Wales. No wretched calculation of the degree of danger or discomfort enters into the matter when a Life-boatman is called out, and there is no other thought in their minds but to do their utmost, each for each, you might say, to accomplish the object that they set out to do. In fact, the work of each for weal of all would undoubtedly be a fitting motto.

Now what are the special qualities that are necessary for these Life-boatmen? Firstly, I would put courage. Practically all their work, I should think probably ninety-nine per cent. of it, is carried out in the face of great personal danger. It requires a certain amount of courage to face and do well in danger, but in this particular case it requires, I would venture to suggest, a very great moral courage to induce a man who is in a position of perfect safety to volunteer to go out and place himself in a position of the greatest peril. It requires great moral courage to do that, and, having done it, when he is in the position of considerable danger, it requires great physical courage to enable him to endure the strain, which is often very prolonged.

Another dominating factor is that of a sense of duty. I do not of course refer to the sense of duty merely between employer and employee, but the sense of duty to the dictates of humanity, the sense of duty to those who are in actual danger. It is the spirit of self-abnegation regardless of sacrifice and also regardless, I might add, of the admiration of the public. It does not matter one jot whether the shipwrecked mariner is a Britisher or a Chinaman, a Buddhist or a Roman Catholic, a Tory or a Bolshevik. Lives are in danger, and that is the be-all and end-all of the consideration that comes into the mind of a Life-boatman when he is called out to duty.

#### **Women and the Life-boats.**

I should doubt whether any of the essays have referred to the women in connexion with this subject. We used to say that it was not the man behind the gun who was all important, but that it was the woman behind the man behind the gun. And with regard to the late war, the Great War, it was often stated that the women who had to stay at home had to play the hardest part. That was true. They had to play the very, very hard part of waiting, waiting anxiously against the day when that almost inevitable telegram would come to tell them that their dear ones had been shot down. But those women were at home and were removed fairly far from the dangers that beset their menfolk. Now the women of the Life-boatmen are practically in the fighting line. They themselves see the tremendous struggles taking place with the elements, and as often as not they lend a hand so far as they are able to do. We are all familiar with the heroic deeds of Grace Darling, and we all know that there are other women who have emulated that heroine. But I do say this, that these women of the Life-boatmen are in a position of very great anxiety, anxiety very largely concerned with the question as to whether the Life-boats and the other apparatus which their men have to use is the very best that can be had. And, putting all else aside, I would suggest that we should remember the anxieties of these women and do all we can to give their men the very best apparatus so as to reduce that anxiety.

I would say a word here about the force of the sea in heavy weather. During the War

one of our battleships was steaming through the Pentland Firth one day in very heavy weather. A very heavy gale was blowing from the westward and the very strong currents which there are in that locality were running diametrically in the opposite direction, which always causes a very fast and heavy sea. About midnight this great battleship was suddenly struck by a tremendous wave, and this wave smashed up the whole of the woodwork of the bridges to matchwood and broke up all the ironwork of the bridges out of all recognition. Every soul on the bridges was swept overboard except one. The captain of the ship was swept overboard, and you can imagine the thoughts that were in his mind at that moment. However, instinctively, I suppose, he struck out, and a moment later, very much to his astonishment, he touched bottom, and the bottom he touched was the upper deck of his own ship, because he had been washed back on board by another wave.

#### **Eleven-Inch Armour Crushed.**

The navigation officer, the only other survivor, was found down at the other end of the ship under all the wreckage of the bridges with a large piece of iron sticking into his body. The steersman was in the conning tower at the wheel. This is a circular tower made of very thick armour, as far as I remember about eleven-inch armour, and so strong is it, to give you an illustration, that if six motor lorries charged it at the same time, going as hard as they could, all that would happen would be that the lorries would smash themselves up, the paint would be slightly scratched and the armour would remain in exactly the same shape as it was before. But the wave that struck this ship was of such terrific force that it broke that armoured conning tower just as if it has been made of brown paper. The man at the wheel was killed outright, and they reckon that over 2000 tons of water found its way into the ship between decks. And even up in the fighting top, seventy feet about the sea level, they found the whole place full of water after they had gone through this experience. Any other class of ship would have simply disappeared altogether, but this great battleship struggled into harbour next morning and actually put on record these facts which I have been telling you. Had not the ship survived and so been able to put them on record, I should feel inclined to say that this little account of the strength of the sea would have been looked upon as a fairy tale.

#### **The Institution as Employer.**

I have dealt with the Life-boatmen and the spirit in which they volunteer for the work, and some of the qualities they require. They are the employees of this Institution. But what about the employers? Who are the employers? Not the Government, but the British public. Now what sort of employers are we? Do we, by some knavery, trick these men into serving us so as to avoid starvation? Most certainly not. Do we force them in any

way to take on this work, or do we make them suspicious of our actions in any way? Most certainly we do not. And do the Committee of Management refuse to listen to advice or take the advice of their employees? Most certainly they do not refuse. They welcome the advice of the men who do the work for us. And so, therefore, as far as that goes, we are model employers. But are we model employers altogether? Do we provide these men with the very best possible apparatus that can be had for carrying out their work? I suppose it might be true to say that from this point of view we are not absolutely one hundred per cent. perfect employers, because it is very hard to make people realize the fact that you cannot provide all this apparatus, Life-boats, etc., unless the money is forthcoming.

Now, I naturally do not suggest that the schools ought to produce the money. Nothing is further from my thoughts, because the money must obviously come from those who have it by good luck and those who have it by good management, or in other words, those who work. It is from the capitalists, if you like that word, and the wage-earners that the money must come, not from schools. But the public, that portion of the public which can, undoubtedly, lessen the Institution's anxieties in this respect, are perhaps a little tiny bit lethargical. It is very hard for them, living far inland, to realize that the work is done for them as well as for anybody else. Only a very few years ago I happened to be in another country where they have an organization into which they try and bring as many of the people as possible. I am referring to the United States, and every year they have what they call a membership drive. It lasts about a fortnight, during which they have lectures and speeches all over the country and try to get as many people to join the Red Cross as possible. It just so happened that I was able to give them a little humble assistance by address-

ing a few words in that connexion, and it rather astonished me when I found that the officials of the institution were actually disappointed with the result, because the result of this drive in that particular year was that they got no less than twenty-two and a half million people to join at a dollar subscription a time. Twenty-two and a half million dollars were forthcoming, over five and a half million pounds, for the Red Cross in a single year. I mention this to show what can be done when you get a great community like that all realizing the absolute necessity for, and the value of, the particular organization which has been brought before their notice.

We are not inferior to Americans. We can do just what they do, as good as they do, and better, but we cannot do this sort of thing. We cannot get so much money from the public for this Institution as will free us from anxieties until the public fully realize the absolute necessity for it. Now I come to the chief point. Who is going to make them realize it? Why surely it is the rising generation who have been given an interest in this particular subject, who have worked it up to enable them to write their essays. They are interested in it. They know, better perhaps than many of the older people, the necessity for supporting this Institution. And it is for them as they grow up, you young people as you grow up, to nudge their brothers and sisters and elders as soon as they are in a position to help this Institution, and suggest to them that it would be a very good thing to do.

*(Captain Carpenter then presented the Shield and other Prizes, after which Mr. Arthur Cranmer sang "Sea Fever" and "Hearts of Oak.") Sir Godfrey Baring proposed and Mr. O. W. Nicholson seconded a vote of thanks to the Mayor and Captain Carpenter, and after they had responded the National Anthem was sung.*

## Long-lived Life-boatmen.

LIFE-BOATMEN are well known to be long-lived men; moreover, they continue to go out on service up to a great age. But even for Life-boatmen we think it must be a record that two should have celebrated their diamond weddings and one his golden wedding within a few months of one another.

George Day, of Lowestoft, who for many years was a member of the Lowestoft Life-boat Crew, celebrated his diamond wedding in January of this year. He is eighty-two years old, and his wife is eighty. They have had fourteen children, and there are forty-two grandchildren and nineteen great-grandchildren.

Richard William Roberts, of North Deal, celebrated his diamond wedding in February. He is eighty-seven years old and his wife is eighty-six. He was Second Coxswain from 1865 to 1885, and Coxswain from 1885 to 1907, and he holds the Silver Medal with two Clasps for long and gallant services.

Wyrill Crawford, of Scarborough, celebrated his golden wedding last November. Both he and his wife are seventy-three years old. For many years he was a member of the Life-boat crew, and is now caretaker at the Boat-house. His eldest son has been Bowman of the Scarborough Life-boat since 1916.

### Life-boat House Wembley.

LIFE-BOAT HOUSE at the British Empire Exhibition at Wembley was kept open during the Exhibition's second year with at the beginning of 1925, being replaced by the boat which has since gone to Porthdinllaen, in Carnarvonshire.



**THE LIFE-BOAT EXHIBIT IN THE COURT OF HEROES, GOVERNMENT BUILDING, AT THE BRITISH EMPIRE EXHIBITION WEMBLEY, 1925.**

the same exhibit of models, gear, pictures and relics as in 1924. A Watson Cabin Motor Life-boat was again the principal feature of the House, the Exhibition Boat of 1924, which had gone to Margate

In addition, the Institution lent pictures and other exhibits for the Court of Heroes in the Building of the British Government, in which were represented not only the Forces of the Crown,

but other services, like the Life-boats, which call for high courage and self-sacrifice.

The total attendance at the Exhibition was 9,000,000 in 1925, as compared

the sale of souvenirs brought in £1753, a little over half of what was obtained in 1924, shows that the same interest was taken in it. Almost the same number of Life-boat souvenirs, books



**THE LIFE-BOAT EXHIBIT IN THE COURT OF HEROES, GOVERNMENT BUILDING, AT THE BRITISH EMPIRE EXHIBITION, WEMBLEY, 1925.**

with 17,000,000 in 1924, a little more than half; and although no attempt could be made to keep a record of those who visited Life-boat House, the fact that the collecting boxes, models, and

and postcards were sold as in 1924, the total for the two years being 23,207.

Not only the visitors' book but the collecting boxes showed how many



countries were represented among those who visited the House, and it was a very noticeable fact that the most generous contributors from foreign countries were the Swedes and Norwegians.

Coins of over twenty different countries were found in the collecting boxes, and there were also a number of old coins and tokens. Among these were a George III. farthing, two quarter-annas of the East India Company, several tokens of French Chambers of Commerce, and a token inscribed "In Memory of the Good Old Days." This

last was a more appropriate gift for the Life-boat Service than the donor probably realised, for it was dated "George III. 1788," the year, that is, before the first Life-boat was launched on the Tyne.

Thus, during the two summers, tens of thousands of men, women and children, from all over the British Isles, from many parts of the Empire and from a number of foreign countries, visited Lifeboat House, Wembley, and not only saw, but went aboard a Life-boat for the first time in their lives.

### The Use of Oil to Reduce Breaking Seas.\*

IN 1914 supplies of oil were issued to eight Stations with a view to finding out the best way of using it to reduce breaking seas, and in 1920, as a result of these experiments, all Stations were supplied with canvas bags, pierced with holes, each bag containing a tin of fish-oil with a collapsible head.

The result of the experiments has been to show that the effect of oil is very uncertain. In moderate breakers or surf, the force of which a Life-boat could disregard, the effect is marked and beneficial, but in heavier breakers or surf the effect cannot be guaranteed.

There is no doubt, however, that the use of oil was of material help in reducing the seas in the service to the hospital ship *Rohilla*, off Whitby, in October, 1914, at the critical moment when the

Motor Life-boat was manœuvring, broad-side on to the waves, to get under the lee of the wreck.

Oil was again used with good effect off Whitby in a service to the fishing boat *Pilot Me*, on 21st December last. There was a very heavy easterly sea across the harbour entrance, and a strong run of fresh water out of the harbour from the River Esk. To make the harbour in such conditions would be extremely dangerous, and the Motor Life-boat put out to sea. As the *Pilot Me* got near, the Life-boat spread oil at the harbour entrance, and then waited, head to sea, just inside the harbour bar. Her further help, however, was not needed. The Coxswain reported that the one oil-bag used had had a very marked effect; it was very plain to see where the oil had been spread and where it had not, and the fishing boat got in without accident.

\* See "Report of the International Conference on the World's Life-boat Service, 1924."

### A Record Collecting Box.

LAST December the Institution received from Mr. F. O. Brown, of Bedford Park, London, a cheque for £28 10s., the amount which he had collected during the year in his Life-boat box. At the same time, he said that owing to ill-health "this last year had been a great effort to him," and he would not be able to collect any more, but that he had handed on his box to an old school friend.

The Committee of Management, thereupon, awarded Mr. Brown the Gold Badge, which is given for long and

distinguished service to the Institution, for he had had his collecting box for twenty-five years; had contributed through it to the Institution £403 16s. 6d., and each year, for a number of years, had raised the record sum for a single box, his own record collection being £62 in 1924. The award of the Badge was voted by the Committee at their meeting on 17th December, but the following day the Institution learnt, to its great regret, that Mr. Brown had died a few days before.



## The Life-boat Services of the World: Portugal.

By VICE-ADMIRAL HYPACIO DE BRION, Inspector and Secretary of the Instituto de Soccorros y Naufragos.

UNTIL 1892, Portugal, although a maritime country, situated on the western extreme of the European Continent, and on the route for all ships sailing from the North to Africa, to the Mediterranean Sea and to South America, had, on a coast length of 1000 kilometres, only four Life-boat Stations, viz., Povoá de

remained unprovided with means to succour the crews of ships in distress.

