

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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District Conferences in the North of England and London.

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

CONFERENCES! We live in an age of Conferences. Never have there been so many. They range over the whole field of human activity, social, political, economic and scientific. At one moment we see the representative statesmen of the world assembled in conference at Rapallo or Geneva or Locarno to hammer out the golden bridge of peace between nations. Anon, and at periodical intervals, British statesmen and those of the Dominions, meet in the metropolis of the Empire to discuss the problems of imperial politics, home and foreign trade, defence, social legislation, emigration; the whole immense sphere which modern developments, especially the marvellous progress of transport and means of communication, suggest and facilitate.

Nor is the instrument of conference confined to international or imperial purposes. Let there be symptoms of unrest and difficulty in any great trade or industry, and sane minds on both sides at once turn to conference as the best hope of removing misunderstanding and solving difficulties. There is scarcely a science which has not utilized the same method, whether under that name or as an association or institute, in order to focus its problems, survey its position and encourage its votaries to enlarge still further the bounds of its particular province of human knowledge. In the light of the benefits resulting from the adoption of conferences one is appalled to think how many wars, how many strikes might have been avoided had people been able, had they been allowed time, to come together in the person of their chosen representatives to discuss their difficulties and to "arrive at an understanding." It has

been well said that if you can only get men who are on the point of quarrelling to meet one another round a table, you can nearly always get them some way on the road to understanding and, therefore, allowing for each other's point of view.

And if conferences are valuable and remedial where the parties are opposed, how much more valuable are they bound to be where those who participate are actuated by a common purpose, especially if that purpose be altruistic and directed to the service of mankind. In such a case each one who attends brings to the conference the result of his experience, a clear presentment of his difficulties, his aims and his hopes. They are sifted, compared and examined in the light of the experience of others, and every one is enabled to dip his bucket in the common pool and carry away encouragement in his work, stimulation to further effort and the inspiration which springs from renewed contact with the central ideal which originally attracted each and all. The mere fact of coming together, and bringing the problems—and achievements—into a common ~~land~~, creates warmth and energy. Each separate battery of energy, working in isolation and under high pressure, will have become exhausted. Each battery is now brought into contact with the power house, the dynamo by which it is charged afresh and taken back to its local purposes with renewed power and range of action.

Realising the truth of these experiences in every field of endeavour, which was confirmed by the great success of the first International Life-Boat Conference, held in July, 1924, the Committee of Management decided to pursue the

practice, initiated in the autumn of 1923, of holding District Conferences of Honorary Secretaries, in order to stimulate discussion and co-operation among those who are doing such splendid work in raising the funds which are so necessary to the Institution's work. Thus a Conference was held in the South-Eastern District on the 30th April (see *The Lifeboat*, September, 1926), and all the District Organizing Secretaries were urged to hold similar Conferences in their Districts at a suitable time.

In response to this instruction, District Conferences were organized by Mr. Edgar H. Johnson at Scarborough (9th-11th October), and Manchester (12th October); and Captain the Hon. R. S. Mansfield organized a similar Conference for Honorary Secretaries in Greater London on the 14th October.

The Scarborough Conference.

As I had the advantage of attending the Conferences at Scarborough and Manchester, with Sir Godfrey Baring, Bt., the Chairman of the Committee of Management, a few notes on my impressions may be of interest.

With a view to saving Honorary Secretaries very long railway journeys, Mr. Johnson had divided his large area into an eastern and a western section, the former including the counties of Yorkshire, Northumberland and Durham, and the latter the counties of Cumberland, Westmoreland, Lancashire and Cheshire. All the Hon. Secretaries and Ladies' Guilds in the district were notified of the forthcoming Conferences during the month of August, and in September they were given complete details of the arrangements which had been made, these arrangements including special week-end terms for the stay at Scarborough.

In response to Mr. Johnson's suggestion, the Mayor and Mayoress of Scarborough held a Reception in the Town Hall on Saturday, the 9th October, to meet the Chairman of the Institution, and a very pleasant and informal function took place, at which the delegates had the opportunity of meeting one another and discussing Life-boat affairs, and especially Station

questions, with the Mayor and Mayoress of Scarborough and the honorary officials of the Scarborough Branch.

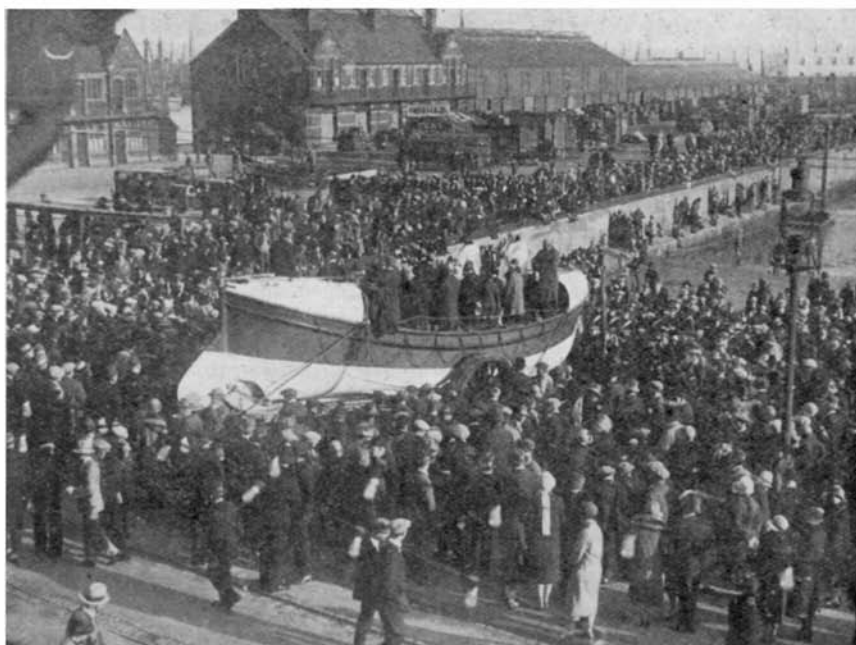
On Sunday afternoon, a sacred service was held on the beach, in the Life-boat, which lay on her carriage. Those in the Life-boat included the Chairman of the Institution, the Rev P. R. Watts, Vicar of St. Thomas's, assisted by Mr. J. Brock (Missions to Seamen), the Mayor and Mayoress of Scarborough, the Chairman of the Branch (Captain Gibson), the Hon. Secretary (Mr. Morgan), several of the Local Committee, and the Secretary of the Institution.

Fortunately, the weather was fine, though the effects of the tremendous gale which had raged throughout Saturday were still seen in the huge breakers beyond the Harbour which thundered in on the Marine Parade, making the latter impassable, and smashing many of the iron lamp-posts like so many pencils.

The scene was very impressive. The Life-boat, high on her carriage, a thing of beauty in her graceful lines, marked by the well-known blue and white, with the bright vermillion of the wale. A thing of life and strength too, symbolizing the very spirit of the Service to which she is dedicated. This fine boat, surrounded by a great crowd, very reverently acknowledging the significance of the scene and of the sacred service in which they participated, formed the centre of a wide sweep of beach, curving out towards the noble headlands which framed the bay to the north and south, the former crowned by the great mass of Scarborough Castle. One could not help feeling that the whole great semi-circle, centred in the Boat, Crew and crowd, faced as if in defiance, based on the courage and tenacity of the Service, the thunderous sea that raged, but some hundred and fifty yards away, and sent its massed cavalry charging to the attack in successive squadrons of gleaming green, grey and silver, angry but impotent.

Immediately after the service, the Life-boat was launched, many of the helpers going into the sea up to their waists, and a number of the delegates

The Scarborough Conference.



By permission of

THE SERVICE FROM THE LIFE-BOAT.

[Victor Hey.]



By permission of

THE LAUNCH.

[Victor Hey.]

were taken out in the Boat for short trips, the Coxswain, however, keeping well within the sheltered water. Had this not been clearly conveyed to all concerned, it is probable that the passengers would have been few indeed! Everyone was immensely impressed with the ease with which the Boat was launched, and her speed and buoyancy.

In the evening the delegates were invited to attend a Concert given in the Spa by the Honourable Artillery Company Band, and Sir Godfrey Baring gave a stirring address on the Life-boat Service, which was received with great enthusiasm.

On Monday morning the Conference was held in the Council Chamber, by kind permission of the Mayor. Sir Godfrey Baring presided, and representatives attended from Alnmouth and Boulmer, Beverley, Blackpool, Bradford, Brighouse, Bridlington, Bishop Auckland, Cullercoats, Darlington, Dewsbury, Driffield, Filey, Heckmondwike, Hornsea, Hull, Mexborough, Ryton-on-Tyne, Rotherham, Runswick, Selby, Scarborough, Seaham, Seaton Delaval, Tynemouth and Whitby.

Following the Chairman's address and one by the Secretary of the Institution, the Conference discussed a very full and comprehensive Agenda, which covered almost every point of interest and importance to workers for the Institution, great stress being laid upon the value of securing a good subscription list as the bed-rock basis of our financial support, and as the surest means of securing permanent interest on the part of contributors to the Institution's funds. It was very encouraging to find how fully the value of the Ladies' Life-boat Guild had been realised in the North of England, and how rapidly the formation of the Guilds had progressed and was progressing. Many valuable suggestions came from members of the Guild.

It is worthy of note that every delegate present had before him or her a list of all the novelties, mascots, badges, statuettes, paper weights, etc., etc., available for sale by Station and Financial Branches, and specimens of all these objects were admirably

displayed on a central table, while the Hall itself was well decorated with the Institution's flags, emblems and bannerettes. The delegates also had before them a complete set of the leaflets, forms of appeal, films, notes for speakers, whist drive cards, etc., etc. This greatly facilitated the discussion of detail, and was, in some cases, actually the best means of bringing what may be called the machinery of raising funds to the notice of those who are so generously engaged in carrying it out.

Arrangements were made to refund, on the spot, the actual railway expenses of those who wished for such refund, and it is very gratifying to state that the whole amount thus incurred was only £10 16s. 3d.

The Manchester Conference.

On the 12th October, the Lord Mayor of Manchester received the delegates before the Conference, which was held in the afternoon in the Mayor's Parlour, the Chair being taken, after the formal reception, by the Chairman of the Institution, supported by the Mayor of Salford, Sir William Milligan (Chairman of the Manchester and Salford Branch), and the Secretary of the Institution. The following Branches were represented:—Accrington, Ashton-in-Makerfield, Burnley, Bolton, Culcheth, Horwich, Heywood, Hollingworth, Hyde, Irlam, Kendal, Liverpool, Leigh, Little Hulton, Lymm, Manchester, Middlewich, Mottram, Maryport, Newton-in-Makerfield, Nantwich, Northwich, Oldham, Preston, Padiham, Ramsbottom, St. Anne's-on-Sea, Stalybridge, Turton and Whitworth.

The Conference was on the same lines as that at Scarborough, the Hall being very tastefully decorated, and every delegate being provided with the same material as at the former place. Here also the Conference was very fruitful in eliciting suggestions and stimulating emulation between different Branches in the same area.

The arrangements for the refund of railway fares were the same as at Scarborough, and the whole amount claimed was £6 3s. 9d., a tribute to the fine spirit in which delegates throughout

the area approached the question of attending these Conferences.

At the conclusion of the Conference, the delegates were entertained to tea by the Lady Mayoress.

In the evening a Civic Reception took place in the Town Hall, which was profusely decorated, an admirable programme of music being provided. The delegates were received by the Mayor and Mayoress, supported by the Chairman of the Institution and Sir William and Lady Milligan.

The London Conference.

On the 14th October a Conference of the Honorary Secretaries of the Greater London Branches and the members of the London Women's Committee was held by kind permission of the Mayor of Westminster in the City Hall, Westminster, under the Chairmanship of Viscountess Bertie of Thame, Chairman of the London Women's Committee. The first notices of the proposed Conference were sent out in June, and the final arrangements were notified in September, when it was also announced that there would be a visit to the Institution's Storeyard at Poplar in the afternoon.

There were delegates from twenty-one Branches, and altogether thirty, including the members of the London Women's Committee, were present. As the meeting was held at the same time as the meeting of the General Purposes Committee, the Chairman of the Institution was only able to attend at the commencement, when he gave a short address welcoming the delegates and thanking them for their presence, while he emphasised the value which the Committee of Management attached to the Conference. He also laid great stress on the importance of securing a large and growing list of permanent subscribers, pointing out that the majority of persons who bequeathed money to the Institution by Will were old subscribers.

Many useful suggestions were made by the delegates, one being that Honorary Secretaries should collect small gifts and ask the members of the Ladies' Life-boat Guild to sell them for

the Institution. In this we recognise our old friend the Jumble Sale or the "White Elephant" Sale, and I would take this opportunity of warmly commending this means of helping the Institution to those Honorary Secretaries who find it difficult to arrange for a Life-boat Day, a Bazaar, Fête or other Special Effort. Nearly everyone has some article "of bigotry or virtue," as Mrs. Malaprop would say, which they would gladly forego if they felt they were helping the Institution to realise its value. Any lady who would kindly take up the collection of such objects would, in a surprisingly short time, find herself in possession of an interesting collection, a sort of herd of "white elephants," which were of no particular use to their whilom owners, but might very well attract a new collector.

The D.O.S. explained the aims and objects of the London Women's Committee, and told the delegates that that Committee were prepared to help the London Branches in every possible way.

My experience at Scarborough and Manchester and the report of the London Conference have confirmed me in the conviction that there is nothing better calculated to arouse the enthusiastic co-operation of our splendid Honorary Secretaries and members of the Ladies' Guild than these Conferences, which bring together workers for the Life-boat cause from all parts of the country. Many of these are often isolated in their gallant efforts to bring the claims of the Life-boat Service before their more apathetic fellow citizens, and they keenly welcome the opportunity to compare notes, and the hints and suggestions which are developed in the course of a perfectly free discussion of ways and means such as these Conferences encourage.

It is certain that the Institution cannot neglect such a valuable means of consolidating its work and concentrating from time to time the energy, the enterprise and the enthusiasm of its workers, so that this enthusiasm may, in turn, radiate in every direction and inspire *an ever-widening interest in the great national Service entrusted to the Institution.*

Buy a Life-boat Calendar !

THE Institution is again issuing a Life-boat Calendar. It feels that there is no better way of keeping the work of the Life-boat Service continually before the public from the first day of the year to the last, and it hopes that many readers of *The Lifeboat* will buy this Calendar not only for themselves but to send to their friends.

Number of *The Lifeboat*, his picture, which was reproduced in colours, being "The Life-boat at Sea." For the Calendar he has painted the actual work of rescue, and the picture is reproduced here in back and white.

The Calendars will be 12 inches long by 10 inches wide, and they can be obtained from the Institution in any



SINKING. By Kenneth D. Shoesmith.
The 1927 Life-boat Calendar.

Calendars are becoming each year a more popular form of gift, and those who use the Life-boat Calendar may feel that they are making it do a double service. They will be sending their friends a beautiful calendar and they will be helping the Institution.

The Calendar will have a reproduction in colours of a picture specially painted for the Institution by Mr. Kenneth D. Shoesmith, who is both artist and seaman. Mr. Shoesmith, it will be remembered, was one of the artists who generously contributed to the Centenary

quantity, post free, 1s. each, or 10s. a dozen, this price including a cardboard-backed envelope with each Calendar. It will weigh, in the envelope, just under 5 ounces, so that it can be sent through the post, with the envelope sealed for 2½d.

Those who wish to order Calendars should apply as soon as possible to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2, and *should enclose with their order a postal order or stamps.*

Grimsby Trawler Owners and the Life-boat Service.

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

For some time past it has been felt by the Institution that its Branch at Grimsby did not receive from the trawler owners the support which it had reason to expect in view of the fact that Grimsby is the chief centre of the British Fishing Industry, in fact the largest fishing centre in the world, and that the Life-boats of the Institution are more often called out to the help of fishing boats than of any other type of vessel. The extent of the services of the Life-boats to the trawlers and drifters of Grimsby can be judged from the following figures. There have been 1,295 launches of Life-boats or assemblies of crews for service during the past five years (1st January, 1922, up to the end of September, 1926). Of these, 146 were for trawlers and drifters, that is to say, over 11 per cent.

27.3 per cent. of all the launches and assemblies for Trawlers and Drifters were due to Grimsby vessels.

30.5 per cent. of the launches and assemblies to British Trawlers and Drifters only were due to Grimsby vessels.

22.3 per cent. of all the lives rescued from Trawlers and Drifters were from Grimsby vessels.

31.8 per cent. of the lives rescued from British Trawlers and Drifters were from Grimsby vessels.

3 per cent. of the total launches and assemblies of the whole Life-boat Service to all kinds of vessels were due to Grimsby vessels.

Unfortunately, the attempts of the Institution to bring these facts home to the trawler owners of Grimsby have been met by general charges against the Institution of bad administration and extravagance. In view of this very unsatisfactory state of affairs, it was decided that a meeting should be held at Grimsby. The suggestion came from Commander Boothby, D.S.O., R.N.R., the Honorary Secretary of the Grimsby and Cleethorpes Branch, and through the good offices of the Mayor of Grimsby, Councillor Ernest Harrison,

a meeting was called at the Town Hall on 8th October, for the express purpose of enabling critics of the Institution at Grimsby, and particularly the trawler owners, to meet representatives of the Committee of Management, so that the latter could answer such criticism and objections, and give the fullest information about the organisation, administration and work of the Institution.

The Mayor asked a few representative residents to lunch to meet Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Captain the Viscount Curzon, C.B.E., V.D., R.N.V.R., M.P., and Captain H. G. Evans, R.N.R., members of the Committee, and Mr. George F. Shee, M.A., Secretary of the Institution, those present including the Deputy Mayor, Alderman Frank Barrett, the M.P. for the Borough, Mr. Walter J. Womersley, the Port-Master, Captain J. Man, C.M.G., R.N.R., Alderman R. G. Kitching, and the Town Clerk.

It is greatly to be regretted that none of the trawler-owners attended the meeting. The Mayor decided, nevertheless, to hold it, and those present acted the part of *advocatus diaboli*, and put forward the main criticisms and objections to the Institution's conduct of affairs which were understood to explain the complete failure of the trawler owners of Grimsby to accord it their support. Press representatives were present.

After the various criticisms and objections had been stated, Sir Godfrey Baring described the nature and scope of the Institution's work, and dealt with the numbers and the duties of the officials of the Institution whose salaries are given in the Annual Report and Balance Sheet.

The representatives of the Institution, the Mayor of Grimsby, and the Press, also had before them the summary already given, showing the very high percentage of services rendered to Grimsby trawlers among all the trawlers and drifters to whose assistance Life-boats have been launched in the past five years.

Lord Curzon laid particular stress on the important and national character of the work done by the Institution, and the claims which such work had upon the shipping community in general and trawler owners in particular, though he admitted that those connected with the shipping industry had had a bad time in recent years. He made an earnest appeal to the trawler owners to drop their attitude of hostility and criticism and to support the Institution generously.

Captain Evans dealt with the question of salaries, and emphasised the character of the work done by the chief officers and the organising secretaries, who, he thought, were by no means overpaid for the very difficult and arduous task imposed upon them.

The Secretary dealt particularly with the criticism that the Institution allowed the crews to claim salvage, which was often exorbitant and unreasonable. He pointed out the great difficulties of this problem, which was still occupying the earnest attention of the Committee of Management, and emphasised the fact that the Institution took no share whatever in salvage, except in connexion with the services of the Padstow Steam Tug.

The proceedings closed with cordial votes of thanks to the members of the Committee of Management and to the Mayor respectively. The Mayor stated that he, the Member for the Borough, and other representative citizens would address a letter to the Press, expressing their complete satisfaction with the statement made by the Chairman and the other members of the Committee of Management, and calling upon Grimsby to do its part in providing the resources so urgently needed to maintain the Life-boat Service at the highest standard of efficiency.

The Mayor's opinion was repeated in

a letter to the Grimsby newspapers, dated October 25th.

After setting out the facts with regard to the meeting which I have already given, the letter concluded with the following emphatic expression of the signatories' opinion:—

"We, the undersigned, desire to place upon record that we are entirely satisfied that the Royal National Life-boat Institution is run upon sound business lines and that the allegations made against it are quite unfounded, and we appeal to the public of Grimsby to give the Institution adequate support.

"As regards salaries, one of the statements made was that extravagant salaries are paid. We are convinced that none of the officials of the Institution are overpaid.

"In conclusion, Mr. Editor, we are desired to say that if any one wishes to have a Balance-sheet and Report, one will be sent to him by return of post on application to either the Secretary, Mr. Shee, 22, Charing Cross Road, London, W.C. 2, or to the local Hon. Secretary, Commander H. B. Boothby, D.S.O., R.N.R., Royal Dock Offices, Grimsby, and that the former of these two gentlemen will be very pleased to answer any questions that anyone chooses to ask, or will explain anything that requires explanation to the best of his ability.

"Thanking you in anticipation, Mr. Editor, we are yours faithfully,

ERNEST HARRISON
(Mayor),

FRANK BARRETT
(Deputy Mayor),

W. J. WOMERSLEY
(Borough Member),

R. GUY KITCHING
(Chairman, Watch Committee),

J. MAN
(Portmaster for Grimsby)."

The Imperial Japanese Life-boat Institution.

WE have received from the Japanese Life-boat Institution copies of its Annual Report for 1925, and of its Journal for 1925 and 1926. We should

be very glad, at any time, to lend these very interesting books to any Life-boat workers or subscribers who would care to read them—in Japanese.

Inaugural Ceremonies of Motor Life-boats.

Southwold and Dunwich ; Yarmouth, Isle of Wight ; Great Yarmouth and Gorleston ; Montrose.

DURING the past summer the Inaugural Ceremonies of five Motor Life-boats have taken place. The first of these, the inauguration of the *Prudential* at Ramsgate, was described in the last issue so *The Lifeboat*. Of the other four, two were on the coast of Norfolk and Suffolk, at Southwold and Dunwich and at Great Yarmouth and Gorleston ; the third was at the new Station, opened two years ago, at Yarmouth, in the Isle of Wight. The fourth was in Forfarshire, at Montrose. At Yarmouth the Prince of Wales named the new Life-boat, and at Montrose the Duchess of York.

The two Stations on the Norfolk and Suffolk coast have remained faithful to the famous type of Life-boat—specially designed for work among the shallow waters and sandbanks on that coast—which bears the name Norfolk and Suffolk. Both the new Boats are 46 feet 6 inches long by 12 feet 9 inches wide. The Southwold and Dunwich Boat has a draught of 3 feet 5½ inches, and the Great Yarmouth and Gorleston Boat, of 3 feet 2½ inches. Each is driven by a 76 h.p. engine, and carries a crew of 13.

