

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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[This number of The Lifeboat is really the June number. It was almost ready to be printed when, towards the end of June, a fire at the works of the Whitefriars Press, Tonbridge, destroyed nearly the whole of the type. The Committee of Management greatly regret the unavoidable delay thus caused. The next number will be published, as usual, in November.]

Annual Meeting.

THE Hundred and Second Annual General Meeting of the Governors of the Institution was held at Caxton Hall, Westminster, on Wednesday, the 14th April, at 3 o'clock p.m., the Right Hon. the Lord Forster of Lepe, G.C.M.G., in the Chair. The speakers were His Excellency the Norwegian Minister (Mr. P. B. Vogt), His Grace the Duke of Northumberland, K.G., C.B.E., M.V.O., Admiral of the Fleet Sir John de Robeck, G.C.B., G.C.M.G., G.C.V.O., Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), Sir William Priestley, J.P., Chairman of the Bradford Branch, and Mrs. Hilton Philipson, M.P. Among those present were the French, German, Swedish and Yugo-Slavian Consuls-General, the Mayor and Mayoress of Lambeth; the following Members of the Committee of Management: The Hon. George Colville (Deputy Chairman), Mr. H. Arthur Baker, Major Sir Maurice Cameron, K.C.M.G., Captain Charles J. P. Cave, Colonel Lord William Cecil, C.V.O., Sir John G. Cumming, K.C.I.E., C.S.I., Mr. Harry Hargood, O.B.E., J.P., D.L., Captain G.C. Holloway, O.B.E., Brigadier-General Noel M. Lake, C.B., Mr. J. F. Lamb, Engineer-Rear-Admiral Charles Rudd, The Lord Southborough, G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., Commander F. F. Tower (late R.N.V.R.), the Admiral Commanding Reserves (Vice-Admiral Sir Lewis Clinton-Baker, K.C.B., K.C.V.O.), the Hydrographer of the Navy (Captain H. P. Douglas, C.M.G., R.N.); the following Members of the London Women's Committee: Lady Florence Pery (Vice-Chairman), Lady Dorothy D'Oyly

Carte, Mrs. Meredith Hardy and Miss Silvester; The Duchess of Northumberland, Lady Louisa Cecil, Lady Laird Clowes, Lady Meiklejohn, Lady Clinton-Baker, Lady Edith Drummond, Lady William Cecil, Lady de Robeck, Mr. W. Fortescue Barratt (Honorary Secretary of the Civil Service Life-boat Fund), Commander H. S. Denny, D.S.O., R.N. (Secretary of the Navy League), Captain Colin Nicholson, R.D., R.N.R. (Deputy Secretary, the Mercantile Marine Service Association), Captain Rashleigh, R.N. (Board of Trade), Miss Alice Marshall, Honorary Secretary of the Oxford Branch, Mrs. Astley Roberts, President of the Ladies' Life-boat Guild, Eastbourne, Mr. George F. Shee, M.A. (Secretary of the Institution), Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats), and Major C. R. Satterthwaite, O.B.E., R.E. (Deputy Secretary).

Lord Forster.

The CHAIRMAN: Since the last Annual Meeting the Institution has suffered a very great loss by the death of Her Majesty Queen Alexandra. Her late Majesty was not only a Royal Patron but a sincere friend who was always deeply interested in the welfare and work of the Institution, and it is both as a friend and as a Queen that we mourn her loss.

We rejoice to know that our President, H.R.H. the Prince of Wales, is on the high road to complete recovery, and we trust that he may be fully restored to his customary activity in the near future. (Hear, hear.) The Royal Family have always taken a deep interest in the Royal National Life-boat Institution, and H.R.H. Prince Henry has very kindly promised to visit some of the Depôts in Greater London on Life-boat Day, 4th May (applause), a graceful act which has been performed by the Prince of Wales, the Duke of York, and Princess Louise on previous

occasions. I am sure His Royal Highness will have a very warm welcome on that occasion.

It gives me very great pleasure to come here to-day and to present the Annual Report, because the occasion gives one an opportunity of saying a few words about the Institution and the great work that it does.

When an organization has been in existence for over a hundred years we are sometimes apt to take it for granted, without asking why it exists, what exactly are its functions, or how it carries on its work. I think no better example of this tendency could be found than the Royal National Life-boat Institution. For over a hundred years (and I may remind you that this is the one hundred and second Annual Meeting) it has provided, maintained, and administered the Life-boat Service of the British Isles. The pages of its history are full of the splendid records of courage, devotion, and self-sacrifice of British Life-boatmen, and, as we are reminded to-day, of their wives and daughters. (Applause.) We may say that the Life-boatman has become almost a proverbial type of all that is best in our maritime population, so full of courage, endurance, and humanity. These are qualities we always take for granted in the men who man the Institution's boats. And we are fully justified in so doing. But these very facts make it well worth while for us, from time to time, to look at the whole thing afresh. The Annual Report which I am presenting to you to-day enables us to do so.

What do we find? We find an organization, national in the broadest sense of the word, which provides and administers a fleet of 217 Life-boats, placed at every principal danger-point on the coasts of the United Kingdom. Fifty-six of these Boats are Motor Life-boats, the rest being Boats of varied types, developed according to the requirements of the coast and in the light of the experience of a hundred years of Life-boat work. These Boats are built to the designs of the Institution, the material and workmanship, of course, being of the very highest that Britain can supply, that is to say, the best in the world. In addition to the Boats, there are ferro-concrete Slipways, built to defy the utmost violence of the waves, so that the Boats can be launched at any state of tide and in any weather without danger to themselves or to the Crews. In many places the horses which used to be such a valuable and picturesque aid to the Life-boat Service have been replaced by Caterpillar Tractors. Powerful electric winches are constantly needed to draw up the heavy boats on their return to the Slipways. These Boathouses and Slipways must also be of the very highest quality. To supply the requirements of the coast there is a Store-yard at Poplar, which is a miniature dockyard, with a reserve fleet of some twenty-two Life-boats ready at any moment to be despatched to the coast, and a complete store of every item of equipment, masts and sails, life-belts, engines' spare parts, etc., etc. So that you see the Institution is ready to make good at once any loss which may suddenly overtake it.

The Life-boat fleets are manned by some 4,000 men, volunteers from the fishing population of our shores. The Coxswains, Second Cox-

swains, Bowmen, and Signalmen receive Retaining Fees as Officers of the Boat, and every Motor Boat has to be provided with a full-time Motor Mechanic and a part-time Assistant Motor Mechanic. The Institution rewards the crews for their services, remunerates them for their exercises, compensates them for injury sustained in the Service, and pensions the widows and orphans of those who may lose their lives in it. The Institution's fleet guards a coast line of some 5,000 miles and guards it with extraordinary efficiency and success.

A service of that kind cannot be carried on unless it has very substantial national support. It cannot be done without great cost, and I think it is a most remarkable fact that the Life-boat Institution is able to carry out this service at a cost of something less than £250,000 a year, which includes all capital expenditure, such as the construction of Slipways, new Motor Life-boats, etc., etc. And, speaking as someone quite fresh to the subject, I consider that a most extraordinary achievement, and one of which the Institution may well be proud. (Applause.)

As I have said before, the Institution has done its work so well, its record of lives saved—nearly 60,500—is so remarkable, that people have come to take it for granted, and even among those who come to know the facts there is an extraordinary misconception of the position. Some people imagine that the Life-boat Service is "run" by the Government. Others imagine that it is run by the Navy, and some people have been found to believe that it is provided and administered by that admirable body the Trinity House, who have, of course, nothing to do with it, although they provide that most important preventative Life-saving Service of the Lighthouses and Light Vessels round our coasts. The fact is, of course, that the Institution is a voluntary Society, administered by a voluntary Committee, with a small administrative and technical staff, and assisted by hundreds of local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Life-boat Guilds in the 888 Branches throughout the United Kingdom. It does not ask for, and does not receive, any subsidy whatever from the State. It is now, as it has been for a hundred years, the outcome of the spirit of our maritime people, finding expression in its most active, courageous, and humane aspect. (Applause.)

These are remarkable facts. But the work of the Institution, though primarily national, is more than national in its scope and influence. I am glad to see here to-day His Excellency the Norwegian Minister, who will, no doubt, tell you something of the influence which the Institution has exercised in the international sphere. For me, who have recently retired from the position of Governor-General of the Commonwealth of Australia, it is a matter of special interest to note how often, and with how much value and efficiency, the Institution has assisted our Overseas Dominions in the development, organization, and the technical aspects of their Life-boat Services.

In the last three or four years, to go back no farther, advice and every possible help have

been given to Newfoundland, to Canada, South Africa, and to the Governments of South Australia and Victoria. In connexion with the last two I can bear personal tribute to the very great value of the service which this Institution has rendered to our kinsmen in the Land of the Southern Cross. (Applause.)

We who have had the honour of being associated with the Overseas Dominions must feel particular pride in the knowledge that this great Institution has done so much not only for the Life-boat Service of this country, and for the seafarers who pass these shores, but for those who visit the shores of our far-flung Dominions, while we also rejoice in knowing that the initiative and example of the Institution has led to the establishment of Life-boat Services in most countries which have a sea coast, and that the International Life-boat Conference, which was called by the Institution in 1924, has already resulted in a further stimulation and development of the Life-boat Service in every part of the world. These are legitimate causes for rejoicing and thanksgiving.

But, retaining for the moment the attitude of one who has come to the work of the Institution with a fresh mind, I cannot help being struck by the fact that, with this great history behind it, with these splendid traditions, and with an actual standard of performance which is, perhaps, unique in the sphere of National Services managed and administered by a voluntary private Society: with all this, the Institution does not receive the full and generous measure of support which it deserves, and which it needs, in order to carry on its work free from anxiety. There are many people who contribute. There are many more who do not. I am not criticizing in any way those who support this Institution; I am only suggesting a word of criticism to those who do not. It is a little difficult that I should have to make a criticism of those who do not in the presence of those who do, but I am sure you will understand that I am hoping to address a wider public than that which is gathered here to-day. I have pointed out that the whole of the work of the Institution, including capital expenditure, is carried out at a cost of less than £250,000 a year—a very small fraction of the cost of a modern battleship. Yet I see that, in order to meet last year's expenditure, nearly £30,000 had to be taken from legacies and other special Trust Funds in order to cover the deficit on the year's income. In other words, the public, including all that great Mercantile Community whose strength and prosperity depend so largely upon our oversea trade and upon the shipping which carries it, cannot be said fully to have recognized the claims of this Institution to an adequate support. (Hear, hear.)

I cannot help thinking that this state of things is due solely to ignorance of what the Institution is, what it has done for this nation and the seafarers of the world for a hundred years past, and what its position is to-day. For our people are so generous in response to all truly great causes that it is simply incredible that this Cause, which, of all others, appeals

not only to the pride but to the interests of every British man and woman, and to the imagination of all those who are alive to an activity so characteristic of our race, should fail to give generously if they are made fully aware of the position.

I do not think the Institution is to blame for the ignorance about its work which still prevails to a considerable extent. I think that its organizers and administrators do their utmost to bring the work of the Institution and its claims constantly before the public. But, as I have pointed out, the very excellence of the Life-boat Service causes it largely to be taken for granted, and the Institution cannot compete in the public interest with those other admirable organizations whose work is more general—more general because the subjects of it are constantly under the eye of the public. Those societies, for instance, which deal with the welfare of children or the protection of animals, instantly appeal to all humane people, because, fortunately, we see children and animals every day of our lives. But the work of the Life-boatmen is carried out on wild and desolate stretches of the coast, often in the darkness of a winter's night, when most of us are safely tucked away in bed, and the only echo of some heroic service often consists of a few lines in the daily paper recording the fact that the crew of a steam trawler or a tramp steamer were rescued just before their ship sank.

I wonder how many of you have seen a Life-boat save life at sea. I had the good fortune to see it twice in two days. Not that I stood in any need of assistance myself, for I was safely on shore. But on the East Coast of Scotland some years ago we had a gale of exceptional violence, and in the afternoon of one day I saw the Life-boat go out, in circumstances of great difficulty, and bring ashore the crew of a small coastal sailing boat. There was only three men, but they hadn't been taken off ten minutes before their boat drove ashore and was smashed to splinters, and I haven't the slightest doubt whatever that those lives would have been lost but for the action of the Life-boat. The day following I saw a ship—and it happened, by a strange coincidence, to be a Norwegian ship—drift ashore on some of the most cruel rocks that surround our coast, and we and the people in the neighbourhood were able to stand in safety and comfort, under the lee of a stout wall, and watch the whole operation. I cannot imagine anything more thrilling anywhere in the world than to see, first of all, a ship that was a picture hastening to her doom; to see and assist as far as one could in the preparations that were made to launch the Life-boat—the tide being low made this a work of great difficulty—and then to see the Life-boat, having the rescued crew on board, herself in the greatest peril from the violence of the sea breaking on the rocks. I cannot describe to you the feeling of admiration for the bravery of the Crew and relief for the preservation of their lives when the Coxswain, with great skill, got clear of the danger and brought his Boat, his Crew and the rescued safely ashore. If the general public could only see the Life-boat-men

at work; if their deeds of heroism could be filmed, then, I think, the Life-boat Institution would not have to make so strong an appeal for public support. (Applause.)

While speaking in commendation of the appeal for funds, I want to make a very earnest appeal to all the women here to-day to do their utmost to assist the Institution on Tuesday, the 4th May, when Life-boat Day is held throughout Greater London. There are, I believe, a considerable number of members of the Ladies' Life-boat Guild present here to-day, and I hope that as a result of our Meeting this number may be increased. But my appeal is not only to them but to all the women of London, and especially the younger generation, to come forward generously with a little *personal* service for a few hours on that day. I know that the work of collecting in the streets for any charitable society, however worthy, is disagreeable, even when it is carried out for a great charitable Society like this. But I do suggest to the younger women, to whom the life of to-day offers so much pleasure, so much sport, and so much opportunity of spending their leisure in a variety of pleasant ways, that they might, and indeed they should, for a few hours on Life-boat Day make it a matter of pride and honour to emulate the spirit of self-sacrifice which has animated the Life-boat Crews and their women folk in the storm and stress of the Life-boat Service for a hundred years past. (Applause.)

I now have the honour to present the Report. If any one has any observations to make on matters arising out of it, now would be the appropriate opportunity.

(The Secretary then read the list of those nominated as President, Vice-Presidents, Treasurer, and other Members of the Committee of Management, and as Auditors for the ensuing year.)

President.

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

Vice-Presidents.

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

Treasurer.

The Earl of Harrowby.

Other Members of the Committee of Management:—

Mr. Charles G. Ammon, M.P.
Mr. H. Arthur Baker.
Rear-Admiral T. P. H. Beamish, M.P.
Mr. Frederick Cavendish Bentinck.
The Lord Brownlow.
Major Sir Maurice Cameron.
Captain Charles J. P. Cave.
Colonel Lord William Cecil.
Mr. Kenneth M. Clark.
Mr. Harold D. Clayton.
The Hon. George Colville.
Mr. J. J. Crossfield.
Sir John G. Cumming.
Captain The Viscount Curzon, R.N.V.R., M.P.
Commander Herbert G. Evans, R.N.R.
Commander Guy Fanshawe, R.N., M.P.
Mr. Henry R. Fergus.
Mr. J. B. Fortescue.
Mr. T. B. Gabriel.
Mr. B. A. Glanville.
Vice-Admiral Sir Lionel Halsey.
The Earl of Hardwicke.
The Hon. Esmond C. Harmsworth, M.P.
Captain G. C. Holloway, R.N.R.
Admiral Sir Thos. H. M. Jerram.
Sir Woodburn Kirby.
Brigadier-General Noel M. Lake.
Mr. J. F. Lamb.
Mr. Herbert F. Lancashire.
The Rt. Hon. Ian Macpherson, M.P.
Colonel Sir A. Henry McMahon.
Commander Sir Harry Mainwaring, Bt., R.N.V.R.
General Sir Charles Monro, Bt.
Mr. Gervaise S. C. Rentoul, M.P.
The Rt. Hon. F. O. Roberts, M.P.
Engineer-Rear-Admiral Charles Rudd.
The Rt. Hon. Walter Runciman, M.P.
Major-General The Rt. Hon. John E. B. Seely.
The Lord Southborough.
Commander F. F. Tower, late R.N.V.R.
Lord Tredegar.

And Ex-officio.

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

The CHAIRMAN: I have the pleasure to declare that these gentlemen have been duly elected in accordance with the Bye-laws of the Institution. I now call upon the Secretary to read the account of the services for which Medals and other Awards have been given.

The SECRETARY: The three outstanding services of 1925 were all performed by Life-boats of the East Coast—by the Motor Life-boat at Spurn Point, on the Humber, in Yorkshire, the Pulling and Sailing Life-boat at Donna Nook, in Lincolnshire, and the Motor Life-boat at Gorieston, in Suffolk.

Humber and Donna Nook.

These two services took place on the same day, 25th November, 1925, and were to the

same vessel, the s.s. *Whinstone*, of Preston, on her way from Hull to Berwick. Just before 8 o'clock that morning the Donna Nook Life-boat went out to her help in conditions which could hardly have been worse. A whole gale was blowing from the north. A tremendous sea was running, and there were heavy squalls of snow. She pulled within hail of the vessel, but found that, though she wanted a tug, she was not at the moment in need of the Life-boat's help. The Life-boat therefore returned to her Station, but the Honorary Secretary 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 the six men of her crew were, with great difficulty, 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 such exceptional severity the Institution has awarded to Coxswain Robert Cross, of the Humber Motor Life-boat, a bar to his Silver Medal, and to Coxswain John T. Dobson, of Donna Nook, the Bronze Medal. It has also awarded the Thanks of the Institution inscribed on Vellum to the Second Coxswain and Bowman of Donna Nook, and the Coxswains and Crews of both Life-boats have received extra monetary awards. (Applause.)

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 sand-bank 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 courage and skill shown by the Donna Nook Coxswain and Crew are the more remarkable since they are most of them farm labourers, and only go to sea on service in the Life-boat and for quarterly exercises.

Gorleston.

The service of the Gorleston Motor Life-boat took place a month later, on the night of 22nd December, 1925. A full gale was blowing from the N.E., with a very heavy sea. The ketch *Henrietta*, of Goole, was lying in the Yarmouth Roads with two anchors down, but the cables parted, and she was carried towards the shore. When the Life-boat reached her 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 imme-

diately 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 risk incurred, the Committee have awarded the Bronze Medal to Coxswain William G. Fleming, and extra monetary awards to him and the Crew. Coxswain Fleming already holds the Gold Medal, awarded to him for the gallant service to the *Hopelyn* in 1922, and in 1924 he and the other Gold Medallists of the Institution were personally decorated by the King with the Medal of the Order of the British Empire. (Applause.)

(The Chairman then presented the Medals to Coxswain Cross of the Humber, Coxswain Dobson of Donna Nook, and Coxswain Fleming of Gorleston amid applause.)

Boulmer, Northumberland.

In addition to these awards to Coxswains and Crews, the Committee have also made a special award, in the form of the Thanks of the Institution inscribed on Vellum, to the women launchers of Boulmer, for their courage and endurance in the early morning of 20th December, when the Boulmer and Alnmouth Life-boats were both called out to the s.s. *Amble*, of Newcastle-on-Tyne, which had been carried on to the rocks. A blizzard was blowing, one of the severest for many years, with rain, snow and hail. The Alnmouth Life-boat was launched with great difficulty, over very treacherous ground, with a heavy sea and submerged rocks, and but for the courage and discipline of the Crew, and the skilful direction of the Honorary Secretary, the attempt might have ended in disaster. Once launched, the Alnmouth Life-boat made repeated attempts to reach the wreck. Each time she was swept away by the heavy seas, but the struggle went on until, with the falling tide, it was clear that the crew would be able to get ashore themselves, which they did with the help of the Board of Trade Life-Saving Apparatus. Meanwhile the Boulmer Life-boat, with the help of sixty-one launchers, among them thirty-five women, had been dragged a mile and a quarter in the face of the blizzard, which was so violent that the horse, with the cart containing stores and lowering gear, refused to go on, and a motor had to be obtained. The Boat was not launched, but the launchers stood by in readiness until it was reported that the Alnmouth Boat had safely returned. They were on duty from a quarter to three in the morning until nine o'clock. (Cheers.)

The village of Boulmer consists of less than fifty houses and has a population of about 150 people. On this night this little place manned both the Alnmouth and Boulmer Life-boats, provided the launching party of sixty-one for the Boulmer Boat, and manned the Life-Saving Apparatus with a crew of twenty-seven. Thus four-fifths of the people of Boulmer were engaged that night in efforts to rescue the *Amble's* crew. (Cheers.)

The Institution has 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 who, by his example and coolness in directing the operations, made possible a launch in circumstances of exceptional peril.

Miss Stephenson, the daughter of the Boulmer Coxswain, and Mrs. Stanton, the wife of the Second Coxswain, have been chosen to receive the Vellum of Thanks awarded to the thirty-five Boulmer women, on behalf of themselves and their fellow-launchers. (Loud cheers.)

(The Chairman then presented the Vellum.)

Awards to Honorary Workers.

The SECRETARY: The Gold Pendant or Gold Brooch is presented only to those who, as honorary workers, have given the Life-boat Cause valuable and distinguished service.

Last year eleven pendants and brooches were awarded, and three of the recipients are present at this meeting to receive them. I will read out first the names of those who are not present. The awards were made for the following services:—

To LADY BARING, in recognition of her valuable work in the organization of the London Life-boat Bazaar in 1925.

To MISS SILVESTER, in recognition of her valuable services as Honorary Secretary of the St. Albans Branch, and also in connexion with the London Life-boat Bazaar in 1925.

To MAJOR-GENERAL SIR WILLIAM FRY, K.C.V.O., C.B., Lieutenant-Governor of the Isle of Man, in recognition of his valuable co-operation.

To LADY FRY, in recognition of her valuable co-operation in the Isle of Man.

To MR. L. T. WILKINS, of Southampton, in recognition of his valuable help in organizing collections during the past nine years on the steamers of the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company.

To MR. A. E. BARTLETT, in recognition of his valuable work in organizing a Theatrical Performance in aid of the Institution at Bath.

To MRS. WILLIAM BROWN, wife of the Coxswain at Cresswell, Northumberland, in recognition of her forty years' service as a launcher and of her help as an honorary worker in collecting money.

To those who are present this afternoon, awards were made for the following services:—

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.

To MR. MARK HOOKHAM, in recognition of his valuable co-operation at Eastbourne during the past forty years.

To MR. GEORGE COCKSHOTT, Honorary Secretary of the Southport Branch, in recognition of his long services in connexion with the Life-boat Station at Southport, which has now been closed.

A Gold Pendant was also awarded to the LATE MR. F. O. BROWN, of Bedford Park, London, in recognition of the fact that for

many years he raised each year the record sum obtained by means of a collecting box. His own record was £82 in 1924, the Centenary Year of the Institution, and in twenty-five years he collected over £400.

The day after the award was made the Institution learnt that Mr. Brown had died a few days before, but Mrs. Brown is here to receive this mark of the Institution's gratitude.

(The Chairman then presented the awards to Mrs. Williams, Mr. Hookham, Mr. Cockshott and Mrs. Brown.)

The Norwegian Minister.

HIS EXCELLENCY THE NORWEGIAN MINISTER (Mr. P. B. Vogt): I rise to move the following resolution:—

"That this Meeting, fully recognizing the important services of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of Life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the Cause by the Local Committees, Honorary Secretaries, and Honorary Treasurers."

It is a privilege to move such a resolution, and I feel it particularly as the representative of an old seafaring country which has been associated with the high seas from times immemorial, far back beyond known history when the Norsemen first came to this country. Some of them, I regret to say, would scarcely find the unanimous approval of, let me say, the League of Nations Council to-day! (Laughter.) Anyhow, you may rest assured that in my country, as in every seafaring country in the world, there is a deep sense of gratitude to this Institution. And if you will allow me to commit a breach of what I think is called the Trade Marks Act, I should like to call this Institution for a moment not the National Life-boat Institution but the International Life-boat Institution. There are living on the shores of many lands wives and children who, deep in their hearts, have a profound sense of gratitude to this Institution because their fathers and husbands are still alive. We also owe you our gratitude for the example you have given to a good many lands, who are taking a leaf out of the English book and creating similar Institutions on your pattern. (Applause.) I had the good luck thirty-five years ago to be present when we founded a similar Institution in Norway. We had to work on somewhat different lines on account of the natural structure of our coasts. Our National Institution helps sea-going boats in bad weather and our annual saving is 3,000 lives. But you must remember that a very great part of the Norwegian population is living daily on the sea. Five hundred people are drowned every year in Norway.

You have also given us a good example in the way that you build your Institution entirely on voluntary subscriptions, which, to my mind, is the heart of the work. (Hear, hear.) When we read of the heroic deeds performed by the Coxswains and Crews, I for one am sometimes tempted to think that they have made the motto of their lives an old Bulgarian

saying: "Try to find out what you cannot do and then go and do it." Sailors of all nations feel akin to you. After all, sailors are all tarred with the same brush. I understand that on an average one-third of the lives saved each year are foreigners, and even if we admit the truth, which you will not expect me to admit, of what was said, I think, by Samuel Johnson, that foreigners are mostly fools (laughter), their lives are certainly worth being saved.

I will finish where I began, by expressing profound gratitude to you, Mr. Chairman, and, through you, to the whole Institution—gratitude for all your magnificent work and for the fine example you have given. In saying this I am fully aware that I say a very obvious thing, and you will know that it is sometimes dangerous to say things which are self-evident. You may know the story of the captain who had to write in the log-book, and he put down, "The mate was drunk." The mate didn't like that and he protested violently. The Captain said, "Weren't you drunk?" "Well, just a little tipsy, but nothing to put in the log-book," replied the mate. "If you were drunk it has to be in the log-book," was the Captain's retort. Next day the mate wrote the log-book and he finished up by putting down, "The Captain was sober." Then it was the Captain's turn to be angry. The mate very seriously said, "Weren't you sober?" "Yes," answered the Captain. "Well, if you were sober it has to be in the log-book." (Laughter.) I hope that is the kind of feeling you have towards me in saying these self-evident things in favour of your Institution in moving this resolution. (Applause.)

Admiral of the Fleet Sir John de Robeck.

Admiral of the Fleet Sir JOHN DE ROBECK, Bt., G.C.B., G.C.M.G., G.C.V.O.: I feel it a great honour to come here as an old sailor and a representative of the Navy to bear testimony to the Life-boat Institution and to the Life-boat Crews of this country. Here we have a Society that has existed a little over a hundred years, which has a history full of brave deeds, gallant work and great traditions. One would have thought that in these days, with better powered ships and with new aids to navigation, the Life-boat would hardly be necessary. But we have only to pick up the paper in the morning, in winter time, when there is a south-westerly gale blowing, and we see that the Life-boats have been out doing fine work.

We have heard the most interesting statements made here to-day by the distinguished representative of the people of Norway. And if I may add something to them, I would say, first of all, as a Naval Officer, that I feel that the Life-boat Institution and my Service are sister Services. But there is one great difference. The Life-boatman's duty is to save life, whereas, unfortunately, that of my Service is, when ordered, to do our best to destroy it. But there is one thing we both have to be, and that is always ready. A man never knows, as a member of the Life-boat Crew, what hour or what day he will be called out to man the Life-boat. And to be an efficient member of the Crew you must be

fit and ready, your nerves steady, your eyes keen, and know what it is to face a south-west gale under the worst conditions. We have seen up here one or two representatives of Life-boat Crews, and probably if you could get them to tell you, the only time they have been nervous in the last twenty years was not while manning the Life-boat but when they came up on this platform. (Laughter.)

Looking to the future I think there is this to be thought of. As each year goes the field for recruiting the Life-boat Crews gets less, and it cannot be helped. The men in the past have come largely from our local fishermen, and these fishermen, owing, we'll say, to the changes in steam trawlers and drifters, go farther afield and are less at home. The Life-boatmen of the future may not be the same material. They may not have been brought up to have the sense of the sea like, perhaps, those of the present day, who went to sea with their fathers in a little boat and have the sea in their blood. But, wherever they came from, we may remember that, at sea as elsewhere, practice makes perfect. I will give you an instance of that from the war. Up in the North Atlantic, between Iceland and Shetland, we had a Cruiser Squadron, and from what I am told—I was not there myself—they had to lower boats for boarding officers to go on board and inspect foreign ships coming over. It was very difficult to begin with owing to the extraordinarily bad weather which exists up there in the winter time, but, by constant practice, towards the end of the war they thought nothing of lowering the boats and boarding and bringing the officers back from ships, and they were big ocean liners. The men who were doing this work were almost entirely Royal Naval Reserves, the same men who man the Life-boats. Well the time must come when the present-day crews pass, and it is your duty to train men so that we may always have numerous volunteers who have had the same opportunities of training for the duties of Life-boatmen.

What could be finer, than the scene when the old Coxswain gives over the charge of his Life-boat to a younger man, after many years of splendid service! To him humility and modesty are everything. If you went to his village or small town you wouldn't find him in gold lace or in cocked hat. But when you want him he is ready to lead his men. Well, Ladies and Gentlemen, try and keep up the standard. Keep up the traditions so that when the old Coxswain gives over there is a man worthy to take his place. Wish him well and all happiness? And we may truly say—

"Yea, let all good things await
Him who cares not to be great,
But as he saves or serves the State."

(Applause.)

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

THE DEPUTY SECRETARY then read a statement on the results obtained by the Branches which collected the largest sums per head of the population during 1925. This statement is published on another page.

Sir Godfrey Baring.

SIR GODFREY BARING, Bt.: The resolution which I have the honour to move is couched in the following terms:—

"That this Meeting desires to record its sense of the deep obligation of the Institution to the Ladies' Life-boat Guild and its many hundreds of voluntary workers for the Life-boat Cause, and its conviction of the increasing importance of the part which the Guild is destined to play in educating public opinion with regard to the value of the Life-boat Service, and in raising funds therefor."

This resolution is a novelty in the agenda of the Annual Meeting of the Life-boat Institution. But the Committee of Management considered that it was time that a resolution was moved—and I am sure it will be enthusiastically adopted—expressing the deep sense of obligation which the Committee feel to the ladies who form the Ladies' Life-boat Guild, for their really wonderful service to the Life-boat Cause. The Guild was formed five years ago. The Committee rather hesitated before they formed it because they thought we had quite enough Guilds and Leagues in this country, and some, I think we could well dispense with. But we thought that it was time the ladies who are kind enough to work so well were asked to organize themselves, and I am glad to think that the Guild has been enormously successful. We have thousands of members all over the country, and fresh Branches of the Guild are being continually formed. I am quite certain that in the future, as in the past, the ladies' work on behalf of the Guild will be of the greatest and most vital value to the welfare of the Institution. (Applause.)

May I just say what the ladies can do to help. They know it very well, but let me repeat it. They can help us enormously, first of all, by getting up Flag Days, and, secondly, by arranging all the details necessary to make the Flag Day successful. I cannot understand those ladies and gentlemen who are mistaken enough to object to Flag Days. I think it was the Life-boat Institution which first inaugurated that splendid system which, I am sure, rejoices your hearts almost every week in London. (Laughter and applause.) I personally am a keen and earnest supporter of Flag Days. No Flag Day takes place without my purchasing a badge. You see I am wearing one now. If you look round at my colleagues on the platform there is not a single member who has purchased a badge to-day! (Laughter.)

I am quite sure that these Days make an appeal to people to whom otherwise you could not appeal. Let me give my experience in the city of Leicester two years ago. It was a day in April, and it was blowing very hard indeed and raining, and there were not very many people about the streets. I stationed myself outside one of the large works just before the people came out for the mid-day break. We had two or three sellers. A hundred workmen came out, and eighty-three of these

men bought a flag. (Applause.) Can it be pretended that there would be any other means of reaching those men who bought flags?

I quite agree that Flag Days can be overdone. You can have too much of a good thing. But I should like to put in an earnest plea with the authorities that, whoever else is not allowed a Day, the Royal National Life-boat Institution should always be on the list. I think we have every right to call ourselves a national and, as we have been told to-day, an international organization, and we have a right to preferential treatment in this way. (Hear, hear.)

Ladies can also help us by organizing meetings of every kind and by getting up Whist Drives, Concerts, Fêtes and other kinds of entertainments.