In 1892 Her Majesty Queen Amelia, who had already founded several institutions for social work, established the Instituto de Soccorros a Naufragos. In this enterprise, Her Majesty was greatly assisted by Admiral José



THE LIFE-BOAT STATION AT PORTO DE LEIXOES, ON THE COAST NORTH OF THE RIVER DOURO, PORTUGAL.

Varzim, Vianna do Castello, Oporto, and Paço d'Arcos. These Stations were entirely independent of each other.

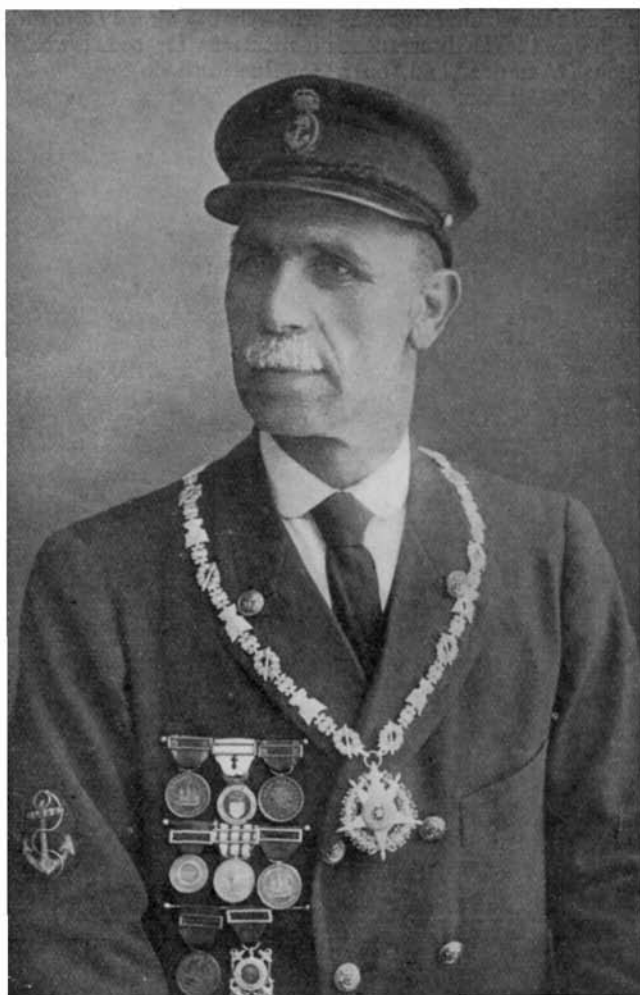
In the year 1890 the Marquez de Sabugosa, who was then the Marine Minister, proposed to establish a complete Life-boat Service on the coasts, not only of Portugal but of the Azores and Madeira Islands as well, and a Commission was formed to consider the proposal. This Commission laid before the Minister a very carefully thought-out report, but the proposal did not go any further, and the coast still

Joaquim Ferreira do Amaral, who was the Minister of Marine and Colonies at the time. This clever sailor knew perfectly well that, although the generosity and philanthropy of the Portuguese people are very great, the first impulse for such an enterprise must be given by the Government, and that it was also necessary to create an immediate revenue in order to start so large a work of international service. He therefore promulgated the law by which this Institution is still governed, and Portugal thereupon was able to take

her place among the other maritime countries which were already rendering the most important services to seamen.

Owing to the smallness of the revenues, the paucity of men available and the difficulties which arise when

be advisable: private gifts have come in, and the general scheme for the distribution of the Life-boat Stations has been worked out. In a short time, within the limits of our resources and according to the importance of the different points on the coast, fifty Life-saving Stations were



**A PORTUGUESE COXSWAIN.**

a new service has to be organized, the work did not go forward at the beginning as quickly as could be desired. It is only since the present Inspector entered the Institution that it has been possible to develop the Service. The original law had to undergo alterations which experience showed to

founded, with forty-three rowing boats and one motor boat and thirty carriages for the transport of cables and equipment. Two of these carriages are driven by motor.

The Boats we now have on service are of the following types, the English type, the French "Henry" type provided

with drop-keels, and the Danish type built in Copenhagen. After several experiments it was realized that the Danish type was the one which would be most suitable to our coasts and our crews. This boat is recommended by its lightness, easy management, little resistance to the wind, and its insubmersibility.

Nearly all the Life-boat Stations have their own slipways for launching the boats. Among the carriages for transport of the life-saving apparatus some

#### Organization.

The Instituto de Soccorros a Naufragos has members of honour, donors, benefactors and subscribers, or ordinary members. It receives gifts and subscriptions, proceeds of festivals, an annual subsidy of 400,000 escudos (about £88,000) from the Government, and it collects a small tax when a fisherman or seaman is signed on, as well as a percentage on fines levied by the marine authorities. The Institution has complete autonomy, and its administration



**PORTUGUESE LIFE-SAVING CAR, READY TO GO TO THE RESCUE.**

are similar to those used on the British coast, but some years ago a Portuguese type of carriage was adopted, which had been designed by the present Inspector of the Service. It is this carriage which is shown in the illustrations. It will be seen from these illustrations that the weight of the actual carriage is reduced to a minimum, because the cases are used as seats. All the parts can be taken out very quickly, and the cables and hawsers can be transported on their reels when they have to be taken to a spot which cannot be reached by the carriage. In this way one carriage can transport the whole equipment and crew.

is entrusted to a Central Board, to which all the local Boards are subordinated. The Chairman of every local Board is the harbour-master of the locality. Everything as to *personnel*, equipment and Boats, must be approved of by the Central Board.

The Inspector is an Admiral or other naval officer of high rank, and has a seat on the Central Board. Thus no difficulties will ever arise between the Ministry of Marine and the heads of the Life-saving Service. We have no knowledge of any similar Institution controlled in the same way.

Every year the Committee of Management publishes a report, producing at

the same time a statement of accounts. In this report a description is given of all the noteworthy incidents of the year, and the report is submitted for the approval of the general meeting of the members.

#### Personnel.

The Coxswains of the Life-boats have a fixed monthly pay. The other members of the crew have their pay only when they have to be on the alert,

voluntary fire brigades which are installed in the many localities on the coast. These carriages are provided with all the known life-saving apparatus, rockets, and not guns, being used for throwing the lines. The fire brigades are instructed by the harbour-masters in the management of the apparatus, and they do excellent work.

On the Portuguese coast the wrecks of sea-going vessels are frequent, but wrecks of fishing boats occur much



**PORTUGUESE LIFE-SAVING CAR, DISMOUNTED FOR SERVICE.**

or when the Boat goes out on service. Certain facilities are granted to the men with regard to the military service which every Portuguese subject is obliged to perform. Thus the Life-boats always have their crews complete, and there has never been a single case of a boat being prevented from going out through lack of men.

All the men of the Coast Guard on service in the harbours and on the wharves are provided with Brunel lines, the use of which has proved of great efficacy. The carriages for the transport of the life-saving equipment (cables, etc.), although under the control of the local committees, are in the hands of the

oftener. During the period from 1900 to the end of March, 1926, our life-saving Stations have rescued 12,996 lives, and given assistance to 1947 vessels and small craft. Among the most conspicuous services was that to the English steamer *Veronese*. This happened off the northern coast of Portugal in 1913, and 200 lives were rescued by means of the life-saving apparatus in 52 hours of continuous and strenuous work. The ship had stranded at a distance of some 900 yards from the shore, and the work of rescue was carried out in one of the heaviest storms that have ever harassed our coasts. This service received the high praise of the Committee of Management

of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, under the patronage of His Majesty King George V., as well as of the Spanish, French and Dutch authorities.\*

\* An account of this fine service appeared in *The Lifeboat* for May, 1913, and the following resolution was passed by the Committee of Management and conveyed to the Portuguese Institution for Saving the Shipwrecked :—

“ The Committee of Management, having had before them a communication from the Secretary of the Instituto de Soccorros a Naufragos of Portugal with regard to the circumstances attending the wreck of the s.s. *Veronese* on the 16th January, two miles north of Leixoes, desire to express their sincere admiration of the courage, initiative and endurance of the brave men employed by the Portuguese Society both in connexion with the rocket apparatus and the Life-boats, the former of whom rescued 92 persons and the latter 110 persons, in circumstances of the greatest difficulty and

#### Rewards.

For all rescues rewards are given by Ministerial decree so that they have an official character. They consist of gold, silver, and copper medals, diplomas of honour and pecuniary awards. The members of the Institution also are entitled to a medal corresponding to their class.

Up to the present the Instituto de Soccorros a Naufragos has awarded 24 gold medals, 363 silver medals, and 983 copper medals.

From these figures, and the figures already given of lives rescued, it can be seen that the Portuguese Life-saving Institution, although one of the most recently-established in Europe, occupies one of the first places.

danger, and by dint of exertions carried out, without interruption, for two days and two nights.”

### State-maintained Life-boats in Norway.

In nine of the thirteen foreign countries which have National Life-boat Services, the Service is voluntarily maintained like our own, though, in some cases, with grants-in-aid from the State. In the remaining five it is maintained by the State. In four of the countries which now have voluntary Services it is interesting to note that State Services were originally established, but that they have since been either replaced or supplemented by voluntary Services. In two, Germany and Spain, the State Service was taken over entirely by a voluntary Society. In the other two, Norway and Sweden, the greater part of the work is now done by the voluntary Society, but there are also a few Stations independently maintained by the State.

An account of the Norwegian Voluntary Society, which was founded in 1891, appeared in *The Lifeboat* in November, 1922, written by Captain Ottar Vogt, the Society's Secretary. We have now received from the Superintendent of Lighthouses, by whom the State Life-boat Stations are administered, the following particulars about these Stations.

The first Norwegian Life-saving Stations were established in 1854 and

1855 by the State in the districts of Jaedeven and Lister, at the southernmost point of Norway on the North Sea and Skaggerack. In these years five Stations were established, and, later on, Stations were established at another five places.

Thus there are now ten Life-saving Stations on the coast of these two districts, all equipped with rocket apparatus or line-throwing gun, while three, those at Osthasselstranden in Lister, and Kvalbein and Vik in Jaedeven, have Life-boats as well. Each district has a superintendent, and each Station a superintendent and a crew of two men for the rocket apparatus or line-throwing gun. The three Stations with Life-boats have, of course, full boat's crews, and superintendents and crews are all chosen from among the local population.

With the twenty-seven boats of the voluntary Service, Norway has thus a fleet of thirty Life-boats, but it should be remembered, as Captain Ottar Vogt wrote in his article, that the boats of the voluntary society are not stationed at one spot to deal with shipwrecks in their immediate area, but are cruising Life-boats. “ The fleet is working all the

winter in the open sea in the great arteries of shipping traffic, or it is moving from place to place, from ground to ground, and is regulating perennially its

movements according to those of the fishing-fleet." That is the essential difference between our own Service and the Norwegian.

## Some Special Gifts.

### From an Old Carthusian.

ON Trafalgar Day last year the Institution received the following letter:—

"In accordance with an old-established custom, I have pleasure in forwarding, in order to reach you on the 21st October (Trafalgar Day), the contents of the collecting box now standing in my son's name to be allocated to the 'Charterhouse' Life-boat stationed at Fishguard. The enclosed cheque, £3 3s. 3d., completes a freight of £200, since 1894, 31 years of 'service,' according to our records, and our Boat is fit for many more years of 'duty' we hope."

### From a Village Church.

Last December came a cheque for £6, which was the offertory at a little church in Kent, at which the Vicar spoke about the Life-boat Service. With the cheque he wrote: "I wish it were more, but our parish is only 100, and with one exception all agricultural labourers, so you can't expect much from them. They seemed much interested in the work of your Society, and we used your charming little Life-boat Collecting Box for the offertory, which, I told them, was 'unsinkable,' so they need not be afraid to fill her! We shall hope to make an annual contribution."

### From Listeners-In.

Last Autumn William Adams, at one time Coxswain at North Deal, who holds the Institution's Silver Medal for gallantry, with two bars, gave a talk about his experiences on the wireless. The talk was broadcasted from London, and brought the Institution more than one gift from those who had listened-in. One contributor wrote: "I was so

impressed by 'Bill Adams' account of his work at Deal that I felt I must do a little towards the heroic work." Another contributor sent £5 from Bangor, in the north of Ireland, in admiration of the splendid work done for humanity by the Life-boatmen.

### From the Deaf and Dumb.

At the beginning of this year the Church Institute for the Deaf and Dumb at Clapham sent the proceeds of one of its collections, because, so the missionary of the Institute writes, "The work of the Life-boat Service appeals to the imagination of the deaf and dumb in a really wonderful way. If the hymn 'Eternal Father, strong to save' is given out and signed as part of their devotions, there are more tokens of interest and sympathy than in numbers of other hymns signed and familiar to us all."

### From the Smallest Church in the World.

A gift of £5 has been received from the Warden of the Temple of the Brave at Hedge End, Hampshire. This War Memorial Church, which the Warden, Mr. William Adams, claims to be the smallest church in the world, he built entirely with his own hands. It was dedicated at the end of 1924, and in the first year since it was completed he has collected nearly £70 for charities. Mr. Adams comes of a family who were well-known ship-builders at Buckler's Hard, Beaulieu, Hampshire, in the days of wooden battleships, and the Life-boat *Eliza Adams*, which served for twelve years at Wells on the Norfolk coast was built out of the Penny Reading Life-boat Fund, raised by a member of the same family.