The new Life-boats at Yarmouth, Isle of Wight, and Montrose are both of the new Watson Cabin type, of which twelve have been built in the last three years, the first going to Tenby, in Pembrokeshire, in 1923. The Montrose Boat is the first of this type to go to a Scottish Station, but at the same time another Watson Cabin Boat was completed for Longhope in the Orkneys, the two Boats making the voyage to their Stations together at the beginning of September. An account of this voyage appears on another page. These Boats are 45 feet long by 12 feet 6 inches wide, with a draught of 4 feet. Each is driven by a 76 h.p. engine, has room in her cabin for between 20 and 30 people, and carries a crew of 8.

Southwold and Dunwich

The Institution took over this Station in 1852, and in 1866 established a second

Station there. This second Station was closed in 1920. Altogether seven different Life-boats have served at the two Stations. They have been out on service 92 times, and have rescued from shipwreck 169 lives. The new Motor Life-boat has been built out of a legacy received from the late Miss M. A. T. Scott of Wanstead, Essex.

The Inaugural Ceremony took place on 11th July. Sir T. Courtenay-Warner, C.B., Lord-Lieutenant of Suffolk, presided, and among those present were Mr. Collingwood Hope, K.C., High Sheriff of Southwold, who delivered the opening address, the Bishop of St. Edmundsbury and Ipswich (the Rt. Rev. Walter G. Whittingham, D.D.), who dedicated the Boat, Dr. P. J. S. Nicoll, J.P., one of the executors of the late Miss Scott, who presented the Boat to the Institution, Commander G. D. Fanshawe, R.N., M.P., a member of the Committee of Management, who received her on behalf of the Institution, the Mayor of Southwold (Alderman F. Jenkins, J.P.), the Mayor and Mayoress of Chelmsford, Mr. Ernest R. Cooper, late Honorary Secretary of the Branch, Major Bernard D. Hayton, the present Honorary Secretary, Major C. R. Satterthwaite, O.B.E., R.E., Deputy-Secretary of the Institution, Captain E. S. Carver, R.D., R.N.R., District Inspector of Life-boats, and the Coxswains from the neighbouring Stations. The hymns were played by the Southwold Town Band.

Mr. Collingwood Hope gave a short history of the Southwold Station, and mentioned the honours which it had won, including decorations from the President of the French Republic and the Queen of Holland.

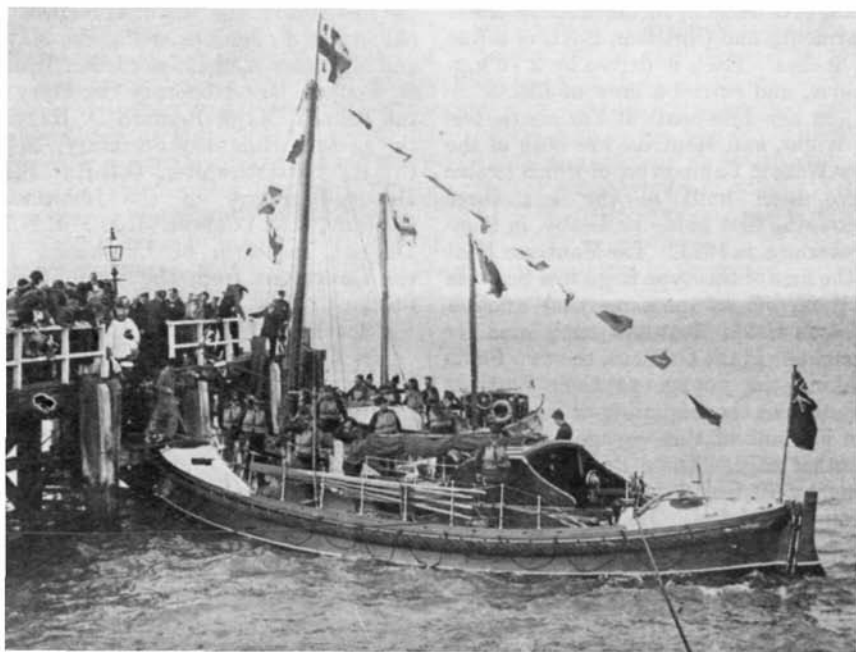
Dr. Nicoll, in presenting the Life-boat to the Institution, said that Miss Scott had devoted the whole of her life to charity, not only by gifts but by personal service. She had always been particularly interested in the care of those who went to sea, and had been associated with the late Miss Agnes Weston, founder of



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[The "East Anglian Daily Times."

THE DEDICATION OF THE SOUTHWOLD AND DUNWICH MOTOR LIFE-BOAT.



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[L.N.A.

THE PRINCE OF WALES GOING ON BOARD THE YARMOUTH MOTOR LIFE-BOAT.

the Agnes Weston Sailors' Rests in various ports, in her great work for sailors. He felt sure that the dedication of this Life-boat bearing her name would be the fulfilment of her life's desire.

Commander Fanshawe expressed the Institution's gratitude to Miss Scott, and said that if only it were realized that sea-traffic was the life blood of the nation, more would follow her generous example in helping to maintain the Life-boat Service.

Commander Fanshawe then handed the Life-boat to the Branch on behalf of which she was received by Mr. Ernest Cooper, who said how sorry he was that illness prevented Mr. Eustace Grubbe, the Chairman of the Branch, from taking part in the ceremony.

The Bishop conducted the Dedication Service, and thanked not only Miss Scott, but all who by their care and thought, skill, courage and gifts, had helped the Institution for over a hundred years to carry on a work than which nothing more truly fulfilled the spirit of Christianity.

After Captain Carver had given particulars of the Boat Mrs. Geere named her *Mary Scott*, and the Boat left her moorings, and made a trip round the harbour. The ceremony concluded with a vote of thanks to all who had taken part, proposed by the Mayor and seconded by Major Satterthwaite.

In replying, Sir T. Courtenay-Warner spoke of the proud record of Suffolk in life-saving. From the earliest days of Life-boat work the county had taken an active and responsible share in it. Long before the ROYAL NATIONAL LIFE-BOAT INSTITUTION itself was founded the Suffolk Humane Society and the Suffolk Shipwreck Association did what was possible to rescue life from shipwreck on the coast. There, in 1807, the first sailing Life-boat was launched, all the earlier Life-boats, which had been built in the north of England, being propelled by oars only. In the past there had been eighteen Life-boat Stations on the coast of Suffolk, but with larger Life-boats and motor-power this number was not required, and the coast was now fully protected with six Stations, three of them being provided with Motor Life-boats. No county had a finer record

than Suffolk. for her Life-boats had rescued no fewer than 2,768 lives.

Yarmouth, Isle of Wight

This is the youngest Station in the British Isles, and when it was decided to place a Motor Life-boat at the west end of the Island, Yarmouth was chosen in place of Totland Bay, where the Institution had maintained a station since 1885, owing to the difficulty of launching a Motor Life-boat at the latter place.

The Life-boat has been provided by the amalgamation of four legacies received from Mrs. Marion P. Smart of Tunbridge Wells, Mr. Richard Blackburn of Nottingham, Mrs. Henrietta D. Price of South Kensington, and Mrs. Constance Armstrong of Boscombe. The names of the four donors are inscribed in full on the inside of the Boat, and the name chosen for it, *B.A.S.P.*, is made up of their initials.

The Inaugural Ceremony was fixed for the afternoon of 22nd July, so as to form part of the tour of the Isle of Wight which the Prince of Wales made on that day, and the town was specially decorated for the ceremony. Among those who took part in it were Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, the Hon. George Colville, Deputy-Chairman, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management and Lord-Lieutenant of Hampshire, who accompanied the Prince through the whole tour of the Island, Major H. Mansford, O.B.E., Chairman of the Yarmouth Branch, the Archdeacon of the Island (the Venerable Dr. L. G. Tugwell), and Commander R. L. Hamer, R.N., District Inspector of Life-boats. The Yarmouth Motor Life-boat was moored to the pier-head, with the Motor Life-boat from Bembridge and the Pulling and Sailing Life-boat from Brooke, —the two other Life-boat Stations in the Isle of Wight—standing by. The yachts in the harbour, the boats of the Sailing Club, the premises of the Solent Yacht Club and other buildings were all dressed with flags.

The Life-boat was formally presented to the Station by Sir Godfrey Baring, who explained how the name to be given her had been formed out of the initials of the four testators, and spoke of the Institution's gratitude to them.

Major Mansford, in accepting the Boat on behalf of the Branch, said that although she had not as yet been formally launched, she had already proved her worth and the worth of her crew, for she had been out on seven services, and had rescued 13 lives.

The Prince then said: "It is a great happiness to me to have the honour of naming this Life-boat the *B.A.S.P.* and to wish her and her gallant crew every success in saving life on the shores of this Island."

This was followed by the dedication of the Life-boat, the ceremony being performed by the Archdeacon of the Island, accompanied by the Vicar of Yarmouth (the Rev. Stanley Woodin), who dedicated her with the following prayer: "Grant, O Lord, to all who man this Life-boat, courage, endurance and skill. Give them calm mind in danger, be with them in stress and storm, and let Thine arm be strong to save. Unto Thy mercy and protection, O God, we commend all who sail the seas. Shield them in the hour of peril and bring them unto the haven where they would be. Until the sea gives up its dead, grant O Lord, to those whose grave is in the deep, rest and sleep in Thee, Our Redeemer and our God." This was followed by the Lord's Prayer and Benediction.

The Prince then broke a bottle of champagne over the bows of the Life-boat, and the Hon. George Colville thanked him, not only for the honour which he had done the Yarmouth Station by naming its Life-boat, but for the personal interest which, as President, he took in all the Institution's work.

The Prince then went aboard the Life-boat, and after inspecting her was rowed ashore by four of the crew.

Great Yarmouth and Gorleston.

A Life-boat Station was established at Great Yarmouth in 1857, and in the

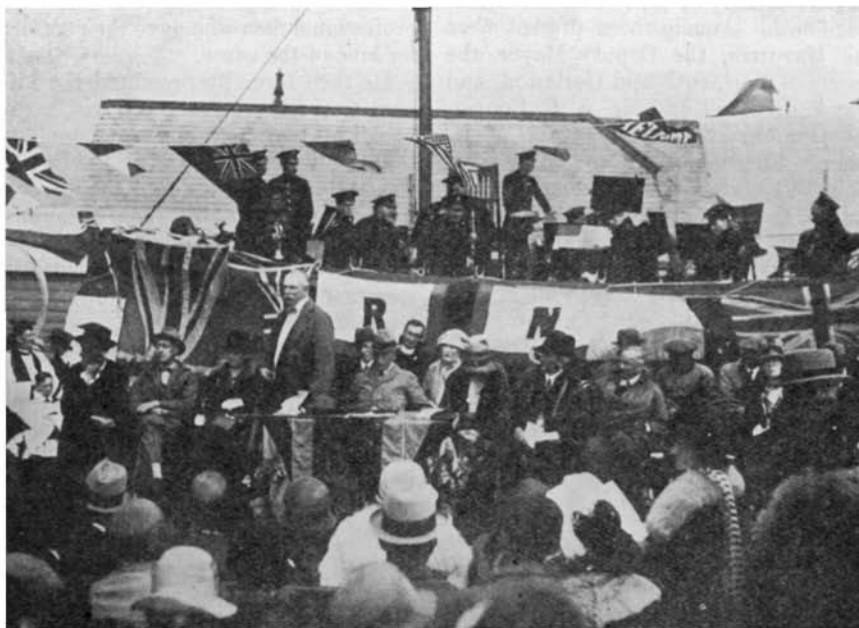
following year it was decided to keep two Life-boats there. The second Life-boat was withdrawn in 1883, and the Station itself was closed in 1919, when it was decided to place a Motor Life-boat at Gorleston. During sixty-two years the Yarmouth Life-boats rescued 471 lives.

At Gorleston the Institution has maintained a Life-boat since 1866. There were at one time four Life-boats here, but since 1908 there have been two, and when the Motor Life-boat was sent to the Station in 1923, both the Pulling and Sailing Life-boats were withdrawn. The Life-boats of Gorleston have a magnificent record. They have rescued 916 lives, and the Coxswains and Crews of Gorleston have been decorated by the Institution with sixteen Bronze Medals, six Silver Medals and one Gold Medal.

With the closing of the Yarmouth Station, and the placing of a Motor Life-boat at Gorleston, it was felt that the whole of Yarmouth would take an interest in the new Life-boat, which, though stationed at Gorleston, would be doing the work which had before been shared by the two Stations. It is therefore hoped, with the consent of the two local Committees, to amalgamate the Branches.

A Motor Life-boat was first sent to Gorleston in 1921, but later transferred to Lowestoft, and the Boat now stationed at Gorleston was built in 1923 for Cromer, and transferred to Gorleston next year. She has been built out of legacies from Miss Julia Adeliza Meiklam, of Gladswood, Berwickshire, and Mrs. Charlotte May, of South Africa, and to these two legacies have been added a generous gift from Mrs. Mary E. Moysey, of Guildford, Surrey.

The inaugural ceremony took place on 11th August. The Right Hon. the Lord Somerleyton, P.C., G.C.V.O., D.L., J.P., presided, and the Institution was represented by Colonel the Earl of Albemarle, K.C.V.O., C.B., A.D.C. D.L., J.P., one of its Vice-Presidents. The Mayor of Great Yarmouth (Councillor A. W. Gallop, J.P.), and Mr. A. H. Cartwright, Chairman of the Gorleston Branch received the Life-boat on behalf of the Station. She



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[Eastern Daily Press.

LORD ALBEMARLE SPEAKING AT THE INAUGURAL CEREMONY OF THE GREAT YARMOUTH AND GORLESTON MOTOR LIFE-BOAT.



THE DUCHESS OF YORK BREAKING THE BOTTLE AT MONTROSE.

was named by Lady Meyer, wife of Sir Frank Meyer, Bt., M.P. for Great Yarmouth. Among those present were the Mayoress, the Deputy Mayor, the Vicars of Yarmouth and Gorleston, and Mr. A. D. Snell and Mr. A. C. Cooper, the Honorary Secretaries. Mr. W. H. fiske, Chairman of the Gorleston Volunteer Life-boat, wrote regretting that a meeting at Norwich prevented him from taking part in the ceremony. The Motor Life-boats from Lowestoft and Southwold and the Pulling and Sailing Life-boat from Caister were present.

In his opening speech Lord Somerleyton spoke of the magnificent record of the Life-boats on the thirty miles of coast from Caister to Southwold. They had rescued between 4,000 and 5,000 lives out of the 60,500 lives rescued round all the coasts of Great Britain and Ireland since the Institution was founded in 1824.

Captain E. S. Carver, R.D., R.N.R., the District Inspector of Life-boats, gave particulars of the new Boat, and pointed out that with another Motor Life-boat eight miles to the south at Lowestoft, another 30 miles to the north at Cromer, and five Pulling and Sailing Life-boats in between, the coast was well guarded.

The Rev. Aubrey Aitken, M.A., Vicar of Yarmouth, presented the Boat to the Institution on behalf of the three donors, and recalled the fact that it was a Yarmouth man, James Beeching, whose model was awarded the prize of 100 guineas offered by the Institution for the best model of a Life-boat, seventy-five years ago, and that from this model he built the first Self-Righting Life-boat. He also pointed out that the upkeep of the new Boat would be about £650 a year, and appealed to the people of Yarmouth and Gorleston to show their pride in her by contributing as much as they could towards her maintenance.

Lord Albemarle, in accepting the Boat on behalf of the Institution, expressed its gratitude to the three ladies to whose generosity the Life-boat Service owed her, and spoke of the voluntary principle on which the

Institution was founded, controlled, as it was, by a committee of business and professional men who gave their services for love of the cause.

He then formally presented the Life-boat to the Mayor, who received her on behalf of Yarmouth and Gorleston, and thanked both the donors and the Institution. He recalled some of the disasters from shipwreck on their coast in the days before there was an organized Life-boat Service, when as many as twenty-two vessels were wrecked at one time off their harbour's mouth, and 150 lives were lost in one gale.

Mr. A. H. Cartwright received the Life-boat from the Mayor, and said that it was the duty of the people of the district to do all they could to make the Station self-supporting.

The Vicar of Gorleston, the Rev. R. Talbot, M.A., then dedicated the Life-boat, in the midst of a torrent of rain, and Lady Meyer named her *John & Mary Meiklam* of Gladswood.

The vote of thanks was proposed by the Mayor and seconded by Mr. A. H. Cartwright, and at the conclusion of the ceremony the Life-boat gave a demonstration of life-saving work. On her return she rescued a bather who was being carried out to sea.

In the evening, at a public ceremony in the Wellington Gardens, Sir Frank Meyer, Bt., M.P., presented Coxswain William Fleming, who already holds the Institution's Gold Medal, with the Bronze Medal awarded him for the service to the ketch *Henrietta*, of Goole, wrecked in Yarmouth Roads on 22nd December, 1925.

On the same day a Life-boat Day was held in Great Yarmouth, organized and carried out by the newly-formed Ladies' Life-boat Guild, which now numbers seventy members, of whom seventeen joined on the day itself. The value of the Guild was shown by the fact that, in spite of the bad weather, the appeal realized £225, while last year the sum was £96.

Montrose

Montrose has a long history in Life-boat work. A Life-boat was first stationed there in 1807, built by Henry

Greathead, of South Shields, the builder of the first Life-boat, stationed at Tyne-mouth in 1789. This Boat was managed

was undertaken by the Harbour Trustees, and in 1869 it was taken over by the Institution, which shortly afterwards



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[Foz Photos.

THE DUCHESS OF YORK ON BOARD THE MONTROSE MOTOR LIFE-BOAT.

On the left of the Duchess, the Duke of York and Mr. W. Small (District Assistant Inspector of Machinery) on the right, the Hon. George Colville and the Provost of Montrose, Mr. Douglas Johnston.

first by a private committee, and in 1818 was handed over to the Town Council which administered the affairs of Montrose Harbour. Some twenty years later the management of the Life-boat Station

stationed a second Life-boat at Montrose. There have been two Montrose Life-boats ever since, and the record of the Station, since the Institution took it over, is 437 lives rescued from shipwreck

and nineteen boats and vessels saved from destruction.

The No. 1 Life-boat has now been replaced by the new Motor Life-boat, and the No. 2 Life-boat, which is a light Pulling Life-boat of the Self-righting type, will remain at the Station. A Motor Caterpillar Tractor has been provided to launch the No. 2 Life-boat, while the existing No. 1 Boathouse has been enlarged, a trolley-way built over the existing Slipway, and the Slipway prolonged for the accommodation and launching of the Motor Life-boat.

The Boat has been built out of a legacy from the late Miss Ann Russell, of Manchester, and another Motor Life-boat is to be provided out of the same legacy.

The Inaugural Ceremony took place on 1st September in the presence of some nine or ten thousand people, and the naming of the Life-boat was performed by H.R.H. the Duchess of York, who comes of the House of Glamis in the county of Forfar, which has four Life-boats, the other two being at Broughty Ferry (Dundee), and Arbroath.

The Duchess was accompanied by the Duke and by her father, the Earl of Strathmore. Captain John Stansfeld, President of the Branch, who is ninety-two years of age, presided, and the Life-boat was received on behalf of the Branch by Provost W. Douglas Johnston, O.B.E., Chairman of the Branch Committee, who had personally made all the arrangements for the ceremony, while the Honorary Secretary of the Station, Mr. J. C. Clark, organized a Life-boat Day which was held on the same day. The Institution was represented by the Hon. George Colville, Deputy-Chairman of the Committee of Management, Mr. George F. Shee, M.A., Secretary, Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, and Commander E. D. Drury, O.B.E., R.D., R.N.R., Inspector for the Northern District. The religious ceremony was conducted by the Rev. John S. Robertson, B.D., Minister of Montrose, Canon H. M. Rankin, M.A., of St. Mary and St. Peter, Montrose, and the Rev. Roderick McIver of the United Free Church.

Among those who were present were Mrs. Douglas Johnston, the Provost's wife, the Dowager Countess of Airlie, President of the Forfarshire Branch of the Red Cross Society, the Lord Provost of Aberdeen, the Provosts of Forfar, Brechin and Arbroath, members of the Forfar County Council, Admiral Drummond of Eskhill, the Chairmen and Honorary Secretaries of the Life-boat Stations between St. Andrews and Buckie, and Voluntary Aid Detachments, under the command of Major Colin G. Neish, County Controller for Forfarshire, Red Cross Nurses, Girl Guides and Brownies, Boy Scouts, ex-Service men, and 1,200 school children.

The streets of the town, the harbour and the shipping were all decorated, and the day was observed as a public holiday. A special enclosure had been provided for 700 guests, and by the help of loud speakers the thousands gathered all round the dock were able to follow and join in the ceremony.

THE DEPUTY CHAIRMAN'S SPEECH.

After the opening hymn, led by the Montrose Town Band and the Ferryden Choir, the reading of the lesson by Canon Rankin, and the prayer by the Rev. Roderick McIver, Mr. Colville, on behalf of the donor and of the Institution, presented the Motor Life-boat to Montrose. In doing so he said: "In the first place it is my privilege and pleasure to express to Their Royal Highnesses the dutiful thanks of the Committee of Management of the Institution for the honour they are doing us by being present to-day. The Crown and Royal Family have always given their most generous aid to the work of this Institution, and it is with feelings of the most respectful gratitude that we welcome the appearance of Her Royal Highness the Duchess of York for the first time at a Life-boat meeting.—(Cheers.)

"Montrose had a Life-boat before the Institution was formed, but the first Montrose Life-boat, built in 1807, compares with the one which we are here to name to-day very much in the same way as a stage coach compares with a Scotch express. The boat, which is to be named

the *John Russell*, is one of two to be provided out of a legacy left by the late Miss Ann Russell, of Manchester. She has cost about £8,500 to build, and will cost about £650 a year to maintain. In addition we have had to extend the existing Life-boat House and Slipway, and add the necessary machinery for hauling up the Boat, and these alterations have cost about £6,000.

"The figures I have given will at once help you to realize the very heavy annual expenditure to which this Institution is committed in providing and maintaining a fleet of 217 boats, of which 60 are Motor Life-boats, many of this design, and to which Motor Life-boats are being added roughly at the rate of one every two months.—(Cheers.)

"You may think £8,500 is a large sum to pay for such a boat as the one before us. I wish you could see a modern Life-boat being built, the efficiency and the workmanship, and the intricacy of the engines which it is necessary to provide.

"With the arrival of our newest and most modern boat in Montrose your highly esteemed Provost, who is Chairman of the Institution's Branch here, and the President of the Branch, Captain John Stansfeld, are straining every nerve to raise funds for the Institution. Will those of you who are here present to-day help them in their effort not only by a donation—may I say a generous one?—but better still by the promise of an annual subscription—again may I say a generous one?—and not only that but by interesting yourselves in the Institution and getting other people to do the same.

"Since the Institution has controlled life-saving in Montrose its Boats have saved 437 lives—(cheers), the majority no doubt being your townsmen and may be your relatives. It is with the fullest confidence in the powers of this boat and of the men of Ferryden who have formed the crew that, as the representative of the Committee of Management and on behalf of the donor and the Institution, I now offer the Life-boat to the Provost as the Chairman of the Branch. God speed her on her errand of mercy."—(Loud cheers.)