I want to allude to something which the Chairman said in his speech, but before doing so may I say, on behalf of my colleagues on the Committee and myself how much we welcome our Chairman's presence to-day. Many long years ago I was a boy at Eton, during our Chairman's last half at that school, when he was a member of the Eleven, and I regarded him then with indescribable feelings of awe and admiration. Sometime after that I had the honour of being in the House of Commons, sitting opposite to him, and with the long passage of time my admiration for our Chairman's character, ability, and conspicuous public service has only grown every year, and we are delighted and honoured to think he is presiding over us to-day. (Applause.)

I come now to what the Chairman said, and what also, in another connexion, the Prime Minister said, a few days ago. We are apt in this country to take everything for granted. We press a button and we expect the natural result to take place, and we do not know how it is brought about. For instance, people know when a gun is fired out goes the Life-boat, but they little realize how great is the expense in keeping up the Service, how many details have to be thought out, and how many Crews have to be provided. We owe an immense debt of gratitude to the women who work for us financially. As you have seen, we owe an even greater debt of gratitude to the women all round the coast who help the Life-boat work by their example, inspiration, and encouragement, but that part of the work will be dealt with by the honourable lady who represents the Berwick-on-Tweed Division in seconding this Resolution. These women are working round the coast to help the Life-boatmen to do their work, and, after all, let us never forget that the whole of our Institution depends on our Life-boatmen. Without the gallantry and devotion and self-sacrifice of these men, all our Committees, Sub-Committees and Guilds would be a hollow mockery. For over a hundred years these men have never failed, and, please God, they never will fail. They only ask to be allowed to do their duty, and not once or twice in the history of our Island home the path of duty has been the way to glory. (Applause.)

Mrs. Hilton Philipson.

Mrs. HILTON PHILIPSON, M.P.: It is a great honour to me to second this Resolution because it is one of gratitude to the hundreds of women workers throughout the country who give their time and energy in helping this Institution to carry on its great and noble work. We have heard to-day of what women are ready to do and endure for the Life-boat Service. I am specially proud to-day, as you can understand, for the women of Boulmer come from one of the fishing villages in the constituency which I have the honour to represent. In that constituency the first Life-boat was established, and along that historical coast some wonderful and splendid rescues have been carried out. And there, above all, the men and the women of the fishing villages have always been conspicuous for their courage, bravery, and devotion to Life-boat work. It seems to me to need the highest courage to do what the women of Boulmer did on that terrible December night. (Applause.) It needs high courage to face and fight a terrible storm, to labour for long hours until you are exhausted. But it needs still higher courage to do this in order to launch your husbands, your fathers and your sons on a perilous journey, perhaps never to return. (Applause.)

These women to-day are still upholding the great tradition of another wonderful Northumbrian whose name is famous throughout the world, Grace Darling. I believe this is the second occasion on which the women have been thanked in this way for their bravery and devotion in Life-boat work, and on that other occasion it was the women of Holy Island—another place in my constituency. You can well understand my pride in representing a constituency where such courage is typical of the people. (Applause.)

But there are others, I know, who work for the Life-boat service. They work in a different way by helping to collect its funds. Without these hundreds of women workers throughout the country the Institution could never hope to continue as a voluntary service. That work seems to me also to require courage and endurance. Think what it means in these very difficult times to waylay the workmen as they go to and fro, and ask them to give to the funds; or to face the members of the Stock Exchange, even though we know they are always generous, and demand more money; or even, as I am told is the case to waylay Members of Parliament. (Laughter.)

We have shown to-day our gratitude and esteem for the women of the coast, but we owe an equal gratitude to all women who work for the Cause. Those who collect as well as those who launch the Boats are helping to save lives. I am told, and I am very proud to hear it, that no women give more generous help on Life-boat Days than those of the profession to which I once belonged. I beg these members to help this year to make our Life-boat Day on 4th May a record. I can promise the Secretary I will do my best to help, and spare no efforts to ask others to help too. (Applause.)

I ask you to thank all the members of the Ladies' Life-boat Guild for their great services, and the best way in which all women can help is by joining the Guild themselves. It is very easy to join the Guild. Any woman here, or in any part of the country, who is willing to work for the Institution in any way, can become a member by paying the small sum of 2s. 6d. She will then receive the very charming Badge, which I am proud to wear, and a Membership Card to remind her of her undertaking. The Secretary of the Institution would be very pleased to provide Badges and Cards for any who may wish to join here to-day, and they may be obtained at the door. So I hope if there are any here who are not members of the Guild that they will join and persuade their friends to do the same.

As members of the Guild we shall find friends in every part of the country, and the wearing of the Badge will enable us women to recognize those who belong to the large and growing number of the Guild, which takes as its model that splendid and gracious figure "Grace Darling." (Applause.)

The Duke of Northumberland.

HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., C.B.E., M.V.O.: I have now much pleasure in moving a very hearty vote of thanks to our Chairman, the Right Hon. the Lord Forster of Lepe, G.C.M.G., for presiding over this the Hundred and Second Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

I feel sure you will agree with me that we owe Lord Forster a very deep debt of gratitude, not only for having presided with great ability over this meeting, but also because he has given us a most excellent, most interesting and most instructive address. (Hear, hear.) During the course of that address he remarked that he was speaking to a much larger audience than he saw before him in this hall, and I hope that remark went home to the gentlemen below me who were reporting his words. I certainly hope, we all hope, that his words will reach that wider audience, and for two reasons. In the first place, if anybody wishes to know what the Life-boat Institution is, and the work which it is doing, he cannot do better than study Lord Forster's address this afternoon, because he will find everything there that he requires to know explained in the clearest possible way and in the smallest possible compass. The second reason is that it is a reflection on the British public that the Life-boat Service does not meet with more financial support than it receives at present. We all know the great demands which are made at the present time, but when we think how much money is wasted on objects of comparatively little importance it does seem strange that the Life-boat Institution does not make an even wider appeal than it does at present to the generosity of the public. (Hear, hear.)

Lord Forster has occupied many great posts and has performed many signal services for this country and the British Empire. Among these may be mentioned the Governor-Generalship of Australia, from which he has only

recently returned. But I am sure he will not mind if I say that it is not the least of the services which he has rendered to the country and the Empire that he has come here to-day to put before the public the claims of the Life-boat Institution. (Applause.)

Sir William Priestley.

Sir WILLIAM PRIESTLEY, J.P.: It is my great pleasure to second this vote of thanks to Lord Forster, but before I do so I would like to say a few words about this great Institution. I represent Bradford and District, and there we work very hard for the Institution and raise a good deal of money. I want to tell you how we do it. It is not mere man that does it; it is the women of our district and our city, and the consistent work they have put in for this Institution during my Presidency, now some fifteen years, has been simply wonderful. And when I look round this audience and see a mere sprinkling of ordinary male beings I say to myself, "Who are keeping this Institution going?" And I answer, "It is the women of the country." It is their finer feelings and their fuller recognition of their duty, and the excellent work that they do for this Institution that makes it a success. I always see, when I go to my Committee and ask them to get up a Bazaar, one solitary male individual in the presence of thirty or forty ladies, and it is because of that that I say that the Ladies' Guild is the thing that ought to be supported, and as long as the ladies work as they do to-day this Institution need never be anything but voluntary. (Applause.)

But that is not what I have to speak about. I have to second this Resolution. It is quite

true what the Duke of Northumberland said. Lord Forster has taken an active part in the affairs of the country and Empire during the last few years. I sat with him in the House of Commons for years. I watched how he worked hard and conscientiously. I next saw him in Melbourne. He was there doing his duty and working hard for the Empire. On the third public occasion I see him here this afternoon taking the chair at this meeting of, I believe, the largest and most important voluntary Institution in this country. A man who fills up his life by working in the way Lord Forster has done is an example of loyalty, and so long as we have such men in our midst giving of their best in the public service we need have no fear about the future of the Empire.

I have great pleasure in seconding this Resolution. (Applause.)

(The Resolution was then put and carried with acclamation.)

The CHAIRMAN: I am very much obliged to you for the kind vote of thanks and for the all too flattering terms in which it has been proposed and seconded. I can only say that as a great lover of the sea and a great admirer of seamen and their womenfolk, it has been a very real pleasure to me to come here to-day, and if one could have contributed, even in a small degree, to the support of this Institution then one has been abundantly rewarded. I can only hope that there is an increasingly fruitful future before THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that it will meet the most generous support from the public which it so richly deserves. (Applause.)

(The Meeting then terminated.)

The Boulmer Women.

THE thirty-five women launchers of Boulmer were represented at the Annual Meeting by Miss N. Stephenson, the daughter of the Coxswain, and Mrs. B. Stanton, the wife of the Second Coxswain. During their stay in London they were the guests of the Duke and Duchess of Northumberland at their house in Prince's Gate.

On the morning of the day of the meeting, they went to the Cenotaph and laid a wreath there with the inscription, "In memory of the men of Boulmer who fell in the Great War. From the inhabitants of Boulmer, Northumberland."

After the meeting they were taken by Mrs. Hilton Philipson, M.P., for Berwick, in whose constituency Boulmer lies, to see the House of Commons, and in the evening, together with Coxswain

Cross, Coxswain Dobson and Coxswain Fleming, they were the guests of Sir Oswald Stoll at the Coliseum, where, each year for a number of years, the Coxswains and Life-boatmen attending the Annual Meeting to be decorated have been entertained.

The previous evening Coxswain Cross and Coxswain Dobson were entertained at the Polytechnic, where they saw Major Court Treatt's film "Cape to Cairo."

Neither of the two Boulmer women had previously been further south than the Tyne. What they had most looked forward to, they said, was their visit to the Cenotaph, and one of the things which most impressed them was the crowd of pressmen and photographers waiting to meet them when they arrived in London.

At the Alnwick Annual Meeting.

Before the two representatives of the Boulmer women attended the Annual Meeting, all the women were present at the Annual Meeting of the Alnwick Branch, at which Mr. Arthur Scholefield, Chairman of the Alnmouth and Boulmer Branch, presided, and the Duke of Northumberland, a Vice-President of the Institution, and President of the

castle *Daily Journal* thus described the visit:—

"Naturally, the first question to be asked by any inquiring mind with some knowledge of Boulmer would be how many Stephensons and how many Stantons were in the visiting team? There were nine and eight respectively, and the number was made up with Hollands, Gairs, Strakers, etc. Their



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ON THE WAY TO THE CENOTAPH.

Taken outside Life-boat House, Charing Cross Road, London.

Left to right: Coxswain Cross (Humber), Miss Stephenson and Mrs. Stanton (Boulmer), Coxswain Fleming (Gorleston), and Coxswain Dobson (Donna Nook). In the background on the right, Mr. George F. Shee, M.A., Secretary of the Institution.

Alnwick and Newcastle - on - Tyne Branches, presented them with the Vellum of Thanks, and paid a tribute to their "splendid gallantry and endurance." The Vellum was received by Mrs. John Stanton, the senior member of the body of women launchers. Before the meeting, which was largely attended, they were entertained to tea by the Alnwick Ladies' Life-boat Guild, and after it attended a film entertainment specially arranged for them. The *New-*

ages ranged from 16 to 65, and their raiment from the sober black of middle age—65 counts as middle age in Boulmer—to the plum-coloured, fur-collared coats of youth, with silk stockings and patent-leather shoes to match. Gathered in the old Market Place of Alnwick, these matrons and maidens presented a very comely picture of healthy, Northumbrian femininity, yet it was a little difficult, as one looked approvingly at the fresh bloom on the faces of the

grey-eyed younger generation, to picture them on that wild and bitter December night hauling the Boulmer Life-boat from its house to the launching place.

"Nothing could have been more appropriate than the presentation of the Royal National Life-boat Institution's tribute at the annual meeting of the Alnwick Branch. It infused a spirit of adventurous realism into what might

land, in 1835, when the Institution was only eleven years old. She sent a contribution to the funds of the Institution, and with it this tribute of pride and affection to the women of her old county which she left many years ago:—

"I read with the greatest interest the account in the *Morning Post* of the 35 women at Boulmer who got out the Life-boat on a December night, and



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LORD FORSTER PRESENTING THE VELLUM TO MISS STEPHENSON, OF BOULMER.

Beside Miss Stephenson is Mrs. Stanton. Behind her from the front of the platform to the back are: Coxswain Cross (Humber), Coxswain Dobson (Donna Nook), and Coxswain Fleming (Gorleston). On the front row of the platform from left to right are: Sir John de Robeck, Mr. Vogt (the Norwegian Minister), Sir Godfrey Baring, Lord Forster, Mr. George F. Shee (Secretary of the Institution), the Hon. George Colville, the Duke of Northumberland and Mrs. Hilton Philipson, M.P.

otherwise have been a rather prosaic business meeting, and it certainly brought home to an inland populace a knowledge of how their donations and subscriptions are being devoted to the saving of life."

An Old Northumbrian's Tribute.

After the Annual Meeting, the Institution received a letter from a lady, ninety-one years old, who is now living in Surrey, but was born in Northumber-

land, in 1835, when the Institution was only eleven years old. She sent a contribution to the funds of the Institution, and with it this tribute of pride and affection to the women of her old county which she left many years ago:—

"I remember seeing the Life-boats and rockets in use at Tynemouth before

the North and South Piers were built, and once, unhappily, saw a vessel with all on board lost in one of the rough N.E. seas—so you will understand why I always read about Northumberland and the Life-boats. I have seen Bamburgh and Grace Darling's home, and Alnwick, that of the Duchess of Northumberland, who is taking an interest also in this case.

"I wish I could send you a donation for each of the 35, but reduced income

and other claims prevent this, but enclosed mite will just show that, although far away, my dear old county is still remembered. If you have an opportunity to privately tell your two visitors how I have thought of them I will be glad. Wishing your Society great success.

"P.S.—You can either let the money help to entertain them here or go to the funds of the Society as you think best. Excuse my shaky writing."

The Record of the Branches.

LAST year, it will be remembered, a list was published in *The Lifeboat* of the twenty Branches which had sent in the largest aggregate contributions, and a list of eleven Branches selected from those with large contributions per head of the population. This year the same calculations have been made, but more systematically, four lists being prepared, which are given below, one showing the twenty Branches with the highest collections, and the other three the Branches which have contributed most per head of their population, arranged in grades of population, the first being Financial Branches, the second Station Branches, and the third Pleasure and Health Resorts (other than Station Branches), which, like them, have a fluctuating population.

These lists were distributed at the Annual Meeting, and the following statement was read: The Committee have decided to publish these lists for the honour of the Branches concerned and for the emulation of other Branches, and their reasons for publishing them in four separate lists are as follows:—

(1) To publish only the names of the Branches with the largest collections would obviously be unfair to those Branches which do magnificent work in places with small populations, although their collections are small.

(2) On the other hand, to publish only a list of the leading Branches according to the contribution per head of the population would be equally unfair to the great cities like Liverpool, Manchester, Bradford, Birmingham, Glasgow, Edinburgh, Dublin, Belfast, South-

ampton and Bristol, which year by year contribute—some of them—several thousands of pounds. For the smaller the population the easier it is to get a high collection per head.

(3) A third difficulty was found when the tables came to be compiled. Station Branches, and also many Financial Branches on the coast, have large temporary populations during the summer. They therefore organize their main appeals in the summer. A considerable proportion of what they collect is obtained from visitors, and a calculation based on the number of their permanent population would give them an unfair advantage over inland Branches. For this reason they have been put in separate lists.

In this way the Committee feel that they have been able, without unfairness to any Branch, to call attention to those which have given the Life-boat Service the most generous support during the past year.

The Committee would like to call attention to the following salient facts in the lists.

The City of London Branch comes first with a total collection of £9,729. But the City, with its enormous floating population, stands quite apart from the rest. Next comes Liverpool with £4,424, and the Committee would like to offer to the City of Liverpool their warmest congratulations and thanks. Third comes Manchester and Salford with £4,234.

Last year the same three cities headed the list, but in a different order—Manchester and Salford, the City of London

THE 20 BRANCHES WITH THE HIGHEST COLLECTIONS, 1924-25.

Branch.	County.	Population of Branch area.	Collection.	Amount per head.
			£	d.
1. City of London *	London	—	9,729	—
2. Liverpool & District	Lancs.	955,000	4,424	1-11
3. Manchester & Salford	Lancs.	1,258,854	4,234	-80
4. Birmingham & District	Warwickshire	919,438	3,174	-80
5. Glasgow	Lanark.	1,060,000	2,659	-60
6. Bradford & District	Yorks.	394,700	2,526	1-53
7. Edinburgh, Leith & Granton	Edinburgh	512,000	1,573	-73
8. Leeds & District	Yorks.	600,000	1,303	-52
9. Southampton & District	Hants	220,000	1,119	1-22
10. Bristol	Glos.	377,061	1,095	-60
11. Oxford & District	Oxon.	100,000	1,063	2-55
12. Eastbourne *	Sussex	—	1,052	—
13. Belfast Lough	Antrim	515,000	961	-44
14. Dublin	Dublin	431,000	937	-52
15. Isle of Wight *	Hants	—	868	—
16. Douglas *	Isle of Man	—	847	—
17. Hull & District	Yorks.	325,000	714	-52
18. Poole, Bournemouth, etc.*	Dorset	—	713	—
19. Sheffield	Yorks.	492,724	613	-29
20. Aberdeen	Aberdeen	182,453	602	-73

* Fluctuating population, so that no calculation per head is possible.

BRANCHES WITH THE HIGHEST COLLECTION PER HEAD OF THE POPULATION, ARRANGED IN GRADES OF POPULATION.

1. FINANCIAL BRANCHES.

Grade of Population.	Branch.	County.	Population of Branch area.	Collection.	Amount per head.
				£	d.
2,500 to 5,000	Cullompton	Devonshire	3,000	79	6-35
5,000 to 10,000	Henley & Shiplake	Oxon.	8,500	184	5-21
10,000 to 20,000	Highgate	London	12,385	132	2-57
	Clitheroe & District	Lancs.	15,000	151	2-45
20,000 to 40,000	Salisbury & District	Wiltshire	37,000	332	2-16
	Alloa	Clackmannan	32,543	237	1-75
40,000 to 100,000	Oxford & District	Oxon.	100,000	1,063	2-55
	Luton	Beds.	57,077	451	1-89
100,000 to 250,000	Southampton	Hants	220,000	1,119	1-22
250,000 & upwards	Bradford & District	Yorks.	394,700	2,526	1-53

2. STATION BRANCHES.

				£	s. d.
Up to 1,000	Porthoustock	Cornwall	100	59	11 9½
1,000 to 2,500	Alnmouth & Boulmer	Northumberland	1,200	581	9 8½
2,500 to 10,000	Cromer	Norfolk	5,435	405	1 6
10,000 to 30,000	Douglas	Isle of Man	26,000	900	8-31
30,000 & upwards	Eastbourne	Sussex	60,032	1,052	4-07

3. PLEASURE AND HEALTH RESORTS (OTHER THAN STATION BRANCHES) WHICH HAVE A FLUCTUATING POPULATION.

				£	d.
2,500 to 5,000	Bude	Cornwall	3,962	121	7-34
5,000 to 15,000	Seaford	Sussex	6,991	120	4-12
15,000 to 25,000	Colwyn Bay	Denbighshire	18,770	331	4-23
25,000 & upwards	Southport	Lancs.	76,644	540	1-60
	Cheltenham	Glos.	48,444	269	1-33

and Liverpool. Manchester and Salford was then first, by over £5,000, with the magnificent contribution of nearly £16,000, of which over £10,000 was a special Centenary Gift, raised in three days.

Of the twenty names in this first list all, except the two last, Sheffield and Aberdeen, were among the first twenty last year.

When we turn to the lists showing the contributions per head of population, we find that four of the twenty in the list of highest collections also have—each in its own grade—the best collection per head of population—namely, Bradford, Southampton, Oxford and Eastbourne.

The Committee would like particularly

to congratulate among the Financial Branches Cullompton, with nearly 6½d. per head, and Henley and Shiplake with over 5d.; among the Pleasure and Health Resorts, Bude with over 7d., and Seaford and Colwyn Bay with over 4d. each; among the Station Branches, Porthoustock with nearly 12s., Alnmouth and Boulmer with over 9s. 8d., and Cromer with 1s. 6d. per head.

Finally, the Committee desire to point out that England, Scotland, Ireland and Wales are all represented in these four lists, and that they show how widespread as well as how generous is the support which the people of Great Britain and Ireland give to the Life-boat Service.

The Wreck of Two Welsh Trawlers.

Six Awards for Gallant Service.

IN the early morning of 14th February, with a heavy sea running, a Welsh steam-trawler, the *Tenby Castle*, went ashore on the rocks in Clifden Bay, Conemara, on the west of Ireland, a coast where there are many rocky islands, the great majority uninhabited. Her Captain sent out a wireless message that he was abandoning ship, and asked for immediate help. The message was picked up, and four other steam-trawlers, all of which had wireless, went in search of the crew.

The *Tenby Castle* was rapidly sinking, and her ship's boat was launched, but it was swept away. At once one of the firemen, T. L. Cloudsdale, dived into the sea, swam after it and clung to it until a line was thrown to him. The line wound itself round his neck, but, although suffering intense pain, and in danger of being strangled, he clung to the boat, and was hauled back to the trawler. The whole crew got aboard the boat, and succeeded in reaching the inhabited island of Inishturk.

The four trawlers, meanwhile, had continued their search, and during the night one of them, the *Cardigan Castle*, also struck a rock somewhere in the same neighbourhood, but exactly where is not known. Her Captain sent out a wireless call that the ship was sinking, and that he was about to abandon

her. What happened then is known only from the story of one survivor. After the ship struck, so his story goes, the ship's boat was launched, but like the boat of the *Tenby Castle*, she broke loose. He jumped overboard and swam towards her. As he was swimming, he struck against the Captain's dog, and taking its hair in his teeth, he swam on and reached the boat. He found two buckets and a shovel on board, and after he had baled her out, he used the shovel as a paddle. He could find no sign of the trawler nor any other member of the crew. In the end, when completely exhausted, he was rescued by three men in a curragh who towed him to Clare Island, where he was picked up by one of the other trawlers.

Although he had seen no sign of any other members of the crew, it was hoped for some time that others had got safely to some island, and the search was continued, the three steam trawlers, the Irish Free State Fishery Protection Cruiser, *Muirchu*, and, later, aeroplanes from Dublin taking part in it. The *Cardigan Castle* had struck just after midnight on the Sunday. On the following Wednesday, 17th February, a piece of packing-case was picked up with "No. 258740," on it, and a message written in indelible pencil: "We three on a place called High Island, ship-



MR. T. L. CLOUDSDALE,
Fireman of the Trawler, Tenby Castle.
Silver Medallist.



LIEUT.-COMMANDER P. E. VAUX,
D.S.C., R.N.
Inspector of Life-boats for the Irish District.
Bronze Medallist.



SERGEANT F. J. TOBIN, OF THE IRISH
FREE STATE CIVIC GUARD.
Awarded the Thanks of the Institution
inscribed on Vellum.



SUPERINTENDENT E. McQUILLAN, OF
THE COAST LIFE-SAVING SERVICE.
Awarded a Pair of Binoculars.

wrecked at the entrance of Clifden Bay," and on the other side: "On Saturday night, at 7 p.m."

As soon as the news of this discovery was received, the Institution wired to the Government of the Irish Free State, placing at its disposal the Life-boat at Fenit, further south on the coast of Kerry. As the trawlers and the *Muirchu* were endeavouring to land on High Island, the services of the Life-boat were not thought to be needed. The Institution's District Inspector in Ireland, Lieut.-Commander P. E. Vaux, D.S.C., R.N., then went to Galway, arriving late on the night of the 19th, and when he reached Aughrisbeg, the nearest point to High Island, found that so far the only island which had been landed on was Friar Island, which had been visited on the Monday by Sergeant F. J. Tobin, of the Civic Guard. So far, the *Muirchu*, although she had been round High Island, had not succeeded in making a landing on account of the heavy sea.

Searching the Islands.

Next day, the 20th, Lieut.-Commander Vaux got a volunteer crew of three men, the same who had already taken Sergeant Tobin to Friar Island, to take him in a curragh (a boat made of canvas, stretched over a wooden frame) to High Island. The weather was rough, the sea was running very high, and the island steep and rocky, but Lieut.-Commander Vaux succeeded in jumping off on to a projecting rock. The landing was made at considerable risk, for any mistake in handling the boat, or a false step in landing, would have had serious results. He searched the whole island, which is about 80 acres in extent, but found nothing except "sheep, about thirty seals, a stone Celtic cross, ruined monastery, and shepherd's hut, shaft of old mine." Nobody, he reported, could have been cast up on that island without being ground to pulp.

On his return to the mainland, he saw an aeroplane flying over the islands. It was one of five which had arrived from Dublin, and it had taken food to drop on High Island.

The next day, Sunday, the *Muirchu*, with the Colonel of the Irish Free State Air Corps on board, cruised round

the islands, and a landing was made on Cahir Island. The weather was too bad for flying, and by this time it was everyone's opinion that the message on the piece of packing case was a hoax. There was a number stamped on the board, but this, it had been found, did not belong to any of the trawlers, and the board was not weather worn.

The Monday was also too rough for flying, and though the *Muirchu* went out to another island, called Croagh, the sea was too rough to attempt a landing. By the afternoon the wind had gone down a good deal, and Lieut.-Commander Vaux got a crew of six men to row him out in a pulling boat to Croagh, an island all rocks, very steep, and even wilder than High Island. He thoroughly searched it, but found nothing. The same day he motored to another part of the coast, went out in a curragh and searched two more islands, Crump Island and Ballybeg, but without result. Meanwhile Superintendent E. McQuillan of the Coast Life-saving Service, who had organized the search on shore, had gone by mailboat to Inishboffin in order to search Davilaun. He searched this island and another, and was stranded on one of them for two days.

After this the search was abandoned. Two bodies, those of the wireless operator and the second engineer, had already been washed up, and there was no hope left of finding any of the crew of the *Cardigan Castle* alive. The Welsh trawlers had returned to Swansea on the Sunday, and now both the *Muirchu* and the aeroplanes were recalled.

In recognition of these services the Institution has made the following awards:—

To T. L. Cloudsdale, of the *Tenby Castle*, but for whose prompt and courageous action the whole crew of that vessel would have lost their lives, the Silver Medal.

To Lieut.-Commander P. E. Vaux, D.S.C., R.N., for his initiative, leadership and courage, the Bronze Medal.

To Sergeant F. J. Tobin, of the Civic Guard, who was untiring in his efforts, and who, at considerable risk, searched one of the islands, its Thanks inscribed on Vellum.

To Superintendent E. McQuillan, of the Coast Life-saving Service, in recognition of his action in searching the two islands, and of his valuable co-operation with Lieut.-Commander Vaux, a Pair of Binoculars. Mr. McQuillan is an ex-Naval man, and was at one time a member of the Crew of the Life-boat at Howth, Dublin.

The Institution has also made monetary awards to the three men who rowed Commander Vaux to High Island and Sergeant Tobin to Friar Island, and to the four men who brought ashore the sole survivor from the *Cardigan Castle*.

Two Shore Boat Services on the West Coast of Ireland.

Two days before the *Tenby Castle* was wrecked, a small boat was capsized in Tralee Bay, further south. She had two men on board who were dredging for oysters. A gale was blowing with a rough sea, but a fisherman, James Shea, and his son, a boy of sixteen, who had just returned from dredging, put out again, although their boat was half-full of water, and at great risk succeeded in rescuing the two men who were clinging

to the mast of their boat. The Institution has awarded both James Shea and his son its Thanks inscribed on Vellum and a monetary reward.

On the night of 16th September, 1925, further up the west coast of Ireland, off Donegal, Mr. John Buchan, of Mulroy Bay, launched a boat with his son and two other men, as they thought they heard cries for help. A gale was blowing with a rough sea. They pulled out some distance, and found a boat nearly full of water, and on board her the Reverend Father Logue nearly unconscious. With great difficulty they got him into their boat. It appeared that he had gone out with a young man, Patrick Logue, to test an outboard motor. Patrick Logue had fallen overboard, and Father Logue, in rushing to help him, had capsized the boat. They clung to the keel for some time, and then Patrick Logue dropped off, exhausted, and was drowned. Father Logue had then managed to right the boat and get aboard her, but his rescuers arrived only just in time to save his life. The Institution sent a special Letter of Thanks to Mr. Buchan, and monetary awards to him and his fellow-rescuers.

The Help of Shipowners.

In *The Lifeboat* for June, 1923, a list was published of launches of Life-boats and assemblies of Crews during the first four months of that year, with the names of the vessels in question and of their owners, and the amount of the subscriptions, if any, which the owners made to the Institution. In June, 1924, at the suggestion of a prominent shipowner, it was decided that in future a letter should be sent to owners notifying them when the crews of their vessels had been rescued, and putting before them the work and services of the Institution.

"There is not, and never can be," so we wrote in *The Lifeboat* for February, 1925, "any question of the Institution asking for payment for its services to those whose lives it rescues from shipwreck, but it is thought that the owners of the ships may like to take the opportunity of showing their gratitude, par-

ticularly in those cases where, at present, they do not subscribe."

The names of those who responded to this letter were published in *The Lifeboat* for February, May, and November, 1925, with accounts of the services. To these have now to be added four more names of owners to whose vessels services were rendered in the autumn and winter of last year.

1925.

- | | |
|---------------|---|
| September 26. | New Brighton (Birkenhead) Motor Life-boat rescued 5 from the motor vessel <i>Innisinver</i> , of London. Owners: Messrs. Mitrovich Bros. & Co. £1 1s. |
| October 29. | Kingstown Motor Life-boat rescued 46 from the sailing ship <i>Hamburg</i> , of Hamburg. Owners: Messrs. Hans Heinrich Schmidt. £10 10s. |
| December 22. | Whitby No. 2 Life-boat rescued 4 from the barge <i>Mary Bridge</i> , of Hull. Owners: Messrs. H. Leatham & Sons, Ltd., of York. £5 5s. |

December 25. Humber Motor Life-boat rescued 6 from the s.s. *Whinestone*, of Preston. Owners: Messrs. Thornley Binders Ltd., of London and Stromness. £5. (Messrs. Thornley Binders had previously subscribed to the Stromness Branch.)

This completes the list of those who have responded to the letter, since it was first issued in 1924, up to the end of 1925. It has now been decided to publish, as from the beginning of 1926, a complete list of effective services

where lives have been rescued or help has been given, with the names of vessels and the subscriptions or special donations received from their owners. The list will not include any services where salvage has been paid to the Crew. The letter to owners, it should be added, is only sent when lives have actually been rescued, and even then it is not sent in those cases—as, for example, small fishing boats—where the owners are presumably poor men. The following list is for the first four months of 1926:—

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before Service.	Contributions received in gratitude for the Service.
				£ s. d.	£ s. d.
1926.				*	—
Jan. 6	Lowestoft (Motor).	Fishing smack <i>Ivan</i> , of Lowestoft.	W. H. Podd, Lowestoft.		
" 12	Wexford (Motor).	S.S. <i>Valdura</i> , of Glasgow.	Gow, Harrison & Co., 8 Gordon Street, Glasgow.	10 10 0	—
" 12	Kilmore	Six fishing boats of Gourdon. <i>Comrades</i> . . . <i>Rapid</i> . . . <i>Joy</i> . . . <i>Norseman</i> . . . <i>Chrissie Criggie</i> . <i>Reliance</i> . . .	C. Moir and others . . .	0 5 0	—
" 14	Gourdon		J. Middleton and others . . .	—	—
			P. and J. Johnstone . . .	—	—
			A. Gove . . .	—	—
			J. Criggie and others . . .	—	—
			James Gibb . . .	—	—
" 14	Johnshaven	Three fishing boats of Gourdon.	No information . . .	—	—
" 15	Scarborough (Motor).	Coble <i>Golden Gate</i> , of Filey.	James Douglas . . .	—	—
" 27	Filey . . .	Four motor fishing cobs of Filey	No information . . .	—	—
" 27	Arbroath . . .	Four fishing boats of Arbroath. <i>Pioneer</i> . . . <i>Guiding Star</i> . . . <i>Queen of the Fleet</i> <i>Secret</i> . . .	—	†	—
			Alex. Tevendale . . .	—	—
			David Smith . . .	—	—
			David Beattie . . .	—	—
			David Shepherd . . .	—	—
" 28	Aranmore . . .	S.S. <i>Eleftherios M. Tricoglou</i> , of Andros.	E. Tricoglou, Andros, Greece.	—	—
Feb. 3	Berwick-on-Tweed.	Four fishing boats of Berwick-on-Tweed.	No information . . .	—	—
" 5	Filey . . .	Nine motor fishing cobs of Filey.	No information . . .	—	—
" 5	Scarborough (Motor).	Two motor cobs of Scarborough— <i>Ebenezer</i> . . . <i>Golden Gate</i> . . .	Reuben Scotter . . . James Douglas . . .	— —	— —
" 5	Whitby (Motor)	Five motor fishing boats of Whitby.	No information . . .	—	—

(Subscriptions or Donations are for 1924.)