A CAREFUL GIVER



*Photographs by]*

**What are you collecting for?**

*[Kenneth J. Vining, East Sheen.*

**The Life-boats? That's a Cause  
I always help.**

*(Photographs taken at the Worthing Boat-house.)*

**"THE BOYHOOD OF RALEIGH."**—(A Life-boat version of a famous picture.)



*Photograph by]*

**Ex-Coxswain Richard Roberts, of Deal.**

*[Fox Photos.*

*(See page 189.)*



## The Ladies' Life-boat Guild.

New President : General Council.

At the personal request of the Prince of Wales, the Duchess of Sutherland has accepted the Presidency of the Ladies' Life-boat Guild, in succession to the Marchioness of Carisbrooke, and she inaugurated her Presidency by issuing an invitation to each Guild to nominate two of its members, the Chairman or President, and the Honorary Secretary, to become members of the General Council of the Guild, which, as announced last year, it had been decided to form. The members of the Guild are already very busy women, and we wish to make it clear that it is not proposed to ask the General Council to meet, at any rate for the present, as this would entail bringing members to London from all parts of the country. Those who accept the invitation to join the Council need not fear, therefore, that by so doing they will in any way increase the work which they have already undertaken for the Life-boat Service. At the same time we feel that the Council will act as yet another link in the very real, though informal association, through membership of the Guild, of the many hundreds of women who are engaged in voluntary work for the Institution.

It is proposed to publish and distribute to all members of the Guild the names of the General Council, so that, in every part of the country they will find in the members of the Council those who will be best able to give help in promoting the Guild's work.

Meanwhile we publish here the names of those ladies who have, up to the present, accepted the Duchess of Sutherland's invitation, and we hope to com-

plete the list of Council Members in the next issue of *The Lifeboat*.

The following are members of the Council *ex officio*, or by reason of long and special services to the Institution :—

The Duchess of Sutherland, President of the Guild.

The Marchioness of Milford Haven, Vice-President.

The Countess Waldegrave, O.B.E., for some time President of the original London Ladies' Committee, and now President of the Guild for Wells (Somerset).

The Viscountess Bertie of Thame, Chairman of the London Women's Committee.

The Lady Cynthia Colville, for some time a member of the original London Ladies' Committee.

The Lady Florence Pery, Vice-Chairman of the London Women's Committee.

Lady Baring, for some time Chairman of the original London Ladies' Committee and then of the present London Women's Committee.

Miss Alice Marshall, an Honorary Life-Governor of the Institution, and Honorary Secretary of the Oxford Branch.

Mrs. Astley Roberts, an Honorary Life-Governor of the Institution, and President of the Eastbourne Guild.

Mrs. A. G. Anson, for long connected with the work of the Service in Hastings and St. Leonards, where she was Chairman of the Guild.

The following have been elected to represent their Guilds on the Council :—

### North of England District.

BRANCH.	NAMES OF DELEGATES.
Barnsley . . . .	THE MAYORESS . . . . President.
	Mrs. C. H. PARKER . . . . Honorary Secretary.
Blackburn . . . .	Mrs. R. Y. AITKEN . . . . Chairman.
	Mrs. R. R. FIELDING . . . . Honorary Secretary.
Bridlington. . . .	THE MAYORESS . . . . President.
	Mrs. GRAY . . . . Honorary Secretary.
Chester . . . .	THE MAYORESS . . . . President.
	Miss S. E. HEWITT . . . . Honorary Secretary.
Cullercoats . . . .	Lady GREGG . . . . President.
	Miss W. CUNNINGHAM . . . . Honorary Secretary.
Darlington . . . .	THE MAYORESS . . . . President.
	Mrs. LAMONT . . . . Honorary Secretary.



**North of England District—continued.**

BRANCH.	NAMES OF DELEGATES.	
Doncaster . . . . .	THE MAYORESS . . . . .	President.
	Mrs. BORRILL . . . . .	Honorary Secretary.
Harrogate . . . . .	Lady BAIN (Mayoress) . . . . .	President.
	Miss BAIN . . . . .	Honorary Secretary.
Hyde . . . . .	Mrs. M. OLDHAM, J.P. . . . .	Honorary Treasurer.
	Miss ALLSOP . . . . .	Honorary Secretary.
Lancaster . . . . .	Mrs. OGLETHORPE . . . . .	President.
	Mrs. JOHNSON . . . . .	Honorary Secretary.
Liverpool . . . . .	Lady RUSHTON . . . . .	President.
	Mrs. EILLS . . . . .	Honorary Secretary.
Macclesfield . . . . .	Miss ETHEL SHELDON . . . . .	Member of Branch Committee.
	Miss WINIFRED BROWN . . . . .	Honorary Secretary.
Morecambe . . . . .	Miss HEATON . . . . .	} Honorary Secretaries.
	Miss DEWHIRST . . . . .	
Nantwich . . . . .	Miss VERDIN . . . . .	President.
	Miss MACDONALD . . . . .	Honorary Secretary.
Newbiggin . . . . .	Mrs. CHARLTON . . . . .	President.
	Miss LUNN . . . . .	Honorary Secretary.
Northwich . . . . .	Mrs. G. H. BROCK . . . . .	
	Mrs. HARRON . . . . .	
Norton . . . . .	Miss L'ANSON . . . . .	Honorary Secretary.
Oldham . . . . .	THE MAYORESS . . . . .	President.
	Miss BAYLEY . . . . .	Honorary Secretary (Temp.).
Port Erin . . . . .	Mrs. HAMPSON . . . . .	President.
	Miss HANDLEY . . . . .	Honorary Secretary.
Preston . . . . .	THE MAYORESS . . . . .	President.
	Miss CROSS . . . . .	Honorary Secretary.
Saltburn . . . . .	Mrs. BARNETT . . . . .	President.
	Mrs. A. ANDERSON GRANGER . . . . .	Honorary Secretary.
Sedbergh . . . . .	Mrs. WELCH . . . . .	President.
	Miss TOMLINSON . . . . .	Honorary Secretary.
Tyldesley . . . . .	Miss F. BROWN . . . . .	President.
	Mrs. J. K. NOWELL . . . . .	Honorary Secretary.
Tynemouth . . . . .	Miss MITCHELL . . . . .	Chairman.
	Mrs. A. T. JONES . . . . .	Honorary Secretary.
Wakefield . . . . .	Mrs. ARTHUR PICKLES . . . . .	President.
	Mrs. G. E. JACKSON . . . . .	Honorary Treasurer.
Wigan . . . . .	THE MAYORESS . . . . .	President.
	Mrs. W. H. TYNER . . . . .	Honorary Secretary.

**Midlands District.**

Bristol . . . . .	Mrs. H. WALKER . . . . .	President.
	Miss HARTLY HODDER . . . . .	Honorary Secretary.
Cleethorpes . . . . .	Miss R. LOCKING . . . . .	President.
	Miss S. SMITH . . . . .	Honorary Secretary.
Langwith . . . . .	Mrs. C. WHITMORE . . . . .	President.
	Mrs. POOLE . . . . .	Honorary Secretary.

**London District.**

Lewisham . . . . .	Mrs. SPRATT . . . . .	} Life-boat Workers.
	Miss YEOMAN . . . . .	
Woodford . . . . .	Mrs. WALL . . . . .	President.
	Mrs. STEVENS . . . . .	Honorary Secretary.

**South-East of England District.**

Eastbourne . . . . .	The Misses LEWES PITT . . . . .	Honorary Secs.
	Mrs. BRIGGS . . . . .	Honorary Treasurer.
Kessingland . . . . .	Mrs. H. BROCK . . . . .	
	Mrs. WOOLFELD . . . . .	Honorary Secretary.
Seaford . . . . .	Miss JANE LERESCHE . . . . .	Assistant Honorary Secretary.
Tonbridge . . . . .	Miss DESIREE BENNETT . . . . .	Honorary Secretary.

**South-West of England District.**

Banbury . . . . .	Mrs. MAWLE . . . . .	Honorary Secretary.
Bournemouth . . . . .	THE MAYORESS . . . . .	President.
	Mrs. BALL . . . . .	Honorary Secretary.

**South-West of England District—continued.**

BRANCH.	NAMES OF DELEGATES.	
Brixham . . . . .	Mrs. MATTHEY . . . . .	President.
	Miss SHEARS . . . . .	Honorary Secretary.
Bude . . . . .	Mrs. STUART NICHOLSON . . . . .	Honorary Secretary.
Cowes . . . . .	Mrs. LALLOW . . . . .	Honorary Secretary.
	Mrs. E. PERRY . . . . .	
Falmouth . . . . .	Mrs. R. DAVEY . . . . .	
	Mrs. J. ROGERS . . . . .	
Fareham . . . . .	Miss SIMMS . . . . .	Honorary Secretary.
Isle of Wight . . . . .	The Hon. MABEL GOUGH-CAL- THORPE . . . . .	Honorary Secretary.
Portsmouth . . . . .	Lady PINK . . . . .	President.
	Miss D. HOLE . . . . .	Honorary Secretary.
Reading . . . . .	Lady ABRAM . . . . .	President.
	Mrs. SHERWOOD . . . . .	Honorary Secretary.
Salisbury . . . . .	Mrs. HAMILTON FULTON . . . . .	Honorary Secretary.
	Mrs. VANRENEN . . . . .	Honorary Treasurer.
Southampton . . . . .	Lady EMMA CRICHTON . . . . .	President.
	Mrs. WALTER . . . . .	Vice-President
Torquay . . . . .	Mrs. MALCOLM PATTON . . . . .	President.
	Miss STIRLING COOKSON . . . . .	Honorary Secretary.
Ventnor . . . . .	Lady SHANNON . . . . .	President.
	Miss SAUNDERS . . . . .	Honorary Secretary.
Wells (Somerset). . . . .	Mrs. ALLAN . . . . .	Honorary Secretary.
	Mrs. ALCOCK . . . . .	Honorary Secretary.
Weymouth . . . . .	THE COUNTESS OF ILCHESTER . . . . .	President.
	Mrs. WILLIAMSON . . . . .	Honorary Secretary.

**Scotland.**

Dundee . . . . .	Mrs. LONGAIR . . . . .	President.
	Miss JENKINS . . . . .	Honorary Secretary.

**Ireland and Wales District (in which are included Herefordshire and Shropshire).**

Aberdare . . . . .	Miss I. EVANS . . . . .	President.
Anglesey . . . . .	Mrs. BURTON . . . . .	President.
	Miss M. E. LAURIE . . . . .	Honorary Secretary.
Enniskillen . . . . .	Lady MARY CORRY . . . . .	Honorary Secretary.
Ludlow . . . . .	Mrs. WINDSOR CLIVE . . . . .	President.
	Mrs. E. TYRRELL . . . . .	Honorary Secretary.
Newport (Salop) . . . . .	Miss HEANE . . . . .	Temp. Hon. Sec.
Shrewsbury . . . . .	Miss A. E. MOSER . . . . .	Honorary Secretary.
Whitchurch . . . . .	Miss WALFORD . . . . .	Honorary Secretary.

**Gifts from Crews.**

THE Institution has received the following gifts from its Crews.

On 29th July, 1925, the Clacton-on-Sea Motor Life-boat saved the schooner *Walkyrie*, of Lannion, which had stranded on the N.E. Long Sands when bound from France to Aberdeen, and rescued her captain, the only man found on board. Out of the money awarded them for salving the vessel the Clacton Crew have given a donation of £3 to the Institution.

On 1st November, 1925, the Holyhead Steam Life-boat helped the schooner *J. H. Barrow*, of Lancaster, which was dragging her anchors in a gale. Out of the money awarded them

for salvage the Crew gave a donation of £3 5s. to the Institution.

On 11th November, 1925, the Motor Life-boat at Yarmouth, Isle of Wight, saved the schooner *Flying Foam*, of Bridgwater, which had gone ashore on the Warden Ledge, near the Needles, and rescued her crew of five. Out of the money awarded them for salving the vessel the Crew have given £5 to the Institution.

On 27th December, 1925, the Crew at the Humber Station went out in the boarding-boat and helped to refloat the steam trawler *Editor*, of Grimsby, which had stranded. Out of the money received for salving the vessel the Crew

have given £1 to the Institution, and two members of it have anonymously given another £1.

On 3rd October, 1923, in a whole N.N.W. gale with a terrific sea, the trawlers of Brixham, were in danger in the harbour from a steamer, the *Tuscarora*, of Sunderland, which had come into collision with another steamer, the *Torvald*, of Sweden, and was drifting on to them. The Torbay Motor Life-boat went out at mid-day to their help, landed men from a number of them, put pilots on both steamers, and finally went to the help of a ketch, some way out, which was believed to be in

distress. It was not until 6.30 that her crew were able to return for food and dry clothing, and they then stood by until eleven at night in case they should again be required. Coxswain W. G. Sanders was awarded the Thanks of the Institution inscribed on Vellum, and he and his crew received additional monetary awards. The pilots of Brixham sent a donation to the Branch, and a Letter of Thanks and a donation to the Coxswain and crew were sent by the Brixham Fishing Vessels Insurance Society. Out of the donation the Coxswain and Crew have given £10 to the Institution.