Provost W. Douglas Johnston said :

"On behalf of the Montrose Branch I gratefully accept custody of the Motor Life-boat *John Russell*, assuring you that the Local Committee will continue to give every attention to the care of the Station. But the work of the Committee would be of no avail without the support we receive from the Life-boatmen.—(Cheers.) For generations the fishermen of Ferryden have given us encouraging service, and we have every confidence that the coming generations will follow in the footsteps of their forbears."—(Loud cheers.)

The Rev. John S. Robertson then conducted the service of dedication, and Captain Rowley gave the following particulars of the Life-boat :—

A DESCRIPTION OF THE BOAT.

"The Life-boat to be named to-day is of the Watson type, originally designed by the naval architects, Messrs. G. L. Watson & Co., of Glasgow, well known to all, especially in Scotland. The type has been gradually improved until the present head of the firm, Mr. J. R. Barnett, has brought it to perfection in the Life-boat lying here.

"She is built mainly of Honduras mahogany, has a length of 45 feet 6 inches, a width of 12 feet 6 inches, and a draught of 3 feet 9½ inches. She is subdivided into 84 water-tight compartments so that she is unsinkable, no matter how badly holed her hull may be. Her total bulk is 57 tons. That is to say that if she were forced right under the water she would displace 57 tons. Her actual weight is 19 tons, so that she has a buoyancy of 38 tons. This is usually called the reserve of buoyancy. What this means is that, reckoning 15 men to a ton, it would take the weight of 570 men on board to force the Boat right under the water. She can carry as many people as weather conditions would allow up to 150. With that number on board, her deck, which now has a free-board of 9 inches, would be submerged, but she would still have ample stability to work.

"She carries a Line-throwing Gun with a range of 80 yards, and a Searchlight. She is lighted with electricity, and has a capstan driven off the main engine.

This engine is the Institution's specially designed six-cylinder engine, developing 76 h.p. at 800 revolutions a minute. It is amphibious. It can continue to work when submerged. In fact, the first Life-boat of this type was tested by filling the nine main compartments, including the engine-room, with water and then, with the engine submerged, but running, and 19 men on one gunwale the Life-boat was still lively and stable.

"She has a radius of action—at her full speed of 8.2 knots—of 60 miles. At the lower speed of 7 knots it would be about 100 miles.

"I can safely say that Montrose is now one of the most perfectly equipped stations on our coasts, and with her able Crew may be depended on to continue her splendid record of Life-boat work." —(Loud cheers.)

The Duchess of York then released a bottle of Australian wine, which broke over the bow of the Life-boat. At the same time she said, "I name this Boat the *John Russell*." She then went on board the Boat, which made a tour of the dock, amid loud cheers.

On her return the Duchess was presented with a bouquet by the six-year-old grand-daughter of Coxswain William Stephen, and the Duke presented to Patrol Leader James P. Law, of the Forfarshire Boy Scouts, a Silver Medal awarded to him by the Chief Scout, Sir Robert Baden-Powell, for saving another boy from drowning.

Captain Stansfeld, in moving the vote of thanks, said that it had been a great privilege to the Branch to have the honour of Their Royal Highnesses' company, and congratulated all those who had made such perfect arrangements for the ceremony.—(Cheers.)

In seconding the vote Mr. George F. Shee, the Secretary of the Institution, said: "I am sure I shall be interpreting the wishes of Her Royal Highness if I first of all express to the President of the Branch our pleasure in seeing him here.—(Cheers.) Captain Stansfeld has been President for between 40 and 45 years, and during all that time has taken the deepest interest in the welfare of the Branch.

"Her Royal Highness is a daughter of the County of Forfar, and to-day she

has come to link herself with the sea and with that service which is the finest flower of our dominion of the sea. By doing so she will strengthen the affection which all the people, not only of Forfarshire and of Scotland, but of Great Britain feel for her.—(Cheers.)

"In that part of Britain, south of the Tweed, which Scotland annexed long ago, there is a beautiful county which has earned the title of the 'Delectable Duchy.' There is another county of England, whose history is linked with the red Rose of Lancaster. But it has remained for Forfarshire to give to England and to Britain the Delectable Duchess, the white Rose of York.—(Loud cheers.) I offer you, Madam, the humble and cordial thanks of all present here to-day, and of those hundreds of thousands who throughout the British Isles honour and cherish the Life-boat Service, and I ask all present to express their thanks by giving three cheers for Her Royal Highness the Duchess of York." The cheers were loud and prolonged, rushing in a growing volume of sound round the sides of the dock basin.

A FIREWORK DISPLAY.

After the ceremony Provost Johnson entertained the principal guests. In the evening he gave a supper to members of the Montrose Committee, the Crew and their wives and the widows of former Life-boatmen, at which Mr. Colville, Mr. Shee, Captain Rowley and Commander Drury all made short speeches. During the evening there was a firework display which was also given by the Provost. Portraits of the Duke and Duchess of York and a picture of the new Life-boat were shown in fireworks, and the Town Band played during the display.

The Life-boat Day, held on the same day, raised by collecting boxes, the sale of postcards and programmes, over £90. Captain Stansfeld and Provost Johnson also made an appeal by letter to all people of Montrose, at home and abroad, to contribute to the cost of the alterations at the Station. The appeal was issued a week before the ceremony, and by the end of the month over £400 had already been contributed.



THE "JOHN RUSSELL," SHOWING THE TROLLEY AND SLIPWAY.



By permission of]

[Mr. A. E. Graham, Redcar.

THE "JOHN RUSSELL," WITH THE DUCHESS OF YORK ON BOARD,
IN MONTROSE DOCK.

A Voyage of Two Motor Life-boats.

By Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats.

At the beginning of September the two Motor Life-boats for Montrose and Longhope went to their Stations from the Building Yard at Cowes. Commander E. D. Drury, O.B.E., R.D., R.N.R., the Northern District Inspector, was in command, both Boats being manned by crews from their Stations, and Mr. William Small, District Assistant Inspector of Machinery for the Northern District, was in charge of the engines. I went with the Boats as far as Montrose.

A little over seventeen years ago, in April, 1909, as Northern District Inspector, I took three Life-boats from London Docks to the north of Scotland. One was a Pulling and Sailing Life-boat for Thurso (Caithness), and the other two were Motor Life-boats for Stromness and Stronsay, in the Orkneys. On that voyage also the engines were in charge of Mr. Small. He and I were the only two on board the Montrose and Longhope Life-boats who had also been on that earlier voyage.

A comparison between the two voyages is interesting because, though there were already a few Motor Life-boats on the coast in 1909, they were converted Pulling and Sailing Life-boats. The Stromness and Stronsay Life-boats were the first to be specially built for motor-power. The Stromness Boat, which is still at that Station with a long record of fine service behind her, is a self-righting Life-boat, 42 feet long, with a 30-h.p. motor. The Stronsay Boat, which went later to Peterhead, and is now at Broughty Ferry, is of the Watson type, 43 feet long, with a 40-h.p. engine. Like all our Motor Life-boats, until the last three years, they were open boats—splendid Life-boats, but with few comforts for a journey of several hundred miles. The Montrose and Longhope Life-boats, on the other hand, are of the new Watson Cabin type, of which the first was built three years ago. They are decked and have a cabin. They are 45 feet long, and they have 76-h.p. engines.

On that journey, seventeen years ago, the Stromness Boat led with the Stronsay Boat in tow, the Stronsay Boat in turn towing the Thurso Pulling and Sailing Boat. The Stromness Boat covered 768 miles, and the Stronsay Boat 808. The journey took just seventeen days, and we put in on the way at Harwich, Gorleston, Grimsby, Scarborough, Hartlepool, Tynemouth—where, owing to trouble with one of the engines, we spent three days—Blyth, Dundee, Aberdeen, Fraserburgh, Wick and Thurso. In the Moray Firth, and again in the Pentland Firth, we met very heavy weather, with a N.W. wind and snow squalls, and after leaving Thurso on the last stage the Stronsay Boat had to return owing to engine trouble, completing her journey of 808 miles the next day. The actual time taken for the 768 miles to Stromness was 122 hours, giving an average speed of 6.3 knots. Our longest run was 111 miles, from Blyth to Dundee, which took eighteen and a half hours, an average of just six knots; and our average daily run for the thirteen days at sea, from London to Stromness, was fifty-nine miles.

That was a record of which, in those early days, we had every reason to be proud. The advance which has been made in the intervening years is shown by comparing those figures with the times and distances in the journey of the Montrose and Longhope Life-boats last September.

We left Cowes at 6.30 on the evening of 1st September, and reached Montrose, a distance of 510 miles, at 8.30 on the morning of 6th September. Thus the journey took four and a half days, the only ports of call being Ramsgate, Yarmouth, Scarborough and Sunderland. The greater part of the journey was done by night. We were actually at sea for three nights and two days, sixty-three hours in all, and the average speed was just over eight knots. Our shortest run between port and port was the fifty-five miles from Scar-

borough to Sunderland, our longest, 135 miles from Yarmouth to Scarborough, which took sixteen and a quarter hours, and was done at an average speed of

Scarborough, a distance of 208 miles, was done in twenty-five and a quarter hours, broken only by a call of two and a half hours at Yarmouth.



By permission of]

[The "Daily Mail."

**MONTROSE AND LONGHOPE MOTOR LIFE-BOATS AT SCARBOROUGH
ON THEIR JOURNEY NORTH.**

8.3 knots. Our average daily or nightly run was 102 miles, nearly twice the average of seventeen years ago. I think, also, that it should be put on record that the run from Ramsgate to

The Longhope Boat spent two days at Montrose before continuing her journey, and then another day at Wick, and reached Longhope on 9th September, eight days after leaving Cowes.

She was actually travelling four nights and three days, eighty-five hours in all, and did 663 miles at an average speed of seven and a half knots.

Again, as in 1909, rough weather was met in the Moray Firth and Pentland Firth, where the Life-boat had to ease down, owing to the very heavy seas. Before that, however, the weather had been very fine, and the Boats were able to carry canvas for the latter part of the trip. This not only had a very steadying effect, but contributed to the high average speed maintained.

There is one point in the comparison which I should like especially to emphasize. The average speed in 1909 was 6.3 knots, and in 1926 it was just over eight knots. With the much more powerful engines now in use it may

perhaps seem odd that the increase in speed was not greater. But a greater speed is not wanted. If a Motor Life-boat were driven at a high speed in heavy weather no crew could live in her. What we have obtained by more powerful engines is far more important than speed—a great reserve of power. Not only does it enable speed to be steadily maintained, even in very adverse weather conditions, but it is of immense value at what is the most critical stage of a Life-boat service, the manœuvring in the neighbourhood of the wreck, often in circumstances of the greatest danger, among rocks or wreckage, when the smallest mistake or failure might mean the loss of the Life-boat herself and her Crew.

Development of the Barnett Twin-Screw Motor Life-boat.

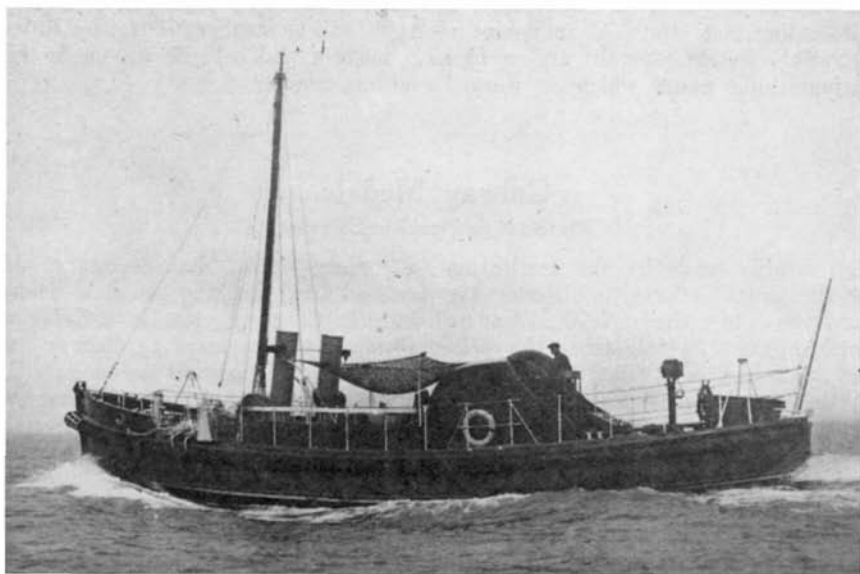
Boats for Plymouth and Aberdeen.

IN October, 1924, the Institution laid down two more Motor Life-boats of the Barnett Twin-Screw type for Plymouth and Aberdeen. The first reached her Station on July 1st, and the 2nd on October 30th. The first of this type, it will be remembered, was completed in the summer of 1923, and made a tour round the British Isles before going to her Station, at New Brighton, on the Mersey. Another Life-boat of this special type—intended only for Stations where long distances may have to be travelled, and where the Life-boat can lie afloat—was laid down in November, 1925, for Stromness, in the Orkneys.

Like the New Brighton Boat, the Plymouth and Aberdeen Boats are 60 feet by 15 feet, with a draught of 4 feet 5½ inches, and are driven by two 76 h.p. engines, which give them a speed of 9½ knots, and a great reserve of power, enabling them to maintain their maximum speed under severe conditions of weather. Their tonnage has been slightly increased—44 tons as compared with 40; and as a result of experience with the New Brighton Boat several

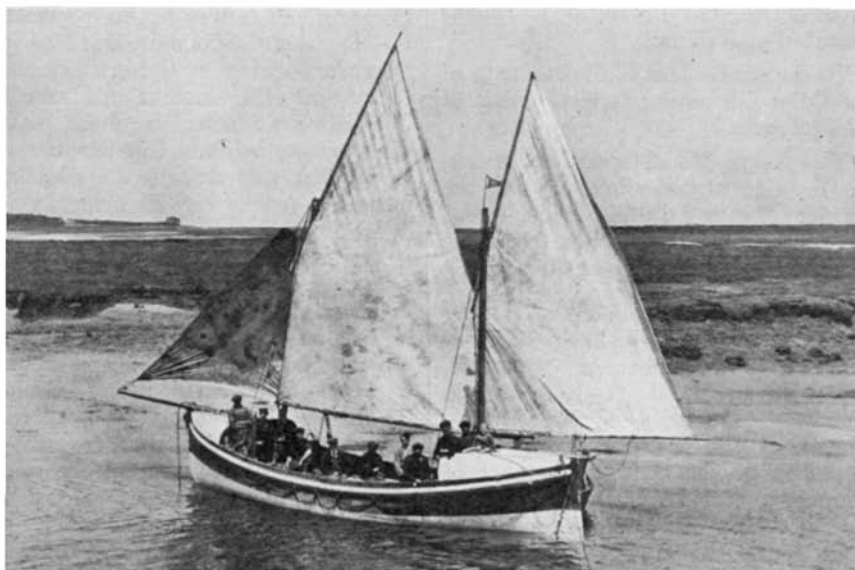
modifications have been made. Both the engine-rooms and the two cabins have been enlarged, the latter having room for between fifty and sixty people. The petrol capacity has been increased by 100 gallons, with the result that these two Boats will have a radius of action, at a cruising speed of 8 knots, of no less than 250 miles, a hundred miles more than the radius of action of the New Brighton Boat.

The most noticeable outward change is that the exhausts of the engines, instead of being taken out at the side, as in the case of the New Brighton Boat, are carried up two funnels amidships, giving these Boats the appearance of steamships rather than motor-boats. This change has been made because it has been found, with the exhausts at the side, that occasionally, when the engines are stopped, water gets back into them through the exhausts. This could have been prevented by taking the exhausts out at the stern, but this would have meant a great deal of piping running through the hold, and it was therefore decided to carry them straight up from the engine-room through the deck.



THE NEW PLYMOUTH MOTOR LIFE-BOAT.

(The Aberdeen Life-boat is a sister Boat.)



AFTER 22 YEARS' SERVICE.

The old Plymouth Pulling and Sailing Life-boat.

Each of these new Boats is provided, like the New Brighton Boat, with a Line-throwing Gun, a Searchlight, a Life-saving Net stretched amidships, a powerful electric capstan, and a fire-extinguishing plant which is worked

from the deck and can eject a jet of Pyrene fluid to all vital parts of the Boat. The Stromness Boat, though of the same type, will be smaller (51 feet by 13 feet 6 inches), and will be driven by two 60 h.p. engines.

Galway Medals.

Presented by President Cosgrave.

THE awards made by the Institution for the gallant efforts to discover the survivors of the Welsh trawler *Cardigan Castle*, which struck the rocks and sank in Clifden Bay, Connemara, on the west coast of Ireland, on 14th February last, were presented by Mr. William T. Cosgrave, President of the Executive Council of the Irish Free State, at the Town Hall, Galway, on 12th July. The services were fully described in the last issue of *The Lifeboat*, the awards being—

To Lieut.-Commander P. E. VAUX, D.S.C., R.N., District-Inspector of Lifeboats for Ireland, the Bronze Medal.

To Sergeant F. J. TOBIN, of the Civic Guard, the Institution's Thanks inscribed on Vellum.

To Superintendent S. McQUILLAN, of the Coast Life-saving Service, a Pair of Binoculars.

The Silver Medal awarded to Mr. T. L. CLOUDDALE, fireman on the trawler *Tenby Castle*, which was wrecked at the same time, was presented to him at Swansea on July 15th.

The chair at the ceremony at Galway was taken by Mr. E. K. Jackson, President of the Chamber of Commerce, supported by Mr. J. O. Kelly-Lynch, Honorary Treasurer of the Galway Branch of the Institution, and Vice-Chairman of the Galway Chamber of Commerce, Mr. H. McDonogh, Chairman of the Galway Urban Council, Mr. J. S. Young, O.B.E., Vice-Chairman of the Galway Urban Council, and Mr. Michael McNeill, Chairman of the Finance Committee of the Galway County Council. The Institution was to have been represented by Mr. George

F. Shee, M.A., its Secretary. He crossed from England the night before, but the boat was late in arriving at Dublin, and the train to Galway had already left. He went at once to the Ministry of Industry and Commerce, and through their good offices was eventually enabled to proceed to the headquarters of the Irish Free State Air Force, and was allowed to borrow one of its machines, a Bristol fighter biplane, with a 250 h.p. engine, being taken to Galway in the record time of 100 minutes. Unfortunately, owing to the delay in getting the necessary permission from the Ministry of Defence, he was still too late to take part in the ceremony, but was able to meet President Cosgrave and convey to him personally the thanks of the Committee of Management for coming to Galway expressly to present the Institution's awards. The Irish Press hailed Mr. Shee's improvised journey by air on Life-boat Service as the first step towards the establishment of a regular civilian flying service in Ireland.

Mr. Jackson, in his opening speech, said that there was no higher quality in human nature than the readiness to risk one's own life for the sake of others, whose only claim and appeal were that they were fellow-creatures in distress. He spoke, too, of the intention of the Institution to place a Motor Life-boat at Aran, off the coast of Galway, and said that it should be the pride of the town and county of Galway to raise a sufficient sum annually for the upkeep of the new Station.

President Cosgrave read the account of the wrecks of the *Tenby Castle* and *Cardigan Castle*, as it appears in the September issue of *The Lifeboat*. He



By permission of

[Mr. R. W. Simmons and the "Connacht Tribune."]

PRESIDENT COSGRAVE.

Left to right:—Mr. J. S. Young, O.B.E., Mr. T. J. W. Kenny (Editor "Connacht Tribune"), Mr. J. O'Kelly Lynch (Hon. Treasurer Galway Branch of the Institution), Dr. Conor O'Malley, Mr. E. K. Jackson (President Galway Chamber of Commerce), Mr. S. B. McManus (Chief Superintendent of the Coastguard), President Cosgrave, Dr. Michael Davitt, Mr. Martin McDonagh, Mr. Frank Flanagan (Brother-in-law of President Cosgrave)



By permission of

[The "Connacht Tribune."]

THE GALWAY PRESENTATIONS.

Left to right: Lieut.-Commander P. E. Vaux, D.S.C., R.N., Sergeant F. J. Tobin and Superintendent E. McQuillan.

then said: "We are assembled here to-day, at this public meeting of the citizens of Galway, the capital of Connacht, to record our appreciation of gallant conduct, brave, meritorious services in most difficult circumstances, rendered in the hope of relieving suffering humanity on the Western seaboard, where relentless warfare with sea and storm is carried on. We pay tribute also to the gallant volunteers who manned the slender curragh which took Sergeant Tobin and Lieut.-Commander Vaux to High Island."

In handing Lieut.-Commander Vaux the Bronze Medal, President Cosgrave said: "In the name of the people of Galway, and of the entire country, I thank you for your great services." In presenting the Vellum of Thanks to Sergeant Tobin, he said: "This is a recognition from the Life-boat Institution for brave and meritorious duty on a very difficult occasion; and in presenting the Binoculars to Superintendent McQuillan, he said: "It affords me great pleasure to tender you this presentation of the Life-boat Institution in recognition of your meritorious and daring efforts to save life."

Mr. Kelly-Lynch proposed a vote of thanks to President Cosgrave, who, he said, had come at great inconvenience to give the hall-mark of his recognition to the work being done in Galway to promote the interests of the Institution—which was to promote the interests of humanity itself—along their coast. By helping the Institution in its good work they were helping the general welfare of their country, for it was a

work which was entirely non-political and non-sectarian and which everybody, if he were a Christian, must support to the best of his means. Mr. Kelly-Lynch then gave the particulars of the Motor Life-boat for Aran which he had received from the Institution—that she would cost about £10,000 to build, and about £500 annually to maintain—and emphasized Mr. Jackson's appeal to Galway to contribute the £500 annually. Whether the money was contributed or not, the Institution would maintain the Life-boat at Aran, but it should be a matter of pride to Galway to undertake to pay for her maintenance. A good start had already been made, for on the last May fair they had held a Life-boat Day which realized £74. In that sum sixteen shillings in every pound were in silver, that high proportion of silver being, so the Institution had told him, a record.

Mr. T. S. Young seconded the vote of thanks, and Lieut.-Commander Vaux, in the name of the Institution, thanked President Cosgrave for making the presentations.

The presentation of the Silver Medal to Mr. T. L. Clousdale was made by the Mayor of Swansea (Councillor David Griffiths, J.P.), at the Guildhall, Swansea, on the occasion of the annual meeting of the Branch. The District Organizing Secretary told the story of how he had saved the lives of the whole crew by diving after the ship's boat which had been carried away, and the Mayor paid a tribute to his courage and congratulated him in the name of Swansea.

Bronze Medal for Newbiggin, Northumberland.

At 4.30 in the afternoon of April 28th a steamer's whistle was heard at Newbiggin, blowing from a position north of Church Point. There was a dense fog. A moderate breeze was blowing from E.S.E., but the sea was very heavy.