* Four Lowestoft insurance companies subscribe to the Institution.

† The Fishermen's Committee and the Men's Own Brotherhood of Arbroath each contribute £10.

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before Service.	Contributions received in gratitude for the Service.
1926.				£ s. d.	£ s. d.
Feb. 5	Eyemouth	Fishing boats of Eyemouth.	No information . . .	—	—
„ 6	Southwold . (Motor).	Fishing smack <i>Meum et Tuum</i> , of Lowestoft.	Runacres Bros. . . .	*	—
„ 9	The Humber (Motor).	Steam trawler <i>Dinorah</i> , of Grimsby.	Beeley & Sleight, Ltd., Fish Dock Road, Grimsby.	1 1 0	—
„ 14	The Humber (Motor).	S.S. <i>Tabora</i> , of Cardiff.	Lewis Steamship Co., Ltd., Rothesay Chambers, Cardiff.	—	—
„ 15	Yarmouth, I. of W. (Motor).	S.S. <i>Urkiola Mendi</i> , of Bilbao.	Compania Nav. Sota y Aznar (Apartado No. 13), Ibanez de Bilbao, Bilbao.	21 0 0	—
„ 15	Hope Cove .	S.S. <i>Liberta</i> , of Genoa.	Societa Anonima di Navigazione <i>Unione</i> , Via San Luca, 15/10, Genoa, Italy.	—	—
„ 15	Torbay . (Motor).			—	—
„ 16	Blyth . (Motor).	Motor boat <i>Lily</i> , of Blyth.	Wm. Coulthard, 87, Union Street, Blyth.	—	—
„ 17	Torbay . (Motor).	S.S. <i>Izvor</i> , of Dubrovnik.	Atlantska Plovidba Ivo Racic Akcionarno drustvo, Zagreb, Jugo-Slavia.	—	—
„ 17	Poole and Bournemouth	Fishing boats of Poole.	No information . . .	—	—
„ 22	Peel . . .	Fishing boat <i>Genesta</i> , of Peel.	John Wilson	—	—
Mar. 4	Moelfre . .	Ketch <i>Alpha</i> , of Newry.	W. Chambers, Kilkeel, Co. Down.	—	—
		Ketch <i>Excel</i> , of Poole.	A. Robinson, Annalong, Co. Down.	—	—
„ 4	Ayr . . .	S.S. <i>Nugget</i> , of Glasgow.	Wm. Robertson, Gresham Chambers, 45, West Nile Street, Glasgow, C. 1.	2 2 0	—
„ 5	Scarborough (Motor).	Motor fishing cobbles <i>Morning Star</i> and <i>Pelican</i> , of Scarborough.	T. Scales H. Cammish	— —	— —
„ 9	Wexford . (Motor).	Fishing smack <i>Tipperary Lass</i> , of Wexford.	No information . . .	—	—
„ 10	Whitby . (Motor).	Motor fishing boat <i>Pilot Me</i> , of Whitby.	J. Storr	—	—
„ 13	Peterhead No. 2 (Motor).	S.S. <i>Bragi</i> , of Stettin.	Otto A. Muller, Hamburg.	—	—
„ 20	Sennen Cove (Motor).	Schooner <i>Ada</i> , of Barrow.	Geo. Kearon, King's Hill, Arklow, Co. Wicklow.	—	—
„ 22	Whitby . (Motor).	Seven motor fishing boats of Whitby.	No information . . .	—	—
„ 23	The Humber (Motor).	Steam trawler <i>Salmonby</i> , of Boston.	The Boston Deep Sea Fishing and Ice Co., Ltd., Derby Chambers, Wyre Dock, Fleetwood.	†	—

(Subscriptions or Donations are for 1924).

* Four Lowestoft insurance companies subscribe to the Institution.

† Contribute through the Fleetwood Fishing Vessel Owners' Association which subscribes £10 10s.

Date.	Life-boat.	Vessel.	Owner.	Subscription is or Donations received before Service.	Contributions received in gratitude for the Service.
April 6	Folkestone .	S.S. <i>Duce</i> , of Genoa	La Platense Società Anonima Marittima, Genoa, Italy.	£ s. d.	£ s. d.
„ 7	The Humber (Motor).	A small boat . . .	W. Croft	—	—
„ 15	Yarmouth, I. of W. (Motor).	Boat of s.s. <i>Haslemere</i> , of Southampton.	The Southern Railway, Waterloo Station, London, S.E. 1.	31 10 0*	—
„ 20	Sennen Cove (Motor).	S.S. <i>Deansway</i> , of Cardiff.	Williams Bros. (Cardiff), Pacific House, Mount Stuart Square, Cardiff.	—	—
„ 25	Yarmouth, I. of W. (Motor).	Yacht <i>Alektor</i> , of Shoreham.	Captain W. H. A. Whitworth, M.C., Lancing College, Shoreham, Sussex.	—	—
„ 28	Newbiggin	Steam trawler <i>George R. Purdy</i> , of North Shields.	George R. Purdy, 11, Horsley Terrace, Tynewmouth.	—	—
„ 28	Whitby (Motor).	Motor fishing coble <i>Gratitude</i> , of Whitby.	D. Harland	—	—
„ 29	Berwick-on-Tweed.	Steam trawler <i>Eyedale</i> , of Eyemouth.	Robert Cowe, 21, Albert Road, Eyemouth.	—	†
„ 30	Boulmer .	Motor drifter <i>True Vine</i> , of St. Monance.	David Marr	—	—

(Subscriptions or Donations are for 1924.)

* The Southern Railway made a donation of 100 guineas when the Newhaven Life-boat rescued the crew of its tug *Richmere* on 27th November, 1924.

† A Letter of Appreciation was received.

It will thus be seen that during the first four months of this year there were forty-two effective launches, in which over eighty boats or vessels were involved. Of their owners only thirteen,

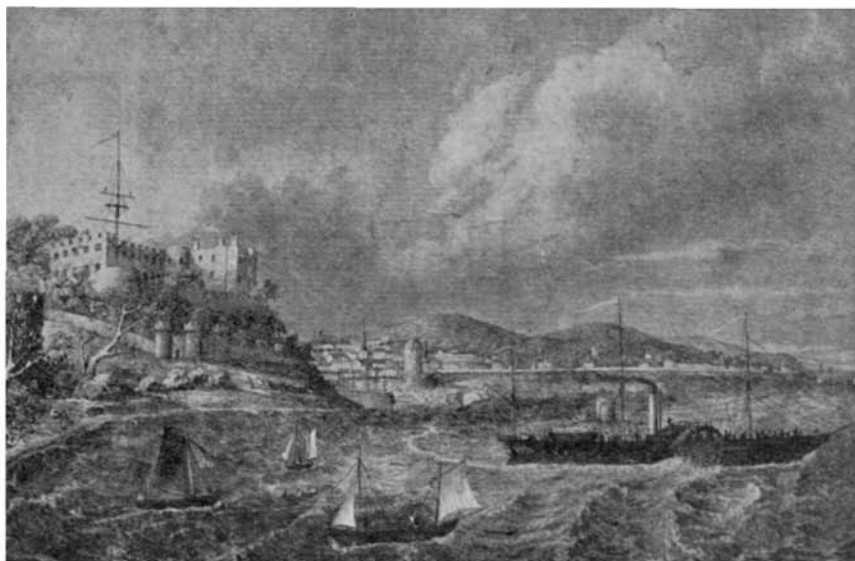
so far as can be traced, were already contributors, directly or indirectly, to the Institution, and none has since made any contribution to the Institution in gratitude for its services.

Gifts from Crews.

THE Institution has received the following gifts from its Crews :—

On 23rd July, 1925, the Life-boat at Boulmer, Northumberland, went out to the s.s. *Sojourner*, of Newcastle-on-Tyne, which had gone ashore in a dense fog. With the help of the Life-boat the steamer was got afloat, and out of the money awarded them for salvage the Boulmer Crew have made a donation of £10 to the Institution.

On 15th November, 1925, the Life-boat at Sheringham, Norfolk, helped to refloat the four-masted motor schooner *Ingeborg*, of Helsingborg, Sweden, and stood by her until she was taken safely into Yarmouth. Out of the money awarded them for salvage the Sheringham Crew have made a donation of £2 12s. to the Institution.

Douglas Bay, Isle of Man.

FORT ANNE, THE HOUSE OF SIR WILLIAM HILLARY, BT., FOUNDER OF THE INSTITUTION, AS IT WAS IN HIS DAY.

From a print in the possession of Mr. Forrester, owner of the house, which is now the Fort Anne Hotel.



DOUGLAS BAY TO-DAY.

The Life-boat House, and, beyond it, the Fort Anne Hotel.

First Aid for the Shipwrecked.

Scheme of Co-operation between the Institution, the St. John Ambulance Brigade, the British Red Cross and St. Andrew's Ambulance Association.

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

WHEN the Institution was founded one of the duties which it undertook was the care of the shipwrecked after they had been rescued. The third resolution, at the inaugural meeting in 1824, proposed by the Bishop of London, was "That such immediate assistance be afforded to persons rescued as their necessities may require." This duty the Institution continued to perform until 1854, when it was taken off by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, by which it is still performed.

There still remains, however, one gap, small but important, in the chain of care for those in peril of shipwreck round our coasts, from the moment when their distress is seen by the Coast Guard to the moment when, rescued by the Life-boat, they are taken charge of by the Shipwrecked Mariners' Society. It not infrequently happens that some of the rescued have sustained injuries, more or less serious, or are so exhausted by exposure as to need instant medical attention. Up to the present moment there has been no completely organised system for giving first-aid to those, whether among the rescued or Lifeboatmen themselves, who come ashore injured.

This gap it is hoped soon to fill. For some time past the Institution has been in consultation with the St. John Ambulance Brigade in England and Wales, with whom the idea originated, with St. Andrew's Ambulance Association in Scotland, and with the British Red Cross Society. In some ports, such as Plymouth, there has been in the past a close *liaison* between the Life-boat Station and the local Division of the St. John Ambulance Brigade. This *liaison* it is hoped to extend to the majority of Stations. In England and Wales the *liaison* will be with the St. John Ambulance Brigade, and at Stations where there is no Division of the Brigade, with the British Red Cross Society. In Scotland it will be with St. Andrew's Ambulance Association. Later on it is hoped to extend the co-operation to Ireland.

As soon as the Institution receives complete information with names, addresses and telephone numbers of the local Divisions of the Brigade and the Red Cross Society, and of the St. Andrew's Ambulance Association in Scotland, it is proposed to write to the Honorary Secretary of every Life-boat Station concerned, giving him this information, asking him to get into touch with the local representative of the Brigade, Society or Association, as the case may be, and asking him also, as a matter of routine, whenever the Life-boat is called out on service or exercise, to notify this representative at the earliest possible moment, so that its ambulance and trained workers, all of whom are volunteers, may be assembled, and remain on duty, ready to give first-aid to any who may be injured, either during the Launch or immediately the Life-boat returns ashore. It is hoped also that Honorary Secretaries will encourage members of the Life-boat Crews, where possible, to attend classes in first-aid themselves. That, however, is an addition on which the success of the main scheme in no way depends.

The scheme has been put forward with the greatest cordiality by the St. John Ambulance Brigade, and received with equal cordiality by St. Andrew's Ambulance Association and the British Red Cross Society. All three societies have, in fact, shown the greatest desire to see the scheme put into practice. It has, I need hardly say, been taken up very warmly by the Institution, for the Committee of Management are convinced that through the co-operation of these Societies, and of our own Honorary Secretaries at Stations, this scheme may do much to relieve the suffering of the shipwrecked, and, apart altogether from that immediate and practical aim, cannot but have its value in bringing together different bodies all working for the common ideal of diminishing human suffering.

An advance proof of this article was

sent to the British Red Cross Society and appeared in its *Journal* for July. To it was added the following very hearty endorsement of the scheme, with instructions to the Society's Detachments how to act.

"The British Red Cross Society greatly hopes that the scheme of co-operation with the Royal National Life-boat Institution will be warmly adopted by Detachments in towns possessing Life-boats and that Detachments will organize a definite service, that is to say, when it becomes known

that the Life-boat is called out, members of the Detachment should proceed to a pre-arranged First Aid Station near the Life-boat slip, which station of course should contain at all times, blankets, first-aid equipment and equipment for the preparation of hot drinks. Members should be standing by to render first aid and general assistance, both to the Crew of the Life-boat and to the shipwrecked persons until the Life-boat returns and it is known whether their services are needed or not."

Launching Life-boats off Slipways.

Results of Tests with regard to Depth of Water, Speed of Launching and Construction.

By CAPTAIN HOWARD F. J. ROWLEY, C.B.E., R.N., Chief Inspector of Life-boats.

FOR many years past the practice of launching Life-boats off Slipways has been accepted as the best method of getting heavy Life-boats into the water. In fact, it may be said that the Slipway has had to be adopted at all places on the coast where adequate protection cannot be found for heavy Boats to lie afloat.

In the beginning of the present century a minimum depth of 2 feet 6 inches of water at the seaward end, or toe, of the Slipway was considered sufficient, but, in succeeding years, owing to the rapid development of the Motor Life-boat and the increase in its size and weight, this depth has had to be increased to 3 feet, 4 feet, 4 feet 6 inches and 5 feet. In fact, 6 feet has often been required in exposed places where heavy seas, and a consequent fluctuation in the depth of the water, are likely to be encountered in heavy gales.

Obviously this deepening at the toe has made it necessary to extend the Slipway further seaward, and this again has added very much to the cost, particularly for underwater work.

To avoid this cost, the toes of Slipways have, wherever possible, been terminated with a vertical drop, instead of being carried down to the sea-bottom, provided, of course, that the depth of water required was forthcoming. In some places these Slipways with vertical drops have been so constructed that the water lapped

the toe at low-water at ordinary spring tides, at others they have been continued until the water submerged the toe to a foot or more; but at exceptional spring tides these toes might be so far uncovered as to give a vertical drop to the water level of some three feet. This abrupt termination produced a certain amount of doubt and apprehension in the minds of some of the Honorary Officials and Coxswains. Their fear has been, first, that the rudder might not clear the Slipway when the Boat dropped off the vertical end, although it is triced well up above the keel level; secondly, that the Boat would strike the sea bed if travelling down the Slipway at a great speed.

It was generally thought, however, that a 45-foot Boat, leaving the Slipway at a moderate speed of 18 feet per second down a 1 in 5 gradient with a 3-foot vertical drop, would clear. On the other hand, it was felt that the possibility of the rudder striking the keelway would increase in proportion to the retarding effect of the water at the moment of impact. Thus, should the bow of the Boat be water-borne on the crest of a wave before the stern post cleared the toe the danger would be greater than when launching in smooth water, and as the water level rose from 3 feet below the toe to 3 feet above it (at which point the danger would cease) the risk of striking would be increased in direct proportion to the increase in wave motion.

It was with this problem before them that the Committee of Management approached the National Physical Laboratory at Teddington in October, 1924. As a result, experiments were undertaken by the Laboratory in the William Froude National Tank in February of the following year, in order to trace the paths taken by the forward and after ends of the keel of a Life-boat during launching, with a view to finding whether damage to the Boat was likely to occur, either through the forefoot striking the ground or the heel dropping back on to the launching ways, after prematurely leaving them, before the vessel had cleared the Slipway. For the exhaustive and valuable tests which were made the Institution is greatly indebted to the Laboratory.

The special points studied by the Laboratory were:—

- (1) Declivity of Slipways.
- (2) Speed of launching.
- (3) Depth of water over toe of Slipways.
- (4) Roughness of water.

The tank in which these experiments were made had the following dimensions:—

Length . . .	64 feet.
Breadth . . .	5 „
Depth . . .	3 feet 6 inches.

The model was made from the lines and drawings of the 45-foot Cabin Motor Life-boat, *Manchester & Salford* (O.N. 689), stationed at Douglas, in the Isle of Man. The bottom of the tank was made to correspond with the fall of the ground at the foot of the Slipway at Douglas, and the Slipway itself was a scale model of the actual Slipway at that Station, the scale of the Boat and Slipway being one-eighth full size.

During the rough weather tests a wave-maker was used, the waves created being 13 feet 2 inches long by 10 inches high, and 5 feet 1 inch long by 8 inches high. To obtain the corresponding wave for the full-size Life-boat, these measurements must be multiplied by eight, so that in the first rough water experiments the wave motion corresponded to actual seas 105 feet long and 6 feet 8 inches high. In these rough water tests each experiment was repeated in such a manner that the model entered

the water half a wave period later, so that if the bow of the Boat plunged into a wave crest in the first experiment, it entered the water at a wave trough when the experiment was repeated.

In all 160 experiments were made, accurate and continuous records being kept of the paths taken down the Slipway and through the water of both ends of the keel of the model Boat. From these records the exact position of the keel relative to the Slipway or ground, and also its speed at any desired instant during the launch, can be obtained.

It would be impossible here to describe the results in detail, but they have conclusively shown two important things:—

(1) Provided the front half of the Boat is fully water-borne before the heel leaves the Slipway, there is no danger of any kind to be anticipated from the vertical drop.

(2) So far from the danger of the Boat striking the ground when entering shallow water from a steep Slipway being increased by the speed at which the Boat travels down the Slipway, the exact opposite was found to be the case. If the depth of water into which the Boat is being launched is not more than four feet, the experiments revealed a possible danger of the forefoot striking the ground ahead of the Slipway, when the gradient is steep and the launching speed slow. For instance, where the speed at entering the water was a maximum of 28 feet per second for the actual Boat, the forefoot was found to get very close to the ground before the bow commenced to lift, but where this maximum speed was increased the bow lifted sooner, pointing to the desirability of *attaining a high speed of launching at all times, even for a Low Water launch into a calm sea.*

The heel of the Boat, it was found, never approached so closely to the ground as the forefoot, even when it dropped off the ways, and the inference drawn was that in smooth water at low tide the forefoot is more liable to damage through striking the ground than the after-end.

Very useful information was also obtained with regard to the amount of water shipped. None was taken in during any of the experiments in smooth

water. In rough water very little was shipped at the highest launching speeds at lower declivities, but, as was to be expected, more was taken on board in rough water at the steeper declivities and at the higher launching speeds. Water was occasionally taken inboard amidships at the steeper declivities and at the lower launching speeds when the model entered the water at the moment when a wave crest was at the Slipway and at amidships relatively to the model simultaneously.

If we translate the general conclusions into actual figures we get the following instructive results:—

(i.) A Slipway gradient of 1 in 5, the standard now usually adopted, is about the most suitable for all conditions of launching.

(ii.) It is advisable that the Boat should be launched as high up the Slipway as possible, and that rollers should be inserted in the keelway above high water level for gradients of 1 in 5.5 and steeper—and between high water and low water at ordinary spring tides as well for flatter gradients—in order to increase the speed.

(iii.) For Stations in exposed positions in the open sea the Slipway toe should be carried down to a depth of 4 feet below low water at ordinary spring tides, but in harbours and other positions where it is not likely that waves more than 2 feet in height will be encountered at low water it is not essential that the keelway should be continued beyond

2 feet 6 inches to 3 feet below low water at ordinary spring tides.

(iv.) Provided there is sufficient depth of water ahead it is not necessary to carry the toe of the Slipway right down to the sea bed.

(v.) A depth of 6 feet of water below low water at ordinary spring tides at 25 feet beyond the Slipway toe is desirable.

The experiments clearly showed that there is no danger in launching at low water at either Gorleston or Blyth, at which Stations such dangers were first feared, provided the maximum speed of the Boat down the Slipway is obtained.

Further, generally speaking, at all Stations on the coast the launching conditions may be accepted as satisfactory, and there is no need for any alteration in the existing Slipways.

At Margate and at St. Abb's it has always been an accepted fact that the Boat could not be launched at low water of exceptional spring tides without striking the ground beyond the toe. At Bembridge the rocks have already been trimmed, and the hollows filled up with concrete forming a continuous keelway to a sufficient depth of water.

At some Stations the depth over the toe and 25 feet beyond is less than the depth just given as necessary, but the Life-boats at these Stations are of a smaller type than the 45-foot Cabin Watson Boat, for which the experiments were made, and the depth at these Stations is quite adequate for the size of Boat.

The Life-boat Service during the General Strike.

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

THE General Strike started at midnight on Monday, 3rd May, and all the regular transport by rail and road ceased at once. On Wednesday, 12th May, shortly after midday, the strike was called off, but it was not until the Saturday that normal conditions began to be restored.

I feel that it should be put on record in the *Journal* that the Life-boat Service carried on during those ten most trying days without difficulty and without mishap, in spite of the fact that all the Stations were, of course, cut off from the Storeyard at Poplar, where

the reserve Life-boats lie and the stores for the whole Service are kept; and that the District Inspectors and Surveyors of Machinery could not visit any of the Stations.

During the strike there were four Life-boat launches. In the early morning of 5th May a French steamer, *Montauban* of Nantes, went ashore on the Goodwins. The North Deal Life-boat was launched, and with her help and that of three tugs the steamer and her crew of thirty-five were safely got off the Sands.

The Kingsdown Life-boat was also launched, and while she was on her way

out to the *Montauban* the South Goodwin Lightship was firing guns to warn another French steamer, the *Toulouse*, also of Nantes, which was in danger of running on the Sands. The *Toulouse* let go her anchor just in time to avoid going aground, and for half an hour the Life-boat stood by, until the steamer hove in her anchor and was able to get away without help.

On the evening of 8th May the Motor Life-boat at New Brighton brought in a yacht which she found submerged with mast broken and sails over the side. Unfortunately, before the Station was notified of the accident, the four men on board the yacht were drowned.

Just after nine in the morning of 12th March a Bideford cutter, *Curlew*, was seen to be in difficulties between 7 and 8 miles off Clovelly Pier. A moderate gale was blowing with a heavy sea and rain and hail squalls. Owing to the state of the beach, it was found very difficult to launch the Life-boat, but she was got away just after ten o'clock, men and women wading out waist-deep, and a number of visitors, among them some Australians, helped with the launch. The Life-boat reached the cutter an hour later, and found her with her propeller fouled, her mast and her sails carried away, quite unmanageable, and in great danger of being swamped by the heavy seas. Three men were with difficulty put on the cutter, her mast and sails were got on board, and the Life-boat took her in tow, she and her crew of three being brought safely to Clovelly, which was reached at four o'clock in the afternoon. The Crew, who had waded out with the launchers, were already soaked through when they started, and were at sea for six hours. To them and to the launchers, the Institution made extra monetary awards.

Thus, during the ten days of the strike, thirty-eight lives were rescued from shipwreck round our coasts.

At Headquarters.

Except that the hours were shorter, the work at Headquarters went on almost normally, the staff arriving with a regularity which, in the circumstances, deserves high praise. Each day the

Storeyard van from Poplar picked up a dozen or more members of the Staff who live to the east of London—as well as giving lifts to other people—and brought them in without mishap, although there was, at the beginning of the strike, much interference with cars coming through the East End. Other members of the Staff walked or got lifts as best they could, and it is worth putting on record that one member walked twenty miles on each of the first two days, and nine miles a day during the rest of the strike. At the Storeyard also there was the same regularity, all the Staff and employees arriving for duty, in spite of the fact that some attempts were made to interfere with them.

While the work of the Institution went on, a number of the Staff, both at Headquarters and at the Storeyard, from the Chief Inspector to the junior clerk, enrolled as special constables, while others gave help by driving cars and in other ways. Four examples of what was done may be given.

The District Organizing Secretary for London, with his car, was a member of a flying squad of special constables. The Assistant to Chief Inspector for Machinery served as engineer on board a tug working in the Thames with a volunteer staff which he trained on board, none of them having any previous experience of machinery or stokehold work.

The Inspector of Life-boats for the Northern District, who was on his way to enrol as a special constable, was in the train which was wrecked in the tunnel just outside Waverley Station, Edinburgh. He took part in the work of rescue, was made foreman of a breakdown gang, and then worked as fireman on an engine.

The Deputy Chief Inspector of Life-boats, who enrolled as a special constable, was not only promoted sergeant within half an hour of enrolment, but was attached to the Criminal Investigation Department for special detective work, showing an aptitude for it which aroused among his colleagues the gravest suspicions as to how and where he obtained his knowledge of crime.

Duke of Northumberland's Prize Life-boat Essay Competition.

It is very pleasant to be able to record that this Competition is growing both in popularity and in the extent to which schools in every part of Great Britain are taking part in it. Unfortunately, owing to the political situation, the participation of Ireland, which was fully secured in 1918, 1919 and 1920, was in abeyance in 1924. Then, in 1925, the North of Ireland again took part, but we have not yet succeeded in getting into touch with the schools in the Free State, although that Government readily accorded us permission to communicate with the schools, a list of which they were, however, unable to provide. We have good reason to hope that next year this difficulty will have disappeared.

Meanwhile, the work of attempted rescue carried out on the Galway Coast (as described elsewhere in this issue) in close co-operation between the District Inspector of Life-boats for Ireland, officers of the Free State, and Irish fishermen and boatmen will, no doubt, lend a special impetus to the interest which the boys and girls of the Free State schools will take in the Life-boat Service.

This year 1,508 schools took part in the competition as compared with 947 last year. Once again, of the six districts into which the country was divided, the North of England comes easily first with 502 schools competing, as compared with 279, the South of England is again second with 349, as compared with 210, and the Midlands is again third with 275, as compared with 175, while Scotland takes fourth place instead of fifth as last year, with 193, as compared with 65—all notable and most encouraging increases. London takes fifth place instead of fourth with 147, as compared with 160. In the North of Ireland 28 schools competed, 1 less than last year, and in Wales, which has so far been a disappointment, only 14 as compared with 29. For the purposes of the competition Ireland and Wales are treated as one

district. The figures, as a whole, are very encouraging, and we hope that next year we shall see them still further increased.

The Six Winning Essays

The survey of the winning essays in each District emphasizes the impression already received in regard to the high standard attained by the boys and girls in elementary schools in spelling, punctuation, hand-writing and general neatness. On the other hand, there is still the tendency referred to in our quotation from a report in *The Lifeboat* of November, 1925, to use language beyond the normal scope of a child's own vocabulary, and a temptation to indulge, or to try to indulge, in fine phraseology, so that some of the essays rather remind one of a child dressed in the discarded garments of its older brother or sister, patched here and there with "purple,"—and other vivid colours. At the same time, the winning essays, as a whole, give evidence of a great deal of thought and obviously sincere appreciation of the Life-boat Service, not only from a material, but even from a moral, point of view.

In the present instance, the subject perhaps lent itself to such treatment rather more easily than the subjects given in the past, being "The qualities that make a good Life-boatman." Such a theme has the advantage of enabling the child to think out its opinions instead of memorising a series of facts.

On the other hand, it might have the disadvantage that a child with a quick memory might be able easily to absorb the address given by the school teacher, and perhaps clothe its ideas in the teacher's phraseology. As, however, the teacher will, according to the rules of the Competition, have given an address on the Life-boat Service based upon the notes for such an address provided in every case, without knowing what the subject of the essay would be, the danger of a transfer of the teacher's

own views with regard to the qualities that make a model Life-boatman, expressed in the teacher's own language, should have been avoided.

The Best Essay.

We have selected as the best essay sent in from any part of the United Kingdom that written by Brenda Darlington, aged nine years and six months, a pupil of Summerbank Girls' School, Tunstall, Stoke-on-Trent. This essay was sent in as the best among all those submitted by the schools in the Midlands, and the very competent judge who selected the essay stated that "it is considerably the best without allowing anything for the youthfulness of the author." Allowing for the age of the author, there can be no hesitation in awarding the essay the special prize for the best in the whole of the British Isles, and we warmly congratulate both Brenda Darlington and the Summerbank Girls' School on a really notable achievement. It is, however, only fair to Stanley Cocks, aged fifteen, who is at the head of the Southern District, to say that his admirable essay would, without this handicap, have run Brenda Darlington's very close, if not actually beaten it.

The winning essay is printed elsewhere, and it may speak for itself. It will be seen that it shows a quality of thoughtfulness and a grasp of the essentials of the subject which are rare, even among the essays of the older children, and remarkable in the case of a child of nine and a half. It is not surprising that there are quaint touches here and there, as in the suggestion that the "Life-boatman's appetite must be good to keep his body in good condition." Physiologists may, perhaps, suggest that this is putting the cart before the horse, but no doubt the Life-boatman will agree with Brenda that he will certainly think there is something radically wrong if his appetite fails. We are not quite so sure that *all* Life-boatmen will accept her ruling that "he must abstain from alcoholic beverages so that there is no danger of his strength being even temporarily weakened." We are not going to open a

discussion on temperance, still less on prohibition! But it is clear from many of the essays that the advocates of temperance—or prohibition!—have made a profound impression on the minds of the children in the elementary schools.

Stern Daughters.

One little girl lays down a series of Rhadamanthine rules which would forbid the Life-boatman not only the slightest drop of alcoholic refreshment or sustenance, but even the pipe, except on rare occasions, and then only if he is a healthy man. The same essayist lays great stress on the Life-boatman being an industrious and thrifty man who belongs to a reliable saving society. We confess that our sympathy goes out to "Dad," coming in tired and perished with cold from his daily warring with the elements, but not daring to take even a drop of beer under Janet's stern eye; while if he glances at his tobacco pouch he must first get a certificate of health from his stern but loving mentor. We are not quite sure that her strong approval and admiration of the qualities which make him a good Life-boatman will entirely reconcile him to the rigid dietary prescribed by his anxious and loving daughter. Speaking for ourselves, as strictly moderate in the matter of both alcoholic stimulants and tobacco, we confess to a feeling of relief—horribly selfish, it is to be feared—that the editorial rôle lies in a less heroic sphere, and that, consequently, we are not called upon to live on the high plane which Janet and Brenda and many of their girl competitors would demand of the Life-boatman.

Apart from the general excellence of Brenda Darlington's essay, we note that she makes two points which give proof of real thoughtfulness with regard to the subject in hand. While, like all the essayists, she lays stress on the readiness of the ideal Life-boatman to risk his life for others, she sees that he must, nevertheless, be "far-seeing enough not to throw it away unnecessarily." Again, he must be prepared to act either as leader or as a subordinate, a quality which every Life-boatman will recognize

as involving precisely the type of character required in members of a Life-boat crew, who must be ready to "pull together" in every sense of the word, and accept the orders of the Coxswain with the utmost promptitude and subordination of self.

A Word Maker.

We have already referred to the very attractive essay by Stanley Cocks, aged fifteen, of Reedham Orphanage, Purley, Surrey. This lad writes with great vigour and wealth of language. As is generally the case with youthful writers, he is a little too fond of the descriptive adjective, and we hear "the whining tempest," see the billows tossing and foaming around "the littered wreck," and are blinded with "dazzling flashes of lightning." But if our essayist is fond of adjectives he has presented us with one of the best nouns it has yet been our fortune to meet, and we should like to shake hands with the creator of "British stickability" as the foremost quality of the true Life-boatman. We have met "stickums" for something that sticks well, like glue or seccotine, but "stickability" is wonderful. It is not only descriptive of the "bull-dog" grip which Stanley Cocks uses as a synonym for it. It is onomatopœic, and calls up not only the tenacity of fletched teeth, but the impregnable exterior of the fretful porcupine. We would say to Stanley Cocks, "We thank you for that word." Nor must we overlook another substantive which this essayist applies as an adjective when he says: "His heart must not fail him, his mind must not become haze (sic), his head must not turn dizzy. No! He must keep every sinew and muscle alert, always ready to do his duty well and willing"; and he winds up an excellent essay with the words:

"We may safely summarize the Life-boatman as a capable, strong, confident man. No ordinary fellow will do for a member of this brave communion of voluntary fishermen. He must be a Scout in nature, though not in name."

We feel sure that Sir Robert Baden-Powell would rejoice at the way in

which the lessons he has taught have been absorbed by Stanley Cocks, as by so many thousands of British boys and girls.