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

### Thursday, 15th October, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Decided that the Yarmouth (Isle of Wight) Life-boat Station be permanently established, and that the Totland Bay Station be closed.

Paid £18,859 16s. 9d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £41 15s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives rescued.
Clacton-on-Sea (Motor)	Yacht <i>Dulcebella</i> , of Westcliffe.	Saved yacht and rescued . . . 2
New Brighton, Birkenhead, No. 2 (Motor).	Motor vessel <i>Innisinver</i> , of London . . . . .	5
Penlee (Motor)	Steam trawler <i>Rig</i> , of Ramsgate.	Saved vessel.
Weymouth (Motor)	Schooner <i>Duchess</i> , of Chester . . . . .	4

Also voted £308 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 :—Cadgwith, Caister No. 1, Clacton-on-Sea (Motor), Fraserburgh (Motor), Hasborough, Hoylake, The Lizard (Motor), Moelfre, New Brighton (Motor), North Deal, Ramsgate, St. Helier, Sennen Cove (Motor), Wells, Whitby (Motor), and Yarmouth, I. of W. (Motor).

The Palling No. 1 Life-boat was also launched.

Granted £125 7s. 6d. to men for injury in the Life-boat service at Blackpool, Cardigan, Hartlepool and Moelfre.

Voted a compassionate grant of £5 towards the payment of the funeral expenses of Ex-Coxswain JOHN STONEHOUSE, of Teesmouth, whose relatives were very poor.

Voted 10s. to JOHN D. MCKELLAR for rescuing two persons, father and son, who were run down by a trawler, while fishing off North Berwick, on the afternoon of the 28th August. McKellar, who was fishing near by, saw the accident and immediately cutting his cable, went to the rescue. There was a moderate westerly breeze with a moderate sea, and had it not been for his promptitude there might have been loss of life. McKellar was also allowed 20s. for the loss of his anchor and cable.

Voted £1 2s. 6d. to JOHN EVANS, Bowman of the Abersoch Life-boat, and two other Life-boatmen for rescuing a man whose canoe was capsized while he was sailing in Cardigan Bay, on the afternoon of the 13th September. On hearing of the accident they at once put off in a rowing boat and, on reaching the canoe found her occupant entangled in ropes and exhausted. The weather was fine with a fresh S.W. breeze, and after rescuing the man, the salvors towed his canoe ashore.

Voted £4 7s. 6d. to Coxswain JAMES SCOTT, of the Cullercoats Life-boat, and six other men for rescuing the three occupants of a small boat, off Cullercoats, on the 15th September. The men put off to fish at about 5 p.m. and proceeded in a north-easterly direction, but they were overtaken by a strong S.E. wind with a rising sea and were unable to get back. With some difficulty the motor cable *Fanny Story* was launched, the exhausted men were taken on board, and their boat was towed into safety. The sum of 5s. was allowed for the use of the cable and fuel consumed.

Voted £5 to five men for rescuing the two hands of the fishing boat *Montipeller*, of Hoylake, which was in distress off Conway, on the 15th September. The rescue was carried out in a southerly gale with a very heavy sea, by a motor fishing boat which put off when it was learned that the *Montipeller* was

in need of help. She was found considerably damaged with her engine broken down and riding to an anchor in a dangerous position. With some difficulty the two men were rescued, but the boat had to be left. She was saved next day, although she had dragged half a mile during the night. Also granted £1 for fuel consumed and a boat hook which was broken.

Voted £1 15s. to two men for rescuing three other men whose coble foundered off Dunbar, on the night of the 13th September. The rescuers were pulling home from the fishing grounds when they heard cries for help in the darkness. Hastening in the direction of the cries they were just in time to pick up the men, who were much exhausted. It was fortunate that the night was fine and the rescuers near, as the boat suddenly and completely disappeared.

#### Thursday, 19th November, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
MRS. C. CANDLER, in memory of			
Percy W. Candler . . . . .	55	-	-
ANONYMOUS (additional) . . . . .	50	-	-
P. W. J. . . . .	28	-	-
—To be thanked—			

Paid £17,279 4s. 6d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £276 19s. 7d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Abersoch . . . . .	Ketch <i>Henrietta</i> , of Goole. Landed 4.	
Dungeness No. 2.	Trawler <i>Boy Claud</i> , of Lowestoft. Stood by vessel.	
Ferryside . . . . .	Sailing ship <i>Paul</i> , of Hamburg . . . . .	16
Filey . . . . .	Motor fishing cobbles, of Filey. Stood by cobbles.	
Kingstown . . . . .	Sailing ship <i>Hamburg</i> , of Hamburg . . . . .	46
Lowestoft . . . . .	Rowing boat <i>Myra</i> , of Lowestoft. . . . .	2
Lowestoft . . . . .	Motor drifter <i>Diligence</i> , of Fraserburgh. Stood by vessel.	
North Deal . . . . .	Ketch <i>Malvoisin</i> , of London . . . . .	4
Scarborough . . . . .	Fishing boat <i>Friendship</i> , of Scarborough. Saved boat and rescued . . . . .	3

The Cromer (Motor) Life-boat assisted to save the barge *Scotia*, of London, and rescued her three hands; Holyhead No. 1 (Steam) Life-boat rendered assistance to the schooner *J. H. Barrow*, of Lancaster; Margate No. 2 (Motor) Life-boat assisted to save the barge *Emma*, of Maldon, and rescued her crew of

three; and the Yarmouth, Isle of Wight (Motor) Life-boat saved the schooner *Flying Foam*, of Bridgwater, and rescued her crew of five.

Also voted £281 7s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Caister, Dunbar, Dungeness No. 1, Girvan, Gorleston (Motor), Holyhead No. 1 (Steam), Hoylake, Howth, Margate No. 2 (Motor), Moelfre, New Brighton No. 2 (Motor), North Deal, Palling No. 1, Penlee (Motor), Peterhead No. 2 (Motor), Ramsgate, Skerries, Torbay (Motor), and Yarmouth, Isle of Wight (Motor).

Granted £11 12s. 6d. to men for injury in the Life-boat service at Caister and Winterton.

Voted a special gratuity of £100 to EDWARD WICKHAM, on his retirement, from the post of Coxswain of the Wexford Life-boat, on account of ill-health, in recognition of the fact that he had been connected with the Life-boat for 40 years, during which time he had rendered good service and been devoted to his duty.

Granted a compassionate allowance of £10 to MICHAEL HANNAGAN, pensioned ex-Coxswain of the Youghal Life-boat, who was very ill and very poor.

Voted a compassionate grant of £35 to the widow of GEORGE COMER, of Ilfracombe, who was drowned while fishing. Comer had served as Bowman and Second Coxswain of the Life-boat for thirty years.

Voted £5 to five men for rescuing the two occupants of the motor fishing boat *Try Again*, which was in distress at Montrose, on 5th October, 1925. When the motor-fishing boat *Annie* was entering the River Southesk the *Try Again* was seen to be in trouble in a rough sea. Her engine was not working, and she was in danger of going on to the rocks. A rope was passed from the *Try Again*, but this attempt to tow her off failed, as the rope parted. At considerable risk the salvors again went to her and gave her their own rope. By this means she was towed to safety and later to her moorings in the river. The sum of 5s. was allowed for stores consumed.

Voted £3 10s. to the Life-boat Coxswain, at Moelfre, and six other men for putting off in the Life-boat boarding boat and going to the schooner *John Ewing*, of Cardigan, on the 19th October. The vessel had stranded very near the Life-boat slipway, but did not require help as the weather was moderate and her crew were able to land in their own boat.

Voted £2 to two men for rescuing one of the two occupants of a small fishing boat which was capsized off Ilfracombe, on the 24th October. The two fishermen were George Comer, the Second Coxswain of the Life-boat, and his son, who had been towed out to the fishing ground and had capsized after casting off. Their cries were heard by the two salvors who were about half a mile away in a rowing boat. After a hard row—a N.W. gale was blowing and the sea was heavy—they reached

the spot and rescued the son who was entangled in the nets. Unfortunately, George Comer had disappeared.

Voted £4 10s. to three men for rescuing the three hands of the fishing boat *Lyn*, which was in difficulties when about two miles north of Ilfracombe, on the 26th October. A strong southerly gale was blowing, and the boat, although trying to beat back, was being carried out to sea. Her predicament was seen by the crew of another fishing boat—*The Robina*—who hauled their nets, left the shelter of the land, and went to her help. They succeeded in getting the *Lyn* into harbour, but it took them two hours, and the *Robina's* sails were damaged. The sum of £2 was granted to cover the damage and petrol consumed.

Voted £24 7s. 6d. to the Life-boat crew at Plymouth, who manned a service cutter and proceeded to the schooner *St. George*, which stranded close to the Life-boat slipway, during a strong S.W. gale with a heavy sea on the night of the 6th November. When the *St. George* was reached it was found that her crew were in no immediate danger, and did not wish to leave the vessel, but at the Captain's request a woman who was on board was taken ashore. Also granted 9s. to the Life-boat signalman who was in attendance.

#### Thursday, 17th December, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Passed a Vote of Condolence to H.M. THE KING on the death of H.M. QUEEN ALEXANDRA, Patron of the Institution.

Reported that the DUCHESS OF SUTHERLAND had accepted the position of President of the Ladies' Life-boat Guild.

Reported the resignation of Captain G. B. PRESTON from the Committee of Management.

Reported the receipt of the following special contribution:—

	£	s.	d.
White Star Steamers Charity			
Account (additional donation) . . .	100	-	-
—To be thanked—			

Paid £14,937 19s. 11d. for sundry charges, in connexion with the maintenance of the various Life-boat establishments.

Voted £248 14s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Berwick-on-Tweed	Three fishing yawls, of Spittal. Stood by yawls.	
Bridlington . .	Schooner <i>Mary Watkinson</i> , of Barrow .	10
Cloughy . . .	S.S. <i>Oakgrove</i> , of Glasgow. Stood by vessel.	
Donaghadee . .	S.S. <i>Oakgrove</i> , of Glasgow. Stood by vessel.	
(Motor)		
Dunbar . . .	S.S. <i>Norham</i> , of Blyth. Stood by vessel.	
Flamborough No. 2	A steam trawler and a steamer. Rendered assistance.	

Life-boat.	Vessel.	Lives rescued.
Humber (Motor)	S.S. <i>Whinstone</i> , of Preston	6
Fraserburgh (Motor)	Steam drifter <i>Shepherd Lad</i> , of Fraserburgh. Stood by vessel.	
Margate No. 2 (Motor)	Ketch <i>Askoy</i> , of London. Landed 3.	
Whitby (Motor).	Six fishing boats, of Whitby. Escorted boats into harbour.	

The Caister No. 1 Life-boat rendered assistance to the s.s. *Flashlight*, of London; and the Sheringham Life-boat assisted to save the motor schooner *Ingeborg*, of Helsingborg, and rescued from shipwreck her crew of ten.

Also voted £371 15s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberystwyth, Arbroath, Blackrock, Blyth (Motor), Buckie (Motor), Caister, Donna Nook, Dunbar, Dungeness, Flamborough No. 1, Flamborough No. 2, Fraserburgh (Motor), Gorleston (Motor), Hartlepool (Motor), Lowestoft (Motor), Newbiggin, North Deal, Redcar, Skerries, Teesmouth (Motor), Torbay (Motor), Tynemouth (Motor).

Granted £11 6s. 6d. to men for injury in the Life-boat service at Aldeburgh and Winterton.

Voted a grant of £2 to a fund, raised at Margate, for the benefit of J. EPPS, an old Life-boatman, and a survivor of the Surf Boat Disaster of 1897.

Voted a grant of £10 to the relatives of the late Coxswain G. W. DAVISON, of Sunderland, towards the medical and funeral expenses. Davison, who died after a long illness, had been connected with the Life-boat for many years.

Decided that in recognition of the meritorious services of the Humber Life-boat in rescuing the crew, six in number, of the s.s. *Whinstone*, of Preston, and the persevering efforts of the Donna Nook Life-boat in going to the help of the same vessel, when she was in distress near Saltfleet, during a whole N. gale with a very heavy sea, on the 25th November, 1925, the following awards be given:—The Silver Second Service Clasp, together with a copy of the Vote inscribed on Vellum and framed, to Coxswain ROBERT CROSS, of the Humber Life-boat, and an additional monetary reward to him and to each member of the crew; the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, to Coxswain JOHN T. DOBSON, of the Donna Nook Life-boat, the Thanks of Institution inscribed on Vellum and framed to Second Coxswain G. W. HUMBERSTONE, and Bowman F. WILSON, of the Donna Nook Life-boat, and an additional monetary reward to them and to each member of the crew and helpers who assisted.

Directed that a Letter of Appreciation be sent to Coxswain ROBERT KNAGGS, and that he and each member of the crew of the Flam-

borough No. 2 Life-boat be granted an additional monetary reward for arduous services in exceptionally severe weather on the 25th November and the 30th November.

Directed that a Letter of Appreciation be addressed to Mr. C. H. GRAY, Honorary Secretary at Bridlington, for his valuable assistance at the launch of the Life-boat for service on the night of the 7th December, also that each

member of the crew be granted an additional monetary reward on account of the very arduous nature of the service.

Voted an additional monetary reward to the crew of the Arbroath Life-boat for an arduous service on the 30th November, when the Life-boat was damaged beyond repair. Also granted an award to two men who put off in the pilot boat to render help.