The Life-boat was launched and went out under oars towards the sound of the whistle. She found a steam-trawler, *George R. Purdy*, of North Shields, on the rocks, which extend out for half a

mile from the shore. A very heavy surf was breaking over them. The Life-boat first tried to reach the trawler by anchoring to seaward of her and veering down, but twice she was struck by heavy seas which completely filled her and threatened to wash the crew out of her. The Coxswain then weighed anchor, went half a mile northwards, and, with the help of the drogue, took the Life-boat through a narrow passage in

the rocks, so as to get between the wreck and the shore. Heavy seas were constantly breaking over her, but she succeeded without mishap in getting through the rocks and then along a very narrow channel until she was on the lee side of the trawler. A lifebuoy and line were floated down to the vessel, and by means of them the Life-boat was hauled alongside and took off the crew. With great difficulty the Life-boat was got clear of the rocks again.

Altogether the service took two hours, but the actual rescue was carried out in about half an hour. Not only was

the surf very heavy, but the tide was falling, which added considerably to the danger of the service. It was only the excellent seamanship of the Coxswain and his perfect knowledge of the rocks and currents which made possible the rescue of the nine men and saved the Life-boat herself from being wrecked.

In recognition of the skill and gallantry shown, the Institution awarded its Bronze Medal to the Coxswain, William Robinson, and made additional monetary awards to the Crew and helpers.

Four Bronze Medals for Shore-boat Services.

Newhaven (Sussex), South Shields (Northumberland).

THE Institution has awarded Bronze Medals for gallantry in saving life to four men, all four of whom ran great risk of losing their lives.

On the afternoon of 21st July a small yacht, *Fidelity*, was caught in a strong S.W. gale off Newhaven, when on her way to Newhaven from Cowes. Three persons were on board, her owner (Mr. F. E. Cleverton), his wife, and a deck-hand (Mr. Williams). The yacht was dismasted, and was driven towards the shore near the East Pier, where there is always a very heavy sea in the shoal waters in S.W. gales.

The Newhaven Motor Life-boat was launched, and found that the yacht was already in the broken water close to the shore. There was no time to anchor and veer down or for any manœuvring, and the Coxswain took the direct but dangerous course of going straight through the heavy sea, which was practically abeam. He got the Life-boat alongside, calling to those on board the yacht to be ready to jump, but they were so exhausted or unnerved that they made no attempt to do it. A succession of heavy seas then struck the yacht and she was carried still further towards the shore, where, in spite of every effort, the Life-boat could not get near enough to help her.

Meanwhile, a motor cyclist who was passing, Mr. C. J. Skinner of Newhaven, saw the yacht's danger, and ran into a

neighbouring inn to get a rope. With this round his waist he plunged into the breakers, and both Mrs. Cleverton, who was half-unconscious, and Mr. Williams were got ashore alive. Mr. Cleverton, who had made a gallant effort to save his wife, then jumped overboard, but in spite of the efforts of the people on shore, he was drowned. On two previous occasions he had had narrow escapes from being drowned while yachting. In addition to the Bronze Medal awarded to Mr. Skinner—who ran a great risk from the heavy seas, which was only slightly diminished by the rope round his waist—the Institution has made additional monetary awards to the Coxswain and his Crew in recognition of the boldness and decision which was shown.

South Shields.

The second service took place a few days later at South Shields. On the morning of 25th July, two men, Mr. Croft and Mr. Scott, went out in a small foy boat to fish. They were caught in a squall and their boat became unmanageable. They tried to enter the harbour, but the wind and heavy sea swept them away, and they were carried towards the Trow Rocks. They succeeded in anchoring, but the cable parted, and their boat drove ashore, being continually swept by the breakers.

They had been seen from the shore,

and a messenger went to ask the Coast Guard to launch their boat, but their danger became so great that two young men who were watching, Mr. Geoffrey Jagger and Mr. Arnold Millar, decided to launch a surf-boat. They were told that such a boat could not live in the sea which was running, but they insisted on putting out, and when they were within hailing distance, shouted to Croft and Scott to try and follow them. This they managed to do for about 30 yards, but then the foy boat was swamped, Croft being thrown into the sea, while Scott managed to cling to the boat and was washed ashore. At the same moment the rescuing boat was capsized, and both Jagger and Millar were flung into the sea. Jagger immediately swam towards Croft, and Millar made for his own boat, which was bottom up, reached it, and soon afterwards found that he was touching bottom. He then saw that Jagger was unable to manage by himself, and that Croft, who could not swim, was going under to every wave. He made for Croft and managed to hold him up until Jagger was able to join him, when they succeeded together in getting Croft, who was now unconscious, into shallow water. Two other men waded out to their help, and one of them rendered first-aid to Croft. The Institution, besides awarding

Bronze Medals to Mr. Jagger and Mr. Millar, sent a Letter of Thanks and a monetary award to this man, Mr. B. McReady, a miner.

The third service was also at South Shields. At dusk on 9th August last, a small pleasure steamer wished to land some people at Coble Landing, and a small boat went out in answer to her hails. She had room for two or three people, but seven attempted to get into her. She capsized, and they were all thrown into the water. Fortunately they were able to get hold either of the boat itself or of oars—all but one man, Andrew Skinner, who sank more than once and was carried away by the tide, which was running at about two knots.

An Ordinary Seaman of the Tyne Division R.N.V.R., Michael Campbell, saw what had happened from the shore, and at once dived in, stopping only to throw off his coat. He swam out thirty yards, seized Skinner, who was in grave danger of drowning, and in spite of Skinner's struggles, which threatened to drag him under too, kept him afloat until a boat arrived and rescued them.

The Institution gave Campbell a monetary award in addition to the Bronze Medal, and also rewarded the men who manned the boat and rescued five of the other passengers in addition to Skinner and Campbell.

Two Long Distance Services.

Stromness, Orkneys; Wick, Caithness-shire.

On the night of June 13th the Motor Life-boat at Stromness was called out to the help of a large steamer, the *Hastings County*, of Bergen, on her way from Hamburg to Montreal with a general cargo, which the Coast Guard had reported to have gone ashore at Aukerry. When the Life-boat was launched at 11.30 there was a thick fog, with a moderate wind from S.E., changing afterwards to N.E., and a moderate sea. The fog cleared later on, but the wind got up and the sea became fairly heavy. The wreck was reached at five in the morning, and the Life-boat took off 31 of her crew of 40, the Captain, Second Mate and seven men remaining on board. They were taken off later by

a tug. The 31 rescued men were taken to Kirkwall, and were landed there at about nine in the morning. The Life-boat also towed two of the ship's boats which had the men's clothing on board. Two hours later she left Kirkwall again, and reached Stromness at 4.30 in the afternoon. She had been out for seventeen hours and had travelled about eighty-five miles. This is another to be added to a number of very fine long-distance services which the Stromness Motor Life-boat has carried out.

Wick.

On the afternoon of 29th August news was received at Wick of a vessel, found later to be the steamer *Munin*, of Bergen,

Norway, which had gone ashore on the east side of North Ronaldshay, the northernmost island of the Orkneys, seventy-one miles away. The Stromness Motor Life-boat not being available as she was undergoing her annual survey, the Wick Motor Life-boat was launched at 4.30 P.M. A strong S.S.E. breeze was blowing, the sea was rough and there was fog. At midnight the Life-boat arrived off Start Point in Sanday Island, and, owing to the extreme darkness, the Coxswain decided that he must have someone on board with local knowledge. He, therefore, put back to Stronsay, and there learnt that the

vessel had refloated and had reached Kirkwall safely. The Life-boat, after refuelling, returned to Wick, arriving at four in the afternoon of the following day. She had been out for just under twenty-four hours and had covered 113 miles. This almost equals the service of the Stromness Life-boat, which, on 22nd September, 1922, rescued nine men from the trawler *The Comet*, of Aberdeen. On that occasion she was out for fourteen hours and travelled 114 miles. In recognition of the long and arduous nature of the service the Institution gave the Wick Coxswain and Crew additional monetary awards.

A Gallant Ramsgate Cook.

ON 29th September, 1925, the trawler *Rig*, of Ramsgate, was wrecked off Tolpedn, Cornwall, in a thick fog, when returning from a fishing voyage at Swansea. She had nine men on board. Seven of the nine were rescued from the shore by the Life-Saving apparatus, and the trawler was salvaged by the Penlee Motor Life-boat. Before this happened an attempt had been made to launch the ship's dinghy, but her keel had caught on the rail. The trawler was lying at an angle of about 45 degrees, and when six of the men made a united effort to get the dinghy clear, she took a sudden run, and all six were flung into the sea. Two of them, one of whom was the skipper, were never seen again. The mate succeeded in swimming back to the trawler, and the other three men, clinging to the keel of the upturned dinghy, drifted rapidly away.

One of the three men who were still on board was Mr. E. J. Ebbett, the cook. He threw off his clothes, made a light line fast round his body, and

jumped overboard. According to the statement of the owners of the trawler he swam between 120 and 130 yards before he reached the dinghy with his line. It was made fast, and he and the three other men were safely hauled back to the trawler, although the dinghy turned over three times on the way. When they were got aboard again they were too exhausted even to speak. At the time little or nothing was said of this gallant action, and it was not until eight months later that the full particulars were brought to the notice of the Institution.

Mr. Ebbett has been awarded the Thanks of the Institution inscribed on Vellum and a monetary reward. The presentation was made by the Hon. Esmond Harmsworth, M.P. for Thanet, and a member of the Committee of Management of the Institution, at the Ramsgate Town Hall on 16th July. The Mayor, who presided, said that Ebbett's name would be inscribed on the town's Roll of Honour.

Rescue of Bathers in Distress.

TWICE during the past summer Life-boats have saved the lives of bathers who had got into difficulties. On each occasion the Life-boat was out on other duties and went to the rescue in the nick of time.

On the afternoon of 20th July the Motor Life-boat at Barry Dock was doing machinery trials with half a crew on board. Shouts were heard from the cliffs, a man was seen floating in the broken water at the foot of them, and

almost at the same moment another man was seen to jump into the sea to his help. The Life-boat was brought round, and ran towards the shore. Two other men, both fully dressed, were then seen to jump into the sea. The Life-boat was taken in to within about ten feet of the cliffs, at some risk to herself, for not only was the wind strong and the sea rough, but there was only five or six feet of water, and broken rocks all round.

The four men were seen, two on each side of the bow. The bather who had got into difficulties had been swept on to some rocks, with the result, as was discovered later, that several of his ribs were broken, and he was floating face downwards. The man who had jumped in to the rescue first was much exhausted, and he also appeared to have been injured on the rocks. The other two, fully dressed, were just able to keep afloat, and no more. They too were being carried towards the rocks.

The assistant Motor Mechanic, George Gifford, jumped overboard with a line round his waist, and brought the unconscious man to the Life-boat. At the same time a rope had been got over the other man on the same side of the Life-boat, and with Gifford's help he was got

aboard. First aid was given by the Bowman, but it was half an hour before the two men were brought round.

Meanwhile, on the other side of the Life-boat, one of the two men was holding up the other, who had become unconscious. A rope was got to him, but in seizing it he lost his hold of the unconscious man, who was drowned. But for the presence of the Life-boat the other three men would undoubtedly have lost their lives also.

The other rescue took place at the Inaugural Ceremony of the Great Yarmouth and Gorleston Motor Life-boat on 11th August. After the ceremony the Life-boat went down the river and out to sea, where she gave a display of life-saving. As she was on her way back, one of the Crew saw a swimmer making signs. He seemed to be in difficulties, and the Life-boat put about. When he was pulled on board, he was too exhausted to speak, but it was found later that, having swum far out, he had been caught in a strong ebb, had become completely exhausted struggling against it, and was being carried out to sea. But for the opportune arrival of the Life-boat he would almost certainly have been drowned.

Charity Ending at Home.

A Service by the Humber Motor Life-boat.

"From the calamity of shipwreck, no one can say that he may at all times remain free, and whilst he is now providing only for the safety of others, a day may come which will render the cause his own."—Sir William Hillary.

LAST year a lady living near Doncaster organized an appeal which raised £8. This year she arranged to make a similar appeal in September. At the end of August she wrote that she would "do her utmost to make it a success," for her own father had just been rescued by a Life-boat. He was returning to the Humber, from Bridlington regatta, on 14th August on board the racing yacht *Piccolo*. A strong breeze was blowing, and a sudden heavy squall carried away the yacht's mast and sails. She was helpless and in danger of drifting on to

the Binks Sandbank. The Humber Motor Life-boat was launched, and the yacht and the four people on board were towed into Grimsby.

The Institution has also received a cheque for £5 from her father, who wrote: "I cannot thank your great Institution sufficiently, and my only regret is that I am not in a position to give more. If you will send me a collecting box I will keep it in a prominent place, and hope to be able to still further help such a great cause."

Belgian Motor Life-boats.

IN *The Lifeboat* for November, 1925, we published an article on the Life-boat Service of Belgium. At that time there were on the thirty-five miles of the Belgian coast ten Life-saving Posts, each provided with a Pulling Life-boat and Rocket Apparatus, but a Commission was then sitting to consider methods of improving the organization of the Service, and the question of adopting motor power.

In August, 1925, delegates from this Commission had visited Margate in order to study the Motor Life-boat of the Watson Cabin type which, the year before, had been sent to that Station. The article recorded that they were "astonished at the rapidity with which the Life-boat was launched, the smooth

and consistent running of the engine, and the perfection of the whole installation."

Following on this visit the Institution last spring supplied the Belgian Marine Administration, which controls the Life-boat Service, with complete plans of the Watson Cabin type of Life-boat, following in this its invariable practice of putting its experiences and inventions at the service of other countries. From these plans the Belgian Marine Administration has had two Motor Life-boats built by a German firm. Two pictures of them appear on page 332, from which it will be seen that, with slight modifications, they are the same as the Watson Cabin Life-boats on our own coasts.

Reserve Fleets of Life-boats.

IN order to be ready for any emergency on the coast the Institution keeps at its Storeyard at Poplar, on the Thames, a Reserve Fleet of Life-boats. One of these Boats can be sent at a moment's notice to any place on the coast where the Station Life-boat has been damaged. All the Boats in the Reserve Fleet have already seen service on the coast, and have been withdrawn either because of the closing of a Station, or to make way for Motor Life-boats.

Owing to the fact that the Reserve Fleet was increasing beyond the accommodation of the Storeyard, it has been

decided to keep at Poplar a First Reserve Fleet of ten Life-boats, and to form a Second Reserve Fleet at Cowes with the remainder, bringing up Boats from Cowes to Poplar as they are required to take the place of Boats sent from Poplar to the coast. The Second Reserve Fleet will, to begin with, number nine, and at the beginning of June eight of these nine Boats were sent down to Southampton by road, and then towed to the dockyard at Cowes. The ninth went straight from her Station. Altogether these nine Boats have a record of 145 years' service, and have rescued 701 lives.

Two Letters.

THE first of these letters, from a little boy in Essex, came to the Institution last January, the second followed in September.

DEAR SIR,—My grannie has given me Five shilling to you for the life boat because I don't want it to sink.

Love from

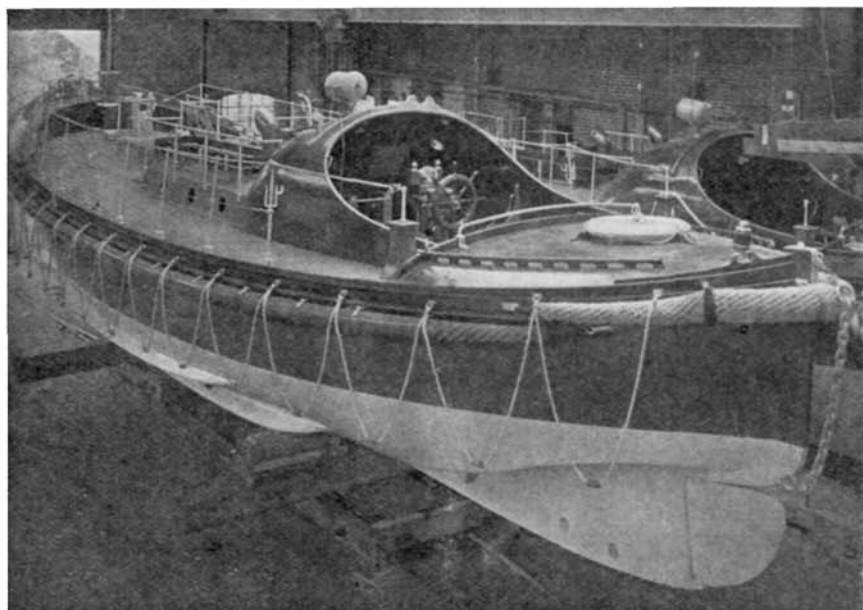
PAT LEWIS.

I know the Aldeburgh one.

DEAR SIR,—I am very please to send a another 5 shillings to the life boat which my grannie gave me. I have just been to Aldeburgh to see the *City of Winchester*. It is a fine craft.

Love from

PAT LEWIS.



**THE TWO BELGIAN MOTOR LIFE-BOATS, BUILT FROM THE PLANS
OF THE WATSON CABIN TYPE.**



ONE OF THE BELGIAN MOTOR LIFE-BOATS ENTERING OSTEND.

Old Life-boats.

Some Examples of their Conversion into Yachts.

SINCE everything is done to make the Life-boats of the Institution as perfect as possible in material and workmanship, and since they are withdrawn from their Stations as soon as they begin to fall below the very high standard of seaworthiness which the Institution considers it necessary to maintain, it will be readily understood that, even when they are sold out of the Service, they are still fit for many years of work of a less exacting sort. Life-boats, when they cease to be Life-boats, do, in fact, play many parts, and some go to very distant places.

In *The Lifeboat* for February, 1922, some particulars were given of a Life-boat which had been converted into a motor-launch on the Kowie River, in South Africa. Another, and a famous Life-boat, has recently gone to Africa, the Steam Life-boat *The Queen*. She was the third of the six Steam Life-boats which have been built for the Institution, was completed in 1897, and for 26 years was stationed at New Brighton, where she went out 81 times on service, and rescued 196 lives. In 1923 she was replaced by a Motor Life-boat and sold out of the Service. Her purchaser intended, at first, to use her for pleasure cruises on her own river, the Mersey, but he sold her to the Elder-Dempster Line, which has had various alterations made in her; and at the beginning of June she sailed on board the liner *Egori* for the Gold Coast, where she is to be used as a tender for landing passengers through the surf at Sekondi.

Round our own coasts there are numbers of Life-boats, now converted into yachts, and we publish here pictures of three of them. They show how attractive a Life-boat looks when converted. All three were Pulling and Sailing Life-boats.

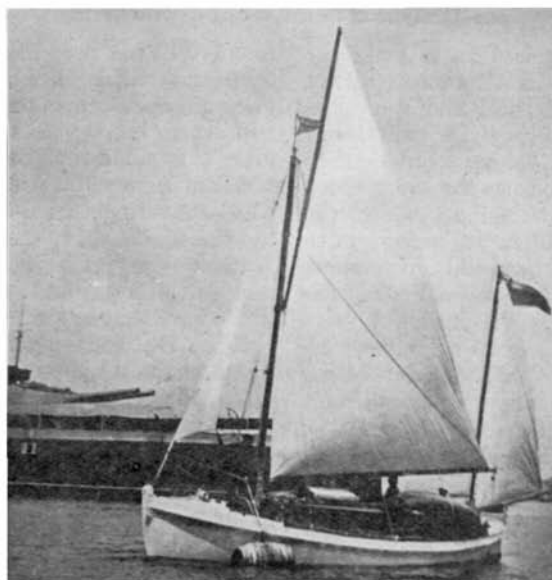
The first of them is the Life-boat which was stationed at Polkerris, in Cornwall, from 1904 to 1922. She was of the Watson type, 35 feet by 9 feet wide. She now has a cabin 11 feet 6 inches long with 5 feet 6 inches head-

room. She has been fitted with hollow spars and carries roller jib, high-peaked mainsail, and Bermuda mizen. She has two centre keels, with tackles working over the cabin-top, and has shown excellent sailing qualities. Her owner, who converted her, attributes this to the fact that she was of the Watson type. She has two engines, each of 6 h.p., and two propellers. These have proved the least satisfactory part of the conversion. The photograph shows an 8 feet dinghy, at the after-end, which stows on the coaming of the well, with the bow on the cabin top. This Life-boat is now the *Grey Fox*, and is at Lyme Regis.

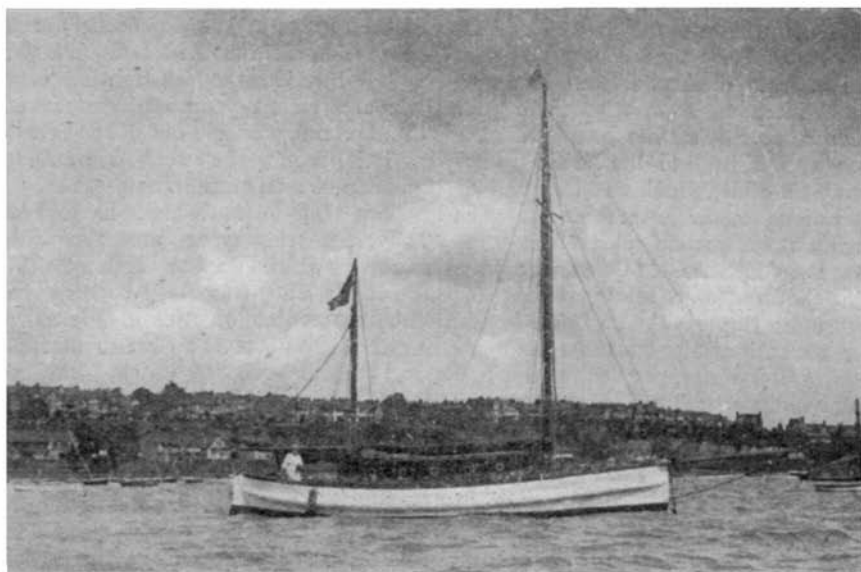
A Graceful Yacht.

The photograph of the late Port Errol (Aberdeenshire) Life-boat, shows what a very graceful yacht can be made of a Life-boat. Like the Polkerris Life-boat, she was of the Watson type, the *John Fortune*, which was at Port Errol from 1904 to 1914, and then in the Reserve Fleet; until she was sold out of the service in 1923. Another recent conversion is the *Elizabeth Leicester*, a Life-boat of the self-righting type, which, after 21 years at Whitehaven, Cumberland, was sold out of the Service in 1924, is now the yacht *White Lady*, and can be seen on the Thames.