Space does not allow of any detailed reference to the other winning essays. But we cannot help being impressed with the atmosphere of philosophic thought which pervades the best essay from north of the Tweed. Indeed, we should have "placed" this essay as coming from Scotland even if we had not been informed of its origin, from New Milns Higher Grade School (Ayrshire). In the course of some experience as an educationalist we have always been struck by the way the Scotch boy or girl approaches a subject. There is always an attitude of philosophic detachment, finding vent in "wise saws and modern instances" before our little philosopher comes to the point, and deals with it faithfully and in strict accordance with logic. The essay in question, by the way, that of Jessie Welden, is excellent, and runs those of Brenda Darlington and Stanley Cocks very close.

We are glad to note in Edward Weller's essay, Droop Street, L.C.C. Boys' School, Paddington, W. 10, an appreciation of a point of view which has not been so generally seized by the pupils, namely, the impersonal and international character of the services rendered by the Life-boat Crews.

"Every man of the crew," writes Edward Weller, "must be prepared to sacrifice his life for somebody else's if the chance comes. He must not stop to enquire whether the man or woman he is about to save is good or bad, rich or poor . . . So beside great courage, a sense of self-sacrifice is needed to produce a model Life-boatman."

A Life-boat Poem.

Occasionally competitors illustrate their essays, and occasionally they are moved to rise for a few lines into verse. This year, a London boy, L. Johnson, of Essendine Road School, Paddington, instead of writing an essay has given us a picture of the Life-boatman entirely in verse. His poem could hardly be judged with the essays, but it is so good that

we are not only quoting it in full, but have decided to award him a special certificate.

The Life-boatmen are big and strong,
A sturdy crew indeed,
They fear not perils of the sea,
Like all true British breed.

The British coast is dangerous,
Surrounded by black rocks,
But Lifeboatmen are always born
To take life's many knocks.

These men are truly hearts of oak,
To face the mighty deep,
But often they are killed and fall
Into a lasting sleep.

Every person, old or young,
Should spare a moment's thought
To Britain's sturdy Life-boatmen,
By whom great deeds are wrought.

Our readers will agree that these verses are a remarkable effort on the part of a boy of eleven years of age, especially as they must have been written on the spur of the moment while sitting in the classroom immediately after hearing the title of the essay. We are particularly struck by the fact that this boy shows a real instinct for English words. It will be noted that there is hardly a single word of the four verses which is even indirectly of Latin origin. They are all good, stark, strong English nouns, adjectives and verbs. We feel that the education authorities in Paddington are to be congratulated on the teaching of English in the Essendine Road School. For, even allowing for very considerable poetic talent in the writer of these verses, he must have absorbed a love and appreciation of our splendid English tongue from those who teach in the School. A boy who can, at the age of eleven, write of Life-boatmen who

... "are killed and fall
Into a lasting sleep"

shows that he possesses not only a vivid imagination but a gift of poetic language which gives promise of considerable achievement in the future.

Of the other essays, many deserve comment and quotation, if there were space for it, but we must content ourselves with one or two general reflections, and the quotation of a few of the more striking ideas and phrases.

Courage, endurance, calmness, skill in seamanship, knowledge of the coast, physical strength—upon these qualities most of the writers are agreed. Some are careful to draw a distinction between physical and moral courage, and one thoughtful essayist followed this with an explanation of the difference between real and "Dutch" courage. And what is the proof of real courage in the Life-boatman? A great many, if not the majority of the writers were agreed that the Life-boatman shows it most signally by his readiness to leave his warm bed in the middle of the night.

"These men," as one emphatically said, "think noughthing (*sic*) of getting out of bed in the night," while another referred to this as proof of the fact that "A Life-boatman's life is by no means honey." Yet another made what seems to us a very wise comment on courage, and one often forgotten, when he wrote: "The men must be ready to face minor discomforts."

More than one essayist insists on the value of patience. "It takes patience and boldness to rescue stupid people," and more than one, again, demands a spirit of self-sacrifice which, if it animated the whole Service, would leave us no Life-boatmen at all. "The most real and sensible Boatman saves people's lives and loses his own life," and another: "If a Life-boatman goes with the intention of coming back alive, he is not a good Life-boatman."

Unexpected Qualities.

Some of the qualities demanded are very unexpected. Several essayists differing from Cæsar, who expressed his dislike and mistrust of those with "a lean and hungry look," insist on the value of slimness. "They should be thin! Fat men might crowd or sink the boat." "The Life-boatman," says another, "needs to wear light clothes and be graceful in his gait," while yet another points out that "a person who is afraid of cold water will not do for a Life-boatman, but must be fond of a good soaking." Finally, a boy who, we fear, must be a sufferer himself, begins his essay by saying "A man who wants to be a good Life-boat-

man must be brave and not subject to colds," and ends it: "If a man wants to be a Life-boatman he must be a man who does not suffer from throat trouble or catarrh"—brave boy to face that word!—and adds: "Life-boatmen generally have beards to keep their throats warm."

Women and the Life-boats.

A number of essayists have evidently felt (and we heartily sympathize with them) that though the subject was the qualities of the Life-boatman, it was ungallant and unfair to say nothing about the magnificent work of the women. "In the olden days," so writes one London boy, "women were thought fit for nothing but housekeeping. That was a very wrong idea, although men are superior to women." Our gallant women on the North East Coast have evidently succeeded in winning reluctant admiration from one who would otherwise have been a hearty despiser of the "weaker" sex.

Another essayist not only refuses to ignore the women but makes a gallant and ingenious attempt to bring them into the strictly masculine limits of the subject. After giving knowledge, bravery and endurance as the first three qualities required he goes on, "The fourth quality, if one can call it a quality, is a sterling wife, a woman who is as plucky and courageous as her husband, a woman who will assist him to do his duty nobly, a woman who will be a help and not a hindrance." When the writer of that essay comes to the married state, may he find such a "fourth quality" for himself!

We are loth to leave the subject of these entertaining essays, but leave it we must. We do so with a few quotations from some of the quainter of the many original reflections which we have found:—

"The men who are in the Oxford and Cambridge Boat race would not be good for Life-boatmen because the Thames is not like Sea."

"On goes the Life-boatman saving lives and ships, and would go on for ever if our Lord did not take his life."

"The Life-boatman must be patient yet firm with those that are drowning."

"He needs great strength when great sharks or such dangerous fish as that might bore a hole in the vessel."

"He must think nothing of his own life, but others as precious pearls."

"If any man goes to get on to the Life-boat before any women he is shot dead."

"Lastly, I think that a man thus exposed to such grave danger should live a clean respectable life, for he never knows when he may be called away to a land where Life-boats are unnecessary."

"The Life-boatmen must be courageous because, as the old proverb says, 'Faint heart never won fair lady.'"

"At the seaside you would see the Life-boatmen and their boats sailing up and down and keeping an eye on the bathers."

"The Captains do not pick men who have smartly brushed shoes, and coloured ties and socks."

"Crimes have been committed all over the world, but he who scorns or laughs at the gallant work of the men who man the Life-boats is too evil for prison."

"To climb alone a rope fastened between the Life-boats and a sinking ship, over a foaming sea is a very trying ordeal."

The Winning Schools.

Of the six schools which have won the Challenge Shields none has previously held it, and it is even more remarkable that not one of these schools appears at all in the lists of last year's winners. In London a Paddington school wins the Shield for the first time; in the North of England a Yorkshire school wins it for the first time; in the Southern District a Surrey school wins it for the first time. In the Midlands, as last year, it is a Staffordshire school that heads the list, and it is noteworthy that this is the fourth time in the six years that a Staffordshire school has won the Shield in the Midlands. It is also noteworthy that on two of these four occasions (1918 and now 1926) it has been won by a Stoke-on-Trent school, each time with an essay—in 1918 by a

boy, in 1926 by a girl—which was the best not only in the Midlands but the whole country.

It is very interesting to see what an even balance is again kept between the sexes. Rather more than half of the 210 names on the list are girls, and it is only in Ireland and Wales that there is any noticeable preponderance, the girls there numbering twenty-one to fourteen boys. Of the six winners of Challenge Shields, four are boys and two girls, but the girls have restored the balance by winning the special prize for the best essay in the whole country. This special prize has now been won three times by girls and three times by boys.

Help of the Teachers.

As in previous years it is a pleasure to acknowledge the kindness of the Education Authorities, who not only gave permission for the competition to be held, but in a number of cases distributed the particulars of it to the schools, and most cordially to thank the teachers for their invaluable help. I hope that next year both Education Authorities and teachers will show the same generous interest in the competition.

Below will be found the list of success-

ful competitors in each district, in order of merit, and after the lists Brenda Darlington's essay. She will be presented with a certificate recording the fact that her essay was the best in the British Isles, and with a copy of the five guinea edition of "Britain's Lifeboats," by Major H. J. Dawson, signed by the Prince of Wales. Each of the other five who head the lists for the districts will receive a copy of the ordinary edition of "Britain's Lifeboats" and a certificate recording that this was the best essay in the district. The remaining 204 boys and girls in the lists will each be presented with a certificate.

The name of the winner in each district will have his or her name inscribed on the District Challenge Shield, and the school will hold the shield for the next year. If it is won by the same school three years running it becomes the property of the school, but so far no school has succeeded in doing this. As, however, it has been represented that the schools which hold the Challenge Shields would like to have a permanent record of their success, it is proposed to present to each of these six schools a copy of the certificate awarded to the pupil.

List of Successes in the Essay Competition.

LONDON DISTRICT (County Council Area).

Name.	Age.	School.
Edward Weller	14	Droop Street Boys' School, Paddington, W. 10.
C. Jewell	11	Raywood Street School, Battersea, S.W. 8.
Lila Marsh	12	St. Mary's Girls' School, Newington Butts, S.E. 11.
Daisy Ellen Watson	14	Salter's Hill Girls' School, West Norwood, S.E. 27.
Miranda Harmer	13½	Bell Street Senior Girls' School, Edgware Road, Marylebone, N.W. 1.
Ivy Radmall	11½	Park Walk Girls' School, Chelsea.
Vera Beatrice Cox	14½	Rosendale Road School, Dulwich, S.E. 21.
Barbara Olley	13	St. Mary's Girls' School, Newington Butts, S.E. 11.
Evelyn Wilkins	14½	Ellerslie Road School, Shepherd's Bush, W. 12.
W. Smith	13	Droop Street Boys' School, Paddington, W. 10.
Alfred Clark	13	Amberley Road School, Paddington, W. 9.
Marjorie Ramsden	13	Glyn Road Girls' School, Clapton, N.E.
Leslie Barker	12	The "Stockwell" Church of England Mixed School, Lingham Street, Stockwell, S.W. 9.
Gladys Deane	14	Christ Church Girls' School, Union Grove, Wandsworth Road, Clapham, S.W. 8.
R. Wilson	10	Flora Gardens School, Hammersmith, W. 6.

LIST OF SUCCESSES—LONDON DISTRICT—*continued.*

Name.	Age.	School.
Irene Pelling	14	Credon Road Girls' School, Rotherhithe New Road, S.E. 16.
Elvina Gioia	13	Ellerslie Road School, Shepherd's Bush, W. 12.
C. Gardiner	13	St. Thomas' Mixed School, Edwards Mews, Duke Street, W. 1.
Rose Kitchener	12	Green Coat Girls' School, Camberwell, S.E. 5.
Charlotte Hills	12	Brewhouse Lane School, Wapping.
H. Coomes	13	Royal Hill Boys' School, Greenwich, S.E.
Elsie Jenn	14	Christ Church Girls' School, Union Grove, Wandsworth Road, Clapham, S.W. 8.
Cyril Gilder	11	Walnut Tree Walk Boys' School, Lambeth, S.E. 11.
Ethel Smith	13	Credon Road Girls' School, Rotherhithe New Road, S.E. 16.
F. Boileau	13	The Lavender Hill Boys' School, Amies Street, S.W. 11.
Sheila Johns	9	Bostall Lane Girls' School, Abbey Wood, S.E. 2.
R. Rowney	11	Chisenhale Road Boys' School, Bethnal Green, E. 3.
William L. Cardy	12	Fulham Central School for Boys, Childerley Street, Fulham, S.W. 6.
H. Eaton	12½	The Lavender Hill Boys' School, Amies Street, S.W. 11.
Maude Morris	11	Green Coat Girls' School, Camberwell, S.E. 5.
G. Giddins	13	Archbishop Sumner's Memorial Boys' School, Reedworth Street, S.E. 11.
Charles Shears	13	Shelburne Road Boys' Council School, Islington.
John Shortland	10½	Scarsdale Road School, Camberwell, S.E. 5.
Herbert Ernest White	12	Holmes Road Boys' School, Kentish Town, N.W. 5.
S. Sullivan	13	Kennington Road School, S.E. 11.

NORTH OF ENGLAND.

Name.	Age.	School.
John McKenzie	10½	Selby Abbey School, Yorks.
Olive Burr	14	Westoe Central Girls' School, South Shields.
John Whittam	13	Worsthorne St. John's Church of England School, Lancs.
Marie Saxon	13	Derker Higher Standard Centre, Oldham.
Harry Taggart	13	Demesne Road School, Douglas, I.O.M.
George Taylor	13	Windy Nook Council School, Gateshead.
Joyce Fletcher	13	Greystones Intermediate School, Ecclesall, Sheffield.
Gladys Powell	13	Trinity District School, Wavertree, Liverpool.
Edith Patterson	14	Longmoor Lane Council School, Liverpool.
Eric Farley	13	Cherry Grove School, Chester.
Alfred Toole	13	Springfield Senior Council School, Sale, Cheshire.
Margaret A. Brocklehurst	13	Bold Heath Church of England School, Widnes.
Andrew C. Rutter	14	North Sunderland Council School, Northumberland.
Mary Rigby	13	St. Mark's Church of England School, Scarisbrick.
Mary Berryman	12	Crank Hill Church of England School, St. Helens, Lancs.
Dorothy Scott	14½	Walton Church of England School, Liverpool.
John Banks	12	St. Mark's Church of England School, Scarisbrick.
Maurice Long	12	Sugley Church of England School, Lemington-on-Tyne.
Hetty Isbovitch	14	Vine Street Wesleyan School, Liverpool.
Robert James	8½	Western Council School, North Shields.
Albert Campbell	13	Lower Withington Church of England School, Chelford Cheshire.
Ruth Byrom	13	Much Woolton Church of England Girls' School, Liverpool.
Thomas Bickle	13	New Seaham Council School, County of Durham.
Stathy Papageorge	13	Spring Gardens School, North Shields.
Mary Whipp	13	Western Girls' School, North Shields.
Hilda Plumbley	12	Witton Girls' School, Northwich.
Minnie Hamshaw	13	Church of England Girls' School, Rawmarsh.

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

Name.	Age.	School.
Letitia Thorpe	13	Goldthorpe Girls' Council School, Rotherham, Yorks.
Noel Rutledge	12	St. Wilfrid's School, Northwich.
Lancelot Whittall	11	Christ Church Upper School, Hulme Street, Salford.
Blanche Williams	14	Marlborough Road Council School, Hightown, Salford.
Albert Vickers	13	Oxton School, Birkenhead.
R. G. Clough	13	St. Paul's Church of England School, Adlington, Lancs.
Herbert Spencer	14	Duchess Road Council School, Sheffield.
Walter Sutton	13	Abbeylea Council School, Sheffield.

MIDLANDS.

Name.	Age.	School.
*Brenda Darlington	9½	Summerbank Girls' School, Tunstall, Stoke-on-Trent.
Robert Stamp	14½	St. John's Boys' School, Great Grimsby.
George Hunt	13	Burmington Church of England School, near Shipston-on-Stour.
Albert James	11	Harpfield Boys' School, Stoke-on-Trent.
Winifred Hawkins	13	Chellaston Council School, Derby.
Norman Cole	11	Guns Village Boys' School, West Bromwich.
Lewis Tott	12	Montgomery St. Boys' School, Birmingham.
Arthur Wilkins	13	Southam Boys' Council School, Southam.
Herbert Spencer	13	Ironville Boys' School, Nottingham.
Kathleen Dewey	11	Bardon Hill Church of England School, Leicester.
Leslie Edwards	13	Bardon Hill Church of England School, Leicester.
Jesse Vickers	13	Northwood Church of England School, Hanley, Stoke-on-Trent.
Millicent Bromley	12	Florence Council Girls' School, Longton.
Frank Thomas Brown	12	Powick School, near Worcester.
Alfred Powell	12	Oakley Road School, Birmingham.
Reginald Eastwood	12	Alma Street Council School, Aston, Birmingham.
Thomas Young	13	Far Cotton Council School, Northampton.
Wendy Birt	11	Rose Green Senior Mixed School, St. George, Bristol.
Phyllis Galbraith	11	Wesleyan School, Goxhill, Lincs.
Lily Buxton	14	Church School, Gedling, Nottingham.
Phyllis Lanks	13	Horfield Girls' School, Horfield Common, Bristol.
Francis Mullen	14	Rose Green Senior Mixed School, St. George, Bristol.
Fred Morris	14	Kids Grove Boys' Church of England School, Stoke-on-Trent.
Annie Gregson	14	Stanton Church of England School, near Ashbourne, Derbyshire.
Gwen Smith	13	Netherton Council Girls' School, Dudley.
Blanche Terrington	13	Burlington Street Girls' School, Birmingham.
Daisey Padbury	13	Burmington Church of England School, near Shipston-on-Stour.
Ronald Maker	12	Temple Colston Boys' School, Victoria Street, Bristol.
Marjorie Lyddon	11	North Somercotes School, Lincs.
Millicent Crumby	9	Surfleet Seas' End School, Spalding.
Mary Florence Marshall	13	Church of England School, Diseworth, near Derby.
Sydney Lester	13	Endowed School, Stamford.
Mabel Jackson	12	Colmore Road Girls' School, King's Heath, Birmingham.
George McKenlay	13	Church of England Boys' School, King Street, Melton Mowbray.
Fanny Smith	12	Ingoldmells Council School, Skegness.

* The best essay in Great Britain and Ireland.

LIST OF SUCCESSES—continued.

SOUTH OF ENGLAND.

Name.	Age.	School.
Stanley Cocks	15	Reedham Orphanage School, Purley, Surrey.
Philip H. Stoneleigh . . .	15½	St. Mary's Boys' School, Arragon Road, Twickenham Middlesex.
D. Hooper	14	Lordship Lane Boys' School, Wood Green, N. 22.
Allan Shaw Wright . . .	11	Heston Mixed School, Heston, Middlesex.
Stanley Payne	14	Coppermill Road Boys' School, Walthamstow, E. 1.
Ruth Robinson	15	Girls' Council School, Broadstairs.
Winifred M. Bradshaw . .	13½	Dudden Hill Girls' School, Willesden Green, N.W. 10.
Nancy Cork	14	Holmesdale British School, Holmesdale Road, Reigate.
Fred Money	15	Winton and Moordown Council Boys' School, Bourne-mouth.
Elizabeth O'Regan . . .	14	Hollywell Council School, Upchurch, near Sittingbourne, Kent.
Laurence A. Dunn . . .	13½	Mitcham Links Council School, Tooting Junction, S.W. 17.
William A. Runnalls . . .	14	Dulverton Church of England School, Dulverton, Somerset.
Dorothy Cray	13	Portsea Free School, Portsmouth.
Henry W. W. Stevens . .	13	Vicarage Lane Boys' School, East Ham, E. 6.
Doreen Palmer	14	Milton Girls' School, Portsmouth.
Cyril Arthur Nice . . .	13	St. Mary's Higher Grade School, Folkestone.
V. Wheeler	13	Courthill Mixed School, Courthill Road, Parkstone, Dorset.
Harry F. Cripps	14½	Highland Road Boys' School, Portsmouth.
Harry L. Worrell	14	Oldfield Boys' School, Wells Road, Bath.
Freda Hobbs	12½	Priory Church Girls' School, Christchurch, Hants.
Frederick Cole	12	The Catholic School, Chelmsford, Essex.
P. E. Linden	13	St. Paul's School, Brentford, Middlesex.
Henrietta Joy	13½	Flitwick Council School, Bedfordshire.
Marjorie Fraser	14	St. Denys Girls' School, Southampton.
Victor Archard	15	St. Antony's Boys' School, Khedive Road, Forest Gate, E. 7.
Audrey Tipper	14	Circus Girls' School, Surrey Street, Landport, Portsmouth.
Leslie Fisher	13½	Harbledown Church of England Mixed and Infants' School, Canterbury, Kent.
Frederick Roberts	14½	St. Charles School, Brentwood, Essex.
Ina Abbott	14	Campsbourne Girls' School, Hornsey, N. 8.
William Davis	11½	Islington (Blackpool) School, Newton Abbot, Devon.
Philip Woods	11½	Church Boys' School, Ilfracombe, N. Devon.
Isobel Rowbotham . . .	13	St. Anne's School, Bucks Cross, N. Devon.
Edna Pope	13	Doddington Council Schools, March, Cambs.
Hilda Chapman	12	Allen's Green County Council School, Sawbridgeworth, Herts.
Doris Claydon	12	Holy Trinity School, Selhurst, S.E. 25.

SCOTLAND.

Name.	Age.	School.
Jessie Welden	8	Newmilns Higher Grade School, Newmilns, Ayrshire.
Nellie S. Inkster	13	Egilshay Public School, by Kirkwall, Orkney.
Robert P. Robertson . .	12½	Ollaberry Mixed Public School, Shetland.
James Flynn	13	Sciennes Central School, Edinburgh.
Edith M. Munro	12	Foyers Public School, Inverness.
Christina Hastings . . .	13	Comely Park School, Falkirk.
David Inglis	13	East Plean Public School, Stirlingshire.
Norman Morrison	15	Skeld School, Reawick, Shetland.
Mary J. Georgeson . . .	11	Laxfirth Public School, Brettabister, Shetland.
William Black	13	Westside School, Kilmacool, Renfrewshire.

LIST OF SUCCESSES—SCOTLAND—*continued.*

Name.	Age.	School.
Leckie Marshall	12	Chryston Higher Grade School, Chryston, Lanarkshire.
Agnes L. D. Birrell	13	Airth Public School, Larbert, Stirlingshire.
Florence Bennett	13	Bonnington Road Public School, Leith.
Richard Cock	14	King's Road Public School, Rosyth.
Janet Lyall	14	King's Road Public School, Rosyth.
William Burns Ritchie	13	North Fort Street Public School, Edinburgh.
Barbara M. Heddle	13	So. Walls Public School, Longhope, Orkney.
David Dempster	12	West School, Kirkcaldy, Fifeshire.
Gladys Scott	14	Public School, Kelso, Roxburghshire.
Rita Geddes	13½	East Plean School, Stirlingshire.
Hugh Morrison	14	Thrumster Public School, Wick, Caithness.
Bertha M. Sandison	14	Ollaberry Mixed Public School, Ollaberry, Shetland.
Isabella Davidson	12	Hay Public School, Hay, Orkney.
Thomas F. Arthur	14	Laxfirth Public School, Brettabister, Shetland.
Helen McGowan	14	West Side School, Kilmacollm, Renfrewshire.
Amelia Hutton	13	Abbotshall Public School, Kirkcaldy, Fifeshire.
Maurice Anderson	14½	Mearns Public School, Newton Mearns, Renfrewshire.
Bruce A. Chalmers	10	Kirkston Primary School (Rural), Hawick, Roxburghshire.
Thomas Gavin	13	Dunnikier Public School, Kirkcaldy, Fifeshire.
Alex. McNaught	14	Niddrie Public School, Edinburgh.
Ena McKinlay	13	Arrochar Public School, Tarbet, Loch Lomond.
Catherine Sutherland	14	Latheran Public School, Caithness.
John Munro	11	Darnow Public School, Kirkcowan, Wigtownshire.
May Hutcheon	13	St. Cyrus Public School, near Montrose.
Annie Wallace	14	Houston Public School, Houston, Renfrewshire.

IRELAND AND WALES.

Name.	Age.	School.
William J. Sands	14	Donaghcloney P.E. School, Lurgan, Co. Armagh.
Helene Macallister	10	Lakefield Road Girls' School, Llanelly.
Sadie Scott	14	Skeogh Public Elementary Girls' School, Dromara, co. Down.
Idris Perry	13½	Abersychan Vic. Girls' School, Abersychan, Mon.
Winifred Neeson	13½	Dromore Public Elementary Girls' School, Dromore, co. Down.
Annie Thayers	14	Trostrey, Bettws and Kemeys Church of England School, near Usk.
Betty Williams	10	Cathedine National Provided School, Bwlch. S.O., Breck.
Mary Callan	14	Belix Public Elementary School, Plumbridge, co. Tyrone.
Cecil Silcock	14½	M'Quiston Senior Public Elementary School, Donegall Pass, Belfast.
William J. Ireland	13	Palantine Public Elementary School, Doagh, Antrim.
William Jenkins	12½	Craig-yr-Eos Boys' School, Penygraig.
William J. Greer	14	Orritor Public Elementary School, Cookstown, co. Tyrone.
Lloyd Jenkins	13	National School, St. David's, Pems.
Lily Wilkinson	14	Belmont Girls' School, Strandtown, Belfast.
Nancy McLaughlin	14½	Duncrum Public Elementary School, Bellarena, co. Londonderry.
Rex Thompson	11	Dunbar Memorial School, Banbridge, co. Down.
James McClelland	14	St. Luke's Public Elementary School, Belfast.
Beatrice Adamson	10	Windsor Hill Girls' School, Newry, co. Down.
Jane Irene Morgan	12	Council School, Llanon, Cardigan.
Evelyn Smythe	13	Duncairn Girls' School, Belfast.
Haizle Edwards	14	Marloes National Provided School, Milford Haven.
David Hogg	12½	Ebrington Public Elementary School, Londonderry.
Maggie Whyte	13	Orritor Public Elementary School, Cookstown, co. Tyrone.

LIST OF SUCCESSES—IRELAND AND WALES—continued.

Name.	Age.	School.
Muriel E. Reid	13	Grange Public Elementary School, Portadown, co. Armagh.
Joseph Devlin	15	Ballylifford Public Elementary School, Moneymore.
Frederick Henderson	15	Dundrod Public Elementary School, Crumlin, Antrim.
Harry Hughes	14	Cathedral Boys' School, Londonderry.
May Nelson	13	Vis. Ban Public Elementary School, Killough, co. Down.
Catherine Millican	11	Aghadowey Public Elementary School, Aghadowey, co. Down.
Alexa G. Woods	14	Annaghmore Public Elementary School, Portadown, co. Armagh.
Ivy Simpson	12	Kitchener Road Girls' Council School, Cantor, Cardiff.
Sarah E. Williams	13	Girls' Church of England School, Denbigh.
Mary J. McKenna	15	Convent High School, Middletown, co. Armagh.
Edmund C. Arnold	14	Laurelvale Public Elementary School, Crumlin, co. Antrim.
Alexander Quinn	13 $\frac{1}{2}$	Moyallan Public Elementary School, Portadown, co. Armagh.

The Best Essay in the Competition.

By BRENDA DARLINGTON (aged 9 $\frac{1}{2}$), of Summerbank Girls' School, Tunstall, Stoke-on-Trent.

THE QUALITIES THAT MAKE A GOOD LIFE-BOATMAN.

Just as a man who enters the profession of a doctor should have special qualifications and tendencies, so should a good Life-boatman, who, during his period of service, may be responsible for the lives of many people, have qualities which will enable him to carry out successfully his great work.

In body, the man must be strong and well-built, able to endure the hardships caused by rough weather and lack of food and sleep. He must be healthy so that the discomforts of wind and water have little effect upon his physique, and his appetite must be good to keep his body in good condition. He must be temperate, and abstain from alcoholic beverages so that there is no danger of his strength being even temporarily weakened. His eyesight must be good so that even in the dark he can distinguish objects clearly, and he must be an excellent swimmer. He must be quick with his hands, and able to get all ready in the shortest time.

In intellect, the man must be quick-witted and ready to learn. He must be able to make the most of his training and to have a knowledge of how to render "first aid," especially the application of artificial respiration. He must be able to read and give signals, and have an intimate knowledge of the sea and coast in the neighbourhood of his station, and make

use of the quickest routes to and from the shore.

The moral and spiritual qualities are doubtless the most important, for without them great strength of body and mind would be of little use. A good Life-boat man must possess a great and everlasting love of the sea, a love which no danger or shock can uproot. He must be brave, daring, and fearless, not shrinking from any danger or losing courage however great the peril. He must be prepared, even willing, to risk his life for others, yet far-seeing enough not to throw it away unnecessarily. He must be ready at any time to leave all he holds dear in order to carry out his duty, and must put all thoughts of self aside. He must allow no personal feeling to interfere with his great work, no likes or dislikes, or hopes of rewards.

He must be ready to be either a leader or subordinate, to give orders or to take them, and although self-reliance is needed, yet a deep trust and firm belief in God are more important, and will help to carry him through the greatest dangers and difficulties. He must be cheery-faced and able to smile when things look darkest and least hopeful, so that those who trust in him will find strength and courage to do their best too. During the last century the priceless service rendered by Life-boatmen to humanity has proved that these qualities are possessed by many.



By permission of]

[H. Jenkins, of Lowestoft.

A TALE OF THE LIFE-BOAT SERVICE.
Ned Ellis, a Life-boatman of Lowestoft.



By permission of]

REPORTING TO THE COXSAIN.
Coxswain Henry Parr, of Blackpool.

*[“The Blackpool Gazette
and Herald.”*

“Prudential.”

Naming Ceremony of the new Ramsgate Motor Life-boat.

THE naming ceremony of this, the first of a new type of Motor Life-boat, took place on 14th April last in the Inner Harbour at Ramsgate. The full cost of the Boat, nearly £8,500, was borne by the Prudential Assurance Company, which in making the gift said: “It is made by us partly to assist your Institution in the great efforts being made in connexion with its Centenary year, and partly as a recognition of the benefit which this Company and its policy-holders derive when some of the latter are rescued from the perils of the deep.” At the ceremony the Life-boat was formally presented to the Institution by Mr. Edgar Horne, the Deputy-Chairman of the Company, while Mrs. Horne christened her *Prudential*.

The Chair was taken by the Mayor of Ramsgate (Alderman W. Coleman, J.P.), and those present included Sir William Burn, K.B.E., F.I.A., General Manager of the Prudential, and other members of the Company. Ramsgate itself was fully represented, nearly all the members of the Town Council being present, and also Captain Francis S. Symons, the Harbour Master and Honorary Secretary of the Branch. The neighbouring Stations of Margate and Deal were represented by their Honorary Secretaries and Coxswains, and the Institution by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, the Hon. Esmond Harmsworth, M.P. for Thanet and a member of the Committee of Management, Mr. George F. Shee, M.A., Secretary, and Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats.

Prominent among the special guests were five old and weather-worn Life-boatmen, the youngest of them being 79 years of age, the survivors of the Ramsgate crew which went out to the *Indian Chief* in 1881, Ramsgate's most famous service, and one of the greatest in the annals of the Institution. Besides the guests on the platform and in the special enclosure, thousands of people lined

the side of the harbour, which had been decorated with flags, as also had all the vessels lying in it.

In his opening speech the Mayor said that the citizens of Ramsgate were justly proud of the Life-boat Crew, which had many times proved their valour, fortitude and self-sacrifice. In the name of his colleagues on the Council and of the whole town he welcomed the representatives of the Prudential Assurance Company and the Institution, and thanked them for their magnificent gift to Ramsgate.

Mr. Edgar Horne then formally presented the Life-boat to the Institution. She was received by Mr. Harmsworth, who, in handing her to the Branch, expressed the regret of the Institution that Dame Janet Stancomb-Wills, D.B.E., the President of the Ramsgate Ladies' Life-boat Guild, was prevented by illness from being present to receive the Life-boat on behalf of the Branch.

Description of the Boat.

Mrs. Richardson, Dame Janet's sister, expressed the gratitude of the Branch to the Institution and the Prudential Assurance Company, and Captain Rowley then gave particulars of the Boat. She was, he said, the result of 100 years of experience in designing Life-boats, and was the 697th Life-boat which the Institution had built. She was also in great part the result of the “obstinacy and conservatism of that well-known body of men, the Ramsgate Life-boat Crew.” When a Life-boat was first offered to Ramsgate the Crew insisted that she should be of the Self-righting type. They were not wholly satisfied with the Watson cruising type of boat, nor with the Norfolk and Suffolk type, which was constructed for operations in similar waters to those off Ramsgate. The result was that certain features of both the Norfolk and Suffolk type and the Watson type were combined in another and new type of Boat—the Ramsgate



MRS. EDGAR HORNE NAMING THE "PRUDENTIAL"



By permission of]

[G. Carr, Ramsgate.