## Awards to Coxswains and Life-boatmen.

To EDWARD WICKHAM, on his retirement, after serving 27 years as Coxswain and previously 13 years as Second Coxswain of the Wexford Life-boat, a Certificate of Service, a Pension, and a Special Gratuity.

To STEPHEN CLAYSON, on his retirement, after serving 20½ years as Coxswain and previously 7½ years as Second Coxswain of the Margate Nos. 1 and 2 Life-boats, a Certificate of Service and a Pension.

To THOMAS STORM, on his retirement, after serving 5 years as Coxswain, 12 years as Second Coxswain and 6 years as Bowman of the Robin Hood's Bay Life-boat, a Life-boatman's Certificate of Service and a Pension.

To ALEXANDER THOMSON, on his retirement, after serving 5½ years as Coxswain of the Buckie Life-boat, a Gratuity.

To JAMES REDMOND, on his retirement, on the closing of the Station, after serving 19 years as Coxswain and 8½ years as Second Coxswain of the Courtown Life-boat, a Certificate of Service and a Pension.

To WILLIAM TURNER, on his retirement, on the closing of the Station, after serving 19 years as Second Coxswain of the Courtown Life-boat, a Pension.

To JOHN STAFFORD, on his retirement, on the closing of the Station, after serving 17½ years as Bowman of the Courtown Life-boat, a Pension.

To ANDREW BYRNE, on his retirement, on the closing of the Station, after serving 14 years as Signalman of the Courtown Life-boat, a Pension.

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

To CHARLES GOODWIN, on his retirement, on the closing of the Station, after serving 14 years as Second Coxswain of the Whitehaven Life-boat, a Pension.

To WILLIAM HENRY SIMPSON, on his retirement, on the closing of the Station, after serving 14 years as Bowman of the Whitehaven Life-boat, a Pension.

To LOWTHER WILSON, on his retirement, on the closing of the Station, after serving 26 years as Signalman to the Whitehaven Life-boat, a Pension.

To EDWIN WM. DISTIN, on his retirement, on the closing of the Station, after serving 9 years as Coxswain of the Salcombe Life-boat, a Pension.

To R.C. FOALE, on his retirement, on the closing of the Station, after serving 8 years as Second Coxswain of the Salcombe Life-boat, a Gratuity.

To GEORGE T. LAMBLE, on his retirement, on the closing of the Station, after serving 23 years as Signalman of the Salcombe Life-boat, a Pension.

To DAVID MARR, on his retirement, on the closing of the Station, after 13 years' service, during which he served as Coxswain, Second Coxswain, and Bowman of the North Berwick Life-boat, a Pension.

To PATRICK GORRY, on his retirement, after serving 8 years as Second Coxswain, 7 years as Bowman, and previously 25 years as a member of the crew of the Peel Life-boat, a Life-boatman's Certificate of Service and a Pension.

To MARTIN THORBURN, on his retirement, on the closing of the Station, after serving 13 years as Signalman to the North Berwick Life-boat, a Pension.

To CHAS. EDWARD WORDINGHAM, on his retirement, after serving 11½ years as Second Coxswain, and 6 years as Bowman of the Wells Life-boat, a Pension.

To GEORGE THOMAS, on his retirement, after serving 36 years as Second Coxswain, and previously 6 years as a member of the crew of the Burnham Life-boat, a Life-boatman's Certificate of Service and a Pension.

To GEORGE W. AYERS, on his retirement, after serving 15 years as Second Coxswain, and previously 17 years as a member of the crew of the Lowestoft Life-boats, a Life-boatman's Certificate of Service and a Pension.

To CHARLES PERCHARD, on his retirement, after serving 18 years as a member of the crew, latterly as Bowman of the Penmon and Beaumaris Life-boats, a Life-boatman's Certificate of Service.

To JOHN SIMMONS, on his retirement, after serving 9 years as Bowman, and previously 23 years as a member of the crew of the Cambois Life-boat, a Life-boatman's Certificate of Service.

To JOHN KING, on his retirement, after serving over 30 years as Signalman to the Drogheda Life-boat, a Pension.

To ROBERT J. BOXHALL, on his retirement, after serving 35 years as Signalman to the Sheringham Life-boat, a Pension.

LIFE-BOATMEN'S Certificates of Service have been awarded to the following

members of crews who have retired, the figure after their names being their years of service :—

JOHN PESTELL (53), Palling.  
WILLIAM KERRISON (53), Palling.  
FREDERICK FEATHER (53), Palling.  
JOSEPH THOMAS (46), Burnham.  
WILLIAM RUTTER (41), North Sunderland.  
JOHN STANHOPE (35), Blackpool.  
JOSEPH PRICE (30), Fleetwood.  
JOSEPH STREET, Senr. (26), Worthing.  
TOM LEADBETTER (25), Fleetwood.  
C. PRAGNELL (20), Totland Bay.  
ERNEST E. CONWAY (20), Totland Bay.  
F. E. CROUCH (20), Totland Bay.

### Awards to Honorary Workers.

To the Rev. K. H. MACDERMOTT, upon his retirement after 10 years as Honorary Secretary of the Selsey Branch, the Thanks of the Institution inscribed on Vellum.

To the Rev. R. J. HODGES, upon his retirement after 10 years as Honorary Secretary of the Youghal Branch, the Thanks of the Institution inscribed on Vellum.

To Capt. F. J. EVANS, upon his retirement after 10 years as Honorary Secretary of the Ramsey Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. W. B. WILLIAMS, upon his retirement after 22 years as Honorary Secretary of the Barry Branch, the Thanks of the Institution inscribed on Vellum.

To Mrs. W. B. WILLIAMS, Vice-President of the Ladies' Life-boat Guild, Cardiff and Penarth Branch, in recognition of her valuable co-operation for many years, the Gold Brooch and the Record of Thanks.

To Mr. HERBERT E. LOYNES, in recognition of his valuable services as Honorary Secretary, for the past 30 years, to the Wells Life-boat Station, a Mounted Aneroid Barometer.

To Mr. W. E. MOUNSEY, in recognition of his exceptional services as Honorary Treasurer to the Port of Liverpool Branch for many years, a Mounted Aneroid Barometer.

To Mr. G. C. L. POOLE, upon his retirement after 14 years as Honorary Treasurer of the Penzance Branch (Penlee and Sennen Cove Stations), a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. A. J. G. ANSON on his retirement after 9 years as Honorary Secretary of the Hastings and St. Leonards Branch, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mr. F. HOLLINGSWORTH, upon his retirement after 6 years as Honorary Secretary of the Holy Island Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Major-Gen. Sir WILLIAM FRY, K.C.V.O., C.B., Lieutenant-Governor of the Isle of Man, in recognition of his valuable co-operation, the Gold Pendant and the Record of Thanks.

To Lady FRY, in recognition of her valuable co-operation in the Isle of Man, the Gold Brooch and the Record of Thanks.

To Mr. L. T. WILKINS, of Southampton, in recognition of his valuable help in organizing collections during the past 9 years on the steamers of the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company, the Gold Pendant and the Record of Thanks.

To Mr. F. O. BROWN, of London, in recognition of the fact that for many years he has raised each year the record sum obtained by means of a collecting box, the Gold Pendant.

To Mr. A. E. BARTLETT, in recognition of his valuable work in organizing a Theatrical Performance in aid of the Institution, at Bath, the Gold Pendant and the Record of Thanks.

To Mr. M. WYSE, in recognition of his valuable co-operation in connexion with the Port of Liverpool Branch, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Miss F. SHEPHERD, in recognition of her valuable help in collecting at Life-boat launches at Rhyl, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mr. T. MARKWELL, of Ipswich, in recognition of his valuable co-operation in organizing collections on board s.s. *Norfolk*, an inscribed copy of "Britain's Life-boats."

To Mr. N. C. BRYANT, of Ipswich, in recognition of his valuable co-operation in organizing collections on board s.s. *Suffolk*, an inscribed copy of "Britain's Life-boats."

### Obituary.

**Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O., F.R.G.S., Deputy-Master of Trinity House; Mr. W. J. Oliver, Honorary Secretary of the Sunderland Branch.**

#### Captain Sir Herbert Acton Blake.

WE deeply regret to have to record the death, during March, of two old and very valued friends of the Institution, Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O., J.P., F.R.G.S., Deputy-Master of the Trinity House, and Mr. W. J. Oliver, for many years Honorary Secretary of the Sunderland Branch.

Sir Herbert Acton Blake died at sea on 7th March in his sixty-ninth year. Some months ago he had an operation, and was taking a long voyage for his health. He spent a number of years at sea in command of ships of the British India Steam Navigation Company and the African Royal Mail Company, and was a Captain in the Royal Naval Reserve. In 1901 he became an Elder Brother of the Trinity, and in 1910 he was appointed Deputy Master of Trinity House. He was an authority on pilotage, and was chairman of the Pilotage Advisory Committee of the Board of Trade, and it was his special knowledge of lighthouses which earned him his knighthood in the Royal Victorian Order in 1914. He was a member of the Departmental Committee of the Board of Trade on the Mercantile Marine and of the Tonnage Committee; represented Trinity House on the Port of London Authority for a time; was chairman of the Dock and Harbour Dues Claims Commission, and one of the British delegates in 1913 on the International Committee for Safety of Life at Sea. In 1915 he became a K.C.M.G.

On his appointment as Deputy Master of Trinity House he became *ex officio* a member of the Committee of Management, so that for fifteen years the Institution has had the benefit of his wide knowledge and experience, both of shipping and of the many problems of coast protection. He was also an *ex officio* member of the General Committee of the City Branch, and, whenever his duties permitted, was always ready to speak, not only at the Annual Meetings of the City Branch, but at other Life-boat meetings in London and the provinces.

A memorial service was held in London, at which the Institution was represented by Mr. George F. Shee, M.A., its Secretary.

#### Mr. W. J. Oliver.

Mr. W. J. Oliver, who died on 4th March, had been Honorary Secretary of the Sunderland Branch for twenty-five years, and for nearly fifty years had been actively connected with the work of saving life from shipwreck. When he was appointed in May, 1900, there were three Pulling and Sailing Life-boats at the Station (a Motor Life-boat was placed there in 1918), and it was no light duty to be responsible for the efficient maintenance of all three. There was no more devoted and indefatigable Honorary Secretary on the coast. He brought the same ability and enthusiasm to the work of raising funds as to the work of administration, so that, for a number of years the Branch has not only maintained the Station, but made a substantial contribution each year to the general funds of the Institution. But he was much more than a skilful administrator. He was also an able and courageous Life-boatman, and proved his skill and courage on many services, taking part in the rescue of over 300 lives.

He was a man of many activities and great energy—a successful business man who found time also for much valuable public service, and he received many marks of gratitude and esteem. The Board of Trade on several occasions thanked him for his services, and presented him with its Long Service Medal. The Shipwrecked Mariners' Society frequently expressed its gratitude for his care of the shipwrecked, a work which he organized during the War with great energy and success. The Institution also showed, in every way that it could, its appreciation of his many services. In 1905 he was awarded a Mounted Aneroid in recognition of the work which he did when one of the Sunderland Boat-houses caught fire. In 1912 he received



a Pair of Binoculars ; in 1915 the Gold Pendant, and in 1916 the Institution's Thanks inscribed on Vellum, a very rare award to an Honorary Secretary still in office. In 1920 he was invited to speak at the Annual General Meeting of the Governors in London, and gave a most interesting account of his experiences in life-saving work. Finally, in 1924, he received the highest honour

which the Institution could confer by being elected one of the first of its Honorary Life Governors.

Mr. Oliver had the help of his family in his work for the Service. In 1909 Mrs. Oliver was presented with a Framed Photograph of a Life-boat rescue, in recognition of her services, and since 1920 his son, Captain W. J. Oliver, M.C., has acted as joint Honorary Secretary.

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

FOR the second year the Staff at the Institution's Storeyard at Poplar, with the help of the Staff at Headquarters, gave a Christmas Tea and Entertainment to about 160 children living in the neighbourhood of the Storeyard. It was given on 19th December, at the Emery Hall. Tea was provided, and later on in the evening, refreshments ; and the entertainment consisted of violin solos by Mrs. George F. Shee (accompanied by Mr. George F. Shee, Secretary of the Institution) ; a band ; a minstrel troupe ; magic lantern pictures, some comic, some of Life-boat scenes ; fairy stories, also with lantern slides ; a performing dog ; and finally Father

Christmas, whose attendants, carrying hampers of toys, fruit and sweets, were dressed as Life-boatmen.

Except for Mrs. Shee's violin solos, the band, which was kindly lent by Mr. A. C. Brown, and the performing dog, the entertainment was provided by the Staff.

On 22nd December, Captain G. H. Bevan, O.B.E., R.N., Deputy Chief Inspector for Stores, and members of the Storeyard Staff visited the Piggott Street School for defective children, where about 150 were entertained to tea, fruit and sweets were distributed to them, and Captain Bevan talked to them about Life-boats.

### Visits to the Storeyard.

OF the many thousands of Londoners who give their help to the Life-boat Service probably very few realize that there is a fleet of Life-boats in London itself—the reserve Life-boats of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, which are kept at its Storeyard at Poplar, ready to be sent at a moment's notice to any part of the coasts of Great Britain and Ireland, to replace Life-boats which may have been damaged, and, in addition, repair shops, and all the stores for our Life-boats round 5000 miles of coast.