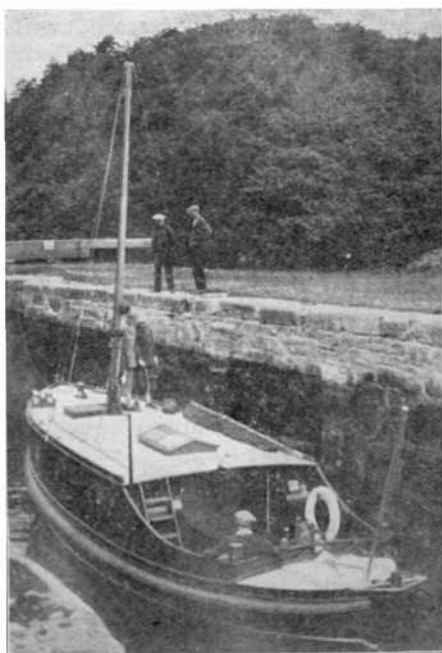
Two Life-boats which have been converted this year are the *John Groome*, which was at Killough (Co. Down, Ireland) from 1901 to 1914, and then at Point of Air, in Flintshire, until sold out of the Service in 1923, and the *James Cullen*, which, from 1904 to 1926, was at Bull Bay, in Anglesey. The *John Groome* was of the Liverpool type, 35 feet by 10 feet, and has been converted into a motor yacht, the conversion being carried out by Messrs. W. & J. Leslie, of Poplar, who do a great deal of work for the Institution. The boat's hull has been gutted, the air-cases being removed, and a cabin has been built up, giving 5 feet 8 inches head-room, this cabin being divided



**THE OLD POLKERRIS (CORNWALL) LIFE-BOAT,
NOW "GREY FOX," OF LYME REGIS.**



LATE PORT ERROL LIFE-BOAT CONVERTED INTO A YACHT.



IN THE CRINAN CANAL.

The converted "John Groome" on her way to Skye.



By permission of]

[The "Liverpool Courier."

**THE OLD STEAM LIFE-BOAT "QUEEN" READY TO LEAVE
FOR THE GOLD COAST.**

into saloon, forecastle and galley, with sleeping accommodation for four people. Under the name of *Cloud* she is now at Portree, in Skye.

The *James Cullen* was of the Watson type, and was sold out of the Service when the Bull Bay station was closed last June. She was converted into a motor-boat at once, but she has not

forgotten her earlier calling. On 26th August she was launched to the help of the motor schooner *Reciprocity*, of Liverpool, which was on fire off Dulas Island, Anglesey. The crew of the *Reciprocity* had taken to their boat, and the *James Cullen* picked them up before her old colleague of the Service, the *Moelfre Life-boat*, arrived on the scene.

Life-boat Families.*

The Aindow of Formby, Lancashire.

ONE of the most remarkable family records in the history of the Life-boat Service is that of the Aindow of Formby, in Lancashire, who for nearly 60 years provided the greater part of the Crew of the Life-boat at Formby, a very isolated place on the coast between Liverpool and Southport. This Station, together with the Stations at Point of Air, Hilbre Island and Hoylake, was taken over by the Institution in 1894, from the Mersey Docks and Harbour Board.

The first of the family to be connected with this Station was Henry Aindow, who became a member of the Crew in 1836. In 1862 the Life-boat was capsized in a terrible gale, and all but three of the Crew were drowned. One of the three was Henry Aindow, who next day was found, almost dead, lying under the Life-boat, which had been washed ashore.

A new Crew was formed, Henry Aindow being appointed Coxswain. He had under him in the boat six of his sons and two grandsons—nine Aindow in all. He served as Coxswain until 1885. In that year he retired, after 49 years' service, and was presented by the Liverpool Shipwreck and Humane Society with a Certificate, a purse of money, and a Silver Medal.

Henry Aindow was succeeded as Coxswain by his son John, then aged 45, who had under him in the Crew, four brothers, of whom one was Second Coxswain, five sons, and three nephews—

thirteen Aindow in all. Another Aindow, who was no relation, was also a member of the Crew during his term of service. When the Institution took over the Station in 1894, John Aindow continued to act as Coxswain, his son John became Second Coxswain, and the Crew also included two of his brothers, four other sons and two nephews—ten of the family in all. There was also two other Aindow in the Crew who were not relations.

John Aindow served as Coxswain until 1910, when he retired, having then been Coxswain for 25 years. His son, the Second Coxswain, John Aindow, junior, succeeded him, and was Coxswain until 1919, when the Station was closed. He, too, had a Crew composed for the greater part of his own family. His Second Coxswain was his brother Charles, and three other brothers and two cousins were in the Crew—eight Aindow in all. During this period of nine years, five other Aindow also served in the Life-boat, who were not relations.

Thus, from 1836 to 1919, a period of 83 years, there was always a member of the Aindow family in the Formby Life-boat; for 57 years an Aindow was Coxswain, three generations holding the post in succession, and during those 57 years the greater part of the Crew was composed of members of the family, altogether fifteen of them serving in the Life-boat. For length of service and numbers, this is, we think, a family record which can hardly be equalled anywhere round our coasts.

* Previous articles in this series appeared in *The Lifeboat* for May and November, 1925.

The Fishwives of Cullercoats.

Over £500 Collected in Five Years.

THIS August, for the fifth year running, the fishwives of Cullercoats made a collection for the Institution on the occasion of the road exercise and launch of the Life-boat in Whitley Bay. Once again, as they have already done each year, they beat their previous record.

£6. Many whole villages and even towns collected less. Next came Mrs. Thomas Lyle with £7 0s. 3d., while four others collected over £4 each. Mrs. James Scott, the Coxswain's wife, Mrs. Annie Dodds Taylor, Mrs. Mary Findlay, and Mrs. Annie Chambers.



[By permission of]

[The "Newcastle Daily Journal,"

THE FISHWIVES OF CULLERCOATS WITH THEIR LIFE-BOAT BOXES.

The figures for the five years deserve to be given :—

	£
1922 . . .	58
1923 . . .	92
1924 . . .	101
1925 . . .	122
1926 . . .	128

Thus, in the five years they have collected over £500 !

Once again the star collector is Mrs. Polly Donkin, who collected £28 10s. 1d., beating her last year's record by nearly

Not only does the collection increase every year, but in other ways it is a model appeal. The fishwives organize it entirely themselves, and pay all expenses so that the whole of the proceeds go to the Institution ; and for the third year in succession the Newcastle Highland Pipe Band came over, gave its services free, was entertained to tea by the fishwives, and helped to pipe the money out of the pockets of inhabitants and visitors at Whitley Bay.

False Alarms.

IN *The Lifeboat* for November, 1925, two cases were mentioned of Life-boats going out owing to lights on land being mistaken for lights at sea. In one case the Selsey Life-boat cruised about for three hours and could find no vessel, the only explanation appearing to be that the supposed flares were the headlights of a motor-car close to the seashore. In the other case a bonfire on land was reported to the Life-boat Station at Skegness as a vessel on fire at sea.

Another curious false alarm occurred at Kilmore, Co. Wexford, on 25th February last. The Life-boat was launched in rain and fog, with a rough sea, to what appeared to be a boat in distress in the surf. In the fog the Life-boat went past the place without seeing anything, but a moan was heard, and she went back to find, not a boat, but a large whistling buoy, with a tall topmark, which had gone aground.

A similar case occurred on 22nd March last in the Isle of Man. On the evening of that day what appeared to be a vessel on fire, about seven or eight miles away, was reported to the Douglas Station. The signal was fired to summon the Crew, and the launch was made with exceptional promptness, the Motor Life-boat being in the water four minutes later. A gale was blowing, with a rough sea, but the Life-boat went in search of the vessel, fifteen or sixteen miles seaward, without finding any trace of her. She had been launched about 9.30 in the evening, and it was not until five hours later that she returned.

Meanwhile the Coast Guard had notified the Pulling and Sailing Life-boat at Peel. She was launched at 10.30 P.M. and also cruised about for several hours, not reaching her Station again until 4.30 the following morning. She also could find no trace of the burning vessel, and it was discovered later that the flames seen were not a vessel, but burning gorse in County Down, Ireland, nearly fifty miles away.

Two other cases, both very similar, occurred during May. In one case a mast with a flag on it, placed on a sand-

bank by a surveying vessel, was mistaken for a small vessel gone ashore, and reported to the Life-boat Station as such by a Light Vessel. In the other a yacht which had been lying at anchor was thought to have sunk, her mast showing just above water, but it was found that the supposed mast was a spar attached to a cable and anchor which had been slipped by the yacht when she sailed during the night.

It may be of interest to recall also some of the cases of false alarms which have occurred in the past. A man had gone out wild-fowl shooting off Anglesey: his shots were thought to be signals of distress and the Life-boat was launched.

A Wedding Bonfire.

On several occasions guns fired by battleships at practice have been thought to be distress signals and Life-boats have been launched, but it is now the duty of the Coast Guard to give warning in advance of such firing.

There have been several cases of bonfires on the beach being mistaken for vessels on fire at sea. On one such occasion the bonfire had been lit to celebrate a wedding.

Another wedding also led to the assembly of a Life-boat Crew. In this case it was fireworks, not a bonfire. Fireworks, in fact, have caused a number of false alarms. On one occasion they were being fired to celebrate the New Year, and on another, in 1900, the relief of Ladysmith. It has happened more than once that pleasure steamers have celebrated their last trip of the season by firing rockets and have been thought to be in distress, and three Life-boats were once launched in response to rockets which it was later supposed must have been fired by the French Fleet on manoeuvres.

A farmer breaking up boulders with dynamite on the shore has led to the calling out of a Life-boat; and a most curious instance of all—it has twice happened that sun flashes on metal or glass on board a steamer have been mistaken for distress signals.

The Help of Shipowners.

A Record of Services to over Sixty Vessels.

WE continue the list of effective services carried out by Life-boats during 1926—services where lives have been rescued or help given—with the names of vessels and the subscriptions or special donations received from their owners. The list does not include any services where salvage has been paid to the Crew. As before, a letter has been sent to the

owners calling their attention to the services of the Institution, but only in those cases where lives have actually been rescued; and even where lives have been rescued, if the owners are presumably poor men—as in the case of small fishing boats—the letter is not sent. The list is for the four months May, June, July and August, 1926.

Date.	Life-boat.	Vessel.	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
1926.					
May 1	Filey	Motor cable <i>Dorothy</i> , of Filey.	No information.	—	—
" 1	Wexford (Motor)	Ketch <i>Daisy</i> , of Jersey.	W. S. Pearce, 8, Arwinack St., Falmouth.	—	—
" 5	Kingsdown	S.S. <i>Toulouse</i> , of Nantes.	Société Maritime Auxiliaire de Transports, 1, Quai Jean Bart, Nantes. Compagnie Française des Chemins de Fer de Paris-Orléans.	—	—
" 8	New Brighton No. 2, Birkenhead (Motor)	Yacht <i>Mendoza II.</i> , of New Brighton.	A. H. Mitchell.	—	—
" 12	Clovelly	Cutter <i>Curlew</i> , of Bideford.	Owen Richards, C.M.G., D.S.O., M. D., M. Ch., F.R.C.S., Chircombe, Bideford, N. Devon.	—	£16 Donation. £3 Annual Subscription. £20 gratuity to Life-boat Crew.
" 13	Cloughy	Schooner <i>Via</i> , of Brixham.	J. Shaw, Carrickfergus.	—	—
" 27	Looe	Ketch <i>Zarita</i> , of Plymouth.	No information.	—	—
" 28	Moelfre	A rowing boat of Moelfre.	J. Lewis, Swynt.	—	—
June 7	Newburgh	Ketch <i>Johann Georg</i> , of Emden.	Kurfrists Fischerei Det. Geo.	—	—
" 10	Montrose No. 1	Fishing boat <i>Mizpah</i> , of Montrose.	Robert Pert.	—	—
" 13	Stromness (Motor)	S.S. <i>Hastings County</i> , of Bergen.	Lorentz W. Hansen, Kong Oscarsgate, Bergen, Norway.	—	—
" 14	Gourdon	Fishing boats of Gourdon.	No information.	—	—

Date.	Life-boat.	Vessel.	Owner.	Subscription or Donations received before service.	Contributions received in gratitude for the service.
June 14	Arbroath	Fishing boats of Arbroath and Montrose, also fishing boat No. 14, of Montrose.	No information.	—	—
.. 14	Montrose No. 1	Montrose fishing fleet.	Robert Pert.	—	—
.. 14	Johnshaven	Fishing boats of Montrose and Gourdon.	No information.	—	—
.. 15	Newbiggin	Seven motor fishing cobsles of Newbiggin.	No information.	—	—
.. 20	Wexford (Motor)	Yacht <i>Nereda</i> , of Cork.	C. Yelverton Pearson, M.D., F.R.C.S., Gawsorth, Carrigrohane, Co. Cork.	—	—
.. 20	Rhoscolyn	Schooner <i>Uncle Ned</i> , of Faversham.	G. Kearon, Kings Hill, Arklow, Co. Wicklow.	—	—
.. 23	Piel (Barrow)	Small sailing boat of Piel.	A. Bailey.	—	—
July 6	Hartlepool (Motor)	Coble <i>Etend</i> , of Sunderland.	James & Robert Graham, Easington.	—	—
.. 6	Whitby (Motor)	Motor fishing boats <i>Pilot Me</i> and <i>Irene</i> , of Whitby.	No information.	—	—
.. 12	Ilfracombe	S.S. <i>Cambria</i> , of Bristol.	P. & A. Campbell, Ltd., 1, Britannia Buildings, Cumberland Basin, Bristol.	£4/18/4*	—
.. 20	Newhaven (Motor)	Yacht <i>Black Billy</i> , of London.	E. G. Perman, 64, Gloucester Road, Kew.	—	—
.. 20	Barry Dock (Motor)	A party of bathers.	—	—	—
.. 20	Wexford (Motor)	Motor schooner <i>Village Belle</i> , of Dublin.	Thos. Kavanagh, 6, Upper Main Street, Arklow.	—	—
.. 22	Wexford (Motor)	Ketch <i>Paddy</i> and two rowing boats of Wexford.	No information.	—	—
.. 25	Bembridge (Motor)	Motor boat <i>Molly</i> , of Portsmouth.	P. O. Taylor, Hellyer Road, Southsea.	—	—
.. 26	Sunderland (Motor)	Fishing cobsles <i>Olive Leaf</i> and <i>Mary</i> , of Sunderland.	No information.	—	—
.. 27	Whitby No. 2	Coble <i>Elsie</i> , of Whitby. Six fishing cobsles of Whitby.	No information. No information.	—	—
Aug. 9	Caister No. 2	Motor trawler <i>Gualia</i> , of Lowestoft.	No information.	—	—
.. 11	Gt. Yarmouth and Gorleston (Motor).	A bather.	—	—	—
.. 13	Ramsgate (Motor)	S.S. <i>Sempre Avanti</i> , of Catania.	F. Todero Musmeci & Co., Catania, Sicily.	—	—
.. 13	Margate No. 2 (Motor).	S.S. <i>Charlus</i> , of Cardiff.	Messrs. Park & Henderson, Ltd., Regent Shipping Co., Ltd., Milburn House, Newcastle-on-Tyne.	—	—

* This sum was received last year from collecting boxes on the pleasure-steamers of this company.

Date.	Life-boat.	Vessel	Owner.	Subscriptions or Donations received before service.	Contributions received in gratitude for the service.
Aug. 14	The Humber	Yacht <i>Piccolo</i> , of Ow-	Richard Leggott,	—	£5 †
„	(Motor)	ston Ferry.	South Field, South Ferriby, Nr. Barton- on-Humber.		
„ 20	Teesmouth	Fishing boat <i>Lord</i>	No information.		
„ 21	(Motor)	<i>Roberts</i> , of Redcar.			
„ 21	Sunderland	Motor launch <i>Jed</i> , of	River Wear Com-	£71 12 5 ‡	
	(Motor)	Sunderland.	missioners Sunder- land.		
		A small boat of Sunder-	Peel, Sunderland.		
„ 21	Seaham (Motor)	Fishing boats <i>Nina</i> ,	No information.		
		<i>Old Friends</i> , <i>Two</i> <i>Brothers</i> , of Sea- ham.			
„ 25	Tenby (Motor)	Schooner <i>Etincelle</i> , of	Legall.		
		Quimper.			
„ 26	Blackpool	S.S. <i>Margaret</i> , of	J. Gale & Co., Albert		
		Preston.	Edward Dock, Pres- ton.		
„ 27	Weymouth	Motor yacht <i>Bonita</i> ,	W. L. Bate.		
	(Motor)	of Teignmouth.			
„ 31	Blyth (Motor)	Open boat <i>Joyce Fox</i> ,	Wm. Fox, 55, Beau-		
		of Blyth.	mont St., Blyth.		

† Mr. Leggott's daughter is an Honorary Worker for the Institution.

‡ This sum was collected by the Commissioners from ships entering the port.

Thus it will be seen that during the four months there were forty-one services, in which over sixty boats and vessels were involved. In no case was the owner, so far as can be traced, a contributor to the Institution, although in two cases they collected money for it; and in only two cases were donations given afterwards in gratitude for the service.

A donation of £5 has been received from Lieutenant B. Wood in gratitude

for a service to his yacht *Doris* on the 18th July. She was at anchor off Moelfre during a strong gale with a heavy sea, and as there seemed a risk of her being swamped the Coxswain of the Life-boat at Moelfre and four other men went out in an ordinary boat, and landed the *Doris's* crew. They were rewarded by the Institution, but as it was a shore-boat, and not a Life-boat service, it is not included in the above list.

Gifts from Crews.

ON 12th July, 1926, the Rhoscolyn Life-boat launched to and stood by the s.s. *Kirkwynd*, of Glasgow, which had stranded, during a thick fog, two miles to the east of Rhoscolyn. The Life-boat

returned and, later, made a second trip to the steamer, and helped to refloat her. Out of the salvage received for this second service the Crew has given £12 to the Anglesey Branch.

Honorary Workers of the Institution.*

No. 9.—Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-boat Guild.

WITH the exception of Liverpool no Station Branch contributes so much each year to the Institution's revenue as Eastbourne. With a population of over 60,000 inhabitants, and a large number of summer visitors, it has opportunities which only a few other Station Branches share with it, but it has made the most of these opportunities, and has more than earned the high place which it holds. There are in fact other towns, though not among the Station Branches, with four or five times Eastbourne's population which collect less.

No one has contributed more notably towards giving Eastbourne this outstanding position among the Institution's 800 Branches than Mrs. Astley Roberts, now the President of the Eastbourne Ladies' Life-boat Guild, and a Life-boat worker for many years. Her enthusiasm, her great organizing ability and above all her personal charm, have done wonders for the Branch.

She first became associated with the Service in the days of the Life-boat Saturday Fund, and when the organization of the Fund was taken over by the Institution in 1910 she and a number of other ladies who had been working for it became members of the Branch Committee. In 1912 a separate Ladies' Committee was formed, and Mrs. Astley

Roberts was elected President. That position she still holds, and she has been ever since the moving spirit in the magnificent work which the women of Eastbourne have done for the Institution. In 1921 she took up the idea of the Ladies' Life-boat Guild with enthusiasm, and, as the Guild President, has

now enrolled nearly 230 members. Nowhere in the country is there a better organized and more enthusiastic body of workers.

It is to the task of organizing the Annual Life-boat Day to which Mrs. Astley Roberts has given her chief attention, and the steadily increasing figures are eloquent of the success of her work. In 1910, the last year of the Life-boat Saturday Fund, that Fund collected nearly £73, while the revenue of the Branch itself was £87, received from annual subscribers. In 1911 the

Life-boat Day, organized by Mrs. Astley Roberts and the other ladies who had just joined the Committee, raised nearly £71, and the total revenue of the Branch was £196. From then onwards the revenue of the Branch rapidly increased, and the appeal has been carried steadily further afield in the country round Eastbourne. By 1915 the revenue had been more than doubled, and the collection, organized by the Ladies' Committee, was more than three times as large as it had been three years before. Three years later, in 1918, it reached the magnificent



MRS. ASTLEY ROBERTS.

President, Ladies' Life-boat Guild, Eastbourne.
Honorary Life Governor. Holder of the Gold Brooch.

* The last article in this series appeared in *The Lifeboat* for June, 1923.

total of £601. Thus, at the end of only six years, Life-boat Day alone collected in Eastbourne a sum three times as much as the whole Branch revenue in 1912. 1918, the year of victory, was an exceptional year elsewhere as well as in Eastbourne. The following year there was everywhere a decline. But since 1919 Eastbourne Life-boat Day has always raised more than £500, and this year it has beaten the record of 1918 by raising £609.

Altogether in the fifteen years since the Eastbourne Ladies' Committee was formed, with Mrs. Astley Roberts as its President, the Life-boat Day has raised nearly £6,500.

Although the chief increase has come in the work of the Ladies' Life-boat Guild, the general revenue of the Branch has also grown in a notable way. Last year the Collecting Boxes alone, at the Boathouse and elsewhere, contributed £200, and for the first time the total revenue of the Branch exceeded £1,000. Only twelve other towns raised over £1,000, but, with the exception of Oxford, they were all very much larger than Eastbourne.

Mrs. Astley Roberts has not been content with making Life-boat Day such a conspicuous success. Since 1924 she has found a new outlet for her energy and another way of helping the Institution by organizing Life-boat Balls. They, too, have proved so successful that "Life-boat Ball" will probably

become as well established an annual event in Eastbourne as Life-boat Day. This year, in fact, there have been two Balls, and at the second Mrs. Astley Roberts arranged a special dance in which the dancers represented all the nations which have Life-boats.

Mrs. Astley Roberts herself would not wish any record of her success to the Life-boat Cause to be published unless some reference were made to those who for many years have worked with her—to the late Honorary Secretary of the Branch, Mr. A. E. Infield, to the present Honorary Secretary, Mr. Alexander Robertson, who, since his appointment three years ago, has devoted himself with the greatest energy and success to the work of the Station, and particularly to the task of attracting Eastbourne's many visitors to the Life-boat House, and above all to Mr. Mark Hookham, who has been a member of the Branch Committee since 1908, and for many years acted as Honorary Secretary of the Life-boat Day, receiving in 1923, as a small mark of the Institution's gratitude, its Record of Thanks and Gold Pendant.

Mrs. Astley Roberts herself received the Gold Brooch in 1917. In 1924 she was elected an Honorary Life-Governor of the Institution, and when the Inaugural Ceremony of the Eastbourne Motor Life-boat was held in 1922 it was felt that to no one else did the honour of naming the Boat more fitly belong.

Heroes All.

THE following verses were written by Beryl James, of Liskeard, Cornwall, after seeing a Life-boat film. She was fifteen years old at the time, and was one of the prize-winners in the Life-boat Essay Competition last year.

Wild rugged cliffs, where screaming sea-gulls fly,
Black, hungry rocks, above an angry sky,
Mad raging waves reaching for victims new,
Tossing the schooner and her wearied crew.

Oh, angry sea, little you care
That some one is crying to-night in despair,
Some mother is moaning this night for her son;
A father is mourned by his little one,

Oh, angry sea, little you care
That someone is crying to-night in despair.

Hush! from the shore there comes a heartening cry,
"Hang on, my lads, you'll soon be high and dry,"
On comes the Life-boat with her valiant crew,
Brave British hearts beat 'neath those jerseys blue.

Safe on the shore, while robbed of her prey
The sea is hiding the rocks with white spray,
The Life-boat crew all smiling and brown
Are wending their way to the fishing town.
The men who answered their brothers' call,
Rough men and yet—they are heroes all.