**"CHARLES & SUSANNA STEVENS": 1905—1925. 289 LIVES
RESCUED FROM SHIPWRECK.**

**The old Ramsgate Pulling and Sailing Life-boat going out on her last service,
14th October, 1925.**



The Five Survivors of the Ramsgate Crew which went out to the "Indian Chief" in January, 1881. From left to right, T. Friend (81 years), T. W. Cooper (79 years), H. Belsey (82 years), C. Verrion (80 years), D. Berry (81 years).



**THE RAMSGATE LIFE-BOAT BEING TOWED OUT TO A WRECK
BY THE TUG "AID." (From a painting.)**

type, and that was the Boat which had now been handed over to the town.

She was 48 feet long, with a beam of 13 feet 1 inch, and a draught of only 3·5 feet—a remarkably shallow draught for such a heavy Boat. It was, however, imperative that a Life-boat on this coast should have a shallow draught, which, in conjunction with her line-throwing gun, with a range of 80 yards, made it possible for her to reach any vessel likely to get upon the Goodwin Sands. She was built of East India teak instead of mahogany, the wood more often used for Life-boats, because teak would last better in a boat which had to lie afloat. Her total bulk was fifty-five tons, which, as she weighed twenty tons, left her a margin of thirty-five tons buoyancy. Her carrying capacity was 195 persons. That was to say, supposing weather conditions would allow that number to be taken on board, it would just put her awash.

116 Water-tight Compartments.

She had a free board of 15 inches, which meant that the 195 persons would just sink the Boat 15 inches. She was divided into 116 water-tight compartments (more than a battle cruiser had), and one could go on stoving them in as long as one liked, and the Boat would not sink. She had an engine developing 76 horse-power, so constructed that the engine-room could be completely submerged and the engine would go on working. The Boat's speed was 8·16 knots, and with a fuel storage of 100 gallons of petrol she had a radius of action of sixty miles.

The Rev. E. L. A. Hertslet, the Vicar of Ramsgate, standing on the foredeck, then conducted the short service of dedication, and after the hymn, "Eternal Father, strong to save," had been sung, Mrs. Edgar Horne christened the Boat with a bottle of champagne. A maroon was fired, and the Life-boat made a short cruise round the harbour.

In moving a vote of thanks to all who had taken part in the ceremony, Mr. Shee said that he felt sure that none of the beneficent works with which the Prudential Assurance Company had

associated themselves would give them more pride than their Life-boat. There were no Life-boatmen anywhere on the coast who had done greater honour to themselves and to the Service than the Ramsgate Crews. All felt it a great honour that there were present at the ceremony those few old men, the heroic survivors of that epic service, the rescue of the crew of the *Indian Chief*, which deserved to be recorded in the annals of the town as the noblest achievement of Ramsgate men. Some time before the Vicar of Ramsgate had suggested that on the tablets of honour at the Town Hall should be included the names at least of the Coxswains of the Life-boat. There were none who better deserved that honour from their fellow-townsmen.

Councillor Mrs. F. Dunn seconded the vote, and both the Mayor and Mr. Horne replied, the latter saying that the Prudential Assurance Company would follow with great interest and pride the future doings of the Ramsgate Crew.

Hospitality of the Prudential.

After the ceremony the Prudential Assurance Company entertained the principal guests, about 120 in all, to luncheon at the Granville Hotel, among them being the Coxswain and Crew, and the five survivors of the Crew of 1881. Mr. Horne presided, and in proposing the toast of the Institution spoke of the dangers and hardships of the Life-boatman's work, carried out as it was in such weather, and at such times and seasons, that few but the men themselves could know what those dangers and hardships were.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, replied and, after thanking the Prudential Assurance Company for their generosity, said that he hoped that for many years the Life-boat bearing the Company's name would fulfil her mission of mercy.

The toast of the Prudential Assurance Company was proposed by the Mayor and responded to by Sir Joseph Burn, General Manager of the Company, who said that in all his experience he could not recall any event which had made

a deeper impression on him than once when he saw the Ramsgate Life-boat return from a wreck with the rescued men on board. That was a sight which he would never forget. The mere mention of a Life-boat thrilled the people of our island in a way in which

hardly any other service could thrill them. In conclusion he said that there were 26,000,000 policy-holders in the Prudential and every one of them would feel some proprietary right in the new Life-boat which bore the Company's name.

Bradford's Bazaar.

Fund for the Life-boat House on the Humber.

As all readers of *The Lifeboat* know, the city of Bradford has been conspicuously generous in its support of the Life-boat Service, and nowhere, on the coast or inland, has the Institution a better organized and more active Branch, or a more zealous body of workers.

During the last four years the Branch has contributed a yearly average of £2,800 to the general funds of the Service. In addition to this it raised a special fund of £10,000 to present the Institution with the Motor Life-boat now stationed on the Humber as a Centenary gift, making a total for the past six years of nearly £27,000. No sooner was the Motor Life-boat fund completed at the end of 1922 than another fund was started for the purpose of paying for the Life-boat House and Winch on the Humber. It will be remembered also that Bradford had previously presented three Life-boats to the Institution, all of which were stationed at Ramsgate, the first in 1865.

Over 400 Workers.

In aid of the fund for the Boathouse, a three-days' Bazaar was held on March 10th, 11th and 12th, in which the Lord Mayor (Alderman J. Stringer, J.P.), the Lady Mayoress, Sir William Priestley, J.P., Chairman of the Branch, and Lady Priestley took an active part. The Bazaar was decorated to represent Lucerne, there were sixteen stalls, including a restaurant and café, and between 400 and 500 ladies gave their services in organizing it.

On the first day Sir William Priestley presided, and the Bazaar was opened by Lord Barnby, supported by Mr. George F. Shee, M.A., Secretary of the Institution, and the Archdeacon

of Bradford. On the second day Sir Hastings Duncan presided, and Major H. E. Burton, O.B.E., R.E., Chairman of the Tynemouth Branch, Honorary Superintendent of the Motor Life-boat at Tynemouth, and a Gold Medallist of the Institution, opened the Bazaar. On the third day Councillor Victor Waddilove presided, and the Lord Mayor of Bradford opened the Bazaar. On that day Robert Cross, the Coxswain of the Humber Motor Life-boat, *City of Bradford*, was to have attended in order to be presented with the Bar to his Silver Medal awarded to him for the rescue of the crew of the s.s. *Whinstone* on the 25th November, 1925, but owing to bad weather on the coast he could not leave the Station.

In opening the Bazaar on the first day, Lord Barnby, who is eighty-five years of age, and has crossed the Atlantic one hundred times, gave some of his experiences of the sea, including a stormy passage from New York in 1911. "I remember," he said, "that one night the whole of the passengers stayed up. I shall never forget the sight—terrified women in tears, serious men in prayer, panic all round. Such recollections force on one's mind the immense usefulness of Life-boats."

Major Burton's Reminiscences.

On the second day Major Burton gave some very interesting reminiscences of his work with the Motor Life-boat at Tynemouth. He recalled that when the *McConnell Hussey* was sent to Tynemouth in 1905, he found the longshoremen very suspicious of motors, and his first crew was formed of volunteers from his own company in the Royal Engineers. He then described some of the services

in which he had taken part, including the *Rohilla* Service in November, 1914, when the Tynemouth Motor Life-boat left the wreck with sixty-four people on board, including her own crew, and with "the deck two inches under water." Major Burton went on: "Next morning a doctor, whose son had been one of the rescued, called to thank me for the safety of his boy and the recovery of his wife, who had been prostrate with anxiety. I know now what that man's

President of the Institution, and awarded the Institution's Gold Badge to Mr. R. V. Rushworth, the Branch Treasurer, who acted also as the Treasurer of the Bazaar, and for many years was Branch Honorary Secretary, in recognition of their long and distinguished services to the Institution. A number of other awards made to honorary workers at Bradford will be found in "Awards to Honorary Workers" elsewhere in this issue. The spirit in which the work was



THE BRADFORD BAZAAR.

Left to right: Lord Barnby, Sir William Priestley and Mr. George F. Shee, M.A., Secretary of the Institution.

feelings must have been, for in the last gale this winter my own boy went down with his gallant crew, and the only trace of them that has been found is two life-buoys. It is a great consolation to me to know that at the hour when my lad's ship was sinking I was on duty with our Life-boat Crew ready for any call for our help."

The Bazaar aimed to raise £5,000, and the sum actually obtained was over £4,910.

The Committee of Management have elected Sir William Priestley a Vice-

done was the secret of the Bazaar's great success. In thanking the Committee of Management for the Record of Thanks which they presented to her, Lady Priestley wrote: "We had such a fine band of workers. Such interest and hard work I have never seen in any bazaar I have ever been associated with. Such good feeling—every one all smiles. We really almost felt sorry when it was all over and we had to separate." A bazaar organized in that spirit could hardly fail.

London Life-boat Day.

ON April 21st, in preparation for Life-boat Day in Greater London, a meeting of Honorary Secretaries but presided over the meeting, which numbered about a hundred Life-boat workers. Among them were Lady



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LONDON LIFE-BOAT DAY : IN TRAFALGAR SQUARE.

Prince Henry greeting Lady Frank.

[L. N. A.]

and other Organizers was held at the house of Lady Burnham, who not only entertained them to tea, Florence Pery, Vice-Chairman, and other members of the London Women's Committee, Sir Godfrey Baring, Bt.,

Chairman of the Committee of Management, and Mr. George F. Shee, M.A., Secretary of the Institution. In opening the meeting, Lady Burnham said :

"The Life-boat Service is at once the finest memorial of our heroic dead, and the most effective safeguard of life at sea. When we feel inclined to bemoan and belittle the decline in national hardihood, and power to endure, we ought always to refresh our spirit and restore our faith by reading the stories of the Life-boats which adorn the annals of this Institution, and which when the call is made, and the necessity arises, occur again and again to the same accompaniment of indomitable courage, and unflinching humanity. It is sometimes said that this is the age of negatives, but these achievements are proof positive of the unchanging characteristics of our British seaside folk. Grave troubles are ahead of us, but as long as our country can produce such men, we need have no fear for the future."

Many weeks ahead, the Day had been fixed for Tuesday, 4th May. On the Monday morning it was definitely known that the negotiations in the coal industry had failed, and that the General Strike threatened by the Trade Union Congress would begin at midnight. All the stores for Life-boat Day had been distributed, the depôts were ready, and it was decided on the Monday to carry out the appeal, as far as possible, as it had been arranged.

Prince Henry's Tour.

Some alterations in the plans were inevitable. It was found impossible to get horses to transport from the Store-yard at Poplar two Life-boats which it was intended to station in Brixton and Bermondsey, but the chief event of the day took place, and H.R.H. Prince Henry—following the example of the Prince of Wales in 1923, and the Duke and Duchess of York in 1924—visited a number of the depôts, including Trafalgar Square, and two of the depôts in South London.

In four districts only out of over a hundred the local organizers decided that

it would be better not to hold the Day, and in these four it is being held in September instead. In several others the collectors were very reluctant to go out, and in a few, owing to the attitude of the public, it was found advisable to cut the appeal short ; but in the great majority it was made, though everywhere with a greatly diminished number of collectors, many of them being unable to get to their depôts at all. In spite of this, a number of districts collected nearly as much as last year, and two depôts actually raised record sums.

In the West End and one or two other districts there were a number of men collectors wearing oilskins and kapok belts, and everywhere they were very successful. A number of members of the Institution's staff helped in this way, and it deserves to be recorded that one of them left home at five in the morning, walked eight miles to Life-boat House, and was collecting the whole day in oilskins and belt, getting over £10.

Effect of the General Strike.

The strike undoubtedly lost the Institution some thousands of pounds, but in the circumstances we have every right to be proud of the result. The Day actually raised over £2,600. When it is remembered that it was held on the first and most chaotic day of the strike, that practically all the regular transport had stopped, that the emergency transport had not yet been improvised, that all the streets into London were crowded with weary thousands tramping in, and that every one's mind was occupied by this sudden disaster, such a result is a great tribute to the London Women's Committee and all its workers, and to the hold which the Life-boat Service has on the interest and affection of the people of London. That interest is well shown in an anonymous letter which the Institution received after the strike. It was signed "A Working Woman," enclosed five shillings, and suggested that another Day should be held, or an appeal broadcast, in order that others might respond who, like herself, were "too worried" on 4th May.



By permission of]

LONDON LIFE-BOAT DAY.

[L.N.A.]

Prince Henry and Sir Godfrey Baring at the Victoria Palace.



LONDON LIFE-BOAT DAY: AT STEPNEY.

Mr. Ted Sable (right) and some of his helpers.

South-Eastern District Conference.

A CONFERENCE of Honorary Secretaries and other Life-boat workers in the South-Eastern District — Bedfordshire, Buckinghamshire, Cambridgeshire, Essex, Hertfordshire, Huntingdonshire, Kent, Norfolk, Suffolk, Surrey and Sussex—was held at Margate on 30th April and 1st May. It is hoped that similar Conferences will be held in the other districts, and that they will become a regular feature of the Institution's work. They should be of great value by enabling honorary workers to exchange ideas with one another and with the Institution's officials, and by increasing among them the feeling that they belong to a corporate body working for a great Cause. Where it is possible to hold the Conferences at Station Branches, they will also give the workers from inland Branches an opportunity of seeing the organization of the actual work of life-saving.

A Civic Welcome.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided at Margate, supported by Mr. George F. Shee, M.A., Secretary of the Institution. The arrangements were made by the District Organizing Secretary, with the cordial help of Colonel Skey, J.P., Chairman of the Margate Branch, Mr. T. W. Gomm, its Honorary Secretary, and other members of the Margate Committee. The Mayor (Councillor T. D. Wood, J.P.), the Vicar of Margate (the Rev. Andrew B. Ritchie, M.A.), and other prominent citizens took a personal part in the Conference, and gave the Institution's delegates a very hearty welcome, the Town Council voting a special sum for their entertainment.

Nearly forty Life-boat workers from different Branches were present, and the Committee would like to put on record their appreciation of the fact that these busy people not only spared the time to attend the two days' meeting, but did so at their own expense.

It is impossible also not to record with grateful recognition the admirable arrangements made for the comfort of the delegates by Mr. K. Cleveland and

Mr. G. Cleveland, the proprietors of the St. George's Hotel, who have long been generous supporters of the Branch, and keenly alive to the work of the Institution generally. They and their wives also contributed notably to the pleasure of the Conference by their musical talents, both on the Friday evening, when the delegates arrived, and at the Sunday Concert.

Annual Subscribers and Life-boat Days.

In opening the Conference, Sir Godfrey Baring spoke on the policy and aims of the Institution. He dealt in particular with two points in the work of raising its funds. He emphasized the importance of getting as large a number as possible of regular annual subscribers, who were the backbone of the Institution's finance, and he pointed out that in spite of the unpopularity of street collections—due to the fact that far too many were allowed—he had always been a supporter of this method of raising money, not only because Life-boat Days contributed a very large part of the Institution's revenue, but because through them tens of thousands of people contributed who would not otherwise have any opportunity of doing so. They were the surest means of approaching men and women of all classes on behalf of a work which must appeal to every class. He gave an example from his own experience to show how the Life-boat Cause, presented in this way, appealed to the working man. On one Life-boat Day he stood outside a big hosiery works, where a collector was stationed, counted 100 workers as they came out, and saw eighty-two of them contribute.

Sir Godfrey urged upon Honorary Secretaries the importance of emphasizing at all times—at Branch meetings and in conversation—the fact that the Institution neither asked for nor received one penny of subsidy from the State, and that under State control the maintenance of the Service would be both more expensive and less elastic than under the Institution.

The Mayor spoke of the difficulty with

which local authorities were faced owing to the numerous applications for flag days. He felt that it was a form of appeal which was wearing itself out, and that the surest way of obtaining funds was to have active Branches in every town.

Mr. Robertson (Eastbourne) thought that, in all coastal towns at least, the authorities should allow one Life-boat Day every year, and Colonel Skey (Margate) thought that it was a form of appeal which would continue for a long time.

Mr. Shee appealed to the Mayor to include "Life-boat Day" in the limited number of such appeals allowed in Margate, and pointed out that reports from all over the country showed that the public, and in particular the working classes, were not tired of Life-boat Days.

Mr. Shee then opened a discussion on "Administration and Finance," in which he urged two things on honorary workers. The first was that they should make themselves as fully acquainted as possible with the whole work of the Institution, so that they could deal at once with any question or criticism. The second was that they should make much greater use of the Press in giving publicity to the work of the Branches.

The Institution and Salvage.

In reply to Mr. Kerby Cleveland (Margate), who said that there was a popular belief that the Institution shared in salvage, Mr. Shee said that the Institution took no part whatever in salvage. Its Boats were intended for the sole purpose of saving life. In the course of saving life, however, it sometimes happened that the crews of the Institution saved property also, and much valuable work had, in fact, been done in this way by Life-boat crews, particularly during the war. When they did this, they were entitled to claim salvage like any one else who saved property, but of the money so received the Institution took nothing.

Mr. Gomm spoke of the serious decrease in the number of inshore fishermen, with the result that Life-boat crews had to be recruited partly from men of other occupations. In Margate

there were only fifteen men who now got their living solely by fishing. As Chairman of the National Association of Sea Anglers he knew that the pollution of inshore waters had a good deal to do with the decline in fishing and the consequent difficulty in getting Life-boat Crews.

Mr. Shee appealed to Branches to form Ladies Life-boat Guilds, pointing out the splendid success which had attended the efforts of Mrs. Astley Roberts, President of the Eastbourne Guild, and her fellow-members. Miss Silvester, Honorary Secretary of the St. Albans Branch and a member of the London Women's Committee, warmly supported this appeal.

Distinguished Life-boatmen.

At the luncheon at St. George's Hotel which followed the Conference, Sir Godfrey Baring presided, supported by the Mayor and Mayoress. Among those present were ex-Coxswain Albert Emptage (1893 to 1905), ex-Coxswain Stephen Clayson (1905 to 1925), Coxswain A. T. Jones, the four survivors of the Margate surf-boat disaster in 1897, and the five survivors of the Ramsgate Crew which went out in 1881 to the rescue of the *Indian Chief*. These five men had been invited from Ramsgate as the guests of Messrs. K. and G. Cleveland. After the luncheon Sir Godfrey Baring presented ex-Coxswain Clayson with the Certificate of Service, which had been awarded him on his retirement, and was himself presented by Mr. Gomm with photographs of ex-Coxswains Emptage and Clayson.

The toast of the Institution was proposed by the Mayor, and Mr. Shee responded. Sir Godfrey Baring proposed the health of Messrs. K. and G. Cleveland, and thanked them for their many services to the Life-boat Cause.

In the afternoon the Margate Motor Life-boat was launched. Many of the delegates accepted Sir Godfrey Baring's invitation to "a rough sea and a strong wind at the end of a delightful luncheon" and went out in her. In the evening the Mayor and Mayoress gave a reception and dance to the delegates at the Winter Gardens.

On the Sunday morning a special Life-boat Service was conducted in the parish church by the Vicar, and it was attended by the Mayor and Mayoress and members of the Corporation, as well as by the members of the Conference. The Vicar preached on "The Virtue of Courage."

In the evening the Life-boat Concert, given each year at the St. George's Hotel by the proprietors, was held. Sir Godfrey Baring made an appeal, and the collection amounted to thirteen pounds.

Alarm given by a Train.

JUST after midnight of 28th April, the driver and fireman of a railway train entering Berwick-on-Tweed reported that they had seen signals of distress close in shore. The railway station rang up the Coast Guard, who informed the Life-Boat Station, and at 12.30 the Boat was launched. The weather was very thick, the sea was rough, and the wind, which was light to moderate, was on shore. An hour later the Life-boat reached the wreck, and found her to be a steam-drifter *Eyedale*, of Eyemouth, in Berwickshire, on her way from the fishing ground to Shields. She had run ashore, and was lying head on to the beach with her stern in broken water. The Life-boat anchored and dropped down to the wreck. She was skilfully manoeuvred in the broken water, and succeeded in getting alongside and taking off the ten men of the drifter's crew without any mishap.

The owner and skipper of the drifter sent the following letter of thanks to the Honorary Secretary of the Station:—

"On behalf of myself and crew I desire to tender to you, and through you to the members of your local Life-boat Crew, our heartfelt thanks for the services rendered to us on the occasion of the stranding of my s.d. *Eyedale*, on Wednesday night last.

"No words of mine could convey to you the opinion we hold as to the prompt answer to the call of the signal gun, and splendid seamanship shown in the handling of the Life-boat when coming alongside of us.

"No doubt you will perhaps grasp what it means to us when we saw the Life-boat making in towards us when I tell you that our own small boat had been broken to pieces before our eyes just a few minutes before we sighted your Life-boat.

"I shall be glad if you will be pleased to forward to your Head Office, and also to the members of your Crew, the sincere thanks for service rendered to a crew of ten of a humble herring drifter."

Amateur Life-boatman's Gallantry.

WHILE the engineers of the Institution were engaged in constructing the new launching Slipway at Porthdinllaen, in Carnarvonshire, for the Motor Life-boat which was sent to that Station in March last, the foreman in charge of the works Mr. T. A. Hooper, twice went out and helped to save life from shipwreck.

On 4th August, 1925, he and three of his men manned the Life-boat's boarding boat and saved two men who were in a sinking punt, and but for his prompt help would have lost their lives.

On 24th December, 1925, he formed one of the Crew of the Porthdinllaen Life-boat when she went out in a whole gale, with a very heavy sea, and helped to save the s.s. *Matje*, of Hull, and her crew of six. The *Matje* had anchored, but was dragging slowly towards the rocks. Some of the Life-boat Crew were put on board, and with their help the steamer was brought safely into Porthdinllaen Bay.

In recognition of these two services the Institution presented Mr. Hooper with an inscribed Aneroid Barometer.

Life-boatman's Statuette



THIS statuette is a reproduction (except that the Kapok Life-belt has been substituted for the old Cork Life-belt) of the figure of the Life-boatman which stands on the memorial at Margate to the nine Life-boatmen who were drowned by the capsizing of the surf boat *Friend of All Nations*, in December, 1897, when going out to the rescue of a ship in distress. A life-size reproduction stands on the side of the building of Life-boat House, London.

This reproduction can be obtained in various forms, as follows:—

	s.	d.
Nickel-plated Motor Mascot, 5 inches high	10	6
Nickel-plated Motor Mascot, 3½ inches high	6	0
Brass ash tray, 4½ inches high	6	0
Brass statuette, 5½ inches high	6	6
White metal statuette, 6 inches high (painted black)	2	6

The height, as given, includes the stands.

Honorary Secretaries and other workers are asked particularly to note that they can obtain any of these statuettes at a reduced price to sell at Life-boat Bazaars, Fêtes, etc.

A Challenge to Branches.

The Record of North Sunderland and Stromness.

In an article in *The Lifeboat* for November, 1925, on the centenary of the Appledore Station we gave the remarkable record of the present Committee, five members of which had then served for a total of 128 years, with an average of twenty-five and a half years, while the President, Chairman and Honorary Secretary had a total service of eighty-one years with an average of twenty-seven years. On behalf of Appledore we challenged other Branches to beat that record if they could. Poole and Bournemouth took up the challenge, and its record was published in *The Lifeboat* for March last, the figures being, up to last year, 131 years, with an average of twenty-six years, and eighty-eight with an average of twenty-nine.

On behalf of Poole and Bournemouth we challenged other Branches to beat its record, and two have taken up the challenge—Stromness and North Sunderland. Mr. G. L. Thomson, the Honorary Secretary at Stromness, writes:—

"I have examined the record of service of members of our Life-boat Committee, and find that we can beat the record of Poole and Bournemouth. Mr. J. Mackay (Chairman) and Mr. A. B. Terras have been members of Committee since 10th February, 1888—thirty-eight years each. I was appointed Honorary Secretary on 17th April, 1903—twenty-three years, making a total of ninety-nine years, or an average of thirty-three years' service for three members. Capt. Cadger and Mr. S. Baikie were appointed on 6th May, 1904, twenty-two years each, making a total of 143 years for five members, or an average of twenty-eight and a half-years."

Mr. Lewis B. Ross, the Honorary Secretary at North Sunderland, writes:

"This Branch can easily beat any of the records mentioned previously. The present Chairman, Lt.-Col. A. Marshall (then Capt. A. Marshall), was appointed a member of Committee in January,

1874. In January, 1880, he was appointed Honorary Secretary, and he held this office until October, 1887, when he was appointed Chairman. He is still Chairman, thus having a continuous service of over fifty-two years: six years as a member of Committee, seven years Honorary Secretary, and thirty-nine years as Chairman. Though over eighty he is as alert and active as ever and takes the deepest interest in the Life-boat Service and fishermen generally.

"Dr. J. G. Macaskie was appointed a member of Committee in January, 1900, thus having a service of twenty-six years. I was appointed Honorary Secretary in December, 1898, so that I have served twenty-seven and a half years. The total service of Chairman, Dr. J. G. Macaskie, and myself is thus 105½ years for three members, an average of over thirty-five years. I therefore claim a win from Poole and Bournemouth."

Mr. Ross adds: "Since the Station was opened in 1865, the Life-boat has been launched on service 110 times, the total number of lives saved being 225."

This then is how the record now stands, the figures being up to 1926:

Name of Station.	Total Service for 5 Oldest Members.	Average.	Total Service for 3 Oldest Members.	Average.
North Sunderland . . .	—	—	105½	35
Stromness . . .	143	28½	99	33
Poole and Bournemouth	136	27	91	30
Appledore . . .	133	26½	84	28

On behalf of North Sunderland, which has the best record for three members, and Stromness, with the best record for five members, we challenge other Branches. We hope, too, that any Branches which, though they cannot actually beat these records, can show figures of long service will send them to the Institution so that they may be published.

Ladies' Life-boat Guild.

The General Council: Appointment of an Honorary Secretary.

It was announced in the last issue of *The Lifeboat* that the Duchess of Sutherland, President of the Ladies' Life-boat Guild, had issued an invitation to each Guild to nominate two of its members, the President or Chairman and the Honorary Secretary, to become members of the General Council of the Guild. A number of Guilds have sent in the names of their representatives since that issue, with the list of the Council, appeared, and these new members are given below.

The Duchess has also sent an invitation to join the Council to all ladies who are Honorary Secretaries of Branches, where there are, at present, no Guilds,

as she feels sure that membership of the Council will be a real help to them in their work of interesting other ladies in the Life-boat Service. The names of those who have accepted this invitation are also included in the list below. The full list of names is published in the Annual Report.

We have also much pleasure in announcing that the Lady Florence Pery, who is Vice-Chairman of the London Women's Committee, has accepted the invitation of the Committee of Management to become the Honorary Secretary of the whole Guild.

North of England District.

BRANCH.	NAMES OF DELEGATES.	
Blaydon-on-Tyne	Mrs. DIXON	Honorary Treasurer.
	Mrs. G. TURNER	Honorary Secretary.
Bradford	THE LADY MAYORESS	President.
	Mrs. LOCKWOOD	Honorary Treasurer.
Brighouse	THE MAYORESS	President.
	Miss ELLA RAWLINSON	Honorary Secretary.
Congleton	THE MAYORESS	President.
	Mrs. DAVIS	Honorary Secretary.
Conisborough	Mrs. FORSTER	President.
	Mrs. CHAMBERLAIN	Honorary Secretary.
Crewe	Mrs. WRIGHT	Honorary Treasurer.
	Mrs. PARTINGTON	Honorary Secretary.
Dewsbury	Mrs. MACKELLAR	Honorary Secretary.
	Miss FEARNSIDE	Honorary Treasurer.
Dinnington Village	Lady REED	President.
	Miss M. BATY	Honorary Secretary.
Driffield	Mrs. J. A. GOOD	President.
	Mrs. W. H. BLAKESTON	Honorary Secretary.
Elland	Miss HEATON	Honorary Secretary.
Heywood	THE MAYORESS	President.
	Mrs. W. W. WILLIAMS	Honorary Secretary.
Hornsea	Mrs. J. R. HEDLEY	President.
	Miss HEDLEY	
Huddersfield	Mrs. MARSDEN	Honorary Secretary.
	Mrs. H. LAYCOCK	Honorary Treasurer.
Keighley	Mrs. PERCY CLOUGH	Chairman.
	Mrs. EDMONDSON	Honorary Secretary.
Malton	Mrs. NOEL C. FORSYTH	Honorary Secretary.
	Mrs. S. H. RUSSELL	Honorary Treasurer.
Middlewich	Mrs. DUNNINGHAM	Honorary Secretary.
Middlesbrough	THE MAYORESS	President & Chairman.
	Mrs. PETER STEWART	Honorary Secretary.
Patrington	Mrs. COATES	President.
	Mrs. MARTYN-ROBERTS	Honorary Secretary.
Rotherham	Mrs. FIELDSEND	President.
	Mrs. HETHERINGTON	Honorary Secretary.
Ryton-on-Tyne	Mrs. C. HUNTER	President.
	Mrs. C. TAYLOR	Honorary Secretary.
Selby	Mrs. HALL	Vice-President.
	Mrs. DONALD COCHRANE	Honorary Secretary.
Spennymoor	Mrs. COOK	President.
	Mrs. BARFF	Honorary Secretary.

North of England District—continued.

BRANCH.	NAMES OF DELEGATES.	
Warrington	Mrs. R. JOHNSON	Vice-Chairman.
	Mrs. C. F. HILL	Honorary Secretary.
Withernsea	Mrs. HILDA BROWN	Honorary Secretary.
	Mrs. RAMSEY	Honorary Treasurer.

Midlands District.

Cheltenham	Miss WANKLYN	Honorary Secretary.
Coalville	Mrs. E. G. HARCUS	Honorary Secretary.
	Mrs. WALTER LINDLEY	
Coleshill	Miss M. C. UPTON	Honorary Secretary.
Hinckley	Mrs. SHIRLEY ATKINS	Honorary Secretary.
Lichfield	Mrs. ASHPOLE	Honorary Secretary.
Sutton Coldfield	Miss A. TONKS	President.
	Mrs. W. H. EGGINGTON	Honorary Secretary.

London District.

Bexley Heath	Mrs. M. KEENE	Honorary Secretary.
Hackney	Mrs. SHERMAN	Honorary Secretary.
Hammersmith	Mrs. RYAN	Honorary Secretary.
Putney and Roehampton	Miss A. CURRIE	Honorary Secretary.
Wembley	Miss E. N. PIGOTT	Honorary Secretary.

South-East of England District.

Chelmsford	Mrs. FINCH	Honorary Secretary.
Chipperfield	Mrs. A. H. LATHEBURY	Honorary Secretary.
Ely	Miss V. STONEBRIDGE	Honorary Secretary.
Leavesden Green	Miss E. E. CLAY	Honorary Secretary.
St. Ives (Hunts.)	Miss M. KNIGHTS	Honorary Secretary.
Slough and Windsor	Miss M. A. GASKILL	Honorary Secretary.
Surrey County	The Hon. Mrs. NEEDHAM	Honorary County Organizer.
Tunbridge Wells	Lady HENRY NEVILL	President.
	Miss A. J. PHILLIPS	Honorary Secretary.
Walton-on-Thames	Miss H. B. MACGREGOR	Honorary Secretary.
Woodbridge	Miss E. MINTER	Honorary Secretary.

South-West of England District.

Blandford	Miss N. W. WEBB	Honorary Secretary.
Chipping Norton	Mrs. F. ROWELL	Honorary Secretary.
Dorchester	Mrs. LODDER	Honorary Secretary.
Oxford	Mrs. R. W. LEE	Organizer of Life-boat Day.
	Mrs. LONEY	
Ryde	Lady DALY	President.
	Miss M. M. CARTER	Honorary Secretary.
Thame	Mrs. PEGOVER	Honorary Secretary.
Winchester	Mrs. HUGHES	Honorary Secretary.
	Mrs. ROBERTS	Committee.

Scottish District.

Alloa	Mrs. ROBSON	
	Miss M. ROSS GRANT	
Kilsyth	Miss N. LOCKHART	Honorary Secretary.
Largs	Lady INVERCLYDE	President.
	Mrs. OSWALD	Honorary Secretary.

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

Lisburn	Mrs. ADRIAN ROBINSON	Honorary Secretary.
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THE Committee of Management have also decided that the ladies who have been awarded the Gold Brooch, instituted in 1912, for long and distinguished service, should be honorary members of the General Council. The following ladies hold the Brooch, the order being of the date of the award. Those whose names are marked with an asterisk

are already members of the General Council either by reason of long and special services or as elected representatives of the Guilds.