With the idea of enabling the people of London to know a little more about the Life-boat work which is being done in London itself, the Institution arranged two visits to the Storeyard last autumn. For the first,

invitations were sent to the leading London firms which organize collections among their employees. The second was arranged for a party of thirty members of the London Society, of which Lord Crawford and Balcarras is President, and Sir Aston Webb Chairman, and the aim of which is "to stimulate a wider concern for the beauty of the Capital City, the preservation of its charms, and the careful consideration of its developments." The party was very much interested by its visit, and contributed generously to a Life-boat collecting box which it named the "good ship 'London Society.'" Several members of the party have since become subscribers, and the Society gave an account of the visit, with a short history of the Life-boat Service, in its monthly journal.

## News from the Branches.

### List of New Branches.

It is proposed in future to publish in *The Lifeboat* lists of new Branches with the names of their Honorary Secretaries. The following list is of the Branches which have been formed since the beginning of 1925:—

### NORTHERN DISTRICT.

<i>Branch.</i>	<i>Honorary Secretary.</i>
Abram and Bickershaw	J. FALCON, Esq.
Barnard Castle	Mrs. KAYE RAMSDEN.
Barnsley	Mrs. C. H. PARKER.
Bishop Auckland.	Mrs. KENWORTHY.
Bentley-with-Arksey	W. B. JEPSON, Esq., C.R.S.I.
Blaydon-on-Tyne	Mrs. G. TURNER.
Blucher and Walbottle.	Mrs. TWEDDELL.
Brighouse	Miss ELLA RAWLINSON.
Chester-le-Street	Mrs. BAXTER.
Conisborough	Mrs. H. A. CHAMBERLAIN.
Culceth-with-Kenyon	Miss M. HOLDEN.
Dinnington Village and District	Miss M. BATY.
Earsdon and Shiremoor	Mrs. GIBBIN.
Golborne and Lowton	WM. ECCLESTON, Esq.
Heddon-on-the-Wall	Mrs. JORDAN.
Hebden Bridge and District	Miss W. BARRETT.
Hindley	Mrs. T. BATES.
Hollingworth and Tintwistle	Miss C. BUTCHER.
Ince-in-Makerfield	F. MIDDLEHURST, Esq.
Littleborough	Miss HOLROYD.
Mexborough, Swinton and District	GEORGE SCHOFIELD, Esq., C.C.
Morpeth	Miss DOWNIE.
Mottram and Broadbottom	Mrs. GEORGE SHAW.
Middlewich	Mrs. DUNNINGHAM.
Morecambe	Miss HEATON and Miss DEWHIRST.
Nelson	Miss JACKSON.
Newburn-on-Tyne	Mrs. BOCKING.
Newsham and New Delaval	Mrs. HAWKES.
Ovingham	Mrs. O. WATSON.
Penistone	Mrs. MARSTON.
Pegswood	Mrs. H. B. WILSON.
Ryton-on-Tyne	Mrs. C. TAYLOR.
Seaton Delaval and District	Mrs. W. MARSHALL.
Spennymoor	Mrs. BARFF.
Stamfordham	Mrs. WELLS.
Standish	Miss DORIS RICHARDS.
Spenborough	Miss E. DICKINSON.
Throckley	Mrs. MILLAR.
Trawden	Miss E. BANNISTER.
Whitworth	Mrs. FORBES.
Wakefield	Mrs. DEWS.

### IRELAND AND WALES DISTRICT.

Galway	RICHARD GIBBON, Esq.
Lurgan	Commr. C. H. F. FORDE, R.N. (Ret.).
Limerick	C. DOWNEY, Esq.
Mold	Mrs. G. NORMAN-JONES.
Waterford	RICHARD J. FARRELL, Esq.
Wrexham and District	A. V. POWELL, Esq.

### SCOTTISH DISTRICT.

Annan	D. W. LAURENCE, Esq.
Ballindalloch	ALEX. STRATHDEE, Esq.
Biggar	JAMES CAIRNS, Esq.
Cupar	IAN W. MCINNES, Esq., M.A., LL.B., W.S.
Craigellachie and Aberlour	J. F. MCGOWAN, Esq.
Cullen and Deskford	SIDNEY STEWART, Esq.
Denny and Dunipace	Miss SHANKS.

**SCOTTISH DISTRICT—continued.**

<i>Branch.</i>	<i>Honorary Secretary.</i>
Dufftown . . . . .	ALEX. GALL, Esq.
Elgin . . . . .	J. DAVIDSON DICKIE, Esq., M.A.
Gardenstown and Crovie . . . . .	GEORGE IRONSIDE, Esq.
Jedburgh . . . . .	WM. GIBSON, Esq.
Keith . . . . .	S. W. MAYER, Esq.
Kelso . . . . .	GEORGE P. MILLAR, Esq.
Kilsyth . . . . .	MISS LOCKHART.
Kilwinning . . . . .	MISS JESSIE KEIL.
Lanark . . . . .	MISS HAY.
Lockerbie . . . . .	DAVID COEMACK, Esq.
Markinch . . . . .	JAMES STEVEN, Esq., M.A.
Moffat . . . . .	JAMES MANSON, Esq.
Nairn . . . . .	COUNCILLOR MACDONELL.
Oban . . . . .	JAMES H. BANKS, Esq.
Selkirk . . . . .	J. M. JEFFREY, Esq., and JOHN G. GEMMELL, Esq.
Stevenston . . . . .	THOS. M. BLACKWOOD, Esq., M.A.
Tomintoul . . . . .	D. McHARDY, Esq.

**SOUTH-WESTERN DISTRICT.**

Bicester and District . . . . .	WILMORE TAYLOR, Esq.
Bodmin . . . . .	GEORGE BRICKNELL, Esq.
Chipping Norton and District . . . . .	Mrs. ROWELL.
Thame and District . . . . .	Mrs. PECKOVER.

In connexion with the South-Western District it should be pointed out that the list of new Branches is small because there are very few places in this District in which there is no Branch.

**LONDON DISTRICT.**

Barking . . . . .	Mrs. PINE.
Bexley Heath and Welling . . . . .	Mrs. KEENE.
Croydon . . . . .	MISS MILDRED MCLEOD.
Mill Hill . . . . .	MISS H. M. GREATOREX.
Northwood . . . . .	Mrs. CARR.
Southgate . . . . .	MISS HAYLES.
Tottenham . . . . .	Mrs. HEDDLE.
Twickenham . . . . .	Mrs. ELLIS.
Wembley . . . . .	MISS D. PIGOTT.

**Tynemouth Ladies' Life-boat Guild.**

Besides the work which it does in raising money, the Ladies' Life-boat Guild at Tynemouth has found a most practical and useful way of helping the Crew of the Motor Life-boat. The Organizing Secretary in the North of England writes:—

"They have a series of 'crews' with a Captain for each, and when there is any possibility of the Life-boat being wanted, one of the Captains is warned, and the 'crew' attend at the Watch House for the purpose of providing refreshments. On many occasions, the ladies have been at the Watch House for several hours (midnight and otherwise), and have provided hot coffee, soup, etc., etc. In this way, a most excellent feeling has resulted between the Tyne-

mouth Life-boat crew and the members of the Ladies' Guild."

There are active Guilds with a good membership at other Stations. Possibly they may like to follow Tynemouth's example.

**The New Honorary Secretary at Hastings.**

Commander P. D. R. West, R.N., has become Honorary Secretary of the Hastings Branch, where there has been a Life-boat for nearly seventy years, on the retirement of Mr. Anson. Commander West earned his first distinction over thirty years ago when he was a naval cadet. The fleet was engaged in manœuvres in the Mediterranean off Tripoli, and there was a collision between the *Victoria* and the *Camperdown*. After the collision, Admiral of the Fleet Lord Jellicoe, who was then a Com-

mauder, was seen in the water. He had been suffering from fever and was in a very exhausted state. Naval Cadet West swam to his help, and supported him until they were picked up by a boat from *H.M.S. Nile*. For this gallant action he was awarded the Bronze Medal of the Royal Humane Society.

#### Annual Meetings : Station Branches.

**ABERDEEN.**—On 10th December, Councillor A. Milne, Vice-President, in the chair in the absence of the President, Lord Provost Lewis. The report for the year ending 30th September, 1925, showed that £602 had been collected, as compared with £552 in the previous year. The Honorary Secretary reported that by an amicable arrangement with the Harbour Board the Institution had taken over the control of the Station, and had sent there two Pulling and Sailing Life-boats. One of these, however, is to be replaced at an early date by a 60-foot Twin Screw Motor Life-boat, the most powerful type in the Institution's Fleet. The yearly up-keep of this Boat would be about £1,000, and he appealed for generous contributions from the people of Aberdeen themselves towards its maintenance. In moving the adoption of the report the Chairman expressed his disappointment at the meagre attendance of the meeting, and hoped that the arrival of the new Motor Life-boat would stimulate the interest of Aberdeen in the Service.

**BRIDLINGTON.**—On 16th November, Mr. Y. G. Lloyd-Greame presiding. The report for the year ending 30th September, 1925, showed that £300 had been collected, as compared with £249 in the previous year. Councillor C. H. Gray, one of the joint Honorary Secretaries of the Branch, pointed out that the Station was not only self-supporting, but had been able to contribute to the general funds of the Institution, and the Chairman paid a tribute to the work of the Ladies' Life-boat Guild.

**CROMER.**—On 6th November, Mr. D. Davison presiding in the unavoidable absence of Lord Suffield. The report for the year ending 30th September, 1925, showed that the Motor Life-boat had been launched seven times on

service, and the Pulling and Sailing Life-boat once, and that no fewer than fifty-eight lives had been rescued, bringing up the total for Cromer Life-boats to 345. It showed also that £405 had been collected, as compared with £352 in the previous year. The report expressed the regret of the Committee at the death, on 14th September, of Mr. J. J. Davis, who for many years had been Coxswain. He resigned, owing to ill-health, in 1902, but since his retirement he had on several occasions acted as Coxswain. The Station had also lost by death the services of Mr. T. Kirby, one of the oldest members of the Crew, who had been caretaker of the Motor Life-boat House since its opening. Special reference was made by the Chairman to the great services of the Honorary Secretary of the Station, Mr. F. H. Barclay, and also to the work of Mr. Blyth, the Caretaker at the old Life-boat House.

**CULLERCOATS.**—On 14th October. The report for the year ending 30th September, 1925, showed that £159 had been collected, as compared with £122 in the previous year. In making the financial statement the Honorary Secretary, Mr. B. H. Brown, pointed out that £122 had been collected by the Fishwives on the Road Exercise of the Boat, an increase of over £20 on their previous record. At the same time the report had one disappointing feature, the small number of annual subscriptions. He appealed for an increase in subscriptions, these being the backbone of the Institution's revenue.

**DUNBAR AND SKATERAW.**—On 29th December, General Sir F. R. Wingate presiding. The report for the year ending 30th September, 1925, showed that £243 had been collected, as compared with £246 in the previous year. The sum raised in 1925 has only twice been exceeded during the past fifty years.

**FLEETWOOD.**—On 13th November, Mr. F. J. Thompson, J.P., presiding. The report for the year ending 30th September, 1925, showed that £360 had been collected, as compared with £277 in the previous year. Of this sum £127 had been raised by the Life-boat Day, an increase of £27 on the previous year. On the other hand, the collections at the

Life-boat House had fallen from £123 to £105.

FOLKESTONE.—On 23rd November, Mr. P. Dawson presiding. The report for the year ending 30th September, 1925, showed that the Life-boat had been out on service once during the year, and that £248 had been collected as compared with £375 in the previous year. There had been an increase in the annual subscriptions of £8, but, unfortunately, a decrease of nearly £50 in the boxes at the Life-boat House. Special reference was made in the report to the efforts of Mrs. Shone, who contributed £32 as a result of a Bridge Tournament. The result of the Life-boat Day was just under £100, as compared with over £200 in 1924, but that was because in 1924 the Day had been held on the occasion of the visit of a number of Life-boatmen from the Continent, when there had been a big procession. Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management, congratulated the Branch on having so efficient a Crew and a Caretaker at the Boat-house who spent so much time in showing visitors all the details of the Station's work.

ILFRACOMBE.—On 26th October, Mr. C. Darbyshire, J.P., presiding. The report for the year ending 30th September, 1925, showed that £161 had been collected, as compared with £137 in the previous year. Mr. Darbyshire paid a tribute to the late George Comer, Second Coxswain of the Life-boat, whom he had known intimately for nearly forty years and who had been drowned while out fishing.

ISLE OF WIGHT.—On 19th September, Sir Charles Seely, Bt., J.P., President of the Branch, presiding. Reports of the Isle of Wight Stations were read by their Honorary Secretaries, and the financial statement for the year ending 30th September, 1925, showed that £857 had been collected, as compared with £807 in the previous year. In moving the adoption of the reports the Chairman pointed out that the cost of maintaining the Stations on the Island was large, as it was bound to be, now that there were Motor Life-boats at Bembridge and

Yarmouth, but that he hoped, in spite of this, that contributions from the Island would be generous enough not only to pay for the whole maintenance of their own Stations, but to enable them to make a considerable contribution towards the general expenses of the Institution.