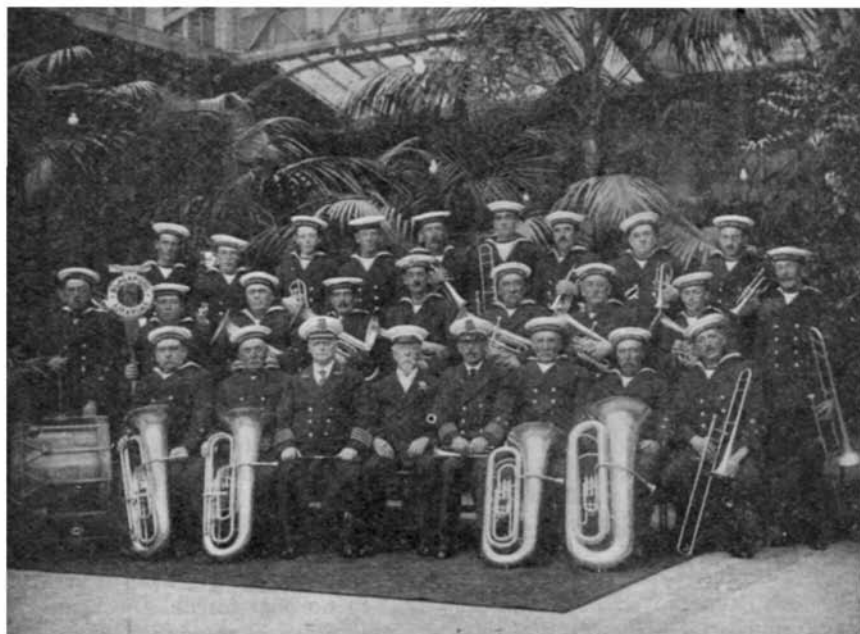
The Blackpool Life-boat Band.

THIS is the story of the Blackpool Life-boat Band, which is very proud of being the only Life-boat Band in the world.

Blackpool was a very different place forty-two years ago from the popular seaside resort of to-day, and the members of the Life-boat Crew, finding that the winter evenings dragged heavily,

Life-boat Band became an accomplished fact.

Since that day the Band has been much more than a hobby to the Crew of the Blackpool Life-boat, and has enabled them to raise large sums of money for various charitable causes and good works. It was in 1895 that a terrible



By permission of

[The "Blackpool Gazette and Herald."]

BLACKPOOL'S LIFE-BOAT BAND.

approached the Coxswain — "Bob" Bickerstaffe—and suggested that they should form a brass band. The suggestion was not without its humorous side, for not one man knew a single note of music or possessed an instrument of any kind, neither had they the necessary money to purchase them, and the Coxswain's reply was that "To get music out of a fisherman would be harder than getting blood out of a stone." But Bob Bickerstaffe's heart was not of stone. He sought out his cousins John and Tom Bickerstaffe, a subscription list was started, and before long the

disaster befell the fishing industry at the neighbouring port of Fleetwood. Seven fishing boats went down, and thirty-three children lost their fathers in one stormy night. The Life-boat Band acted at once. It paraded Blackpool's streets and collected money with such success that a tour of the Lancashire towns was organised. It played morning, noon, and night outside the mills and workshops, in the market places, and wherever crowds assembled, until sufficient money was raised to meet all claims upon the fund which had meantime been opened. Much charity work was under-

taken during the Boer War, but during the Great War of 1914-1918 there was no band. Almost every member of it volunteered and was accepted for war service. At different times the Life-boat Band has visited Manchester, Birmingham, Newcastle-on-Tyne, Sheffield, Leicester, Nottingham, and other places, each member giving his services in the cause of some deserving object.

There are still six of the original members playing in the band, which has now become one of Blackpool's proud institutions, and every year it is to be found leading the Mayoral procession to Church on "Mayor's Sunday," and playing at the annual Armistice Day service at the foot of Blackpool's war memorial on Princess Parade.

The photograph of the Band, which appears with this article, was taken recently, when Alderman Sir John Bickerstaffe, J.P., presented new uniforms to the men in honour of the knighthood which he had just received. Born at Blackpool seventy-eight years ago, he spent his youth in the boats owned by his father, and on the sands, which no man has since done more to popularise. He was one of the first volunteers of Blackpool's original Life-boat—the *Robert William*—and has been out to four rescues. The first was in 1864, the year in which the Station was established, when he was sixteen years of age. On that occasion the crew

of the French brig *St. Michael* was brought ashore in a high sea, and two members of the Blackpool Life-boat Crew, who were placed on board, safely took the vessel into Fleetwood. The following year he was one of the Crew that was out on service for twenty-eight hours when the barque *Lexington*, of Nassau, ran on a sandbank.

Another memorable night was in 1892, when the *Siren* was being hopelessly buffeted about by the waves which were breaking with tremendous force over the promenade. It was impossible to launch the Life-boat, and all that the Crew could do was to stand by. The *Siren* was washed towards the shore and struck the stanchions of the North Pier with great force. Sir John was among the rescuers who carried the shipwrecked crew into safety whilst the pier rocked and cracked, and, just as the last man was saved, collapsed into the waves.

The most famous of these services was in 1897, when the old wooden battleship *Foudroyant*, Lord Nelson's flagship, which had been towed round the coast for the purpose of exhibition, was overtaken by a sudden gale. She was at anchor off Blackpool, but was driven ashore, and the Life-boat rescued the twenty-eight men on board; the *Foudroyant* herself became a total wreck.

Altogether the Blackpool Life-boats have been out on service thirty-eight times and have rescued 130 lives.

R. M. Ballantyne's "The Life-boat."

It is thirty-two years since R. M. Ballantyne died, and last year was the centenary of his birth. He was writing for nearly forty years, his first book being published in 1856, and in that time he produced eighty volumes. Of the first generation of boys who read and were thrilled by his books, very few can be left, and they are old men. A second generation read him with no less avidity, and they are now middle-aged. The present generation has other gods, and probably does not even know the names of "Coral Island" and "The Gorilla Hunters," "The World of Ice" and "Fighting the Flames."

But we have just discovered that he

is still read; and not only is he read, but he can still move the heart of youth. His book about the Life-boat Service was published in 1864, with a preface thanking the Institution for the help which it had given him. Before he wrote it he went down to Ramsgate, and there made the acquaintance of Isaac Jarman, who was Coxswain from 1860 to 1870. That was over sixty years ago, but we received a short time ago a donation from a girl with a letter in which she says, "I read a book called 'The Life-boat,' by R. M. Ballantyne, and I want to help to make more life-boats, so I am enclosing three shillings."

Obituary.

Sir William Corry, Bt.; Dr. J. Iredale, Honorary Secretary, Mablethorpe, Lincolnshire; Mr. William Adams, late Coxswain, North Deal.

Sir William Corry, Bt.

By the death on 9th June last, in his 68th year, of Sir William Corry, Bt., one of the Directors of the Cunard Line and the Dominion and Commonwealth Line, the Institution lost a friend who for many years had given it the help and advice of a very wide experience of shipping. Sir William Corry was a member of the Committee of Management for nearly 30 years, from 1896 to 1924. In 1912, when the Institution was beginning its efforts to induce shipowners and shipping companies to give a larger measure of support to the Life-boat Service, Sir William Corry took up the idea of trying to get owners to contribute a modest sum (£1) per ship per annum, and he at once gave the example by obtaining from the Commonwealth and Dominion Line, of which he was a Director, a regular contribution on this basis. The Institution also largely owed to him a donation of £1,000 received in 1922, towards its appeal for £500,000 for the building of Motor Life-boats from the Cunard Steamship Company, of which Sir William Corry was also a Director, and its allied lines. Although the example of contributing £1 per ship has not, as yet, been generally followed, a considerable number of companies have since adopted this principle, which had, indeed, long before been exemplified by Sir John (now Lord) Maclay, the head of the Glasgow Company of Maclay and McIntyre.

When, in 1922, the Institution made a special appeal to all the big shipping and trawling companies to give it much more generous support, it was accompanied by a personal request from Sir William Corry and another prominent shipowner, Sir August Cayzer, who was also a member of the Committee of Management, that the appeal should be considered at the earliest opportunity. In this and other ways, Sir William Corry gave the Institution his very ready help. His business was on the sea; one of his recreations was yachting; and as a member of the Committee

not only of the Institution, but of the Royal Merchant Seamen's Orphanage, King George's Fund for Sailors and the training ship *Worcester*, he gave much of his time and help to the great charities of the sea.

Dr. J. Iredale.

By the death of Dr. J. Iredale, of Mablethorpe, Lincolnshire, on 8th September last, the Institution has lost one of its oldest Honorary Secretaries. Dr. Iredale became the Honorary Secretary of the Station at Mablethorpe in 1891, and when it was closed twenty-nine years later, he continued to act as Honorary Secretary of a Financial Branch at Mablethorpe. When he died he had served the Institution for thirty-five years. In 1902 he was presented with a pair of Binoculars as a small mark of the Institution's gratitude for the help which he had given it. Dr. Iredale's daughter, who has organized the Life-boat Days at Mablethorpe, has very kindly consented to continue his work as Honorary Secretary.

William Adams

William Adams, Coxswain of the North Deal Life-boat, died on 23rd October last, in his seventy-sixth year. Probably no Life-boat Coxswain was better known to the public, and few have had a more distinguished career. Born on 5th April, 1851, he joined the Crew of the North Deal Life-boat as a young man. He was appointed Coxswain on 1st July, 1907, at the age of fifty-six, and retired at the end of 1920 at the age of sixty-nine. During his thirteen and a half years as Coxswain the Life-boat was launched 122 times, rescued 321 lives, and saved fourteen vessels.

Three times William Adams won the Silver Medal of the Institution for gallantry. The first occasion was on the 4th February, 1916, when the steam trawler *De la Pole* sank on the Goodwin Sands. A tremendous sea was running and breaking right over her, but the Life-boat was able to get alongside, and

eleven men were rescued. The second occasion was also in 1916, on 20th November, when the Italian steamer *Val Salice* ran on the Goodwins. The Life-boat reached her about midnight. A tremendous gale was blowing, with blinding rainstorms; it was intensely dark: and the seas at times lifted the Life-boat almost as high as the steamer's mastsheads; but the whole crew of thirty was rescued.

The third service for which Coxswain Adams was decorated was to the *Toogo*, a three-masted schooner of Esthonia, on 1st November, 1919. With two extra men on board it took the Life-boat three hours to reach the Sands, against a whole gale. Just before the Life-boat reached her the *Toogo* struck and sank; but two of her crew of eight were rescued from among the wreckage. The Life-boat was continually washed by heavy seas, and one of them, which broke right into the Boat, knocked down and injured Wil-

liam Adams, the Second Coxswain and two of the Crew.

Four times William Adams was specially thanked or decorated by foreign Governments. The German Government thanked him and his Crew for their services to the s.s. *Marie Leonhardt* in January, 1912, when the North Deal Life-boat stood by, while the actual rescue was carried out by the Ramsgate Boat. The President of the United States presented him with a Gold Watch and Chain and each of the Crew with a Gold Medal for the rescue in January, 1919, of twenty-nine of the crew of the s.s. *Piave*. The Italian Government presented him with a Silver Medal and each of the Crew with a Bronze Medal for the service to the *Val Salice*, and the Esthonian Government presented him and each member of the Crew with the Silver Medal of the Esthonian Red Cross for the service to the *Toogo*.

A Challenge to Branches.

The Record of Campbeltown, Southend and Machrihanish (Argyllshire).

It will be remembered that in the last issue of *The Lifeboat* we published a table showing the length of service of the Committees of a number of the Institution's Branches, challenging other Branches to show records as good or better. Mr. J. A. Gardiner, the Honorary Secretary of the Campbeltown, Southend and Machrihanish Branch in Argyllshire, who has just resigned after nearly thirty years of distinguished service, has taken up the challenge and writes as follows:—

"Mr. Duncan MacCallum was appointed a member of our local Committee on the 11th January, 1878 (forty-eight years' service), and is a member still. Ex-Provost Mitchell was appointed to the Committee in 1896 (thirty years), and was elected Chairman on 16th February, 1897. He still holds that position. Ex-Provost Lothian, O.B.E., was also appointed in 1896 (thirty years), and Ex-Provost Alex Campbell, February, 1897 (twenty-nine years). I was appointed to the Committee and the Assistant Secretaryship on 30th January, 1899 (twenty-seven years)."

It will thus be seen that one member at Campbeltown has a record second only to the record of the Chairman at North Sunderland with fifty-two years; that five members have between them 164 years' service, with an average of thirty-three years, and the three oldest a total of 108 years, with an average of thirty-six years. This record places Campbeltown first in the list which now reads as follows, the figures being up to 1926:

Name of Station.	Total Service for 5 Oldest Members.	Average.	Total Service for 3 Oldest Members.	Average.
Campbeltown, Southend and Machrihanish	164	33	108	36
North Sunderland	—	—	105½	35
Stromness	143	28½	99	33
Poole and Bournemouth	136	27	91	30
Appledore	133	26½	84	28

Have any other Branches a record to be added to that list?

Awards to Coxswains and Life-boatmen.

To JAMES HASTINGS, on his retirement, after serving 14 years as Coxswain, and previously 12 years as Second Coxswain, and 8 years as Bowman of the Hartlepool Life-boat, a Certificate of Service and a Pension.

To CHARLES MOON, on his retirement, after serving 23 years as Second Coxswain, 6 years as Bowman, and 6 years as a member of the Crew of the Hastings Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN CROCOMBE, on his retirement after serving 40 years as Coxswain and previously 5 years as Second Coxswain of the Lynmouth Life-boat, a Certificate of Service and a Pension.

To JOHN JONES, on his retirement, on the closing of the Station, after serving 6 years as Coxswain, 15 years as Second Coxswain, 13 years as Bowman, and previously 18 years as a member of the Crew of the Bull Bay Life-boat, a Life-boatman's Certificate of Service and a Pension.

To OWEN JONES, on his retirement, on the closing of the Station, after serving 6 years as Second Coxswain, 15 years as Bowman, and previously 27 years as a member of the Crew of the Bull Bay Life-boat, a Life-boatman's Certificate of Service and a Pension.

To RICHARD JONES, on his retirement, on the closing of the Station, after serving 6 years as Bowman, and previously 30 years as a member of the Crew of the Bull Bay Life-boat, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service have been awarded to the following members of the Bull Bay Crew who have retired, on the closing of the Station, the figures after their names being their years of service :—

JOHN CHARD (39).

THOMAS HUGHES (14).

JOSEPH JONES (12).

HENRY JONES (11).

RICHARD JONES (17).

ALFRED JONES (10).

Awards to Honorary Workers.

To Brigadier-General NOEL M. LAKE, C.B., in recognition of his distinguished services as a member of the Committee of Management from 1916 to 1926, a Vellum recording his election as an Honorary Life-Governor of the Institution.

To Mrs. H. BRANDRETH GIBBS in recognition of her valuable co-operation for many years, especially in connexion with the Ladies' Life-boat Guild at Leigh-on-Sea, the Gold Brooch and the Record of Thanks. In 1869 Mrs. Brandreth Gibbs was specially thanked for her services in connexion with a Life-boat Bazaar at Exeter which raised over £2000.

To Mrs. K. McATEER, in recognition of her valuable help at Leigh-on-Sea, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mrs. T. W. GOMM, in recognition of her valuable co-operation at Margate for many years, the Gold Brooch and the Record of Thanks.

To Mr. R. J. BAILEY, Chairman and Honorary Treasurer of the Stockport Branch, in recognition of his valuable co-operation for 30 years, the Gold Pendant and Record of Thanks.

To Mrs. FAIRRIE, President of the Hoylake, West Kirby, Moels and Caldy District of the Liverpool Branch Ladies' Guild, in recognition of her valuable co-operation for many years, the Gold Brooch and Record of Thanks.

To Miss COWE, in recognition of her valuable co-operation at the St. Abbs Life-boat

Station for many years, the Gold Brooch and Record of Thanks.

To Mrs. ALLON TUCKER, in recognition of her valuable services as Honorary Secretary of the Ladies' Life-boat Guild, Bath Branch, and as Organizer of Life-boat Days, the Gold Brooch and the Record of Thanks.

To Councillor JOHN DICKINSON, J.P., in recognition of his valuable services as Chairman of the Rotherham Branch for many years, the Gold Pendant and the Record of Thanks.

To Mrs. FIELDSEND, in recognition of her valuable services as President of the Ladies' Life-boat Guild, Rotherham Branch, for many years, the Gold Brooch and the Record of Thanks.

To Mrs. FOSTER, in recognition of her valuable co-operation as Honorary Secretary of the Rotherham Branch for the past ten years, a Framed Photograph of the Life-boat going out to a vessel in distress.

To the Rev. T. HERBERT DAVIES, in recognition of his valuable services as Honorary Secretary to the St. David's Life-boat Station for the past nine years, a Mounted Aneroid Barometer.

To Miss KILBORN, in recognition of her valuable help in collecting on Life-boat Days at Chorlton-cum-Hardy, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mrs. SANDESON, in recognition of her valuable help and for collecting at Hornsea for many years, the Record of Thanks.

Summary of Meetings of the Committee of Management.

Thursday, 17th June, 1926.

SIR GODFREY BARING, Bt., in the Chair.

Appointed Mr. F. T. W. WINTER, District Organizing Secretary for the Midlands area, in place of Commander R. W. M. LLOYD, D.S.O., R.N., resigned.

Reported the receipt of the following special contribution:—

Anonymous (Donation) £25
—To be thanked.

Paid £21,028 15s. 1d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £111 1s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat	Vessel	Lives Rescued
Looe . . .	Ketch <i>Zarita</i> , of Plymouth	4
Moelfre . .	A rowing boat of Moelfre. Saved boat and rescued . . .	6
Montrose No. 1	Fishing boat <i>Mizpah</i> , of Montrose. Stood by boat.	
Newbiggin .	Steam trawler <i>George R. Purdy</i> , of North Shields	9
Newburgh . .	Ketch <i>Johann Georg</i> , of Emden. Rendered assistance and landed	15

Also voted £182 6s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 2, Caister, Galway, Hope Cove, Margate No. 2 (Motor), Southwold (Motor), Thurso, and Whitby.

Granted £2 2s. 0d. to a man for injury in the Life-boat service at Winterton.

Awarded the Bronze Medal of the Institution accompanied by a copy of the Vote inscribed on Vellum and framed, to WILLIAM ROBINSON, Coxswain of the Newbiggin Life-boat, also granted additional monetary rewards to him and to each of the crew and helpers, in recognition of a meritorious service, carried out at considerable risk when the Life-boat rescued the crew, nine in number, of the steam trawler *George R. Purdy*, of North Shields, which stranded on the rocks at Church Point, Newbiggin, during a dense fog with an E.S.E. breeze and heavy surf, on the 28th April, 1926. (A full account of this service appears on p. 326.)

Awarded the Thanks of the Institution, inscribed on Vellum and framed, together with the sum of £10, to ERNEST J. EBBETT, in

recognition of his highly meritorious conduct in saving, at considerable personal risk, three of the crew of the steam trawler *Rig*, of Ramsgate, which stranded at Tolpedn, Penwith, Cornwall, during foggy weather on the night of the 29th September, 1925. (A full account of this service appears on p. 329.)

Voted £4 to two men for rescuing the only occupant of the open sailing boat *Curlew*, of Moelfre, which was capsized during a squall while out in a strong S.W. breeze and rough sea, on the 28th May, 1926. The salvors who were on shore noticed that the boat seemed to be a long time coming round Moelfre Island, and thinking that something might be wrong, put off to investigate. They found the occupant clinging to his capsized boat, and picking him up took him ashore. Later several men endeavoured to save the boat, but they got into difficulties and were rescued by the Moelfre Life-boat.

Voted £5 12s. 6d. to nine men who put off from Margate on the 16th May, in the motor boat *Thanet Queen*, and in a moderate N.N.E. gale with a very heavy sea, rescued, at considerable risk to themselves, a man and a woman from the cockle boat *L.O. 239*, of Southend-on-Sea, which had stranded on the Margate Sands. The Margate Motor Life-boat first put out to the help of the boat, but was unable to reach her owing to the shallow water, and as there was no sign of anyone on board she went to the *Tongue Lightship* to make enquiries. In the meantime the wreck refloated on the rising tide and was driving across the sands when a man was seen to be on board. The motor boat *Thanet Queen* then put out and rescued the two people on board. The boat became a total wreck.

Voted £2 to four men for putting off in a motor boat to the help of the steamer *Jolly Charles*, of London, which stranded at Newhaven, on the 10th June, and also granted 3s. for petrol consumed. The Life-boat was laid up for overhaul at the time, and the motor boat remained by the vessel until she refloated and reached harbour.

Directed that a Letter of Thanks be sent to Coxswain ROBERT CROSS, who, assisted by four other members of the permanent crew of the Humber Life-boat Station, rescued two boys on the 30th May. Granted also 12s. to four men who helped to launch the boat. The boys had put off from Cleethorpes, but being inexperienced, were unable to manage the boat in the strong W.S.W. breeze which was blowing and were carried out to sea. When they were picked up it was found that both the rudder and the oars of their boat were broken, and that she had shipped a considerable quantity of water.

Thursday, 22nd July, 1926.

HARRY HARGOOD, Esq., O.B.E., in the Chair.

Reported that The LADY FLORENCE PERY had accepted the position of Honorary Secretary of the Ladies' Life-boat Guild.

Reported the receipt of the following special contributions:—

The late Colonel MELLOR, of Radcliffe,
Exors. of (Donation) £75
The late Dame F. E. FERMOR-HESKETH, of
Roehampton (Donation) £50
White Star Steamers Charity Account
(Donation) £50
Mrs. GEERE (Donation) £50
—To be thanked.

Paid £25,401 10s. 4d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £152 7s 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Arbroath . .	Fishing boats of Arbroath and Montrose. Stood by boats.	
Gourdon . .	Fishing boats of Gourdon. Stood by boats.	
Hartlepool (Motor) .	Coble <i>Elend</i> , of Sunderland	2
Ilfracombe .	S.S. <i>Cambria</i> , of Bristol. Landed 50.	
Johnshaven. .	Fishing boats of Montrose and Gourdon. Stood by boats.	
Montrose No. 1	Fishing boats of Montrose. Stood by boats.	
Newbiggin-by-the-Sea. .	Seven motor fishing cobses of Newbiggin. Stood by cobses.	
Piel (Barrow) .	A small sailing boat of Piel	3
Rhoscolyn .	Schooner <i>Uncle Ned</i> , of Faversham. Rendered assistance.	
Stromness (Motor) .	S.S. <i>Hastings County</i> , of Bergen	31
Whitby (Motor)	Motor fishing boats <i>Pilot Me</i> and <i>Irene</i> , of Whitby. Escorted boats into harbour.	

The Caister No. 2 Life-boat rendered assistance to the steam trawler *Vigilant*, of Hull, and the Wexford (Motor) Life-boat rendered assistance to the yacht *Nereda*, of Cork.