Mrs. Harding, of Aberystwyth.

Miss Haldane, of St. Ives, Hunts.

Mrs. Fowler Sutton, of Hornsea.

Mrs. J. C. Barnes, of Derby.

*Miss Alice Marshall, of Oxford.

*Mrs. Astley Roberts, of Eastbourne.

Mrs. Fox, of Southampton.
 Mrs. Blackwell, of Derby.
 Mrs. Kilgour, of Aberdeen.
 Mrs. Ringer, of Cheltenham.
 Lady Raglan, formerly of the Isle of Man.
 Mrs. Anderson, of Grantham.
 Mrs. Harold Broderick, of Southport.
 Lady Paton, formerly of Southport.
 Miss Brebner, formerly of Dundee.
 Mrs. Gervis, of Hampstead.
 Miss Florence Shee, of London.
 Mrs. J. Lewis, of Pontypridd.
 Mrs. A. J. Roberts, of Burton-on Trent.
 Mrs. M. E. Goldsmith, of Northampton.
 Miss Elsie Jones, of Aberystwyth.
 Miss Swallow, of Peterborough.
 Miss Thomson, of St. Abbs.
 Miss A. M. Bayley, of Manchester.
 Lady Bowring, of Liverpool.
 Miss Hughes, of Liverpool.
 Miss Costeker, formerly of Lytham.
 Mrs. Bedell, of Manchester.
 Mrs. Haslewood, of Bridgnorth.
 Mrs. R. J. Bailey, of Stockport.
 Mrs. Bancroft, of Stockport.
 Mrs. Ralph Johnson, of Warrington.
 Mrs. B. J. Kirkham, of New Brighton.

Miss Fearnside, of Dewsbury.
 Mrs. Mackellar, of Dewsbury.
 Mrs. Wallace, of Ayr.
 Mrs. Grainger, of Bradford.
 Mrs. Williams, of Moseley, Birmingham.
 Miss Edwards, of Howth.
 The Lady Sheffield, of Manchester.
 Mrs. Beamish, of Coventry.
 Mrs. C. F. Grantham, M.B.E., of Skegness.
 Mrs. M. Armstrong, of Cresswell.
 Mrs. Ellison, of Liverpool.
 Mrs. Vernon Sparrow, of London.
 Miss Kerr, of Greenock.
 Mrs. Lewis Crump, of Birmingham.
 Mrs. Parry, of Kidderminster.
 Mrs. Dudley, of Stourbridge.
 Miss F. Mills, of Bermondsey.
 Mrs. Bertha Roe, of Plymouth.
 Miss Florrie Forde, of London.
 Lady Milligan, of Manchester.
 Mrs. H. J. Wilson, of Manchester.
 Lady Martin, of Glasgow.
 Mrs. Wm. Brown, of Cresswell.
 Miss Silvester, of St. Albans.
 *Lady Baring, of London.
 Mrs. W. B. Williams, formerly of Cardiff.
 Lady Fry, formerly of the Isle of Man.
 Miss H. Denham, of Westminster Hospital.

Belgian Honour for the Institution.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has received, through the Belgian Ambassador, the Civic Cross of the 1st Class, which the King of the Belgians has conferred on it "In recognition of valuable services rendered by the Institution, and in commemoration of the centenary of its foundation." This is the seventh medal awarded to the Institution in recognition of its services

to humanity during a hundred years. The Government of the United States, both the Dutch Life-boat Services and the Spanish and Norwegian Services have decorated it with their Gold Medals, and the Greek Government with its Silver Medal, while special Addresses of Thanks have been received from the Swedish Government and the French and Swedish Life-boat Services.

A Village Bazaar.

£80 from a Population of 558.

A LIFE-BOAT worker who lives in the village of Shuttleworth, near Ramsbottom, in Lancashire, held a Life-boat Bazaar on 8th May. Her party consisted of herself, her two daughters and five working girls. The majority of the goods were made by the eight workers themselves, who went round the village beforehand taking orders for them, with the result that a great many of the goods were already sold before the Bazaar opened, and it was not long before everything was sold out. The sum raised by the Bazaar was £80. That is to say, on an average £10 was obtained by each worker, and, as the population of Shuttleworth is only 558, and the majority of those who made purchases were villagers, this £80 represents nearly 3s. a head of the population!

Summary of the Meetings of the Committee of Management.

Thursday, 21st January, 1925.

The Hon. GEORGE COLVILLE, in the Chair.

Reported the resignation of Captain SELWYN H. DAY, C.B., D.S.O., R.N.R., from the Committee of Management.

Decided to close the Hasborough Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
CIVIL SERVICE LIFE-BOAT FUND, balance of cost of Margate Motor Life-boat (<i>per</i> Mr. W. Fortescue Barratt)	4,821	2	—
PRUDENTIAL ASSURANCE CO., LTD., third instalment towards cost of Ramsgate Motor Life-boat	2,000	—	—
KING GEORGE'S FUND FOR SAILORS (additional donation)	1,000	—	—
THE LATE MR. F. H. PILLEY, CHARITABLE FUND OF (donation)	500	—	—
MR. DOUGLAS COW (donation).	100	—	—
ANONYMOUS (additional donation)	50	—	—
ANONYMOUS (donation)	50	—	—
MR. ALFRED BARRETT, J.P. (additional donation)	26	5	—
MR. DUNCAN HENDERSON (donation)	25	—	—
MR. HERBERT E. CORBETT (donation)	22	—	—
MISS HALL (donation)	20	—	—
"A DERBEIAN" (donation)	20	—	—
WESTMINSTER ABBEY (Collection)	17	2	8
"M.H."	15	—	—

—To be thanked.

Paid £14,260 6s. 7d. for sundry charges, in connexion with the maintenance of the various Life-boat establishments, etc.

Voted £427 16s. 6d. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives rescued.
Donaghadee. (Motor).	Fishing yawl <i>Celtic</i> , of Donaghadee. Stood by yawl.	
Gorleston (Motor).	Ketch <i>Henrietta</i> , of Goole	4
Gourdon	Six motor fishing boats of Gourdon. Escorted boats into harbour.	
Lowestoft (Motor).	Fishing smack <i>Ivan</i> , of Lowestoft. Stood by vessel.	
Newhaven (Motor).	S.S. <i>Comtesse de Flandre</i> , of Antwerp. Stood by vessel.	

Life-boat.	Vessel.	Lives rescued.
Porthdinllaen	S.S. <i>Matje</i> , of Hull. Assisted to save vessel and rescued	6
Pwllheli	Schooner <i>Pearl</i> , of Gloucester. Assisted to save vessel and rescued	5
Ramsey	Schooner <i>Ben Gullion</i> , of Dumfries	3
St. Ives	The <i>Godrevy</i> Light-house. Landed a sick man.	
Scarborough (Motor).	Six fishing cobles of Scarborough. Escorted cobles into harbour.	
Scarborough (Motor).	Coble <i>Golden Gate</i> , of Filey. Escorted coble into harbour.	
Whitby (Motor).	Fishing boat <i>Pilot Me</i> , of Whitby. Stood by boat.	
Whitby (Motor).	Motor fishing boats <i>Remembrance</i> , <i>Pilot Me</i> and <i>Irene</i> , of Whitby. Escorted boats into harbour.	
Whitby No. 2	Barge <i>Mary Bridge</i> , of Hull	4

The Wexford Motor Life-boat saved the trawler *Lailie*, and rescued from shipwreck her crew of three.

Also voted £620 4s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Aberdeen, Alnmouth, Boulmer, Brancaster, Brighton, Caister, Cloughy, Cromer (Motor), Donaghadee (Motor), Dunbar, Eastbourne (Motor), Hilbre Island, Holy Island (Motor), The Humber (Motor), Lowestoft (Motor), The Mumbles (Motor), New Brighton (Motor), New Quay (Cardigan), Newburgh, Newcastle, Co. Down, Newhaven (Motor), Palling No. 2, Penlee (Motor), Peterhead No. 2 (Motor), Porthdinllaen, Port Patrick (Motor), Rhoscolyn, Scarborough (Motor), Sunderland (Motor), Wells, and Whitby.

Granted £36 5s. 6d. to men for injury in the Life-boat Service at Cardigan, Gorleston, Palling, and Winterton.

Voted a small compassionate allowance to THOMAS KEW, a survivor of the Wells Life-boat disaster of 1880, who distinguished himself on that occasion, and who is now old and in very poor circumstances.

Awarded the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, to WILLIAM G. FLEMING, Coxswain of the Gorleston Motor Life-boat, in recognition of his highly meritorious service

when the Life-boat, under his command, rescued, at considerable risk, the crew of four hands of the ketch *Henrietta*, of Goole, in a full N. by E. gale, with a very heavy sea, on 22nd December, 1925.

Decided that, in recognition of their meritorious endeavours, when the Alnmouth Life-boat was launched and preparations were made for the launching of the Boulmer Life-boat in the early hours of the 20th December, to the s.s. *Amble*, which stranded on Alnmouth Rocks during a whole E.S.E. gale, with a very heavy sea and snow, the Thanks of the Institution inscribed on Vellum and framed be presented to the women of Boulmer, and that each of the Life-boatmen and helpers of both Boats, both men and women, be given an additional monetary reward. The Committee also expressed their appreciation of the excellent work done on this occasion by Mr. H. B. STEPHENSON, the Honorary Secretary of the Institution's Branch at Alnmouth and Boulmer.

Awarded an Aneroid Barometer to Mr. T. HOOPER, Foreman of Works to the Institution's Engineers, who went out as one of the crew in the Porthdinllaen Life-boat, and granted an additional monetary reward to the other members of the crew, for their services on the 24th December, when the Life-boat helped to save the s.s. *Matje*, of Hull, and rescued her crew of six, during a whole N.N.W. gale with a very heavy sea.

Granted an additional reward to the crew and helpers at St. Ives, in recognition of an arduous service on the evening of Christmas Day, when a sick man was landed from the *Godrevy* Lighthouse during a strong W.S.W. gale.

Granted additional rewards to the crews of the Eastbourne and Newhaven Motor Life-boats for arduous services on the 30th December, when the s.s. *Comtesse de Flandre* stranded near Beachy Head.

Directed that a Letter of Appreciation be addressed to the Ramsey Branch for a good service on the 19th December, when the crew of the schooner *Ben Gullion* were rescued.

Granted an additional monetary reward to the crew of the Pwllheli Life-boat for assisting to save the schooner *Pearl* and rescuing her crew of five, on the 24th December.

Granted an additional monetary reward to the crew of the Whitby No. 2 Life-boat for an arduous service on the 22nd December.

Voted £4 10s. to six men for rescuing the three occupants of the motor fishing coble *Pathfinder*, of Newbiggin, on the 9th December. Also granted 2s. 6d. for petrol consumed. The *Pathfinder* had not returned with the remainder of the fishing fleet as she had trouble with her engine, but she could be seen trying to make sail. As a N.E. wind of gale force was blowing and she was in danger of being swamped a large fishing coble was launched to her help. After skilled manoeuvring she was picked up and brought into safety with her exhausted crew.

Voted £1 17s. 6d. to five men for saving the coble *Rose*, of Bridlington, and her two hands, on the 22nd December. Also granted 6s. for petrol and oil used. The coble had been overtaken by a strong wind from the eastward, with heavy seas, while out hauling lines. As the tide was low she could not at once run for harbour, so kept away from the land. The weather, however, got worse, the boat was in danger of sinking, and signals for help were made. The motor boat *Clara*, which was returning home, took the two men out of the coble, and also succeeded in saving her.

Voted £1 5s. to five men for putting off from Lynmouth in a motor boat to help a ketch seen to be in distress on the 5th December. Also granted 5s. for petrol consumed. During a strong easterly wind the ketch's foremast had carried away, but her Master was able to get her under control and declined the help offered.

Thursday, 18th February, 1926.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation from the Committee of Management of Mr. R. H. GILLESPIE.

Reported the receipt of the following special contributions:—

	£	s.	d.
MR. PHILIP G. PEABODY (Donation)	50	—	—
BOYS OF BANSTEAD HALL SCHOOL (Donation)	34	4	4
—To be thanked.			

Paid £15,366 7s. 9d. for sundry charges, in connexion with the maintenance of the various Life-boat establishments.

Voted £244 18s. 6d. to pay the expenses of the following Life-boat Services:—

Life-boat.	Vessel.	Lives rescued.
Arbroath.	Four fishing boats of Arbroath. Stood by boats.	
Berwick-on-Tweed.	Four fishing boats of Berwick-on-Tweed. Stood by boats.	
Eyemouth	Fishing boats of Eyemouth. Stood by boats.	
Filey	Four fishing cibles of Filey. Stood by cibles.	
Filey	Nine fishing cibles of Filey. Stood by cibles.	
Gorleston (Motor).	S.S. <i>Paul et Jeannine</i> , of Fécamp. Stood by vessel.	
The Humber (Motor).	Steam trawler <i>Dinorah</i> , of Grimsby.	11
The Humber (Motor).	S.S. <i>Tabora</i> , of Cardiff. Stood by vessel.	
Johnshaven	Three fishing boats of Gourdon. Stood by boats.	
Kilmore	S.S. <i>Valdura</i> , of Glasgow. Stood by vessel.	

Life-boat.	Vessel.	Lives rescued.
Scarborough (Motor).	Two fishing cibles of Scarborough. Escorted cibles into harbour.	
Southwold (Motor).	Fishing smack <i>Meum et Tuum</i> , of Lowestoft. Stood by vessel.	
Whitby (Motor).	Five fishing boats of Whitby. Escorted boats into harbour.	

The Wexford (Motor) Life-boat stood by the s.s. *Valdura*, of Glasgow.

The Gorleston (Motor) Life-boat rendered assistance to the s.s. *Paul et Jeannine*, of Fécamp.

Also voted £327 9s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberdeen, Arklow (Motor), Balcarry, Berwick-on-Tweed, Caister, Dunbar, Hilbre Island, Holyhead, Huna, Kingstown (Motor), Newburgh, Newhaven (Motor), Piel (Barrow), Ramsey, Runswick, Walton-on-the-Naze (Motor), Weymouth (Motor), and Whitby (Motor).

Granted £38 2s. to men for injury in the Life-boat Service at Eastbourne and Winterton.

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

Voted a compassionate grant of £20 for the benefit of JETHRO PETTIT, late Coxswain of the Broadstairs Life-boat, who is now over eighty, an invalid, and in poor circumstances, and who served in the Life-boat for thirty years, and was Coxswain for ten years.

Granted £3 to Mr. R. RIVETT, Berthing Master at Gorleston, for his hospitality at the Refuge of the Royal National Mission to Deep Sea Fishermen to various Life-boat crews, who had put in there while passing up and down the coast taking Life-boats to their Stations. In February, 1925, a Framed and Inscribed Photograph of a Life-boat going out to a vessel in distress was presented to the Refuge in recognition of the hospitality which Life-boatmen had received there.

Decided that a Letter of Appreciation be sent to the Newburgh Branch for excellent work done at an arduous service launch on the night of the 10th January. Also sent a Letter of Appreciation and the sum of £3 to Mechanic CROSSLEY, in recognition of his good services on this occasion.

Voted £4 to two men and addressed a Letter of Appreciation to each man for rescuing, at considerable risk, the two occupants of a motor boat on the 19th July, 1925. The two salvors, who were Lightkeepers at the Poolbeg Lighthouse, saw the boat drifting helplessly on to the rocks at the back of the Lighthouse wall in a very rough sea. They went at once to

her aid, and, although unable to swim, they waded out into the sea, keeping their feet with the greatest difficulty in the rough water. With other help the motor boat was also saved.

Thursday, 18th March, 1926.

Sir GODFREY BARING, Bt., in the Chair.

Reported the death of Captain Sir HERBERT ACTON BLAKE, K.C.M.G., K.C.V.O., a member of the Committee of Management since 1910.

Elected Sir WILLIAM E. B. PRIESTLEY, J.P., Chairman of the Bradford Branch, a Vice-President of the Institution.

Reported the receipt of the following special contributions:—

	£	s.	d.
TRUSTEES OF THE LATE COLONEL JOHN C. BARLOW (To Bury Branch) (Donation)	1,000	—	—
EXORS. OF THE LATE MRS. S. A. WALLIS (Donation)	500	—	—
NESTLÉ'S 1925 COMPETITION (Donation)	250	—	—
"M. H." (Additional donation)	15	—	—
—To be thanked.			

Paid £13,519 0s. 2d. for sundry charges, in connexion with the maintenance of the various Life-boat establishments.

Voted £379 8s. 10d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Aranmore	S.S. <i>Eleftherios M. Tri-coglu</i> , of Andros. Stood by vessel.	
Ayr	S.S. <i>Nugget</i> , of Glasgow.	6
Blyth (Motor)	Motor-boat <i>Lily</i> , of Blyth	2
Hope Cove	S.S. <i>Liberta</i> , of Genoa. Stood by vessel.	
Moelfre	Ketch <i>Alpha</i> , of Newry. Landed 3.	
Moelfre	Schooner <i>Ezel</i> , of Poole. Landed 3.	
Peel	Fishing-boat <i>Genesta</i> , of Peel. Stood by boat.	
Peterhead No. 2 (Motor)	S.S. <i>Bragi</i> , of Stettin. Stood by vessel.	
Poole and Bournemouth	Fishing-boats of Poole. Stood by fishing fleet.	
Scarborough (Motor)	Cibles <i>Morning Star</i> and <i>Pelican</i> , of Scarborough. Escorted cibles into harbour.	
Torbay (Motor).	S.S. <i>Liberta</i> , of Genoa	3
Torbay (Motor).	S.S. <i>Izvor</i> , of Dubrovnik. Stood by vessel.	
Wexford (Motor)	Fishing smack <i>Tipperary Lass</i> , of Wexford. Saved smack and	2
Whitby (Motor)	Fishing-boat <i>Pilot Me</i> , of Whitby. Escorted boat into harbour.	
Yarmouth, I. of W. (Motor)	S.S. <i>Urkiola Mendi</i> , of Bilbao. Stood by vessel.	

Also voted £413 0s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberdeen No. 1, Aberdeen (Torry L.S.A.), Abersoch, Brooke, Caister, Donna Nook, Douglas (Motor), Dunmore East (Motor), Easington, Helvick Head, The Humber (Motor), Johnshaven, Kilmore, Margate No. 2 (Motor), Newhaven (Motor), North Deal, Port Erin (Motor), Port Logan, Rhoscolyn, Rye Harbour, St. Mary's (Motor), Sunderland (Motor), Tenby (Motor), Walton-on-the-Naze (Motor), Whitby, and Whitby (Motor).

Granted £29 1s. 6d. to men for injury in the Life-boat service at Aranmore, Blakeney, Eastbourne, Hoylake, and Newhaven.

Voted a contribution of £10 to the Fund, raised at Weymouth, for the relatives of W. T. Tizard, Coxswain, and of W. J. Duigman, Assistant Motor Mechanic, of the Weymouth Life-boat, who lost their lives when attempting to reach a steamer in a small boat on the 8th February.

Granted an additional reward to the crew and helpers of the Hope Cove Life-boat, who got soaked at an arduous launch on the 15th February, when the s.s. *Liberta* stranded at Bolt Head, and sent a Letter of Thanks to Mr. T. Dickinson, who picked up wireless messages and passed them on to the Honorary Secretary.

Granted a special reward of £3 to Mechanic C. H. Dawkins for his good services in the Torbay (Motor) Life-boat on the 15th and the 17th February.

Sent a Letter of Thanks to Captain and Mrs. Ryder, of Salcombe Hotel, who looked after the three men rescued by the Torbay Life-boat, from the s.s. *Liberta*, on the 15th February.

Awarded the Thanks of the Institution inscribed on Vellum and framed, together with the sum of £5 each to JAMES SHEA, sen., and to his son, JAMES SHEA, jun., a lad of sixteen years, in recognition of their very meritorious conduct in rescuing, at personal risk, the two occupants of a small boat, which was capsized in a squall during a moderate S.S.E. gale and a rough sea, in Tralee Bay, Co. Kerry, on the 13th February, 1926. (An account of this service appears on p. 238.)

Decided that a Letter of Appreciation, together with the sum of £5, be sent to Mr. JOHN BUCHAN, and that three other men should receive £3 each for rescuing the occupant of a drifting boat at Mulroy Bay, Co. Donegal, on the 16th September, 1925. (An account of this service appears on p. 238.)

Voted £1 to the two men of the motor fishing-boat *Gratitude*, and £1 17s. 6d. to the five members of the crew of the motor fishing-boat *Excelsior*, together with 5s. for petrol consumed, for saving the fishing coble *Lady Ley* and her two men, at Whitby, on the 9th March, 1926. When returning from fishing the *Lady Ley* was caught in a squall. Her sails were lowered, but she was nearly swamped and was driven off before the wind and sea. The

Gratitude put out to her help and succeeded in taking her in tow, but had come to the end of her petrol. The *Excelsior*, which had followed the *Gratitude* out, then took both boats in tow and brought them safely into harbour.

Voted £1 to two men for rescuing the two occupants of a small boat, at Tenby, on the 9th March, 1926. Also granted 2s. 6d. for petrol used. While on the way from Tenby to Caldy Island in a motor launch the rescuers saw the small boat being blown to leeward in a N.W. squall. The occupants of the boat were waving for help, so the launch took the boat in tow and brought her to Tenby.

Thursday, 22nd April, 1926.

Sir GODFREY BARING, Bt., in the Chair.

Decided to close the Bull Bay Life-boat Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
"BATH" (additional donation)	1,000	-	-
WHITE STAR STEAMERS' CHARITY ACCOUNT (additional donation)	100	-	-
The Rev. Canon E. S. PALMER (donation)	50	-	-
—To be thanked.			

Paid £25,509 15s. 8d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £52 4s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Folkestone	S.S. <i>Duce</i> , of Genoa. Stood by vessel.	
The Humber (Motor).	Steam trawler <i>Salmonby</i> , of Boston.	2
The Humber (Motor).	A small boat. Saved boat.	
Sennen Cove (Motor).	Schooner <i>Ada</i> , of Barrow. Assisted to save vessel and rescued.	6
Whitby (Motor).	Seven motor fishing boats of Whitby. Stood by boats.	
Yarmouth, I. of W. (Motor).	Boat of s.s. <i>Haslemere</i> , of Southampton.	5

The Aldeburgh No. 2 Life-boat rendered assistance to the ketch *Malvoisin*, of London.

Also voted £238 9s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Abersoch, Barry Dock (Motor), Caister, Eastbourne (Motor), Fraserburgh (Motor), Lowestoft (Motor), Margate No. 2 (Motor), Moelfre, The Mumbles (Motor), New Brighton No. 2 (Motor), North Deal, Peel, Porthdinllaen (Motor), Port Erin (Motor), Southport, Tenby (Motor), and Tyne-mouth (Motor).

Granted £47 7s. 6d. to persons for injury in the Life-boat service at Blackpool, Boulmer, Cardigan, Hoylake, and Moelfre.

Voted a compassionate grant of £5 to WM. N. WALSH, now eighty years of age, who served for forty years in the Ballycotton Life-boat crew and acted as Head Launcher and Winchman for twenty years.

Granted £5 to FRANCIS J. MAY, Second Coxswain at Southwold, who resigned, owing to ill-health, and is in straitened circumstances, after thirty-nine years' connexion with the Boat, during which period he served as Second Coxswain for over three years, and as Bowman for over four years.

Voted a compassionate grant of £5 to the widow of JOHN TERRY, who was left in poor circumstances. Terry had been Coxswain of the Helvick Head Life-boat for twenty-five years, and also supported an imbecile relative.

Voted a compassionate grant of £3 to the widow of RICHARD GOLDSMITH, who is now eighty years of age and nearly blind. Goldsmith, who was at one time Second Coxswain of the Ramsgate Life-boat, was one of the crew when the Life-boat went out to the *Indian Chief* in 1881.

Granted the sum of £5 for division amongst the permanent crew of the Humber Motor Life-boat in recognition of a good service on the 23rd March, when two men were rescued from the trawler *Salmonby*, which blew up.

Decided that special awards be made in recognition of the gallantry shown when the Swansea steam trawlers *Tenby Castle* and *Cardigan Castle* were lost off the coast of Co. Galway, Ireland, on the 14th and 15th February respectively. The crew of the *Tenby Castle* were saved, but the crew of the *Cardigan Castle*, which had gone to the help of the other trawler, were lost except for one man.

The Silver Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, was awarded to T. L. CLOUDSDALE, fireman on the *Tenby Castle*, whose gallantry saved the crew.

The Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, was awarded to Lieut.-Commander P. E. VAUX, D.S.C., R.N., District Inspector of Life-boats, in recognition of his courage, initiative, and tenacious efforts, extending over several days and involving at times considerable personal risk, to trace the survivors of the crew of the *Cardigan Castle*.

The Thanks of the Institution inscribed on Vellum and framed was awarded to Sergeant F. J. TOBIN, of the Irish Free State Civic Guard, who was untiring in searching for survivors.

A Pair of Binoculars, suitably inscribed, was awarded to Superintendent E. McQUILLAN, of the Irish Free State Coast Life Saving Service, in recognition of his action in searching two islands and his valuable co-operation with Lieut.-Commander Vaux.

Monetary rewards were granted to four men who rescued the sole survivor of the *Cardigan Castle*, and to other men who manned small

boats to enable the searchers to go out to several uninhabited islands.

(A full description of these services will be found on page 235.)

Thursday, 27th May, 1926.

Mr. HENRY R. FARGUS in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
THE PRUDENTIAL ASSURANCE CO., LTD., Final instalment of cost of Ramsgate Motor Life-boat .	2,420	1	7
LLOYD'S, MEMBERS AND SUBSCRIBERS OF, Collection . . .	1,475	12	—
L. M. TORIN, Esq. (additional donation)	40	—	—
"In Memory of C. D. McK." (donation)	20	—	—
—To be thanked.			

Paid £16,039 1s. 6d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £182 3s. 5d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives rescued.
Berwick-on-Tweed	Steam drifter <i>Eyedale</i> , of Eyemouth . . .	10
Boulmer	Motor drifter <i>True Vine</i> , of St. Monance. Stood by and rendered assistance.	
Cloughey	Schooner <i>Via</i> , of Brixham. Landed 4	
Clovelly	Yacht <i>Curlew</i> , of Bideford. Saved vessel and rescued	3
Filey	Motor fishing coble <i>Dorothy</i> , of Filey. Stood by vessel.	
Kingsdown	S.S. <i>Toulouse</i> , of Nantes. Stood by vessel.	
Sennen Cove (Motor)	S.S. <i>Deansway</i> , of Cardiff. Stood by vessel.	
Whitby (Motor)	Motor fishing coble <i>Gratitude</i> , of Whitby. Escorted coble into harbour.	
Yarmouth, I. of W. (Motor)	Yacht <i>Alektor</i> , of Shoreham. Saved vessel and rescued . .	3

The Wexford (Motor) Life-boat rescued the three hands of the ketch *Daisy*, of Jersey.

The North Deal Life-boat assisted to save the S.S. *Montauban*, of Nantes, and thirty-five persons.

Also voted £169 0s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Blackrock, Brighton, Clogher Head, Donna Nook, Gorleston (Motor), The Humber (Motor), Margate No. 2 (Motor), New Brighton No. 2 (Motor), Palling No. 1, Penlee (Motor), Runswick, St. Abbs (Motor), and Southend-on-Sea.

Granted £20 10s. to men for injury in the Life-boat service at Blakeney and Winterton.

Voted a compassionate grant of £3 to PAT GORMAN, who is now well over seventy and had acted as Head Launcher at Clogher Head for fourteen years.

Voted a compassionate grant of £6 to the widow of GEORGE TART. Tart had been a member of the Dungeness Life-boat crew for twenty years and Second Coxswain for over nine years, and died after an operation, leaving his widow with three young children in great want.

Directed that a Letter of Appreciation be addressed to the Clovelly Station in recognition of a good service on the 12th May, when the yacht *Curlew*, of Bideford, was saved and her three occupants rescued.

Voted the sum of £5, accompanied by a Letter of Thanks, to WALTER EVES, and granted the sum of £5 to another man, for their gallantry in saving a drowning man off Scarborough on the 4th May. Two cobs, *Energy* and *Harkaway*, each with two men on board, were returning to Scarborough, laden with gravel. The sea was fairly rough for such small boats, and when they were still four miles out, a heavy sea, breaking over the *Energy*, swamped her, and she sank immediately, leaving the two men in the water.

Walter Eves and his mate in the *Harkaway* went at once to the rescue, throwing overboard as much as they could of their cargo for fear that they too would be swamped. One of the two men had already disappeared, but with great difficulty they got the other man into their boat.

Voted £6 to six men for rescuing one of the crew of the Greek steamer *Eleftherios M. Tricoglu*, which stranded off Aranmore Island during thick weather, with a moderate S.E. gale blowing and a heavy sea, on the 28th January. The six men put off in a yawl to her help and on reaching her found that one of the crew had jumped or fallen overboard. He was picked up in an exhausted state. But for the prompt action of the men he would probably have lost his life. The yawl landed nine of the crew later. The Aranmore Life-boat was also launched and stood by the vessel all night at the request of the Captain.

Voted £2 to two men who went out to the schooner *Via*, of Brixham, when she stranded during a strong N. breeze with a rough sea off Tara Point, Co. Down, on the 13th May. The men reached the vessel before the Cloughy Life-boat, but on account of the high sea the schooner's crew were not willing to leave until the Life-boat arrived, when they were landed. Later on they returned to their ship.

Some Special Gifts.

£22,000 from an Anonymous Donor.

A BANKNOTE for £1,000 sent in a registered envelope with the message "One thousand pounds enclosed for the National Life-boat Institution," and then, underneath, "Bath," was received in March. This is the sixteenth year, in succession, that this anonymous gift has come in this way. In six of the sixteen years it has come twice over, so that the Institution has now received altogether £22,000, but it has no clue whatever to the generous donor.

From a Steamer of the Prince Line.

A MEMBER of the Ladies' Life-boat Guild at Bridlington sent to her son, who is Chief Officer on board the s.s. *Persian Prince*, of the Prince Line of steamers, one of the Prince of Wales's

Collecting Cards which are used by members of the Guild. This card was returned to her with £9 2s. 6d., which her son had collected on board.

Gratitude for a Rescue.

ON 15th September last year the Cullercoats Coxswain and six other men went out in a motor coble to the rescue of a small rowing boat with three men on board. They had gone out fishing, being overtaken by a strong wind and a rising sea, could not get back, and, when the coble reached them, were already exhausted by their efforts. The Coxswain and the other six men were rewarded by the Institution for a shore-boat rescue, and the Institution has now received a donation from one of the three men who were saved.

Obituary.

Lieutenant-Colonel Charles Fraser, V.D., R.A.M.C. (T.), Honorary Secretary at Berwick-on-Tweed.

By the death of Dr. C. L. Fraser, of Berwick-on-Tweed, at the end of March, the Institution has lost one of its oldest and most valued Station Honorary Secretaries. Dr. Fraser, who was a native of Montrose and was sixty-seven years old, had been in practice at Berwick for over forty years, and for twenty-five years had been Honorary Secretary of the Station. He was one of those Honorary Secretaries in whose help the Institution is particularly fortunate. He was a man of many interests, and held a number of public appointments, but at the same time brought that active enthusiasm to the work of the Station, and that personal interest in the men of the Crew, which mean so much to the efficiency and *moral* of a Life-boat Station. It was well said of him in one of the obituary notices: "His interest in the Crew of the Boat and the helpers was that of a father, and he was never happier than when among the hardy fisher folks. . . . He was ready for the Life-boat call at any hour of the night, and no launch was complete without the doctor in charge."