LOWESTOFT.—On 4th December, Mr. F. Spashett, Chairman of the Branch, presiding. The report for the year ending 30th September, 1925, showed that the Boat had been launched on six occasions and had saved nine lives, and that £67 had been collected, as compared with £116 in the previous year. During the year the Branch had also received a legacy of £2,150. Special reference was made by the Chairman to the fact that there had been a decrease in subscriptions, which amounted to only £18, and he suggested that the salesmen in the market should be approached and asked to get each fishing boat to contribute 5s. to the Branch. If this were done between £50 and £60 might be added to the subscriptions. The Chairman's proposal was adopted by the meeting. The report referred to the loss which the Branch had sustained by the resignation of Mr. R. W. Seago, who had been the Honorary Secretary for the past five years, and welcomed the new Honorary Secretary, Mr. Taylor, who, with the help of Mrs. Taylor, proposes to form a Ladies' Life-boat Guild in connexion with the Branch.

MONTROSE.—On 20th November, Provost W. W. Douglas Johnston presiding. The report for the year ending 30th September, 1925, showed that £68 had been collected as compared with £324 in the previous year, in which year £250 had been raised by the Centenary celebrations. The Chairman was also able to announce that the Branch had received a legacy of £200.

NEWHAVEN.—On 7th December, Mr. H. J. Bannister, Chairman of the Branch, presiding. The report for the year ending 30th September, 1925, showed that £86 had been collected, as compared with £101 in the previous year.

NEWQUAY (CORNWALL).—On 8th December, Mr. J. Nicholas presiding. The

report for the year ending 30th September, 1925, showed that £225 had been collected, as compared with £260 in the previous year.

**PENLEE (PENZANCE).**—On 3rd December, Mr. W. H. Lane presiding. The report for the year ending 30th September, 1925, showed that the Life-boat had been out on two occasions and that £219 had been collected, as compared with £208 in the previous year.

**POOLE AND BOURNEMOUTH.**—On 11th December, the Mayor (Alderman H. S. Carter) presiding. The report for the year ending 30th September, 1925, showed that £696 had been collected, as compared with £633 in the previous year.

**SOUTHEND-ON-SEA.**—On 19th November, Alderman Sir John Francis, J.P., Chairman of the Branch, presiding. The report presented by the Honorary Secretary (Alderman F. Britain) showed that during the past year the Life-boat had saved seven lives, on one occasion the Boat being out on continuous duty for thirteen hours; and the Financial Statement showed that £476 had been collected, as compared with £294 in the previous year.

**WEYMOUTH.**—On 5th October, Major J. H. C. Devenish presiding. The report for the year ending 30th September, 1925, showed that £250 had been collected, as compared with £231 in the previous year. The report also showed that the Life-boat had been called out on service six times during the year.

#### **Annual Meetings : Financial Branches and Guilds.**

**BATH.**—On 17th November, General E. H. Molesworth presiding. The report for the year ending 30th September, 1925, showed that £313 had been collected, as compared with £352 in the previous year. Special reference was made to the work of Mrs. Allon Tucker, Honorary Secretary of the Ladies' Life-boat Guild, who carried out the Life-boat Day which raised nearly £100, and to the services of Miss Tyler, who had resigned after having collected for the Branch for many years.

**COVENTRY.**—On 2nd March, Alderman A. H. Drinkwater presiding. The report

for the year ending 30th September, 1925, showed that £257 had been collected, as compared with £499 in the previous year. In moving the adoption of the report, Alderman Drinkwater said that this considerable reduction in the revenue of the Branch was due in great measure to the lack of helpers on Life-boat Day. In thanking those who had taken part in it, he added that he hoped that next year some scheme might be found for greatly increasing their number.

**DUNDEE.**—Ladies' Life-boat Guild, on 22nd September, ex-Lord Provost Longair, J.P., D.L., presiding. The report for the year ending 30th September, 1925, showed that £284 had been collected, as compared with £254 in the previous year. Mr. James Nicholl, Honorary Treasurer of the Dundee Branch, thanked the Guild and its Honorary Secretary (Miss Jenkins) for their work.

**DUNDEE.**—On 5th November, Mr. B. L. Nairn presiding. The report for the year ending 30th September, 1925, showed that £380 had been collected, as compared with £698 in the previous year. Of this sum the Ladies' Life-boat Guild had raised £284, a sum almost equal to the record of the previous year. Mr. Nairn said that he was afraid that those who ought to feel that it was their duty to support the Life-boat Service were too much inclined to rely on the work of the ladies instead of contributing themselves. The commercial community, merchants and traders, who used the sea services could surely contribute more than £72 in such an important port as Dundee, and he made a special appeal to them to treble this amount in the forthcoming year.

**EDINBURGH AND LEITH.**—On 27th November, the Lord Provost (Sir William Sleight) presiding. The report for the year ending 30th September, 1925, showed that £1573 had been collected, as compared with £1945 in the previous year. Lord Sands, in moving the adoption of the report, said that though no doubt the Life-boat Service was not so hazardous now, on account of the mechanical improvements and inventions, it was still a

dangerous and noble work which they should all heartily and cordially support. The Lord Provost delivered an address, making an urgent appeal for increased support, and presented prizes which had been won by schools in Edinburgh in the Life-boat Essay Competition.

LANCASTER.—Ladies' Life-boat Guild, on 4th December, the Mayor presiding. The report for the year ending 30th September, 1925, showed that £112 had been collected, as compared with £272 in the previous year. In the course of his address the Mayor congratulated the ladies of the Guild in being associated with what he considered to be the finest of all philanthropic Institutions.

OLDHAM.—On 3rd December, the Mayor of Oldham (Councillor F. Pollard) presiding. The report for the year ending 30th September, 1925, showed that £296 had been collected, of which £183 had been raised by the Ladies' Life-boat Guild, in the work of which the Mayoress is taking an active part, but that there had, unfortunately, been a falling off in subscriptions. The Mayor made a strong appeal for increased support.

PERTH.—On 15th September. The report for the year ended 30th September, 1925, showed that £379 had been collected, as compared with £424 in the previous year. In moving the adoption of the report, Vice-Admiral Sir W. H. Cowan, K.C.B., D.S.O., Admiral Superintendent of the Rosyth Dockyard, speaking as a sailor of over forty years' experience, said there was no cause so worthy as the Life-boat Service, and, in his opinion, no form of courage so high as that which was required for the long-drawn-out battle with the wind and sea through the blackness and hopelessness of a long winter night.

ST. IVES (HUNTS).—On 27th October, Mrs. J. J. Bryant, President of the Branch, presiding. The report for the year ending 30th September, 1925, showed that £54 had been collected as compared with £63 in the previous year.

#### Special Meetings.

BATH.—On 27th October Sir Godfrey Baring, Bt., Chairman of the Committee of Management, was the guest of honour

of the Bath Rotary Club at their weekly luncheon, the chair being taken by the Senior Vice-President, Mr. Douglas R. Hatt, J.P., and delivered an address on the Life-boat Service.

BRADFORD.—The twenty-sixth annual *Matinée* in aid of the Life-boat Service was held at the Alhambra on 18th November, realising a sum of £370. As in previous years, the *Matinée* was arranged by Mr. Francis Laidler, the Managing Director of the theatre, and a number of well-known artistes gave their services. Among those present in the audience were the Lord Mayor and Lady Mayoress, Sir William Priestley, Chairman of the Branch, and Lady Priestley.

CROYDON.—To inaugurate the new Croydon Branch Sir Godfrey Baring spoke at a meeting of the North End Brotherhood on 11th October. This was followed by an address by the District Organizing Secretary for London at the weekly luncheon of the Croydon Rotary Club, on 13th October, in which the speaker pointed out that London had Branches thirty and forty years old; one of them, Bermondsey, having contributed for the last thirty years an average annual sum of £250. On 16th October the District Organising Secretary spoke at Toc H, and on 21st October a drawing-room meeting was held, the Rev. Canon W. P. G. McCormick, D.S.O., presiding, at which an address on the work of the Life-boat Service was delivered by Mr. George F. Shee, M.A., Secretary of the Institution. A message was read from the Postmaster-General, Sir William Mitchell Thomson, M.P. for South Croydon, in which he said: "Though we are an inland community in Croydon, I hope we shall never forget what ships and sailors have meant and mean to England and to us. For our comforts, for our clothes, for our daily bread, we are largely dependent upon the safe and regular passage of shipping. It is not surely too much to ask us to do what we can for the Life-boat Service—the first and the best in the world." A message was also read from Captain A. F. B. Carpenter, V.C. A collection amounting to over £20 was made, and it was announced that a list of sub-

scriptions had already been received amounting to £95.

This meeting was followed by drawing-room meetings on 9th and 18th November, at the houses of Mrs. Berney and Mrs. Walker, a theatrical performance on 19th January, at which over £60 was raised, and a Life-boat lecture at St. Anselm's School on March 2nd. The Mayoress has consented to help with the organization of Croydon Life-boat Day, to be held in the summer of 1926.

**EXETER.**—On 26th October Sir Godfrey Baring, Bt., Chairman of the Committee of Management, was the guest of honour at the weekly luncheon of the Exeter Rotary Club, and delivered an address on the work of the Life-boat Service.

**READING.**—On 5th October Sir Godfrey Baring, Bt., Chairman of the Committee of Management, was the guest of honour at the weekly luncheon of the

Reading Rotary Club, Mr. W. R. Howell, President of the Club, presiding, and delivered an address on the work of the Life-boat Service.

**THAME.**—A meeting of the newly-formed Branch was held on 19th October, at which the chair was taken by Major S. E. Ashton, supported by Mrs. R. O. Lee, the President; Mrs. Pecover, the Honorary Secretary; and Mr. L. C. Lawrence, the Honorary Treasurer, at which Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, delivered an address on the work of the Service. A vote of thanks was proposed by the Rev. G. C. Bowring, who appealed to all the people of Thame to give the new Branch their support, and seconded by Dr. Summerhayes, who pointed out that though Thame was only a small place and far from the sea, he knew of six of its boys who had gone to sea since the war, and there must be many others.



Photo by]

#### Four Generations at Worthing.

[C. B.]

Reading from left to right: William Blann (the Coxswain), his grandson, his son, Henry Blann (Bowman), and George Newman (Second Coxswain). In front is Thomas Blann, who was Second Coxswain in the Institution's first Life-boat stationed at Worthing in 1865.



*Services of the Life-boats of the Institution during 1925.*

1925.		Time of Launching.		Persons rescued from shipwreck.
Jan.	1.	11.15 a.m.	Seven fishing cobsles, of Newbiggin. Newbiggin Life-boat stood by cobsles.	
„	1.	5.10 p.m.	Brigantine <i>La Servanaisse</i> , of St. Malo. Weymouth Life-boat stood by vessel.	
„	1.	8.30 p.m.	Steam trawler <i>Arctic Prince</i> , of Shields. Tenby Life-boat . . .	10
„	9.	7.30 a.m.	Motor fishing boats <i>Pilot Me</i> and <i>Remembrance</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
„	13.	10. 0 p.m.	Ketch <i>Millom Castle</i> , of Barrow. Abersoch Life-boat . . .	3
„	14.	2.10 a.m.	Schooner <i>Ellen Annie</i> , of Aberystwyth. Holyhead No. 1 Life-boat .	4
„	20.	7.45 p.m.	A yacht. Teignmouth Life-boat rendered assistance.	
„	29.	9.20 a.m.	S.S. <i>Taunton</i> , of London. Lowestoft Life-boat stood by vessel.	
„	29.	12 noon.	Schooner <i>Diolinda</i> , of Wexford. Wicklow Life-boat stood by vessel and rendered assistance.	
„	31.	5.40 p.m.	Barge <i>Albert</i> , of Rochester. Southend-on-Sea Life-boat . . .	2
Feb.	8.	12.15 p.m.	Ketch <i>Amis Reunis</i> , of Falmouth. Ramsey Life-boat assisted to save vessel and rescued . . .	5
„	8.	1.25 p.m.	Fishing smack <i>Ebenezer</i> , of Lowestoft. Lowestoft Life-boat . . .	5
„	9.	1. 0 p.m.	Fishing boats <i>Geisha</i> , <i>Kathleen Clare</i> , <i>Maura</i> and <i>Silver Bell</i> , of Wexford. Wexford Life-boat saved four boats and rescued . .	11
„	9.	4. 0 p.m.	Fishingsmack <i>Norah</i> , of Pwllheli. Pwllheli Life-boat . . .	3
„	11.	5.50 a.m.	Ketch <i>Rosina</i> , of Plymouth. Clacton-on-Sea Life-boat . . .	4
„	16.	12 noon.	Fishing boats <i>Fortuna</i> , <i>Mizpah</i> , <i>Pilot Me</i> , <i>Noel</i> and <i>Remembrance</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
„	22.	6.40 p.m.	Schooner <i>Mary A. Mandall</i> , of Barrow. Holyhead No. 1 Life-boat .	4
„	22.	8.15 p.m.	Schooner <i>Mary A. Mandall</i> , of Barrow. Holyhead No. 1 Life-boat rendered assistance.	
„	24.	2.30 p.m.	Fishing boats <i>Jock</i> and <i>Reliance II.</i> , of Scarborough. Scarborough Life-boat escorted boats into harbour.	
Mar.	2.	12 noon.	Five fishing boats, of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
„	5.	8.20 p.m.	Schooner <i>Kate</i> , of London. Troon Life-boat . . .	3
„	8.	9.15 a.m.	Fishing boats <i>Reliance II.</i> and <i>Our Maggie</i> , of Scarborough. Scarborough Life-boat escorted boats into harbour.	