Also voted £270 7s. 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:—Anstruther, Blackrock, Brighton, Caister, Clacton-on-Sea (Motor), Easington, Eastbourne (Motor), Holyhead No. 1 (Steam), Johnshaven, The Lizard (Motor), Looe, Margate No. 2 (Motor), New

Brighton, Nos. 1 and 2, Penlee (Motor), Port Patrick (Motor), Ramsgate (Motor), Rhoscolyn, Scarborough (Motor), Seaham (Motor), and Yealm River.

Granted £14 16s. 0d. to persons for injury in the Life-boat service at Boulmer, Cardigan, and Wells.

Voted an additional reward to the crew of the Anstruther Life-boat for an arduous service on the 30th June, and sent a Letter of Thanks to Mr. W. W. H. McGRADY, who helped by towing the Life-boat with his motor boat.

Directed that a Letter be addressed to Mr. A. BELK, Honorary Secretary, and to the Crew of the Hartlepool Life-boat, complimenting him and them on a smart service on the 6th July.

Voted a pair of Binoculars, and the sum of £3, to Mr. VIVIAN CHAPLIN; a framed Record of Thanks and £5 to Mr. G. H. ROWLAND; and a framed Record of Thanks to Mr. O. ROWNTREE, for rescuing the two occupants of a rowing boat at Colwyn Bay, on the 29th May. During a strong westerly wind, with a moderate sea, the boat was seen about 8 P.M. two or three miles from shore, being driven out to sea. As night was coming on Mr. Chaplin hastily consulted the police, and it was decided that Mr. Rowland's motor boat *Sunbeam* was best suited to go to the rescue. Mr. Rowland was found, and accompanied by his son-in-law, Mr. Rowntree, and Mr. Chaplin, immediately put off. After searching for about one and a half hours, they found the boat very nearly waterlogged, with its occupants in an exhausted state. They took the boat in tow and reached shore again at 11.45 P.M. Had it not been for the promptness of all concerned in the rescue, the lives of the occupants of the boat would undoubtedly have been lost.

Voted £1 16s. 0d. to the Life-boat Coxswain at Buckhaven, and two other men, for rescuing two men from the motor vessel *Active*, of Buckhaven, on the 31st May. The *Active* was seen to be in difficulties, with a disabled engine, about two and a half miles to the E.N.E. She had no sails, and as there was a moderate S.W. breeze with a moderate sea, she was in danger of driving on to a lee shore. The salvors put off in a motor-boat and taking the disabled boat in tow brought her safely to harbour. No great risk was incurred, but this timely help undoubtedly saved the *Active* from driving ashore. A sum of 5s. was granted to cover the cost of petrol used.

Voted £1 17s. 6d. to the Life-boat Coxswain at Poolbeg, and four other men, for rescuing, on the 26th June, two boys who were seen to be adrift in a small boat and appeared to be in danger of being carried out to sea. Also allowed 5s. for the use of the boat.

Voted £5 to the Life-boat Coxswain at Moelfre, and four other men, for landing two persons from the yacht *Doris*, on the 18th

July. Also granted 4s. each to four men who helped to launch the boat. The yacht came to anchor in Moelfre Bay during a thunderstorm with a strong N.E. gale, and the men on board signalled for help as they thought she might be swamped. The salvors took out the Life-boat's boarding boat and brought the men ashore. The yacht rode out the storm, and was able to leave next day.

Voted £1 10s. 0d. to Mr. E. FIELDING for rescuing, with his motor boat, the three occupants of two small boats at Piel (Barrow), on the 6th July, who, during a strong N.E. wind with a rough sea, had got into difficulties outside the harbour.

Thursday, 16th September, 1926.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation of Brigadier-General NOEL M. LAKE, C.B., from the Committee of Management.

Decided to close the Drogheda and Kingsdown Life-boat Stations and to re-open the Station at Walmer.

Reported the receipt of the following special contributions :—

	£	s.	d.
Cunard S.S. Co., Ltd., Charitable Collections Fund—(Subscription)	100	0	0
Ditto. (Donation)	100	0	0
Miss R. M. Hammerton (Additional Donation)	50	0	0

To be thanked.

Paid £11,730 15s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £253 12s. 2d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives rescued.
Barmouth	Pleasure boat <i>Willie</i> , of Barmouth. Rendered assistance	
Barry Dock (Motor)	A bathing party	3
Bembridge (Motor)	Motor boat <i>Molly</i> , of Portsmouth	3
Blackpool	S.S. <i>Margaret</i> , of Preston. Landed 6.	
Blyth (Motor)	Open boat <i>Joyce Fox</i> , of Blyth	2
Caister No. 2	Motor trawler <i>Gvalia</i> , of Lowestoft. Stood by vessel.	
Folkestone	S.S. <i>Cassard</i> , of Nantes. Rendered assistance.	
Gt. Yarmouth & Gorleston (Motor)	A bather.	1
The Humber (Motor)	Yacht <i>Piccolo</i> , of Owston Ferry. Saved yacht and rescued	4
Hythe	S.S. <i>Cassard</i> , of Nantes. Rendered assistance.	

Life-boat.	Vessel.	Lives rescued.
Margate No. 2. (Motor)	S.S. <i>Charlus</i> , of Cardiff. Stood by vessel	
Newhaven (Motor)	Yacht <i>Black Billy</i> , of London. Rendered assistance.	
Ramsgate (Motor)	S.S. <i>Sempre Avanti</i> , of Catania. Stood by vessel.	
Rhoscolyn	S.S. <i>Kirkwynd</i> , of Glasgow. Stood by vessel.	
Seaham (Motor)	Fishing cibles <i>Nina</i> , <i>Two Brothers</i> , and <i>Old Friends</i> , of Seaham	12
Sunderland (Motor)	Fishing cibles <i>Olive Leaf</i> and <i>Mary</i> , of Sunderland. Saved cibles and rescued	6
Sunderland (Motor)	Motor launch <i>Jed</i> and a small boat, of Sunderland. Stood by boats.	
Teesmouth (Motor)	Fishing boat <i>Lord Roberts</i> , of Redcar. Saved boat.	
Tenby (Motor)	Schooner <i>Etsincelle</i> , of Quimper. Saved vessel and rescued	7
Weymouth (Motor)	Motor yacht <i>Bonita</i> , of Teignmouth. Rendered assistance.	
Whitby No. 2	Fishing cible <i>Elsie</i> , of Whitby. Landed one unconscious man.	
Whitby No. 2	Six fishing cibles, of Whitby. Stood by cibles and landed 3.	

The Wexford (Motor) Life-boat rescued nineteen persons from the fishing boat *Avonmore* and a shore boat; she also stood by the schooner *Village Belle*, of Dublin, and rescued six persons from the ketch *Paddy* and two rowing boats belonging to Wexford.

The Rhoscolyn Life-boat rendered assistance to the S.S. *Kirkwynd*, of Glasgow, and the Wexford (Motor) Life-boat saved the fishing boat *Avonmore*, of Cape Clear.

Also voted £311 19s. 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: Caister, Donaghadee (Motor), Douglas, Dungeness No. 1, Folkestone, Fowey, Great Yarmouth and Gorleston (Motor), Hartlepool (Motor), Holyhead (Steam), Hope Cove, Johnshaven, Lowestoft (Motor), Margate No. 2 (Motor), Maryport, Moelfre, New Brighton No. 2 (Motor), Newhaven (Motor), Rhoscolyn, Rhyl, St. David's (Motor), Teesmouth (Motor), Weston-super-Mare, and Wick (Motor).

Granted £17 11s. to men for injury in the Life-boat Service at Bembridge, Blakeney, Hope Cove, and Winterton.

Granted pensions for the benefit of the orphan children, a girl and a boy, of HARRY

HENDY, Bowman, of the Eastbourne Life-boat, whose death was partly due to exposure while on service with the Life-boat. Also granted £5 towards the cost of the funeral expenses.

Granted £5 towards the funeral expenses of C. MOON, the late Second Coxswain of the Hastings Life-boat, who died in poor circumstances.

Granted an additional reward to the crew of the Seaham Motor Life-boat for an arduous service on 21st August.

Voted the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, to C. J. SKINNER, in recognition of his gallant conduct in rushing into the sea and, at considerable risk, rescuing one of the occupants of the yacht *Fidelity*, which was totally wrecked near Newhaven Harbour during a strong S.W. gale, with a very heavy sea, on 21st July. (An account of this service appears on p. 327.)

Voted the Bronze Medal of the Institution, together with a copy of the Vote, inscribed on Vellum and framed, to GEOFFREY W. JAGGER and to ARNOLD MILLAR, in recognition of their gallant conduct in putting off in a surf-boat and rescuing the two occupants of a small boat which was capsized during a strong westerly gale with a rough sea near the Trow Rocks, South Shields, on 25th July. (An account of this service appears on p. 327.)

Presented an Aneroid Barometer to Commander H. LINKLATER, of the yacht *Theodora*, and a pair of Binoculars to Mr. W. B. MONCAS, Pier Superintendent, Rosslare, together with the sum of £2 each to two members of the *Theodora's* crew, three pier employees, and five of the crew of the Great Western Railway steamer *St. Patrick*, in recognition of their services in manning a boat and going to the help of the fishing boat *Avonmore*, of Cape Clear, on 2nd September. In a strong N.E. wind and rough sea the *Avonmore* struck the Splough Rock. She was helped by Commander Linklater, who called for volunteers and went out to the help of the *Avonmore*. He succeeded in taking off her crew, seven in number, but then found very great difficulty in getting back to Rosslare Harbour owing to the wind, tide, and rough sea. In the meantime information had reached Wexford and the Motor Life-boat put out. She found Commander Linklater's boat struggling to get back, took on board both the rescuers and rescued—nineteen in all—and brought them and the boat back to Rosslare Pier.

Voted £2 and addressed a Letter of Thanks to Mr. T. CUDDINGTON for rescuing two boys, at Littlehampton, on the night of 11th July. The boys' boat was run down by a motor boat and they were thrown into the water. Mr. Cuddington, Master of the yacht *Daydream*, heard their cries and immediately launched his dinghy. When he rescued the boys, one of them was unconscious, and he applied first aid—learnt whilst a member of the Shoreham Life-boat crew—before taking him to hospital.

Voted £1 10s. to four men for rescuing five boys at Wicklow, on 28th July. During a strong W.N.W. breeze with a choppy sea the boys were seen to be drifting out to sea, and the salvors manned a boat and brought them in. No risk was incurred, but the action of the men obviated the launch of the Life-boat.

Voted £1 17s. 6d. to five men for rescuing the five men of the motor fishing-boat *Lord Roberts*, of Redcar, which was in distress off Coatham, on 20th August. Also allowed 2s. for petrol used. The boat was seen to be flying a distress signal, and in response the motor boat *Mayflower* put off and rescued the crew before the arrival of the Teesmouth Motor Life-boat, which was farther from the scene. A strong westerly wind was blowing, but only slight risk was incurred by the salvors, for whom a small collection was made by eye-witnesses.

Voted £5 for division amongst eleven men who launched and manned a boat—the late Bull Bay Life-boat converted into a motor boat—and rescued the three hands of the motor vessel *Reciprocity*, of Liverpool, which caught fire off Bull Bay while bound from Holyhead to Fleetwood on 26th August. Also granted £1 to cover the damage sustained by the rescuing boat. Only slight risk was incurred by the salvors, as the weather was fine, but the *Reciprocity* had to be abandoned.

Voted 10s. to the Second Coxswain of the New Brighton Life-boat and another life-boatman, who, together with the Motor Mechanic, put off in the Life-boat's motor boarding-boat on 5th September, when some children were reported to be in a dangerous position on a sand bank. On reaching the scene they found that the children had already been rescued.

Voted £2 for division amongst four men who rescued the two occupants of a motor boat off Douglas, on 30th August. Also granted 16s. to cover the use of the salvors' boat and the fuel used. The motor boat *Geisha* was disabled by engine trouble in a nasty sea with a strong south-easterly breeze. When information of the boat's need was received the Coxswain of the Life-boat, together with three other men, put off in a motor boat and picked up the *Geisha*, which was in danger of being dashed on to the rocks. No risk was incurred, but the prompt action saved the lives of the endangered men.

Voted £1 to Mr. WILLIAM JONES for rescuing three persons and saving an open sailing boat at Tenby, on 12th September. While he was at sea with a pleasure party he saw that the other boat was in distress and in danger of being blown out to sea. He at once went to her help, took her in tow and brought her into safety.

Voted £2 to two men for saving the fishing-boat *Boy Vic* and rescuing her two occupants off Tenby, on 13th September. Also granted 5s. for fuel consumed. The salvors, who were on the trawler *Pansy*, saw the *Boy Vic* in distress

and found on reaching her that she had lost her rudder and was driving ashore. In spite of the strong S.W. wind and heavy sea the disabled boat was towed into safety.

Voted £9 10s. to sixteen men for rescuing the three occupants of the coble *Minerva*, off Scarborough, on 25th July. Also granted £1 2s. 6d. to cover stores used. Two cobbles which had been loading gravel at Cayton Bay, to the south of Scarborough, and were on their way to Scarborough, were in some danger of foundering owing to the heavy sea and strong wind. Both boats were picked up by the

motor boat *Pelican*, but she found that she could not make headway with both in tow and she returned to Cayton Bay where she left one of them. The other, the *Minerva*, she then started to tow to Scarborough. The *Minerva*, however, broke adrift, and was then picked up by the motor boat *Morning Star*, which, with the help of the *Pelican*, took her in tow. These operations were being watched by the Life-boat Coxswain at Scarborough, who, deciding that further help was needed, put out with eight other men in a larger, decked motor boat. This boat took the *Minerva* over from the *Morning Star* and the *Pelican*, and brought her into harbour.

"Sublime Impertinence."

OUR District Organizing Secretary in the North of England has sent us the following story as an example of "the value of the sovereign and the power of suggestion." It is an excellent example also of the gift, invaluable to all who work for a great charity, of asking at just the right moment and in just the right way.

He was at a lunch where one of the guests boasted of having a real sovereign, which he produced to show that what he said was true. Our Organising Secretary saw his opportunity and took it. He said that it was surely a matter of regret that, in spite of all the appeals to the contrary, this sovereign should have been hoarded so long. He suggested that the hoarder could best purge his

offence by handing it to the Life-boat Service. He suggested further that it would be a fitting penalty if he also imposed on himself a fine of a shilling to be given to the same cause.

This courageous suggestion, aptly combining an appeal for a good cause with an appeal to the feeling of good citizenship, was immediately accepted. The owner of the sovereign not only handed it over accompanied by a shilling, but promised yet further gifts, for he said: "Your sublime impertinence shall be rewarded. You may count me as an annual subscriber of a guinea."

We do not know which to admire most for neatly rising to the occasion, our new subscriber or our District Organizing Secretary.

Presentation at Westminster Hospital.

IN April, 1926, the Institution awarded its Gold Brooch to Miss H. Denham, who for many years has been in the Incurable Ward at Westminster Hospital, and during the past seven years has collected there for the Life-boat Service nearly £30. Miss Denham has also been made a member of the Ladies' Life-boat Guild.

The presentation of the Gold Brooch was made on 7th June by the Viscountess Bertie of Thame, Chairman of the London Women's Committee, who was accompanied by Mr. George F. Shee, Secretary of the Institution, and Captain the Hon. R. S. Mansfeld, O.B.E., Dis-

trict Organizing Secretary for Greater London. They were received at the hospital by Mr. Vaux Graham, its Vice-Chairman, several of its Governors, and Mr. Power, the Secretary.

After Lady Bertie had presented the Brooch to Miss Denham, and short speeches had been made by Mr. Graham and Mr. Shee, Lady Bertie was presented with a bouquet by one of the patients from the Children's Ward. She then visited all the other wards and stayed some time in the Children's Ward, where she presented each of the patients with a Life-boat pincushion and a toy Life-boatman.

News from the Branches.

Annual Meetings : Station Branches.

BLACKPOOL (LANCASHIRE).—On 1st July, Councillor T. P. Fletcher, J.P., Deputy-Mayor, presiding. The report for the year ending 30th September, 1925, showed that £371 had been collected, as compared with £621 in 1924, the Centenary Year. The Annual Report also pointed out that the Life-boat Day had raised only £307, as compared with £500 in 1924. At one time the Life-boat Day had been the only appeal of this sort, but now not only the hospital, but every other organization made a similar appeal, and it was becoming increasingly difficult to get collectors.

Annual Meetings : Financial Branches.

SHEFFIELD, YORKSHIRE.—On 17th May, the Lord Mayor, Alderman J. Johnson, presiding. The Lord Mayor contradicted a rumour which had been circulated to the effect that the cost of the administration of the Institution was abnormally large, and said that he would like it to be known that it was under 5 per cent. of the income. The Annual Report for the year ending 30th September, 1925, showed that £613 had been collected, as compared with £556 in 1924. The Chairman of the Branch, Mr. T. Skelton Cc13, reminded the meeting that the project for presenting the Institution with a Life-boat to be named after Sheffield had not been abandoned, and that it was hoped to bring it forward again when trade revived. The Bishop of Sheffield suggested that the clergy might refer to the work of the Institution, even when it was impossible for them to allow collections to be taken in their churches. Mr. J. Blossom pointed out that the Life-boat Service cost the country 1½d. per head of the population, but that Sheffield contributed only about ¼d. a head. If it would make its contribution not more than 1d. a head, then its total contribution would be over £2,000, instead of about £600.

PERTH, PERTSHIRE.—On 27th May, the Rev. P. R. Landreth, Chairman of

the Committee, presiding, supported by the Right Hon. Lord Salvesen and the Lord Provost. The report for the year ending 30th September, 1925, showed that £379 had been collected, as compared with £424 in the previous year. After the meeting the Chairman presented Mr. William Strachan, the Honorary Secretary and Treasurer, with the barometer awarded to him by the Institution in recognition of his services during the past ten years.

GLASGOW, LANARKSHIRE.—On 1st June, Sir William Raeburn, Chairman of the Clyde Trust, and an ex-President of the Chamber of Shipping of the United Kingdom, presiding. The report for the year ending 30th September, 1925, showed that £2,659 had been collected, as compared with £2,747 in the previous year. A further sum of £1,635 had been sent to the Institution from legacies. Life-boat Day continued to make a substantial contribution, but the amount received from Clyde-owned steamers showed a falling off, as compared with the previous year. It was the aim of the Committee to see every Clyde-owned vessel, in whatever part of the world she might be, making an annual contribution from officers and crew. In moving the adoption of the report the Chairman said he had always thought that Glasgow did not do enough for the Institution, and he hoped that its contribution would be increased. In particular, the amounts collected on board ships were very inadequate, and, so far as his own ships were concerned, he promised that better things would be done next year.

GLOUCESTER, GLOUCESTERSHIRE.—On 1st June, Mrs. Richard Davies presiding. The report for the year ending 30th September, 1925, showed that £130 had been collected, as compared with £209 in the previous year. Mrs. Davies made an appeal for helpers on the Life-boat Day in September.

DARLINGTON, DURHAM.—On 4th June, the Mayor (Mr. A. J. Best) presiding. The report for the year ending



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[Mr. Grattan Phillipse, R.S.I., Ilfracombe.

LIFE-BOAT SERVICE AT ILFRACOMBE.



By permission of]

[Mr. W. J. Conn, Newcastle.

LIFE-BOAT DAY AT NEWCASTLE, CO. DOWN, IRELAND.

Collectors in the Boat-house.

30th September, 1925, showed that £175 had been collected, as compared with £218 in the previous year, and that the Ladies' Life-boat Guild had again had a successful year. The Officers were re-elected.

ALLOA, CLACKMANNANSHIRE.—On 10th June, Ex-Provost Duncanson, Chairman of the Branch, presiding. The report for the year ending 30th September, 1925, showed that £238 had been collected, as compared with £262 in the previous year. The Officers were re-elected.

ROTHERHAM, YORKSHIRE.—On 17th June, the Mayor, Alderman R. Dewar, presiding, supported by the Mayoress. The report for the year ending 30th September, 1925, showed that £211 had been collected, as compared with £147 in the previous year. The Mayor said that although Rotherham was an inland town the Institution had a claim on its support. He hoped that its contributions would be maintained, and when the industrial troubles were over would be increased.

MORECAMBE, LANCASHIRE.—On 21st July, Captain C. Blakey, the Honorary Treasurer, presiding, supported by the Mayor and Mayoress, Presidents of the Branch. The Mayor, in seconding a vote of thanks to the workers, said that he had had the impression that the administrative expenses of the Institution were far greater than they should be, but he was now convinced that this was not the case, and he wished to confess that he had been wrong. He hoped that the people of Morecambe and its visitors would give the Branch every possible help, and authorized the issue of an appeal in his own name.

Special Meetings.

ST. ALBANS, HERTS.—A meeting was held in the gardens of St. Peter's House, St. Albans, through the kindness of the Mayor and Mayoress (Mr. and Mrs. E. W. Hitchcock) on 27th May. The Mayor presided, supported by the Countess of Verulam, President of the St. Albans Ladies' Life-boat Guild, Rear-Admiral T. P. H. Beamish, C.B., R.N., M.P., a member of the Committee

of Management of the Institution, and Mr. George F. Shee, M.A., Secretary of the Institution. An address on the work of the Service was given by Admiral Beamish, and Mr. Shee paid a tribute to the work done by the St. Albans Branch and its Honorary Secretaries, Miss Silvester and Miss Toulmin. He appealed to the ladies of St. Albans to join the Ladies' Life-boat Guild.

FAREHAM, HANTS.—The meeting of the Fareham Brotherhood on 27th June was addressed by Captain Basil Hall, R.N., late District Inspector of Life-boats, in place of Sir Godfrey Baring, Bt., Chairman of the Committee of Management, who was prevented at the last moment from attending. Mr. R. H. Glover, the organizer of the Life-boat Day in Fareham, handed Captain Hall a cheque for the proceeds of the Day, and said that the amount collected by Fareham was equal to 1d. per head of the population.

TRURO, CORNWALL.—A special meeting was held on 13th July for the purpose of reorganizing this Branch. The Mayor (Mr. W. R. T. Stratford) presided, and said that he thought none should understand better the need of maintaining the Life-boat Service than the people of the West Country, and that the many wrecks round their coasts gave the Institution a great claim on their support. He pointed out that the work of the Institution was done at a very small expense for management, and appealed to the meeting to make Truro Life-boat Day a record. An address was given by the District Organizing Secretary, and the question of appointing a committee was discussed.