Above all he shared the dangers of the Crew. The chief service in which he took part was during the War in the early morning of 10th November, 1915, when the Life-boat went out to the help of a motor patrol boat, *Redhand*, which was dragging her anchors in a strong northerly gale. It was one of the finest services of the year. The Life-boat was manned by a scratch crew, the Second Coxswain acting as Coxswain, and Dr. Fraser as Second Coxswain. In spite of the darkness the Life-boat succeeded in finding the motor-boat, and an attempt was made to keep close to her; but this was impossible, and the Life-boat drove to leeward. Tremendous seas were running, and in the darkness it would have been very dangerous, if not impossible, to rescue the men on board. It was decided to stand by until daylight and then make the attempt. As soon as day broke the Life-boat made for the motor-boat, and

at the second attempt a line was got across. At the critical moment it parted, but the Life-boat was again manoeuvred until she was alongside the *Redhand*. The six men of the crew were ready, and, as the Life-boat rose and fell on the enormous seas, waited their opportunity and jumped into the Life-boat. "The return voyage proved one of the bitterest experiences which any man in the Boat had ever endured. The cold was intense, the wind cut like a knife, and the spindrift was like showers of needles on the face." The crew, who in their hurry to get away had not waited to put on oilskins, were already exhausted when they reached the Bar, and then they had to struggle for over an hour in a position of great danger, for the Life-boat was frequently broadside to the breakers and nearly capsized. Not until another boat came out and passed a line to her, which was held by people on the pier, was she brought into the shelter of the harbour. For this service the Acting Coxswain, James Jamieson, was awarded the Silver Medal, and Dr. Fraser the Thanks of the Institution inscribed on Vellum.

Dr. Fraser was also specially thanked for his services when he formed one of the Crew which, in circumstances of great difficulty and peril, rescued the crew of the Norwegian barque *Demetra* on 1st June, 1902. The service took place in a northerly gale with a heavy sea and lasted eleven hours. He was thanked again for his services in getting out the Life-boat, in the face of great difficulties, when she went to the help of the Swedish barque *Jacob Rauers*, which had stranded on the rocks in a heavy sea on 29th March, 1914. For this service the Swedish Government presented Silver Medals to Coxswain Robert Burton and Second Coxswain Jamieson. Dr. Fraser also received in 1910 a pair of Binoculars as a small mark of the Institution's appreciation of the work which he had done for the Berwick Station.

Awards to Coxswains and Life-boatmen.

To W. J. HANNANT, on his retirement on the closing of the Station, after serving 11 years as Bowman of the Hasborough Life-boat, a Pension.

To CHARLES H. HARVEY, on his retirement on the closing of the Station, after serving 21 years as Signalman to the Hasborough Life-boat, a Pension.

To THOMAS CLOKE, on his retirement, after serving 15 years as a member of the Crew and 28 years as Signalman of the Mevagissey

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

To ROBERT BURGON, Bowman of the Berwick-on-Tweed Life-boat for 10 years and previously a member of the Crew, a Life-boatman's Certificate.

To ANDREW STANTON, on his retirement after serving 37 years as a member of the Crew of the Boulmer Life-boat, a Life-boatman's Certificate.

Awards to Honorary Workers.

Sir WILLIAM E. B. PRIESTLEY, J.P., in recognition of his many years of distinguished service as Chairman of the Bradford Branch, and also of his work as Chairman of the Bradford Life-boat Bazaar, has been elected a Vice-President of the Institution.

The following awards have also been made :—

To the Rev. T. N. DUNSCOMBE, upon his retirement after 8 years as Honorary Secretary of the Hauxley Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Miss H. DENHAM, for many years a patient in the High Street (Incurable) Ward of Westminster Hospital, in recognition of her valuable help in collecting in the Hospital, the Gold Brooch and the Record of Thanks.

To Mr. R. V. RUSHWORTH, in recognition of his valuable co-operation, first as Honorary Secretary of the Bradford Branch for 16 years, and since then as Branch Honorary Treasurer, and also as Honorary Treasurer of the Bradford Bazaar, the Gold Pendant and the Record of Thanks.

In recognition of long and valuable co-operation in connexion with the Bradford Branch, Framed Photographs of a Life-boat going out to a vessel in distress have been awarded to the following :—

To Mr. H. SUTCLIFFE SMITH, Honorary Secretary.

To Miss AMY M. DOUGLAS, District President and helper for many years.

To Mrs. ANDREW WHITE and Mrs. L. B. LOCKWOOD, for services extending over many years.

Framed Records of Thanks have been awarded to the following, in recognition of their services as Stall Holders at the Bradford Bazaar, and in other ways in connexion with the work of the Bradford Branch :—

Mrs. J. STRINGER, The Lady Mayoress.

Mrs. G. P. DORNAN.

Mrs. HUTCHINSON.

Mrs. A. K. ACKERNLEY.

Mrs. COULTHURST.

Mrs. CARTER.

Mrs. J. PEARSON CRAVEN.

Lady DUNCAN.

Mrs. JOHN SHAW.

Lady PRIESTLEY.

Mrs. L. SEAL.

Mrs. W. E. COLLINS.

Mrs. SMITHIES.

Mrs. EDWARD CAWTHRON.

Mrs. YEWDALE GAUNT.

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

Mr. A. W. GUTCH (Angle).

The Rev. W. HOLT (Easington).

Mr. R. N. GUINNESS (City of Dublin).

Mr. M. L. NICHOLLS (Fishguard).

Mr. R. S. FARRAN (Mevagissey).

Mr. H. P. THOMAS (Newquay, Cornwall).

Mr. GEORGE SAYLE (Peel).

Dr. E. L. SPRY (Porthoustock).

Captain L. A. VIDLER (Rye Harbour).

Mr. J. CARGILL CANTLEY (St. Andrews).

Mr. C. J. A. FRENCH (St. Ives, Cornwall).

Mr. JOHN MILLER (Thurso).

Mr. J. D. HOWKINS (Joint Honorary Secretary, Hartlepool) has been awarded a Wrist Watch in lieu of Binoculars.

In recognition of long and valuable co-operation, Framed Photographs of a Life-boat going out to a vessel in distress have been awarded to the following Honorary Secretaries of Financial Branches :—

Mrs. J. W. STRANSOM (Hounslow).

Mr. A. J. KNILL (Stratford-on-Avon).

Mr. H. C. SLADE (Torquay).

Mr. J. R. FIDDAMAN (Bury St. Edmunds).

Mr. WILLIAM STRACHAN (Perth) has been awarded an Aneroid Barometer.

To Mrs. ELSIE LLOYD-COURTS in recognition of long and valued co-operation as a member of the Ladies' Life-boat Guild at Coventry, a Framed Record of Thanks.

To the Misses HUMPHREYS and DOWLING in recognition of long and valuable co-operation as members of the Ladies' Life-boat Guild at Coventry, a Framed Record of Thanks.

News from the Branches.

Annual Meetings : Station Branches.

CLACTON.—On 24th February, Mr. E. J. Gilders presiding. The report for the year ending 30th September, 1925, showed that the Motor Life-boat had been out on active service eight times, and had rescued seven lives and saved two vessels. During the year £291 had been collected, as compared with £199 in the previous year. The report expressed the hope that the Station would continue to be self-supporting. Among the appeals which had been made during the year were the Life-boat Day, Life-boat Sunday collections, a Life-boat Concert, a cinema collection, and a Masonic service at St. Paul's Church. The Chairman congratulated the Branch on a very satisfactory report, and said he hoped that the number of regular subscribers would be increased. The Honorary Secretary and Treasurer, Captain W. P. Carroll, was thanked for his services, and the Officers and Committee were re-elected.

DUNDEE.—On 25th February, Ex-Lord Provost Longair, President of the Ladies' Life-boat Guild, and Mrs. Longair, gave a reception to the members of the Guild. About seventy people were present, including the Officers of the Dundee Branch. An address on the work of the Service was given by the District Organizing Secretary, and Ex-Lord Provost Longair thanked the members of the Guild for the valuable work which they had done. Mr. Nicoll pointed out that the Guild had collected £283, as compared with £253 in the previous year.

EXMOUTH.—On 23rd March, Captain Grenfell, R.N., presiding. The report for the year ending 30th September, 1925, presented by the Honorary Secretary, Captain W. H. Taylor, R.N., showed that £116 had been collected, as compared with £198 in the previous year. The report also referred to the fact that the Exmouth Rotary Club was going to make an effort on behalf of the Branch.

HOWTH.—On 23rd March, Commander J. C. Gasford St. Lawrence, D.S.O.,

R.N., presiding. The report for the year ending 30th September, 1925, showed that £108 had been collected as compared with £110 in the previous year. In moving the adoption of the report, the Chairman pointed out that the Motor Life-boat which was being built for the Station would mean additional expense in upkeep, and he appealed to the people of Howth to meet this by increased subscriptions.

ISLE OF WIGHT.—The Annual Meeting of the Life-boat Board for the island was held at Newport on 1st May. Mr. Charles Dabell, J.P., presided, and paid a tribute to the work as President for many years of the late Sir Charles Seely, Bt. A vote of sympathy with Lady Seely was passed. Mr. Dabell spoke of the many years during which members of the Seely family had presided over the Life-boat Service in the island. He proposed, and Mr. W. Couldrey, the Honorary Secretary of the Bembridge Station, seconded a motion that Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., be elected President. The vote was carried unanimously.

The reports from the three Life-boat Stations in the island for the year ending 30th September, 1925, showed that the Brooke Life-boat had been out on service once in the year, and the Yarmouth Motor Life-boat and the Bembridge Boat three times each; and the balance sheet showed that £868 had been collected in the island as compared with £807 in the previous year. The Vice-Presidents were re-elected, with the addition of Admiral of the Fleet the Hon. Sir A. Gough-Calthorpe, and the Committee were re-elected. A vote of thanks was passed to the Honorary Secretary, Mr. Aubrey A. H. Wykeham, J.P., the Honorary Treasurer, Mr. P. W. Day, and the Honorary Auditor, Mr. W. C. Black.

KINGSTOWN.—On 26th March, Mr. R. H. Tweedie, Chairman of the Branch, presiding. The report for the year ending 30th September, 1925, showed that the Life-boat had been out on two

services, and that £192 had been collected, as compared with £223 in the previous year. The Chairman, in moving the adoption of the report, expressed his regret that Kingstown was not doing more financially towards maintaining the Life-boat which the Institution had stationed there.

LIVERPOOL.—On 25th February, in the Town Hall, the Lord Mayor (Councillor F. C. Bowring) presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, Sir Arnold Rushton and Mr. Charles Livingston, Deputy-Chairman. The report for the year ending 30th September, 1925, showed that £4,324 had been collected, as compared with £5,113 in the previous year. In moving the adoption of the report, the Lord Mayor specially congratulated the Ladies' Life-boat Guild on their work, and pointed out that a very large part of the sum collected by the Branch was received through their efforts. Sir Godfrey Baring, in moving a resolution of thanks to the Branch, also paid a tribute to the splendid work done by the ladies of Liverpool. The Committee and Officers were re-elected, Sir Arnold Rushton being added to the Committee and Mr. Frank Holt becoming Honorary Secretary in the place of the late Mr. Jellico. During the meeting Sir Godfrey Baring presented to Mr. W. Wise a framed photograph of a Life-boat going out to a vessel in distress, which had been awarded to him in recognition of his services. Mr. W. E. Mounsey was, unfortunately, unable to be present to receive the mounted Aneroid Barometer which had been awarded to him by the Institution in recognition of his exceptional services as Honorary Treasurer to the Branch.

LLANDUDNO.—On 17th March, Mr. G. A. Humphreys, the Chairman, presiding. The report for the year ending 30th September, 1925, showed that £532 had been collected, as compared with £644 in the previous year. In presenting the report, Mr. J. J. Marks, M.A., one of the Honorary Secretaries, pointed out that the Llandudno Station was self-supporting.

LYTHAM.—On 26th April, Mr. E. W. Mellor, J.P., presiding. The report for the year ending 30th September, 1925, showed that £354 had been collected, as compared with £244 in the previous year. The report also announced that by a small majority the Committee had decided that it would prefer to keep Lytham as a separate Branch, and not amalgamate with St. Annes. The stations at St. Annes to the north of Lytham and Southport to the south had been closed, but the Motor Life-boat with which Lytham was to be provided would be able to protect the shores on both sides of the estuary of the Ribble.

NEWCASTLE (Co. Down).—On 9th February, the Rev. O. Woodward, M.A., Chairman of the Branch, presiding. The report for the year ending 30th September, 1925, showed that the Life-boat had been out on service on three occasions during the year, and that £71 had been collected, as compared with £76 in the previous year. The ladies were thanked for having collected £36 on Life-boat Day. Brigadier-General Ross said that he thought the Branch ought to make an effort to be self-supporting, and it was decided to ask for the help of prominent residents in the neighbourhood.

RAMSEY, ISLE OF MAN.—On 12th March, Mr. T. H. Midwood, President, in the chair. The report for the year ending 30th September, 1925, showed that the Life-boat had been out on service on two occasions and rescued nine lives, and that £125 had been collected, as compared with £131 in the previous year. The District Organizing Secretary, on behalf of the Institution, thanked Captain Evans for his services during ten years as Joint Honorary Secretary, and the Chairman handed to him the Thanks of the Institution inscribed on Vellum.

REDCAR.—On the 19th February, Mrs. Davies, the ex-Mayoress, presiding. The report for the year ending 30th September, 1925, showed that £85 had been collected, as compared with £127 in the previous year. The officers were re-elected.

RHYL.—On 16th February, Mr. C. H. Roberts, President, in the chair. The report for the year ending 30th September, 1925, showed that £281 had been collected, as compared with £310 in the previous year. The officers of the Branch and the Ladies' Life-boat Guild were thanked for their services, and special mention was made of Dr. Wycliffe Goodwin, the Honorary Treasurer, and Mr. A. E. Gerrard, a member of the Committee, who had now left Rhyl. The President said that his heart was in Life-boat work, as he had not only been to sea a great deal, but had twice been round the world in a wind-jammer, so that he knew something of the conditions which Life-boat crews were called on to face. A special tribute was paid to the services of Mr. Pierce-Lewis, Chairman of the Committee, and in replying Mr. Lewis said that if there was anything of which he felt a little vain it was of his Life-boat work. He had first been a Life-boat passenger before he was ten years old, and had ever since felt the deepest interest in the Life-boat Cause. The District Organizing Secretary, on behalf of the Institution, presented Mrs. Pierce-Lewis, President of the Ladies' Life-boat Guild, with a Framed Photograph of a Life-boat going to the rescue of a vessel in distress in recognition of the valuable help which she had given to the work at Rhyl.

ST. ANNES-ON-SEA.—On 27th February, Sir George Mellor, Vice-Chairman, presiding. The report for the year ending 30th September, 1925, showed that the Life-boat had been called out on one occasion, and that £186 had been collected, as compared with £469 in the previous year. All the officers were re-elected pending the decision with regard to the proposal that the St. Annes and Lytham Branches should amalgamate now that the St. Annes Station had been closed, and its Life-boat was only to be retained for demonstration purposes. Following this a meeting was held at the Town Hall, at which Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, presented Certificates awarded to Henry Melling, Coxswain, Robert Harrison, Second Coxswain, and Hugh Rimmer,

Bowman, who had been members of the crew for thirty-seven, thirty-four, and twenty-eight years respectively.

SOUTHPORT.—On 25th February, the Mayor (Councillor E. Hadfield) presiding, supported by the Mayoress, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. In opening the meeting the Mayor said that since their last meeting it had been decided to close the Station owing to the difficulties of launching the Life-boat, and that their Honorary Secretary, Mr. George Cockshott, and the Honorary Secretary of the Ladies' Life-boat Guild, Miss Rofe, had resigned, so that the Branch would now have to make a fresh start, but he felt that there would be no difficulty in doing this, as the Branch had always had such cordial support from the men and women of Southport. Mr. Cockshott presented the Annual Report for the year ending September 30th, 1925, which dealt with the reasons for closing the Station, and showed that £540 had been collected, as compared with £626 in the previous year. Although Southport had now lost its Life-boat, he appealed to the meeting to let this make no difference in their support of the Service. Sir Godfrey Baring expressed the deep regret of the Institution at being compelled to close the Station, its appreciation of the way in which the local Committee had accepted the decision, and its gratitude to the Life-boatmen and people of Southport for their long and honourable connexion with the Service. The Station was established in 1860, and its Life-boats had rescued 210 lives. Sir Godfrey Baring then presented to Mr. Cockshott the Institution's Gold Pendant awarded to him in recognition of his twenty-five years' service, to Mrs. S. M. Harris a Framed Photograph of a Life-boat going to the rescue of a vessel in distress which had been awarded to the late Mr. Harris in recognition of his long service in connexion with the Station, and a similar Framed Photograph to Mr. W. H. Shaw, the Honorary Treasurer of the Branch. Following the meeting the Committee entertained the Life-boatmen to dinner, and about fifty people were present. The Mayor was in the chair,

supported by Sir Godfrey Baring and Mr. Cockshott.

SUNDERLAND.—On 25th March, the Deputy Mayor (Councillor F. Taylor) presiding in the absence of the Mayor. Before the business of the meeting started the District Organizing Secretary, on behalf of the Institution, paid a tribute to the work of the late Honorary Secretary, Mr. W. J. Oliver, of whose many and valued services to the Life-boat Cause an account appeared in the last issue of *The Lifeboat*. A resolution of sympathy with Mr. Oliver's family was passed. The Deputy Mayor said that as a shipowner all his life he felt a very great interest in the work of the Life-boat Service. He had heard from the crews on ships the great value which they set on the Institution, and he knew, too, how badly they would fare if it did not exist. It was for Sunderland, as a great seafaring town, to support such an Institution to the utmost. Captain W. J. Oliver, M.C., presented the report for the year ending 30th September, 1925, which showed that during the year the Life-boat had been out on one service and had rescued four lives, and that £548 had been collected, as compared with £637 in the previous year. The Officers and Committee were re-elected.

WALTON-ON-NAZE.—On 12th April, Mr. A. F. Fitter, President, in the chair. The report for the year ending 30th September, 1925, presented by the Honorary Secretary, Mr. J. F. Graham, showed that the Boat had been out on service on three occasions, and rescued six lives, and that £325 had been collected, as compared with £303 in the previous year. Of this sum over £311 was raised by the Life-boat Day. The President, in moving the adoption of the report, referred to the great amount of work undertaken by the Honorary Secretary, and it was decided to record the Branch's appreciation in the minutes.

WORTHING.—On 26th February, the Mayor (Alderman W. J. Gardiner) presiding, supported by Lady Louisa Cecil, President of the Ladies Life-boat Guild, Commander D. G. Fanshawe, R.N., M.P., a member of the Committee

of Management of the Institution, and Lieut.-Col. A. F. Randolph, C.M.G., D.S.O., Chairman of the Branch. The report for the year ending 30th September, 1925, showed that the Boat had been out on service on one occasion, and that £361 had been collected, as compared with £490 in the previous year. The report expressed the Committee's regret at the resignations of Mr. Collett, the former Honorary Secretary, and of Mrs. Hanbury, Honorary Secretary of the Ladies' Life-boat Guild, who had been compelled, owing to ill health, to give up a position which she had filled since the Guild was formed. She was specially thanked for her services. The report also thanked Mr. A. C. Evans, the Secretary, and the patients of the Prince Albert Convalescent Home for the generous help which they had given by collecting at the launches. Commander Fanshawe, speaking both as a member of the Committee of Management and a sailor, paid a tribute to the work of the Life-boat Crews, and said how glad he was to see that so many ladies in Worthing were taking an interest in the work of the Branch. During the meeting the Mayor presented to Mr. Joseph Street, one of the Crew, who had retired on reaching the age of seventy, the Life-boatman's Certificate which had been awarded to him by the Institution in recognition of twenty-six years' service with the Life-boat.

Annual Meetings: Financial Branches and Guilds.

ALNWICK.—On 5th March, Mr. Arthur Scholefield, Chairman of the Alnmouth and Boulmer Branch, presiding. The report for the year ending 30th September, 1925, showed that £37 had been collected as compared with £63 in 1924, all in the form of subscriptions. The Chairman made an appeal for increased support. The resignation as Chairman of Sir Francis Walker was accepted with regret, and a vote of thanks to him was passed. An account of the presentation by the Duke of Northumberland of the award made to the women launchers of Boulmer, which took place at this meeting, appears elsewhere in this issue of *The Lifeboat*.

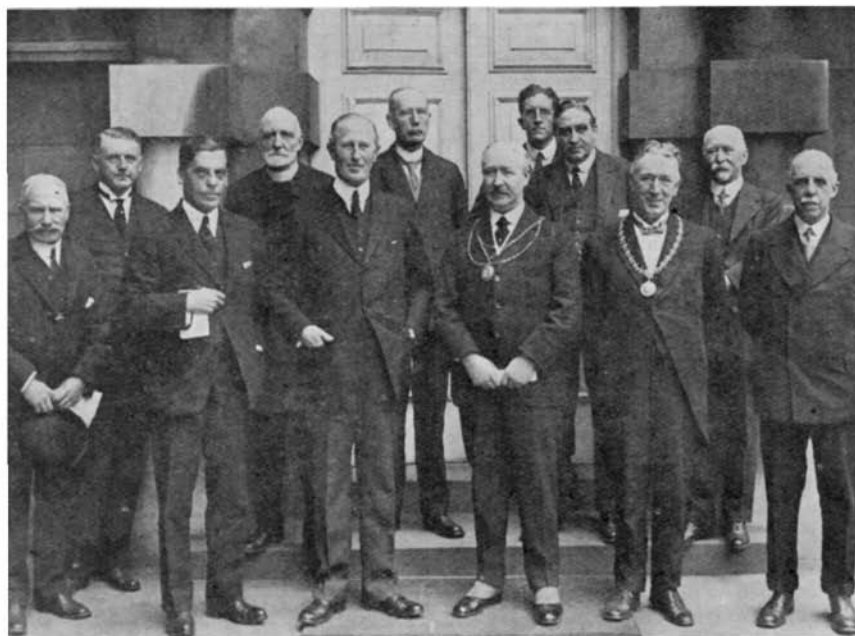


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[“The Oxford Journal.”

THE OXFORD ANNUAL MEETING.

In the centre is Miss Alice Marshall, Honorary Secretary. On her right: The Warden of New College (The Right Hon. H. A. L. Fisher, M.P.) and Captain Bourne, M.P. On her left: The Mayor, Admiral Sir Lionel Halsey, and Sir Godfrey Baring.



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The Belfast Annual Meeting.

Front Row, left to right: Mr. Robinson (Honorary Secretary), the Marquess of Dufferin and Ava, the Duke of Montrose, the Lord Mayor, the High Sheriff, Viscount Bangor.
Back Row: The District Organizing Secretary, the Bishop of Down, Mr. T. Miles, M.P., Minister of Labour, the Assistant Secretary, Sir Robert Lynn, M.P., General Johnson.

BELFAST.—On 30th April, in the City Hall, the Lord Mayor (Sir William Turner) presiding, supported by the Duke of Montrose, K.T., a member of the Committee of Management of the Institution, the Marquess of Dufferin and Ava, the Lord Bishop of Down and Connor and Dromore (the Right Rev. Dr. Grierson), Viscount Bangor, the High Sheriff (Alderman Oswald Jamison), Sir Frederick Money Penny, C.V.O., C.B.E., Sir Robert Lynn, M.P., the Right Hon. Thomas Moles, M.P., and Brigadier-General T. K. E. Johnston. After referring to the work of the Institution, the Lord Mayor said, "When the political changes were made in Ireland the work of the Institution so impressed the Governments of Northern Ireland and the Irish Free State that they invited the Institution to continue it, and both the Governor of Northern Ireland and the Governor-General of the Free State have become Patrons for their respective areas. Politics do not enter into the work of the Life-boats, and Irishmen are not behind in manning the Life-boat and going to the rescue of those in peril. Ireland has twenty-four Life-boats, of which number seven are Motor Life-boats, while several more Motor Life-boats are being built for Irish Stations. This is a larger proportion of Motor Life-boats than in England, Scotland or Wales; so that it cannot be said that Ireland has been treated ungenerously by the Institution. What is our response in funds to carry on this splendid work? I regret to say that the amount collected last year in the whole of Ireland fell far below the sum required to maintain the Irish Life-boats, even without taking into account the capital cost of Life-boats, Houses and Slipways. I feel that there should be an increase of at least £3,000 a year from Ireland, and I trust that in a short time we shall be able to say that all the money required for the maintenance of the Life-boats on the Irish coast is forthcoming from Ireland."

The Duke of Montrose reminded the meeting that he last visited the Belfast Branch in the Centenary Year, and he congratulated it on the splendid response which it had made that year to the

Institution's appeal by raising over £1,300. In 1925 its contributions were just under £1,000. Good as that was, he hoped that the number of subscribers would be increased. The burden of the Service on the public was not heavy, for the whole annual cost represented only 1½d. per head of the population of the British Isles. That was all that was asked of the public by an Institution than which there was no more deserving charity in the country. It was a Service which rested on the people themselves. He was thankful, in these days when people were more and more prone to lean on the Government, that here was one form of service which still depended on personal freewill. If they lost that spirit in the Service they would sacrifice one of the greatest characteristics of the Irishman and Scotsman. By transferring the Service to the State he was certain that a vast amount of the voluntary work that was now done would be lost, that the duties of the Service would be no better performed than at present, and that it would cost much more to maintain.

BIRMINGHAM.—On 24th February, Alderman C. Combridge presiding in the absence of the Mayor. The report for the year ending 30th September, 1925, showed that the Branch revenue for the year was £1,044, as compared with £1,088 in the previous year. In moving the adoption of the report the Chairman pointed out that an inland city like Birmingham, which was a great manufacturing and exporting centre, should be deeply interested in the work of the Service. They should look on it as an asset to every one associated with Birmingham's industries. Mr. P. J. H. Hannon, M.P., in seconding, said that Birmingham had in a remarkable degree a "sea sense," and spoke of the Institution as one of the most romantic, chivalrous and stimulating of all our national voluntary services. Admiral Sir Montague Browning referred to the effort which was being made to present to the Institution a Motor Life-boat, to be called the *City of Birmingham*, and expressed the hope that the balance of the money required would very soon be obtained.

BRADFORD.—On 20th January, the Lord Mayor (Alderman J. Stringer) presiding. The Report for the year ending 30th September, 1925, showed that £2,376 had been collected as compared with £3,113 in the previous year. In seconding the adoption of the Report, which had been moved by the Lord Mayor, Sir William Priestley, J.P., Chairman of the Branch, said that Bradford had every right to be proud of the place it occupied in the list of the Institution's Branches. He hoped that the town would never flag in its work for the Life-boat Service, and paid a tribute to the great part taken in it by the Ladies' Life-boat Guild, which had collected £136, besides carrying out a Life-boat Day, of which the proceeds were £1,498.

BRIDLINGTON.—The Annual Meeting of the Ladies' Life-boat Guild was held on 15th March in the Town Hall. The Mayoress (Mrs. Storr) presided over an attendance of about sixty members. The report of the various meetings and entertainments held during the year ending 30th September, 1925, showed that £301 had been collected as compared with £249 in the previous year. Of this sum over £24 had been obtained from fifty-five house-collection boxes. Alderman J. V. Mainprize, Chairman of the Committee of the Bridlington Branch, heartily congratulated the ladies of the Guild on the work they had done, and said how greatly indebted the Branch was to their services. He also expressed the great regret of the Branch at the illness of the Branch Honorary Secretary, Councillor C. H. Gray. The Mayoress was elected President of the Guild.

CARLISLE.—On 15th February, the Mayor (Mr. G. E. Edmondson) presiding, supported by the Mayoress and Mrs. Talbot-Caddow, President of the Branch. The report for the year ending 30th September, 1925, showed that £220 had been collected, as compared with £285 in the previous year. Of this sum £123 was raised by the Life-boat Day. Mrs. Talbot-Caddow pointed out that a whist drive, held the previous evening, had realized about £24, and said that

as a Life-boat Day could not be held this year it was necessary to raise as much as possible in other ways. Mrs. Talbot-Caddow was re-elected President, Mr. Cowan, Honorary Treasurer, and the meeting unanimously accepted Mrs. Shepheard-Walwyn's offer to act as Honorary Secretary.

CHESTER.—On 22nd February, the Mayor (Dr. J. Welsh), presiding. The report for the year ending 30th September, presented by the Honorary Secretary, Mr. Kennedy, showed that £317 had been collected, as compared with £89 in the previous year, the increase being in great measure due to the forming of a Ladies' Life-boat Guild. Miss Hewitt, Honorary Secretary, presented the Guild's first annual report, which showed that the Guild had begun its work by a postal appeal to the leading residents of the town, signed by the Mayor, that many members had taken Prince of Wales's collecting cards, and that the main effort of the year had been a Life-boat Day, which had realized £209. The Guild expressed its thanks to Commander Cosgrove, who had organized the procession for the day, including a decorated boat. The Mayor announced that he would shortly issue an appeal inviting contributions, and Sir Henry Butler urged that Chester should endeavour to raise funds to provide a Motor Life-boat to be named after the city.

CITY OF LONDON.—On 24th February, at the Mansion House, the Lord Mayor presiding over a large attendance. He was supported on the platform by Mr. Alderman and Sheriff C. A. Batho, Mr. Sheriff F. Agar, C.C., Mr. J. G. Howell, C.C., Chairman of the Executive Committee, Lord Avebury, Honorary Treasurer, the Hon. George Colville, Deputy Chairman of the Committee of Management of the Institution, and Mr. George F. Shee, M.A., Secretary of the Institution. The report for the year ending 30th September, 1925, showed that £9,729 had been collected as compared with £10,366 in the previous year. The sum raised in 1925 was, excepting for 1924, the Centenary year, a record for the Branch,

and this was due in large measure to the increased support given by the members of Lloyd's. The Lord Mayor congratulated the Branch on the success of its work, and Mr. J. G. Howell, Chairman of the Executive Committee, thanked the Livery Companies, exchanges, banks, and great commercial houses for their generous support.

COVENTRY.—On 2nd March, the Mayor, Alderman F. Snape, presiding, supported by Alderman A. H. Drinkwater, Chairman of the Branch, Mrs. W. Beamish, Honorary Secretary and Treasurer of the Ladies' Life-boat Guild, and Mr. William Liggins, Honorary Secretary of the Branch. The report for the year ending 30th September, 1925, showed that £257 had been collected, as compared with £498 in the previous year. In addition the Ladies' Life-boat Guild had collected £150 as compared with £106 in 1924. The Mayor, in moving the adoption of the report, made an appeal for an increased number of collectors on Life-boat Day, and said that now the number of street appeals was being restricted he hoped that more ladies would take up this work for the Branch. He was certain that the people of Coventry would give generously if they had the opportunity. He also called attention to the very low cost at which the work of the Branch was carried on. The Officers were re-elected.

DUBLIN.—On 22nd March, Mr. David Barry, Vice-Chairman of the Branch, presiding. The report for the year ending 30th September, 1925, showed that £937 had been collected, as compared with £1,206 in the previous year. Except for the sum raised in 1924, the Centenary year, this was the record sum collected by the Branch. The report also pointed out that there were twenty-four Life-boats on the Irish coasts, of which no fewer than seven were Motor Life-boats, and that the Life-boats had, in the foregoing year, rescued sixty-four lives from shipwreck and saved, or helped to save, eight boats and vessels.

In moving the adoption of the report the Chairman made a strong appeal for increased contributions, particularly in view of the fact that a Motor Life-boat

was being stationed at Howth, which would mean increased expense. In seconding the report, Dr. Denham Osborne said that Ireland ought to be able to raise enough money to pay for the maintenance of the Life-boat Stations on her own coast without help from Great Britain, and Mr. Hewatt, T.D., said that in the work of the Service there should be no boundary between the Free State and the North of Ireland, for there could be no boundary in any movement intended for the relief of distress. A letter was read from the Governor-General, Mr. Timothy Healy, K.C., in which he accepted the invitation to become Patron of the Free State District of the Institution, heartily commending its work, and expressing the hope that the whole of the money spent in the Irish Free State would soon be raised in Ireland.

HULL.—On 13th April, the Lady Mayoress (Mrs. Holland) presiding. The report for the year ending 30th September, 1925, showed that £714 had been collected, as compared with £820 in the previous year, and Mr. Herbert Wood, the Honorary Secretary, held up Bradford as an example for Hull to follow. Although an inland town, Bradford had recently raised £10,000 as a special gift to provide a Motor Life-boat, and was now raising a second fund to provide the Boathouse. Mr. T. G. Milner expressed his surprise at the coolness with which the work of the Institution was received in Hull, which had never contributed more than £1,000 in one year, in spite of the fact that its inhabitants depended on the sea for a living. An earnest appeal was made to the citizens of Hull to be more generous in their support.