	1925.	Time of Launching.		Persons rescued from shipwreck.
	Mar. 12.	6.50 p.m.	Motor barge <i>Phyllis Hudson</i> , of London. Ramsgate Life-boat . . .	5
	„ 22.	9.25 a.m.	Steam trawler <i>Cité de Verdun</i> , of Boulogne. St. Mary's Life-boat . .	30
	„ 25.	12.15 p.m.	Fishing coble <i>Jean and Alice</i> , of Whitby. Whitby No. 2 Life-boat escorted coble into harbour.	
	April 1.	10.30 a.m.	Motor fishing boats <i>Fortuna</i> and <i>Mizpah</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
	„ 3.	8.10 a.m.	Yacht <i>Roseen</i> , of Southampton. Weymouth Life-boat rendered assistance.	
	„ 4.	12.48 p.m.	Schooner <i>Elizabeth Hyam</i> , of Chester. Ramsey Life-boat . . .	4
	„ 11.	8.50 p.m.	Schooner <i>Liesbet</i> , of Groningen. Dungeness No. 2 Life-boat stood by vessel.	
	„ 15.	8.40 a.m.	Hopper No. 9, of Liverpool. New Brighton No. 2 Life-boat . . .	9
	„ 16.	8.15 a.m.	Cutter <i>Vision</i> , of Brixham. Southend-on-Sea Life-boat . . .	3
	„ 16.	10.20 a.m.	Barge <i>Hand in Hand</i> , of Rochester. Southend-on-Sea Life-boat . .	2
	„ 16.	10.30 a.m.	Cobles <i>Jock</i> and <i>Morning Star</i> , of Scarborough. Scarborough Life- boat escorted cobles into harbour.	
	„ 16.	9.30 p.m.	Coble <i>May</i> , of Burnmouth. Berwick-on-Tweed Life-boat . . .	3
	„ 19.	10.10 a.m.	Drifter <i>Couronne</i> , of Lowestoft. Cromer No. 1 Life-boat . . .	8
	„ 19.	9. 0 p.m.	Sailing vessel <i>Meme Selmer</i> , of Wedel. Whitby No. 2 Life-boat stood by vessel.	
	„ 22.	8. 0 p.m.	Fishing boat <i>Eliza Anne</i> , of Cardigan. Cardigan Life-boat . . .	2
	May 1.	11.30 a.m.	Motor hopper <i>Mudsucker</i> and fishing smack <i>Pathway</i> , of Lowestoft. Lowestoft Life-boat stood by vessels.	
	„ 10.	12.55 p.m.	S.S. <i>Glenluce</i> , of Glasgow. Fraserburgh Life-boat stood by vessel.	
	„ 16.	6.30 p.m.	Steam trawler <i>Abronia</i> , of Grimsby. Peterhead No. 2 Life-boat stood by vessel.	
	„ 17.	2.20 p.m.	Yacht <i>Chione</i> , of Southampton. Clacton-on-Sea Life-boat stood by vessel.	
	„ 19.	6.10 a.m.	Longshore fishing boats of Lowestoft. Lowestoft Life-boat stood by boats and rendered assistance.	
	„ 27.	7.15 a.m.	Small open boat, of Montrose. Montrose No. 1 Life-boat saved boat and rescued . . . . .	2
	„ 27.	9. 0 p.m.	A fishing coble, of Donaghadee. Donaghadee Life-boat . . . .	1
	June 3.	10.45 a.m.	Fishing boat <i>Mona</i> , of Wexford. Wexford Life-boat saved boat and rescued . . . . .	4
	„ 5.	2.30 a.m.	S.S. <i>McKie</i> , of Quebec. Southend (Cantyre) Life-boat stood by vessel.	
	„ 6.	5.30 p.m.	Yacht <i>White Heather II.</i> , of Glasgow. Margate No. 2 Life-boat stood by vessel.	
	„ 12.	6.45 a.m.	S.S. <i>Equity</i> , of Goole. Palling No. 2 Life-boat stood by vessel.	
	„ 12.	6.45 a.m.	S.S. <i>Equity</i> , of Goole. Cromer No. 1 Life-boat rendered assistance.	
	„ 22.	1.80 a.m.	Fishing boat <i>Economy</i> , of Sunderland. Sunderland Life-boat. . .	4
	„ 27.	3. 5 p.m.	Fishing smack <i>Irene</i> , of Lowestoft. Lowestoft Life-boat . . .	4
	July 17.	11.58 p.m.	Yacht <i>Lady Dorothy</i> , of New Brighton. New Brighton No. 1 Life- boat rendered assistance.	
	„ 19.	3.45 p.m.	Schooner <i>Matilda</i> , of Arbroath. Wexford Life-boat assisted to save vessel.	
	„ 23.	8. 0 p.m.	S.S. <i>Sojourner</i> , of Newcastle-on-Tyne. Boulmer Life-boat rendered assistance.	
	„ 24.	6. 0 a.m.	S.S. <i>Yewdale</i> , of Glasgow. Holy Island No. 2 Life-boat . . .	9
	„ 29.	11.30 a.m.	Schooner <i>Walkyrie</i> , of Lannion. Clacton-on-Sea Life-boat saved vessel and rescued . . . . .	1

	1925.	Time of Launching.		Persons rescued from shipwreck.
	Aug. 7.	9. 0 a.m.	S.S. <i>St. Abbs Head</i> , of Leith. Walton-on-the-Naze Lifeboat stood by vessel.	
	,, 14.	3.15 a.m.	S.S. <i>Eolo</i> , of Bilbao. Runswick Life-boat stood by vessel.	
	,, 14.	10. 0 p.m.	S.S. <i>Eolo</i> , of Bilbao. Runswick Life-boat rendered assistance.	
	,, 21.	3.45 p.m.	Steam drifter <i>Viking</i> , of Yarmouth. Gorleston Life-boat stood by vessel.	
	,, 24.	8.30 p.m.	Yacht <i>Truant</i> . Bembridge Life-boat . . . . .	3
	,, 25.	9.15 a.m.	A motor launch, of Sunderland. Teesmouth Life-boat saved boat and rescued . . . . .	2
	Sept. 10.	7.45 a.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby (Motor) Life-boat stood by boat.	
	,, 22.	10.45 p.m.	Schooner <i>Duchess</i> , of Chester. Weymouth Life-boat . . . . .	4
	,, 26.	1.15 a.m.	Motor vessel <i>Innisinver</i> , of London. New Brighton No. 2 Lifeboat .	5
	,, 26.	1. 0 p.m.	Yacht <i>Dulcebella</i> , of Westcliffe. Clacton-on-Sea Life-boat saved boat and rescued . . . . .	2
	,, 29.	9.45 p.m.	Steam trawler <i>Rig</i> , of Ramsgate. Penlee Life-boat saved vessel.	
	Oct. 14.	11.40 a.m.	Barge <i>Scotia</i> , of London. Cromer No. 1 Life-boat assisted to save vessel and rescued . . . . .	3
	,, 18.	12.10 p.m.	Rowing boat <i>Myra</i> , of Lowestoft. Lowestoft Life-boat rescued . .	2
	,, 20.	1.30 p.m.	Motor drifter <i>Diligence</i> , of Fraserburgh. Lowestoft Life-boat stood by vessel.	
	,, 26.	10.30 a.m.	Motor fishing boat <i>Friendship</i> , of Scarborough. Scarborough Life-boat saved boat and rescued . . . . .	3
	,, 26.	10.45 p.m.	Barge <i>Emma</i> , of Maldon. Margate No. 2 Life-boat assisted to save vessel and rescue . . . . .	3
	,, 29.	1.30 a.m.	Trawler <i>Boy Claud</i> , of Lowestoft. Dungeness No. 2 Life-boat stood by vessel.	
	,, 29.	3.45 p.m.	Ship <i>Hamburg</i> , of Hamburg. Kingstown Life-boat rescued . . .	46
	,, 30.	9.30 a.m.	Sailing ship <i>Paul</i> , of Hamburg. Ferryside Life-boat rescued . . .	16
	Nov. 1.	6.15 p.m.	Schooner <i>J. H. Barrow</i> , of Lancaster. Holyhead No. 1 Life-boat rendered assistance.	
	,, 7.	7.45 a.m.	Motor fishing cobs, of Filey. Filey Life-boat stood by cobs.	
	,, 7.	10.30 p.m.	Ketch <i>Henrietta</i> , of Goole. Abersoch Life-boat landed 4.	
	,, 9.	4.45 a.m.	Ketch <i>Malboisin</i> , of London. North Deal Life-boat rescued . . .	4
	,, 11.	4. 0 p.m.	Schooner <i>Flying Foam</i> , of Bridgwater. Yarmouth, Isle of Wight, Life-boat saved vessel and rescued . . . . .	5
	,, 15.	3.15 a.m.	S.S. <i>Oakgrove</i> , of Glasgow. Donaghadee Life-boat stood by vessel and rendered assistance.	
	,, 15.	3.55 a.m.	S.S. <i>Oakgrove</i> , of Glasgow. Cloughy Life-boat stood by vessel.	
	,, 15.	7. 0 a.m.	Motor schooner <i>Ingeborg</i> , of Helsingborg. Sheringham Life-boat assisted to save vessel and rescued . . . . .	10
	,, 18.	2.45 a.m.	S.S. <i>Flashlight</i> , of London. Caister No. 1 Life-boat rendered assistance.	
	,, 20.	5.45 p.m.	S.S. <i>Norham</i> , of Blyth. Dunbar Life-boat stood by vessel.	
	,, 25.	9. 0 a.m.	A steam trawler and a steamer. Flamborough No. 2 Life-boat rendered assistance.	
	,, 25.	9.50 a.m.	S.S. <i>Whinstone</i> , of Preston. Humber Life-boat . . . . .	6
	,, 25.	12.40 p.m.	Ketch <i>Askoy</i> , of London. Margate No. 2 Life-boat landed 3.	
	,, 28.	11.20 a.m.	Steam drifter <i>Shepherd Lad</i> , of Fraserburgh. Fraserburgh Life-boat stood by vessel.	
	,, 30.	11. 0 a.m.	Three fishing yawls of Spittal. Berwick-on-Tweed Life-boat stood by yawls.	

		Time of Launching.		Persons rescued from shipwreck.
1925.				
Dec. 7.	9. 0 p.m.	Schooner <i>Mary Watkinson</i> , of Barrow.	Bridlington Life-boat . . .	10
„ 9.	10. 0 a.m.	Trawler <i>Lailie</i> , of Wexford.	Wexford Life-boat saved vessel and rescued . . . . .	3
„ 11.	10.55 a.m.	Motor fishing boats <i>Comet</i> , <i>Noel</i> , <i>Remembrance</i> , <i>Diligence</i> , <i>Pilot Me</i> and <i>Irene</i> , of Whitby.	Whitby (Motor) Life-boat escorted boats into harbour.	
„ 19.	6.40 a.m.	Schooner <i>Ben Gullion</i> , of Dumfries.	Ramsey Life-boat . . . . .	3
„ 21.	4. 0 p.m.	Motor Fishing boat <i>Pilot Me</i> , of Whitby.	Whitby (Motor) Life-boat stood by boat.	
„ 22.	12.30 p.m.	Six motor fishing cobs, of Scarborough.	Scarborough Life-boat escorted cobs into harbour.	
„ 22.	12.45 p.m.	Barge <i>Mary Bridge</i> , of Hull.	Whitby No. 2 Life-boat . . . . .	4
„ 22.	12.50 p.m.	Motor fishing boats <i>Remembrance</i> , <i>Pilot Me</i> and <i>Irene</i> , of Whitby.	Whitby (Motor) Life-boat escorted boats into harbour.	
„ 22.	11.45 p.m.	Ketch <i>Henrietta</i> , of Goole.	Gorleston Life-boat . . . . .	4
„ 24.	8.15 a.m.	S.S. <i>Matje</i> , of Hull.	Porthdinllaen Life-boat assisted to save vessel and rescued . . . . .	6
„ 24.	11. 0 p.m.	Schooner <i>Pearl</i> , of Gloucester.	Pwllheli Life-boat assisted to save vessel and rescued . . . . .	5
„ 25.	6.10 p.m.	<i>Godrevy</i> Lighthouse.	St. Ives Life-boat landed one sick man.	
„ 29.	10.20 a.m.	Motor fishing yawl <i>Celtic</i> , of Donaghadee.	Donaghadee Life-boat stood by yawl.	
„ 30.	5.45 a.m.	S.S. <i>Comtesse de Flandre</i> , of Antwerp.	Newhaven Life-boat stood by vessel.	

**Total lives rescued from shipwreck by the Life-boats in  
1925, in addition to which the Life-boats saved, or assisted  
to save, 20 vessels and boats . . . . . 294**

**Life-boats also landed 8 persons, who were brought ashore  
in the Life-boats as a precautionary measure.**

**Rewards were also granted by the Institution in the same  
periods for rescuing from shipwreck by means of Fishing  
and other Boats, etc. . . . . 89**

**Total for 1925 . . . . . 383**

### Notice.

*The next number of THE LIFEBOAT will be published in  
JUNE, 1926.*

**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 ?**