BANGOR, CO. DOWN.—A special meeting was held on 3rd September, with Mr. S. Fagan, J.P. (Chairman of the Urban District Council) in the chair, to hear an address from Captain the Hon. E. B. S. Bingham, V.C., O.B.E., R.N., who won the Victoria Cross at the Battle of Jutland. Captain Bingham made a special appeal for Ireland's support of the Service to be increased, so as to equal the cost of the maintenance of the Irish Life-boats. He said he was sure that no Irishman would like

to feel that other parts of the British Isles had to contribute money for the support of the Irish Life-boat Stations. Bangor had contributed regularly for many years past, but its average of £60 a year was not sufficient, in view of the larger expenditure incurred by replacing Pulling and Sailing Life-boats with powerful Motor Life-boats. Captain Bingham went on to say: "I know what it is to be thrown into an angry sea, and can sympathize with the passengers and crews of vessels fighting storms or wrecked in fog or disabled by mountainous seas. The officers and men of His Majesty's Navy (knowing something of rough seas) show their practical sympathy with this great work of the Institution by regularly making a collection every year, to which, I am pleased to think, every man is delighted to contribute." Lady Clanmorris also spoke, and made a special appeal to the ladies of Bangor to give their help in carrying out Life-boat Day.

NEWBIGGIN, NORTHUMBERLAND.—On 22nd September a special meeting was held, at which Captain E. S. Carver, R.D., R.N.R., Inspector of Life-boats, presented the Bronze Medal and framed Vellum of Thanks awarded to Coxswain William Robinson for the service to the steam trawler *George R. Purdy* on 28th April, described elsewhere in this issue. Canon Rhodes, of Newbiggin, presided. Mr. Hindmarch, the Honorary Secretary of the Station, described the service, and said that since the Newbiggin Station was established in 1851 its Life-boats had rescued 450 lives. They had been out on service 186 times, and of these launches 130 have been to their own fishing boats. After Captain Carver had made the presentation, Coxswain Robinson was called upon for a speech. He said he had never made a speech before in his life, and that he and his crew only did that day what they had always done and always would do.

TRALEE, CO. KERRY.—A special meeting, summoned by Miss Eleanor McCowen, was held on 22nd September for the purpose of extending the work of the Guild. The McGillycuddy of The Reeks presided, and pointed out that

there were a number of dangerous points round their coast. The Institution had done splendid work in protecting life, and it was now for the people to help by their subscriptions. An address on the work of the Life-boat Service was given by the District Organizing Secretary.

New Branches and Guilds.

LURGAN, CO. CAVAN.—Mr. Herbert C. Malcolm, U.D.C., presided at a meeting which was held on 4th May for the purpose of forming a Branch. Mr. Malcolm pointed out that the cost of maintaining the Life-boats on the Irish coast, irrespective of the capital outlay, was far greater than the amount at present contributed by Ireland. The Institution was endeavouring to make up the deficit by forming new Branches, and he was sure that the people of Lurgan, although it was an inland town, would realise their duty to help the Service. A Committee was formed, and Commander Fforde, R.N. (ret.), was elected Honorary Secretary.

LISBURN, CO. ANTRIM.—A meeting was held on 5th May for the purpose of forming a Branch, at which Senator H. M. Barbour presided. He said that any little sacrifice which they could make was as nothing compared to the great sacrifice made by the men who man the Life-boats, and he was proud to think that their Irish sailors had as fine a record as those of Great Britain. The contributions to the Service in Ireland were little more than half the cost of maintaining the Boats on the Irish coast, and he hoped that this would soon be remedied. The Very Rev. R. W. Hamilton proposed, and the very Rev. Canon O'Boyle, A.P., V.F., seconded, a resolution heartily approving the objects of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and pledging the meeting to support the Lisburn Branch. Senator Barbour was elected President, Captain Cooke, Honorary Treasurer, and Mrs. Adrian Robinson, Honorary Secretary.

KENDAL, WESTMORLAND.—A meeting was held on 15th June for the purpose of forming a Ladies' Life-boat Guild to work with the Kendal Branch.

Mrs. Whitaker was elected President, Mrs. S. Turner, Honorary Treasurer, and Mrs. Lewthwaite, Honorary Secretary. The President and Honorary Secretary were elected to serve on the General Council of the Guild. It was decided to arrange a Life-boat Day, if possible, on the 21st July.

WATERFORD, CO. WATERFORD.—A meeting was held on 15th June for the purpose of forming a Waterford Branch, the Mayor (Alderman R. Keane) presiding. An address on the work of the Life-boat Service was given by the District Organizing Secretary, and the Mayor then said that it was for the people of Waterford to do everything in their power to make the work of the Waterford Branch a real success. A Committee was appointed, with the Mayor as President, Mr. W. H. Carroll as Honorary Treasurer, and Mr. R. J. Farrell as Honorary Secretary. It was also decided that the Harbour Commissioners, the Chamber of Commerce, the I.T.G.W.U., the Amalgamated Irish Trade Unions and the Sailors' and Firemen's Union be asked to nominate a representative each to serve on the Committee. It was also decided to ask the Right Rev. Dr. Miller, of the Church of Ireland, Bishop of Cashel, and the Most Rev. Dr. Hackett, Roman Catholic Bishop of Waterford and Lismore, to give the Branch their support.

CARNFORTH, LANCASHIRE.—A meeting was held on 16th June, at which the Chairman of the Urban District Council presided, for the purpose of forming a Ladies' Life-boat Guild to take over the work of the former Branch. Mrs. Linnell was elected President, Mr. H. W. Baker, Honorary Treasurer, and Mrs. R. R. Stephens, Honorary Secretary, the President and Honorary Secretary being elected to serve on the General Council of the Guild. It was also decided to hold a Life-boat Day on 3rd July.

GREAT YARMOUTH, NORFOLK.—A meeting was held on 22nd June for the purpose of forming a Ladies' Life-boat Guild. The Mayor presided, supported by Mr. A. H. Cartwright, Chairman of

the Gorleston Branch, and Mr. C. A. Cooper and Mr. A. D. Snell, the Honorary Secretaries at Great Yarmouth and Gorleston. An address on the work of the Guild was given by the District Organizing Secretary, and the Mayor proposed that a Guild should be formed. The proposal was unanimously adopted, all the ladies present enrolling themselves as members. The Mayoress was elected President, Mrs. E. Leach, Chairman, and Mrs. T. W. Swinnell and Mrs. C. A. Cooper, Joint Honorary Secretaries. The newly-formed Guild carried out a Life-boat Day on 11th August, the day of the Naming Ceremony of the new Motor Life-boat, and, as reported elsewhere, raised £225, in spite of bad weather, as compared with £96 last year.

SOWERBY BRIDGE, YORKS.—A meeting was held on 2nd July, at which Councillor J. W. Whiteley, J.P., presided. A proposal was unanimously carried in favour of forming a Guild, and all the ladies present were enrolled as members, Councillor Whiteley being elected President, Mr. P. Cowling, Treasurer, and Miss S. Whiteley, Secretary.

HUDDERSFIELD, YORKSHIRE.—A meeting was held on 9th July, at the invitation of the Mayor and Mayoress, Alderman and Mrs. Law Taylor, for the purpose of forming a Guild to work with the Huddersfield Branch. After the District Organizing Secretary had given an address on the work of the Guild the Mayor proposed the formation of a Guild, and the Mayoress was elected President, the Honorary Secretary being Mrs. Marsden, and the Honorary Treasurer, Mrs. Laycock. It was decided to carry out a house-to-house collection.

WITHERNSEA, YORKSHIRE.—A meeting was held on 28th July, at the invitation of the Chairman of the Urban District Council (Councillor R. W. Loft-house, J.P.) and Mrs. Lofthouse, for the purpose of forming a Guild to work with the Branch. An address on the work of the Guild was given by the District Organizing Secretary, and it was unanimously decided to form a Guild, thirty



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A LIFE-BOAT BARREL ORGAN.

[“Snaps,” Bridlington.

The Bridlington Ladies' Life-boat Guild use a barrel organ as a regular means of raising money, parading the town with it. Mrs. Albert Gray, the Honorary Secretary, is turning the handle.



By permission of]

THE “JOLLY ROGER”

(with a mixed crew) collecting at Blackpool.

This land vessel was turned out by the Tramways Manager.

[“Blackpool Gazette and Herald.”

ladies present becoming members at once. Mrs. Lofthouse was elected President, Mrs. Sproule Vice-President, Mrs. Hilda Brown and Miss Cowl, Honorary Secretaries, and Mrs. Ramsay, Honorary Treasurer. The District Organizing Secretary took the opportunity of thanking Dr. Sproule for his services to the Institution during the many years in which he had acted as Honorary Secretary of the Withernsea Life-boat Station, which was closed in 1913.

DRIFFIELD, YORKS.—A meeting was held on 28th July, by invitation of Mrs. T. A. Good, to hear an address on the work of the Ladies' Life-boat Guild by the District Organizing Secretary. It was unanimously decided to form a local Guild. Mrs. Good was elected President, Mrs. Linsley, Vice-President, Mrs. W. Jordan, Honorary Treasurer, and Mrs. W. Blakeston and Mrs. E. Clements, Joint Honorary Secretaries. Guild Badges were distributed, and it was decided to arrange social gatherings with a view to raising funds.

COLNE, LANCASHIRE.—On 31st August a meeting was held, at the invitation of the Mayor and Mayoress (Councillor and Mrs. Hird), for the purpose of forming a Guild to work with the Branch. The Mayor presided, supported by Mr. E. W. Folley, Honorary Secretary, and Mr. G. L. Ayre, Honorary Treasurer, of the Branch. He said that in these difficult times it was important to concentrate on those things that really mattered, among which were the great humanitarian services, such as the Life-boat Institution. After an address had been given on the work of the Guild by the District Organizing Secretary, it was unanimously decided to form a Guild, and the ladies present were elected to the Committee, with the Mayoress as President, and Miss Robinson and Miss Earnshaw as Honorary Secretaries.

BOLTON, LANCASHIRE.—A meeting was held on 16th September, at which the Mayor, Councillor P. Knott, J.P., presided, for the purpose of forming a Ladies' Life-boat Guild to work with the Branch. An address on the Guild

was given by the District Organizing Secretary, and the Mayoress moved a resolution forming the Guild. She said that she understood that £500 was the sum which Bolton might be expected to contribute, but that last year it collected only £180. She believed that Bolton women would materially increase this amount. The Mayoress was elected President, and Mrs. John Haslam, Honorary Secretary. Mr. H. Ormson-Dixon, Honorary Secretary of the Branch, pointed out that in many places Guilds were raising large sums—over £1,600 in Liverpool last year, nearly £800 in Manchester, and over £400 at Southport.

Life-boat Services.

HASTINGS, SUSSEX.—The Rogation ceremony of Blessing the Sea was held on 12th May. After a short preliminary service in the Fishermen's Church, a procession of the clergy, choir and congregation walked to the beach, there joining a procession from All Saints' Church, and the service was conducted from the Life-boat, an address being given by the Rev. Everard Digby, of St. Agatha's, Finsbury. A collection was taken on behalf of the Life-boat Service.

WORTHING, SUSSEX.—The Triennial Life-boat Sunday was held at Worthing on 13th June, Life-boat sermons being preached and a Life-boat collection being made at the different churches. The Crew of the Worthing Life-boat, accompanied by the Chairman, Colonel A. F. Randolph, C.M.G., the Honorary Secretary, Mr. J. R. Aldridge, and members of the Committee, attended the morning service at Christ Church, where the Vicar, the Rev. H. G. Edmonds, preached on the work of the Service from the text "So He bringeth them unto their desired haven." The lessons were read by Colonel Randolph, and were specially chosen for the Service, being the account of Jonah's flight to Tarshish, and St. Paul's shipwreck at Melita.

PORT ERIN, ISLE OF MAN.—An open-air Life-boat service was held on 27th June, at which an address was delivered

by the Rt. Rev. the Lord Bishop of Sodor and Man, supported by clergymen of different denominations. Those who took part in the service and in the procession which preceded it included the Life-boat Crew and helpers, the Town Commissioners, Girl Guides, and the Sunday Schools.

PEEL, ISLE OF MAN.—Life-boat Sunday was held on 18th July, the service taking place in the Parish Church instead of the Castle Grounds, as the weather was bad. The procession, headed by the Church Band, included the Peel Life-boat Crew, Boy Scouts, Girl Guides, representatives of the Nonconformist Churches, and members of the Salvation Army. The lesson was read by a woman officer of the Salvation Army, and the Vicar of St. Clare's, Ramsey, preached. After the service Mr. Edgar Johnson, District Organizing Secretary, delivered an address in the churchyard in memory of the Institution's founder, Sir William Hillary, of Douglas, Isle of Man, and presented to Mr. George Sayle, Honorary Secretary of the Peel Station, the Binoculars awarded him by the Institution in recognition of his services for over ten years.

WALTON - ON - THE - NAZE, ESSEX.—The Annual Life-boat Procession and Service took place on Sunday, 1st August. The procession, headed by the Thorpe Brass Band, included the Life-boat Crew, the Coast Guard, the Fire Brigade, Boy Scouts, the Boys' Brigade, members of the British Legion, the Brotherhood, the Royal and Ancient Order of Buffaloes, and the Ancient Order of Foresters. Among those present were several members of the Council, including the Chairman, Mr. C. F. J. Barker. The service was conducted from the Life-boat by the Rev. Arthur Lamb (Congregationalist), supported by the Rev. J. Hayes (Church of England), Mr. W. H. Weller (President of the Brotherhood), and the Rev. G. Southgate (Baptist). A collection was made for the Life-boat Service.

CLACTON - ON - SEA, ESSEX.—Life-boat Sunday was held on 15th August. The procession through the town was

headed by the Boarding Boat with members of the Crew on board, and included the Band of the Clacton Boys' Brigade, members of the Fire Brigade, and the Friendly Societies. The service itself was conducted by the Rev. W. Timms, President of the Clacton and District Evangelical Free Church Council, and the address was given by the Rev. A. H. Morris, Vicar of Great Clacton. The singing was led by the choir of St. James's Church, accompanied by the band of the 1st Clacton Boy Scouts. Among those present were the Officers and Committee of the Branch.

ILFRACOMBE, N. DEVON.—A special open-air service was conducted from the Life-boat on 15th August by the Vicar, the Rev. I. Sinter. The Life-boat was dressed with flags, and the Crew were present. The Rev. E. W. Perry read the prayers, and the Vicar preached to a very large congregation standing round the Boat and in the windows of the neighbouring houses. The collection for the Life-boat Service amounted to about £35.

HOYLAKE, LANCASHIRE.—Life-boat Sunday was held on 12th September, the Life-boat Crew heading the procession to St. Hildeburgh, which included the Coast Guard and members of the Life-boat Committee. The Rev. Eric Southwell conducted the service, and the sermon was preached by a former Vicar of Hoylake, the Ven. Archdeacon Paige Cox.

Balls, Fêtes and Bazaars.

SALISBURY, WILTSHIRE.—A Life-boat Fête was held in the grounds of the Bishop's Palace on Whit-Monday, 24th May. The Fête was opened by the Duchess of Hamilton, who was accompanied by the Duke. Brig.-General J. E. Vanrenen, one of the Joint Honorary Secretaries, presided, supported by Major-General Sir Henry Everett, Colonel Sir Sydney Crookshank, Lady Godley and Major Rawlence, D.S.O. (Joint Honorary Secretary). General Vanrenen, in introducing the Duchess, said that the Salisbury and District Branch contributed more than any other Financial Branch of the same size

in the whole kingdom. The Duchess of Hamilton, in opening the Fête, said that the spirit of self-sacrifice of the Life-boat Service was the spirit which alone could save the nation. There were many stalls and competitions. Displays were given by a contingent of cadets from H.M.S. *Excellent*, at Portsmouth, including a demonstration of rescue from shipwreck by means of a breeches buoy; and music was provided by the band of the 1st Battalion Prince of Wales' Volunteers (South Lancashire) and by the Salisbury British Legion Band, conducted by Mr. E. W. Coleman. The Fête concluded with a dance. Among those who helped were Boy Scouts, Girl Guides, and members of Toc H, the Post-War Brotherhood and the British Legion. Over 7,000 people were present, and the proceeds of the Fête amounted to £530.

BRIGHTON, SUSSEX.—On 28th May the Sussex Motor Yacht Club and the Windlesham Club entertained the Brighton Life-boat Crew. There was a musical programme, and each member of the Crew received a gift.

NEWBURGH, ABERDEENSHIRE.—The sum of £30 was raised by a Fancy Dress Carnival organized by Miss Ritchie and Mr. James Innes, Bowman of the Life-boat, which was held in June.

LICHFIELD, STAFFORDSHIRE.—A Garden Party was held in the grounds of the Bishop's Palace on 23rd June. Mrs. Kempthorne, President of the Branch, presided, and the Garden Party was opened by Captain Basil Hall, R.N., late District Inspector of Life-boats, accompanied by the District Organizing Secretary. The arrangements were made by Mrs. Ashpole, Honorary Secretary of the Branch, and the Women's Institute, and the programme included folk dancing, a whist drive and a dance.

LYMM AND HEATLEY, LANCASHIRE.—A Life-boat Fête organized by the Ladies' Life-boat Guild was held on 24th July, in the grounds of Oughtrington Hall, and proved a success, in spite of heavy and continuous rain. The Fête was opened by Sir William Milligan, Chairman of the Manchester Branch and a Vice-President of the Institution.

Mr. Alfred Watkin presided. In introducing Sir William Milligan, Mr. Watkin said that the ocean-going vessels which they saw passing along the Ship Canal, battered by storms, should bring home to them in a very real sense the necessity for a Life-boat Service. Sir William Milligan spoke of the great developments now being made in the Service, and of the latest types of Motor Life-boat.

JOHNSHAVEN, KINCARDINESHIRE.—On 25th July a Fancy Dress Parade was held. After the procession had marched through the streets collecting, the prizes were distributed, and the Life-boat was launched for its quarterly exercise. The day concluded with a dance.

EPPING, ESSEX.—A Garden Party was held on 28th July in the grounds of Colonel and Mrs. Wall, which were specially decorated. The Silvertone Band played, and an address was given by the District Organizing Secretary for Greater London.

WALTON - ON - THE - NAZE, ESSEX.—The Life-boat Saturday Fête was held on 14th August, organized, as usual, by Mr. J. F. Graham, the Honorary Secretary of the Branch. In the morning there was a procession through the town of decorated cars, for which prizes were given. In the afternoon a large crowd gathered to see the water sports. The Fête raised over £220.

KEIGHLEY, YORKSHIRE.—A Garden Meeting and American Sale was arranged by the Ladies' Life-boat Guild. It was held in the grounds of the Mayor and Mayoress (Alderman and Mrs. Arthur Smith), and the Mayor presided. Mrs. Percy Clough was elected Chairman of the Guild, and Miss M. A. Clough a Vice-President.

ST. DAVIDS, PEMBROKESHIRE.—The Annual Fête and Carnival was held on 27th August, arranged by Mr. Joseph Soar and Miss Perkins. It was opened by Mrs. Owen, wife of the Bishop of St. Davids, who said how difficult it was for the crowds of visitors who came year after year to the Pembrokeshire coast in the summer to realize how changed that coast was in the winter

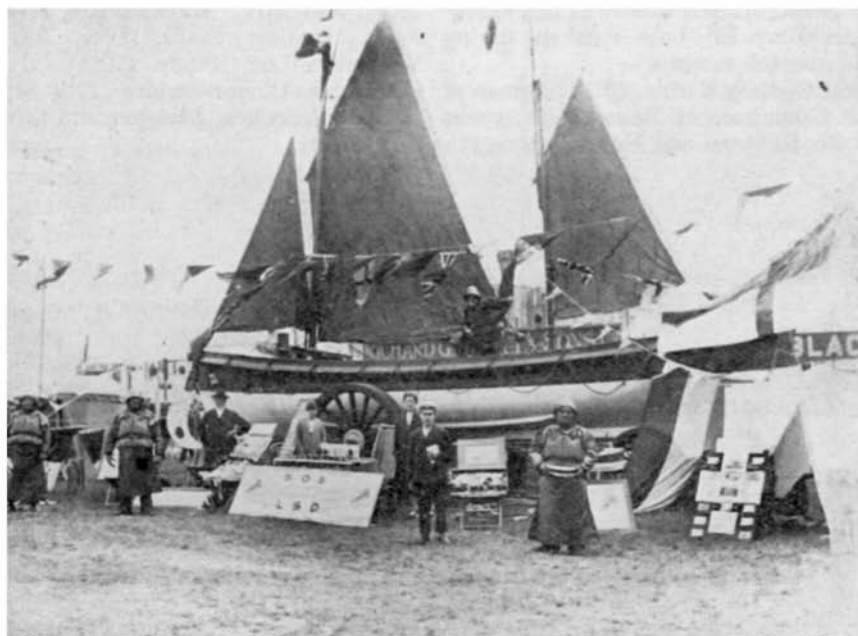


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LIFE-BOAT DAY AT LUDLOW.

[Mr. Walter Harper.

On the right: Mrs. Walter Harper, the Mayor of Ludlow (Mr. John Palmer), and Mrs. Tyrrell (Hon. Secretary).



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LIFE-BOAT DAY AT GREAT YARMOUTH.

[Mr. W. Mason.

gales. A number of prizes were given for tableaux and costumes, and the Fête was followed in the evening by a whist drive and dance.

HACKNEY, LONDON.—A Fête in aid of the Branch was held in the ground of Aberglaslyn, Amhurst Park, on 11th September, by permission of Mr. and Mrs. Dey. The visitors were received by Mrs. Evelyn Emmett, of the London County Council. There were a number of stalls and competitions, and an open-air whist drive, and in the evening dancing in the ballroom.

BERWICK - ON - TWEED.—During the week beginning the 17th September, Life-boat films were shown at the "Playhouse," and a short address was given each evening by a prominent speaker. The speaker at both houses on Saturday was Mrs. Hilton Philipson, M.P. for Berwick. During the week over £50 was collected.

Life-boat Addresses at Rotary Club Lunches.

A number of Rotary Clubs have been addressed at their weekly or fortnightly lunches by Life-boat speakers during the past few months.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, spoke at the Brighton and Hove Club on 8th

September, and among those present were the Mayor of Hove (Councillor H. E. Close, J.P.), Mr. B. J. Saunders, C.B.E., Chairman of the Brighton Branch, and Mr. H. King, Honorary Secretary, the President of the Rotary Club, Mr. W. R. Sparkes being in the chair.

Major Arthur Whewell, Chairman of the Special Effort of the Dublin Branch, spoke at the Dublin Rotary Club on 21st June.

Mr. George F. Shee, M.A. (Secretary of the Institution), spoke at the Cambridge Rotary Club on 22nd June, and appealed to Cambridge to give the Institution the same generous support which it received from Oxford. Mr. J. F. Lamb, of Cambridge, a member of the Committee of Management of the Institution, also spoke.

Captain Basil Hall, R.N. (late Inspector of Life-boats), spoke at the following clubs on the dates given: Yeovil, Somerset (2nd May), Newton Abbot, Devon (9th May), Tavistock, Devon (15th May), Ryde, Isle of Wight (24th May), Dorchester, Dorset (13th July), Coventry, Warwickshire (14th July), Dudley, Staffs. (19th July), Wolverhampton, Staffs. (20th July), Gloucester, Gloucestershire (24th September), Leicester, Leicestershire (27th September).

NOTICE.

*The next number of THE LIFEBOAT will be published in
FEBRUARY, 1927.*

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