KEIGHLEY.—On 29th March, Mr. Arthur Tillotson, Vice-Chairman, presiding. The report for the year ending 30th September, 1925, showed that £393 had been collected, the same amount as in the previous year. The Special Effort for the year had taken the form of a Life-boat Week, which had been held in Keighley and the adjoining villages, and had raised the splendid sum of over £191. This sum had been

mainly obtained by house-to-house collections and street appeals. The Ladies' Life-boat Guild had collected nearly £90, a considerable increase on the previous year, the Works appeal had raised over £56, the Mayor's appeal £21, and over £16 had been obtained by a collection at the Picture House, taken while the film "Down to the Sea in Ships" was being shown. Winifred Wilkinson, of Oldfield Council School, was congratulated on winning a prize in the Life-boat Essay Competition, and the meeting expressed its thanks to the late Mayor, Mr. Robert Calverley, for the interest which he had shown in the work of the Branch, and its regret at losing the services of the Rev. J. Vivian Davies.

LEEDS.—On 26th February, the Lord Mayor (Mr. John Arnold) presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The report for the year ending 30th September, 1925, showed that £1,303 had been raised, as compared with £1,873 in the previous year. A *matinée* given by Moss Empires, Limited, realized £160, and a dance and whist drive, organized respectively by Mrs. C. B. Leigh and Mrs. Hoyland Smith, had realized £66 and £59. The gratifying feature of the report was that annual subscriptions had been increased from £217 to £295. On the other hand, all the other sources of income had shown a decrease. The report referred in particular to the indebtedness of the Branch to the enthusiastic and self-denying work of the Ladies' Life-boat Guild. Sir Godfrey Baring congratulated the Leeds Branch on its generous support of the Life-boat Service, and paid a tribute to the splendid organization of its Chairman, Sir Charles Wilson, M.P. In moving the adoption of the report, the Lord Mayor said that a great city like Leeds, depending largely on the sea, might be expected to do a great deal more for the Life-boat Service, and he welcomed the determination expressed in the report to bring the subscriptions up to £1,000.

MANCHESTER AND SALFORD.—On 10th April, the Lord Mayor (Councillor E.

Miles Mitchell) presiding, supported by Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management of the Institution, Lady Sheffield, Honorary Secretary of the Ladies' Life-boat Guild, the Bishop of Salford and Sir William Milligan, M.D., Chairman of the Manchester and Salford Branch. The report for the year ending 30th September, 1925, showed that £4,234 had been collected, as compared with £4,854 in the previous year, and of this sum £380 had been collected in theatres and cinemas. General Seely said that he had come to the meeting specially to convey to Manchester and Salford the thanks of the Institution for the wonderful work which had been done by the Branch for the Life-boat Service. He referred in particular to the services of the Lord Mayor and his predecessors, Sir William Milligan, Chairman of the Branch, Sir Edwin F. Stockton, the Honorary Secretary, Lord Colwyn, Honorary Treasurer, Lady Sheffield and Lady Mabel Crossley. General Seely then said he wanted to throw out a challenge to the Branch. In 1924 Manchester headed the list of Branches, the City of London Branch coming only second and Liverpool third. In 1925 the order was changed, the City of London Branch coming first, Liverpool second and Manchester third. He ventured to suggest that the meeting should formally resolve that Manchester should regain her position at the head of the list and retain it. The Lord Mayor announced that he would accept General Seely's challenge. Manchester was *to-day* one of the foremost seaports of the British Empire, and the Branch would make every effort to put Manchester once more at the head of the Institution's Branches.

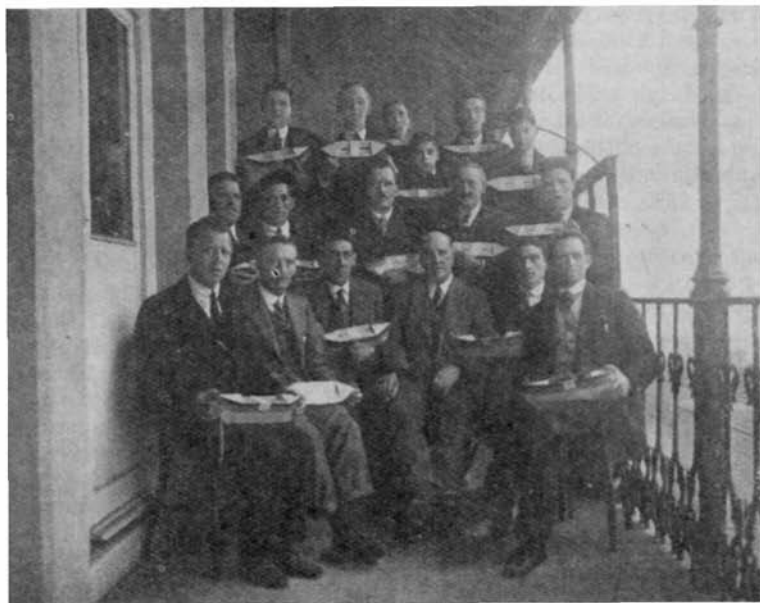
NEWPORT (MON.).—On 31st March, Mr. A. J. Phillips presiding. The report for the year ending 30th September, 1925, showed that £194 had been collected as compared with £259 in the previous year. It was announced that fourteen ladies, members of the Newport Navy League Ladies' Committee, had agreed to form themselves into a Ladies' Life-boat Guild Committee and carry



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[“ The Carlisle Journal ”

Life-boat Workers at the Carlisle Café Chantant wearing aprons with the House Flag of the Institution.



PRINCE ALBERT CONVALESCENT HOME, WORTHING.

Some of the patients after taking part in the collection at the practice launch of the Life-boat.

out a Life-boat Day. The thanks of the Branch were expressed to Mrs. Reece for her kindness in carrying out the last two Life-boat Days, and it was hoped she would continue to organize these appeals.

OXFORD.—On 5th February the Right Hon. H. A. L. Fisher, M.P., Warden of New College, presiding. The Mayor (Alderman the Rev. John Carter, M.A.) and the Sheriff (Councillor R. Powell), and other members of the Corporation attended in state, and Miss Alice Marshall, Honorary Secretary of the Branch, was the Mayoress for the occasion. The speakers were Admiral Sir Lionel Halsey, G.C.V.O., K.C.M.G., K.C.I.E., C.B., a member of the Committee of Management, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Captain R. C. Bourne, M.P., and the Rev. Father Waggett, S.S.J.E. Among those present were a number of distinguished representatives of the University and City, including the President of Magdalen, the President of St. John's, the Principal of Lady Margaret Hall, and Vice-Admiral W. G. E. Ruck-Keene M.V.O. In presenting the report for the year ending 30th September, 1925, Miss Marshall said that she had now resigned the Honorary Secretaryship of the extensive district outside Oxford, which up to then had formed part of the Oxford Branch, and that from the beginning of the new financial year the Oxford Branch would consist simply of the University and City of Oxford and a small district outside that area. The report showed that £1,003 had been raised as compared with £1,118 in 1924.

The Chairman said that the Life-boat Service was one of those valuable institutions like the hospitals which, by a singularity characteristic of the British temperament, was surrendered to the care and support of private individuals. It was, from every point of view, one of the most valuable institutions that could exist in a sea-going country, but, nevertheless, dependent for its support on private effort. He was glad to think that in Oxford, although an inland city, that support had not been wanting for a great number of years. The appeal

had been made year after year, and year after year had met with very generous and encouraging support. He had to present a prize awarded in the Life-boat Essay Competition, and that allowed him to say that the object of the competition was to enlist the enthusiasm and interest of young people in the work of the Life-boats. There could be no more desirable object from an educational and national point of view. The Service of the Life-boats was one of the great schools of national heroism, and boys ought to learn what the Life-boats were doing, and what deeds of heroism were associated with that Service.

The Chairman then presented a prize to Robert H. Johnson, of Cowley Boys' School, Oxon., which he had won in the Life-boat Essay Competition of 1925.

Admiral Sir Lionel Halsey said that the Prince of Wales had instructed him to tell the Warden of New College that he trusted the meeting would be very successful, and that Oxford would continue the great work which it was doing for the Institution. Admiral Halsey gave an address on the work of the Service, and concluded with an earnest appeal that every one should do his or her share towards ensuring that the Life-boat Crews should have the best Boats and equipment possible, either by becoming annual subscribers or by keeping a Life-boat Collecting Box.

Captain Bourne also urged the value of an increased number of annual subscribers, pointing out the importance to a voluntary Society of having an assured income instead of being dependent on intermittent contributions.

Sir Godfrey Baring spoke of the supreme international value of the Life-boat Service, and the steps which had been taken since the International Conference in London in 1924 to form an International Life-boat Organization. In a few years he hoped that no country in the world with a considerable sea-board would be without a Life-boat Service.

Father Waggett asked the audience to join with him in thanking God that they had in the Life-boats a cause to enlist their help which was broadly human, into which no one could possibly con-

trive to introduce the smallest sectarian or sectional feeling, a cause also tangible and practical. As they thought of the history of life-saving round the coast, they thought what a wonderful piece of work was man, that in presence of the terror of the sea he should make up his mind, without any self-advertisement, to stand by to be ready in the hour of peril to save life. He himself had been torpedoed, and the sensation of going over the side of a ship was almost as bad as mounting the University pulpit. The young, he said, were again raising their old cry that they must have self-expansion and self-expression—and get rid of everything in religion or any other teaching which checked them. Their opinion was that doing what one liked was self-expansion, and that pleasing oneself was self-expression. But the real thing for raising mankind was a life of generosity and uncalculating courage, which was silently and secretly lived day after day, and was illustrated in men's noble actions. That kind of life was lived by the men of the Life-boat Service.

The Mayor proposed a vote of thanks to the speakers, and expressed the hope that the united force of their message had gone home. They knew who was the soul of the work in the Oxford Branch. Mayors came and mayors went, but he hoped the Honorary Secretary of the Oxford Branch of the Institution would outlast a good many more mayors.

PAISLEY.—On 26th March, Mr. John Ritchie, Vice-Chairman, presiding. The report for the year ending 30th September, 1925, showed that £359 had been collected as compared with £394 in the previous year.

PETERBOROUGH.—On 19th March, Lady Winfrey, President, in the Chair, supported by Major Sir Maurice Cameron K.C.M.G., a member of the Committee of Management of the Institution. The report for the year ending 30th September, 1925, showed that £94 had been collected, as compared with £186 in the previous year. The meeting expressed its deep regret at the death of its President, Mr. G. C. W. Fitz-

william. Sir Maurice Cameron gave a short address on the work of the Service and thanked the Branch for its support. At the same time he pointed out that Peterborough collected about two-thirds of a penny per head of the population, whereas the Service cost 1½d. per head of the whole population of the British Isles.

PORTSMOUTH.—On 11th March, Alderman Sir Harold Pink, Chairman of the Branch, presiding in the absence of the Mayor. The report for the year ending 30th September, 1925, showed that £257 had been collected, as compared with £460 in the previous year. Of this amount only £19 had been raised by subscriptions. Sir Harold Pink said that in a town like Portsmouth, which had a population of a quarter of a million inhabitants and derived its living from the sea, a much greater interest should be taken in the work of the Life-boat Service. He pointed out that owing to the limitation of Flag Days the Branch instead of having a Day of its own, which last year raised £235, would now only have a quarter share of a Day, and in view of this he proposed that workers should undertake to canvass various districts of the town in order to increase the number of regular subscribers. Some years ago the Branch had had a much larger income from this source, and if the work were systematically done there was every hope that this side of the Branch's revenue could be revived. This proposal was adopted, and it was also decided that the Ladies' Life-boat Guild should hold a Bazaar in the autumn. It was announced that Mr. R. J. Clark had become Honorary Secretary in the place of Mr. E. S. Butler, who had retired on leaving Portsmouth.

PRESTON.—On 20th April, the Mayor (Councillor Wooley) presiding. The report for the year ending 30th September, 1925, showed that £436 had been collected, as compared with £491 in the previous year. The report expressed the deep gratitude of the Branch to Miss Cross, the Honorary Secretary of the Ladies' Life-boat Guild.

SOUTHAMPTON.—On 15th January, the Mayor (Councillor J. E. Silverman), presiding, supported by Mr. George F. Shee, M.A., Secretary of the Institution. The Report for the year ending 30th September, 1925, showed that £1,119 had been collected as compared with £1,372 in the previous year. Mr. Shee delivered an address on the work of the Service, in the course of which he said that the Institution was deeply indebted to Southampton. No other place in the south of England was so well organized and gave such generous help to the Life-boat Cause. It was one of the most satisfactory features of the Branch Report that of the sum of £1,119 which had been raised in 1925, nearly £500 came from subscriptions.

TORQUAY.—On 7th April. The report for the year ending 30th September, 1925, showed that £128 had been collected, as compared with £239 in the previous year. The District Organizing Secretary presented to Mr. H. C. Slade, J.P., the Honorary Secretary of the Branch, the Framed Photograph of a Life-boat going to the rescue of a vessel in distress which had been awarded to him by the Institution in recognition of his services.

WARRINGTON.—On 19th March, the Mayor (Alderman Arthur Barnett) presiding. Mrs. Ralph Johnson, Vice-Chairman, spoke of the loss which the Branch had sustained by the death of its Chairman, Mr. Henry Greenall. The report for the year ending 30th September, 1925, showed that £136 had been collected, as compared with £166 in the previous year. The Mayor made an appeal for increased support.

YORK.—On 22nd April, Colonel W. A. White presiding in the absence of the Lord Mayor, supported by Sir William Milligan, M.D., a Vice-President of the Institution, and Chairman of the Manchester Branch. The report for the year ending 30th September, 1925, showed that £62 had been collected, as compared with £94 in the previous year. The Honorary Secretary, Captain A. Anderson, O.B.E., said that the Ladies' Life-boat Guild had not been working during the year, but it was hoped to revive it. It

was deplorable in a city like York to raise so small a sum, and he could not understand why there was in the city such apathy regarding all things connected with the sea. Sir William Milligan, in moving the adoption of the report, said that he had evidently been called to York in a professional capacity, and he diagnosed the complaint as sleepy sickness. He strongly appealed for greater interest in the work of the Branch, pointing out that no one knew when he might not himself need the services of a Life-boat, and he suggested that the City should celebrate the birth of a daughter to the Duchess of York by endeavouring to raise the money to present the Institution with a Motor Life-boat to bear the baby's name.

Special Meetings.

BIRMINGHAM.—A meeting of the Ladies' Life-boat Guild was held at Castle Bromwich Hall, the house of the Dowager Countess of Bradford. Lady Davis presided, in the absence of the Dowager Countess of Plymouth, who was unable to be present owing to the illness of Lord Plymouth. Lady Davis, the Dowager Countess of Bradford, Major W. Shaw, D.S.O., the Honorary Secretary of the Birmingham Branch, and Mr. S. E. Short, J.P., made earnest appeals for more workers, who were as much needed as money. The Dowager Countess of Plymouth was elected President of the Guild, the Lady Mayoress (Mrs. Percival Bower), Lady Bowater, O.B.E., Lady Brooks, C.B.E., J.P., and Lady Davis, Vice-Presidents, and Mrs. Lewis Crump and Mrs. George Perry, Honorary Secretaries.

DURHAM.—A special meeting was held on 23rd February, the Mayoress presiding, supported by the Right Reverend Bishop Welldon, the Mayor of Durham, Canon Lillingston and Canon Bothamley. The object of the meeting was to revive the work of the Branch as, for the past three years, Durham has made no contribution to the Institution, and to form a Durham Ladies' Life-boat Guild. An address on the work of the Life-boat Service was delivered by the District Organizing Secretary, and in moving the

resolution constituting the Guild, Bishop Welldon said that as it was a South Shields man who had built the first Life-boat, and as Grace Darling belonged to their coast, they must feel that they had great Life-boat traditions. He felt sure that Durham should be behind no other city of the same numbers and the same wealth in its support of the Life-boat Service. The Mayoress was elected President of the Guild, Mrs. Moore, Honorary Treasurer, and Mrs. Paterson, Honorary Secretary. It was then decided to have a Life-boat week at the beginning of May, including a house-to-house collection, a mile of pennies and a Life-boat Day. Boxes were to be placed in the Colleges, and the Churches asked to give offertories. The District Organizing Secretary announced that the Dean of Durham had most kindly promised the Cathedral Offertory if it could be arranged for the Dean of Manchester to preach. Guild Badges and Certificates were presented to all the ladies joining the Guild, and it was arranged that each member should take a Prince of Wales's Collecting Card and start it with a personal contribution of not less than 2s. 6d.

EXETER.—A special meeting was held in the Civic Hall on 10th February, at which the Mayor (Mr. W. Brock), presided, supported by the Sheriff (Mr. K. Gatey), Admiral Sir William Nicholson, K.C.B., and Mr. George F. Shee, M.A., Secretary of the Institution. The Mayor spoke of the smallness of the interest taken in the Life-boat Service by the people of Exeter, and pointed out that though they lived in an inland town they were just as dependent upon ships and the sea as those who lived on the coast. Admiral Nicholson said that he was very sorry, as a West-countryman, to see that of all the big towns of England, Exeter had the smallest Life-boat subscription list. Mr. Shee paid a tribute to the work which for thirty years the late Mrs. Ferris Tozer had done as Honorary Secretary of the Branch, and said that in the new Honorary Secretary, Mrs. Arthur Reed, he knew that the Service had a zealous friend.

FLEETWOOD.—A special meeting was held on 27th February, at which Sir

Godfrey Baring, Bt., Chairman of the Committee of Management spoke, after inspecting the Life-boat and Life-boat House. The Chair was taken by Mr. F. J. Thompson, J.P., supported by other members of the local committee and the Ladies' Life-boat Guild. Sir Godfrey Baring expressed the thanks of the Institution to the local committee for the efficiency with which the Station was maintained, and presented to Tom Leadbetter, Bowman, and Joseph Price, Signalman, the Life-boatmen's Certificates awarded to them after twenty-five years' and thirty years' service respectively.

ILFORD.—A meeting to form an Ilford Branch was held on 11th January, at which the Rev. H. Dunnico, M.P., Chairman of the Town Council, presided, and an address was given by Captain the Viscount Curzon, C.B.E., V.D., A.D.C., R.N.V.R., M.P., a member of the Committee of Management of the Institution. In his opening speech the Chairman said there was no institution in the country to which he should give more enthusiastic support, and the fact that he and Lord Curzon were speaking together on the same platform showed that there were qualities of heart and mind common to all British people and that, in spite of their political and religious differences they could unite in the work of a great humane and philanthropic object. The Life-boat Service should most strongly appeal to Ilford because of the large number of seafaring people who lived there, and he felt that it was rather a reflection on the town that up to the present it had had no Branch of the Institution. He hoped that as a result of the meeting the nucleus of a Branch would be formed, and that ultimately Ilford would make substantial contributions each year to the support of the Life-boat Service.

Lord Curzon in the course of his address described the conditions under which Life-boat work was carried out on the coast, and pointed out that even those who were in favour of nationalization believed in maintaining the Life-boats as a voluntary Service. He concluded with an appeal to the people of

Ilford to resolve "that you will let the crews round the coast know that when they are called out, they may feel that their fellow-men and women are resolutely behind them in their humane and gallant work."

The District Organizing Secretary for London pointed out what generous support was given to the Service by the comparatively poor districts round London—Bermondsey, for example, having in the last seventeen years contributed over £270 a year—and appealed to residential districts like Ilford to set an example to the poorer districts instead of having to follow them.

It was decided that a Branch of the Institution should be formed in Ilford, and a Committee was appointed, including Mr. Dunnico and several other members of the Ilford District Council.

NAIRN.—A special meeting was held on 4th March for the purpose of re-constituting the Nairn Branch, at which Provost Fletcher presided. After an address had been delivered by the District Organizing Secretary, a Committee was appointed. It was decided to make an appeal during the summer and to consider holding a Life-boat Day. The following officers were elected: President, Admiral Sir Heathcoat Grant, Bt., Vice-President, Mrs. Guy Pym, Chairman, Provost Fletcher, Honorary Secretary, Councillor Macdonell, and Honorary Treasurer, Mr. Greig.

PLYMOUTH.—Major C. R. Satterthwaite, O.B.E., R.E., Deputy Secretary of the Institution, was the guest of honour at the weekly lunch of the Plymouth Rotary Club on 26th March, and gave an address on the Life-boat Service, in which he spoke of the Motor Life-boat of the largest and most powerful type being built for the Plymouth Station, which it was hoped would be completed in the early summer. Vice-Admiral Maurice Woolcombe, a member of the Plymouth Life-boat Committee, in moving a vote of thanks, suggested that Americans and Canadians should be asked to put Life-boat collecting boxes on their liners.

PORTSMOUTH.—A special meeting was held in the Town Hall on 13th January,

at which the Mayor of Portsmouth (Councillor W. E. Privett) presided, supported by the Mayoress, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Lord Lieutenant of Hampshire, and a member of the Committee of Management of the Institution, Admiral Sir Sydney Fremantle (Commander-in-Chief at Portsmouth), Lady Fremantle, Sir Harry Pink, J.P., Chairman of the Branch, Mr. J. Forrester, Treasurer, Miss D. Hole, Honorary Secretary of the Portsmouth Ladies' Life-boat Guild, and Mr. George F. Shee, M.A., Secretary of the Institution. The object of the meeting was to call attention to the fact that in spite of its size and importance as a Naval Station and Dockyard and its long and famous naval history, Portsmouth gave the Life-boat Service very poor support.

General Seely in the course of his speech pointed out that while Oxford had a population about one-fifth that of Portsmouth, and was far from the sea, it contributed annually to the Institution over £1,000, while Portsmouth's subscriptions last year amounted to only £20. He promised to become a subscriber to the Portsmouth Branch of £5 a year, and hoped that the Mayor would be able to get ninety-nine others to make a similar subscription. Mr. Shee pointed out that although the subscriptions amounted to only £20, Portsmouth had also raised £230 on Life-boat Day. In the previous year the sum so raised had been £450, which showed how fluctuating was this form of contribution, and how important it was in a town like Portsmouth to have a permanent list of subscribers. The Commander-in-Chief also spoke, and said that nowhere was the spirit of peace, good-will and service to all, irrespective of class and nationality, better exemplified than in the work of the Institution. During the meeting Lady Fremantle presented prizes won by scholars of Portsmouth schools in the Life-boat Essay Competition in 1925.

SIR JOHN FRANKLIN (SPILSBY) BRANCH.—A special meeting of the subscribers to this Branch was held on 26th February, Mr. A. E. Staniland, O.B.E., Chairman, presiding. Mr. Stani-

land explained that although a number of subscriptions were still received each year, the income of the Branch had fallen to half what it was before the War, and there had been little activity, owing to the fact that there was no Honorary Secretary. It was agreed that the Branch should carry on its work, and that efforts should be made to revive interest in it. Mr. A. E. Staniland was re-elected Chairman, Mr. A. E. A. Abbott Honorary Treasurer, and Captain A. D. Crookes Honorary Secretary.

WEYMOUTH.—At the weekly luncheon of the Rotary Club on 4th May, Captain Basil Hall, R.N., late District Inspector of Life-boats, was the guest of honour, and gave an address on the work of the Service.

New Branches and Guilds.

ASHTON-UNDER-LYNE.—A meeting was held on 5th March, at which the Mayoress presided. Councillor Mrs. M. E. Wild pointed out that no appeal had been made for the Life-boat Service in Ashton since 1919, and it was time that the town now did what it could to help this great Cause. It was decided to form a Guild, the Mayoress being elected President, Mrs. J. Broadbent Vice-President, and Mrs. Broadhurst Honorary Treasurer, the post of Honorary Secretary being left open to be filled at the next meeting.

BARNESLEY.—A meeting was held on 19th March, at which the Mayoress, Mrs. H. Foulstone, presided, and after the District Organizing Secretary had given an address on the work of the Life-boat Service, it was decided to form a Ladies' Life-boat Guild and to carry out a Life-boat Day. The Mayoress was appointed President, Mrs. Charles Parker Honorary Secretary, and Mrs. Bell Honorary Treasurer. A Committee was also elected.

BURNLEY.—A meeting was held on 24th February, called together by the Mayor and Mayoress, Councillor and Mrs. Sutcliffe, for the purpose of forming a Guild in connexion with the Burnley Branch of the Institution. Alderman E. Whitehead, J.P., presided in the un-

avoidable absence of the Mayor, and an address on the work of the Life-boat Service was given by the District Organizing Secretary. Mrs. Watson was elected Honorary Secretary, and it was decided to ask the Mayoress to be President.

ELGIN.—On 4th March Lord Provost Wittet presided at a meeting at which it was decided to form an Elgin Branch of the Institution. After the District Organizing Secretary had given an address on the work of the Service, a Branch was constituted, Colonel C. J. Johnston, V.D., being elected President, Mr. C. Sowden Vice-President, Lord Provost Wittet Chairman, Mr. J. Davidson Dickie, M.A., Honorary Secretary, and Mr. R. Cameron Honorary Treasurer. An influential Committee was also set up.

HARROGATE.—The Mayoress, Lady Bain, presided at a meeting on 1st March. After an address had been given on the Life-boat Service by the District Organizing Secretary, Lady Bain moved the resolution, which was carried, that a Guild should be formed, pointing out that no one in the room knew when he or she might not need the help of the Service.

LYMM.—A meeting was held on 30th March. The Chair was taken by Councillor W. E. Groves. It was pointed out that at one time Lymm had a flourishing Branch in connexion with the Manchester Ladies' Life-boat Guild, and it was decided to form a Guild, Councillor Mrs. F. Ingham being elected President, Mrs. F. Critchley Honorary Treasurer, and the Misses C. Bradburn and E. Goodier Joint Honorary Secretaries.

NELSON.—A meeting was held on 18th March for the purpose of forming a Guild. It was pointed out that Nelson need now no longer reproach itself as being the only town between Colne and Manchester without a Branch of the Institution. The Mayoress, Mrs. Aitken, was elected President, Mrs. Edmondson Honorary Treasury, and Miss Jackson Honorary Secretary, and it was decided to aim at raising an annual sum of £100.

SALTBURN.—A meeting was held on 18th February, at which the Chair was

taken by Councillor Mrs. Marshall, J.P., Chairman of the Urban District Council, and it was reported in the local Press that it was one of the largest gatherings of ladies ever held in the town. An address on the Life-boat Service was given by the Organizing Secretary, and it was decided to form a Saltburn Ladies' Life-boat Guild, Mrs. Barnett being elected President, Mrs. Marshall Vice-President, Captain A. E. Keep-Wells Honorary Treasurer, and Mrs. Anderson-Grainger Honorary Secretary. It was also decided to arrange a Life-boat Day in the summer.

WAKEFIELD.—A meeting was held on 1st October, 1925, for the purpose of forming a Ladies' Life-boat Guild, Mrs. Dews being elected Honorary Secretary. It was decided to aim at raising at least £100 a year. This meeting was shortly followed by the first effort in the form of a Whist Drive and Dance, which was a great success.

Balls, Fêtes and Bazaars.

ALNWICK.—A most successful Ball was held on 9th April, organized by Mrs. Archbold, Honorary Secretary, and the members of the Ladies' Life-boat Guild, and the description of the very ingenious and elaborate decorations which appeared in the local papers deserves to be given in full :—

"A life-boat, striped in red, white and blue like all R.N.L.I. boats, was planted in one corner of the hall, with foamy 'waves' of blue and white paper breaking around her, and a platform erected inside for the orchestra to sit on. The bandmen wore life-belts, and the red woollen caps of Life-boatmen; and a doorkeeper was completely garbed in the R.N.L.I. outfit of bright yellow oil-skin. Behind the boat an ingeniously constructed lighthouse stood on an island of rocks, and an electric lantern, fixed on a swivel, flung every so long a level yellow beam over the ballroom and the dancing assembly of guests. The red, white and blue flag of the R.N.L.I. hung over a wide fireplace at the opposite end of the hall, and two lifebuoys, which had been flung up from the wreck at Boulmer on the famous occasion of the women's gallant efforts [the wreck of the

s.s. *Amble* on 20th December, described in the Report of the Annual Meeting elsewhere in this issue of *The Life-boat*], were slung over crossed oars at either side. All the lights shone through the tri-colour shades, and there was exhibited a marvellous cake, looking like a Life-boat with the crew on it, which Mrs. Bray, of Lesbury Vicarage, had made for the benefit of the funds. This most effective decorative scheme was the work of Captain Todd and Mr. Hugh Stephenson (Honorary Secretary of the Alnmouth and Boulmer Branches), with the help of Mr. Ross in the fixing of the rotating lantern.

"The supper room, decorated in the green and yellow of ivy leaves and daffodils, was a quiet contrast to the brilliant ballroom. Here was a magnificent table of dainties, all made and given by the ladies of the Guild and friends. Ferns and plants had been lent by the Duke and Duchess of Northumberland, who are patrons of the ball, and Presidents respectively of the Alnmouth R.N.L.I. Branch and the Ladies' Life-boat Guild."

Among those present were the Duke and Duchess of Northumberland, Mr. Arthur Scholefield, J.P., Chairman of the Alnmouth and Boulmer Branch, and Major H. E. Burton, O.B.E., R.E., Chairman of the Tynemouth Branch, and Honorary Superintendent of the Tynemouth Motor Life-boat, who made a short speech on the Service during the supper interval.

CARLISLE.—An American Sale was held on 16th April in aid of the Branch funds, organized by Mrs. Talbot-Caddow, President of the Branch, Mrs. Shephard-Walwyn, Honorary Secretary, and other ladies. The High Sheriff of Cumberland (Colonel Featherstonhaugh) presided, and in the absence through illness of the Countess of Carlisle, the Sale was opened by Mrs. Johnson, of Castlesteads, supported by the Dean of Carlisle (Dr. Stuart), Canon Knuckey, and Mr. T. G. Cowan, Honorary Treasurer of the Branch. There were half a dozen stalls, and many of the articles for sale had been given by the tradesmen of the city. One of the features of the Sale was that a

number of the ladies acting as waitresses and attendants wore aprons which represented the House Flag of the Institution.

EASTBOURNE—The Annual Life-boat Ball was held on 9th April, organized by Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-boat Guild. Among those present were the Mayor and Mayoress (Councillor and Mrs. C. J. Knight). A cabaret entertainment was given by Miss Eleanor Ratcliffe and her pupils, the 'feature of which was a golden Easter egg, out of which one of the dancers came dressed as a chicken. There were dances by Columbine and Harlequin and by Pierrots, and finally a hornpipe danced by "Jack Tars."

On 27th April the Mayor and Mayoress (Councillor and Mrs. C. J. Knight) entertained the crew and members of the Committee to supper in the Mayor's Parlour. In welcoming them the Mayor said that he was trying to do his share to help the Life-boat Service on land, while the crew did more dangerous work at sea.

GREENWICH—The Annual Fancy Dress Ball in aid of the Life-boat Service was held on 9th March. Lord Louis Mountbatten attended, and presented the prizes. The company numbered about 350, among them being the Mayor (Mr. Fred Thorne, J.P.), the Mayoress, Sir George Hume, the M.P. for Greenwich, the Astronomer Royal (Sir Frank Dyson), Lady Dyson, the Town Clerk

(Mr. F. J. Simpson), Councillor H. S. Gallehawk and Mr. W. Tinklin, who had jointly organized the Ball, and a number of members of the Greenwich Town Council.

LOWESTOFT—A Life-boat Ball was given in aid of the funds of the Branch on 8th April at the Suffolk Hotel, all the expenses being paid by the Hotel proprietors, Messrs. Lacon & Co. Among those present were Mr. Gervais Rentoul, M.P. for Lowestoft, Mr. Fred Spashett, J.P., Chairman of the Branch, Mrs. Spashett and Mr. Sydney Taylor, the Honorary Secretary, who was M.C.

PAIGNTON—On 21st April, a dancing display in aid of the Branch was given by the pupils of Miss Hazel Hexter.

REDCAR—On 17th March members of the Redcar Ladies' Life-boat Guild visited the Teesmouth Station. They were taken a trip in the Motor Life-boat, and a demonstration of the Line-throwing Gun was given. After the trip they were entertained to tea by Mr. W. M. Friskney, one of the Honorary Secretaries of the Teesmouth Branch, Mrs. Friskney and Mrs. Todd, Honorary Secretary of the Redcar Ladies' Life-boat Guild.

SOUTH SHIELDS—A Life-boat Ball was held on 20th April, among those present being the Mayor (Councillor J. R. Curbison), the Mayoress, Miss Curbison, and the Deputy Mayor and Mayoress (Alderman and Mrs. J. G. Winskell).

Notice.

*The next number of THE LIFEBOAT will be published in
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