

# THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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JUNE, 1931.

[PRICE 6d.

## THE LIFE-BOAT FLEET

Motor Life-boats, 101 :: Pulling & Sailing Life-boats, 86

## LIVES RESCUED

from the foundation of the Institution in 1824 to  
June 23rd, 1931 - - - - - **62,610**

### **Sir George Shee.**

HIS Majesty the King has been pleased to confer the honour of knighthood upon Mr. George F. Shee, M.A., the Secretary of the Institution. The announcement of this honour was made public in the Birthday Honours list published on 3rd June, and Mr. Shee received the accolade from the King at Buckingham Palace on 26th June.

Mr. Shee was appointed Secretary of the Institution in October, 1910. He is retiring at the end of September of this year, when he will have completed 21 years of service. Mr. Shee has already passed the retiring age, but was asked by the Committee of Management to continue. For reasons of health he was compelled to decline. It is hoped in a later number of *The Lifeboat* to publish an account of his services to the Institution.

### **Change of Address.**

FROM 1st June, 1931, the address of the Institution is—

**Life-boat House,  
42, Grosvenor Gardens, London, S.W. 1  
(Close to Victoria Station).**

As already announced in the last issue of *The Lifeboat*, the Headquarters at Life-boat House, Charing Cross Road, have for some years been too small for the staff required to deal with the expansion of the Institution's activities, and the Committee of Management have for the past year been in search of more suitable premises.

They have acquired, on favourable terms, the lease of 42 and 44, Grosvenor Gardens, S.W. 1, and the Institution has now left its Headquarters at 22, Charing Cross Road, where it has been established for the past twenty-eight years. It is hoped in a later issue of the *Journal* to give some particulars of the different homes of the Life-boat Service since it was founded in the City of London in 1824.

## Annual Meeting.

### The Prince of Wales's Presidential Address.

THE Hundred and Seventh Annual Meeting of the Governors of the Institution was held at the Central Hall, Westminster, on Wednesday, 13th May, at 2.30 P.M.

His Royal Highness the Prince of Wales, K.G., President of the Institution, was in the Chair. He delivered his Presidential Address and presented Medals awarded for gallantry in rescuing life from shipwreck and awards made to Honorary Workers for long and distinguished services.

Her Royal Highness the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, was also present on the platform.

Their Royal Highnesses were supported on the platform by Ambassadors, Ministers and other representatives of foreign countries; Lord Mayors, Lord Provosts, Mayors and Provosts; Vice-Presidents of the Institution and members of the Committee of Management.

The speakers were the Right Hon. Albert V. Alexander, M.P. (First Lord of the Admiralty), the Right Rev. the Lord Bishop of Durham (Dr. Herbert Hensley Henson), Captain Sir Malcolm Campbell, Colonel the Master of Sempill, Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and the Hon. George Colville, Deputy Chairman.

Among those who accepted the invitation of the Committee of Management were representatives of twenty foreign countries. They were: Their Excellencies the Ambassadors of France and Belgium, the Ambassador of Germany and Freifrau von Neurath; the Minister of Norway and Madame Vogt; the Minister of the Netherlands; the Minister of Denmark and Countess Ahlefeldt-Laurvig; the Ministers of Estonia and Hungary; the Minister of Latvia and Madame Vesmans; the Minister of Mexico and Madame Ortiz; the Ministers of Egypt and of Hejaz and Nejd; the Secretary of the Yugoslav Legation; the Swedish Naval Attaché; the Consuls-General of France, the United States of America and Japan;

the Secretary of the Consular Department of the German Embassy; the Consuls-General of China, Czechoslovakia, Finland, Greece, Latvia, the Netherlands, Norway and Sweden.

The Ambassador of the Union of Soviet Socialist Republics and the Polish Consul-General, who were unable to accept, sent donations.

The following representatives of Cities, Boroughs and Urban District Councils accepted the invitation: The Lord Mayor and Lady Mayoress of London; the Lord Provost and Lady Provost of Glasgow; the Lord Mayors and Lady Mayoresses of Birmingham, Bristol and Portsmouth; the Chairman of the London County Council; the Mayors and Mayoresses of Bethnal Green, Bermondsey and Camberwell; the Mayor of Chelsea; the Mayors and Mayoresses of Deptford, Finsbury, Fulham, Hammersmith, Hampstead, Lambeth and Lewisham; the Mayoress of Marylebone; the Mayors and Mayoresses of Paddington, Poplar, Stepney, Stoke Newington and Westminster; the Deputy Mayor and Mayoress of Acton and the Chairman of the Tottenham Urban District Council; the Mayors and Mayoresses of Christchurch, Hartlepool, Margate, Oxford, St. Albans, Southampton, the Provost of St. Andrews, the Deputy Mayor of Eastbourne, and the Chairmen of the Urban District Councils of Clacton-on-Sea and Cromer.

There were also present the following office-holders of the Ladies' Life-boat Guild: The Duchess of Norfolk, a Vice-Patron; the Duchess of Sutherland, President; and the Lady Magdalene Williams-Bulkeley, a Vice-President.

Among others who accepted the invitation were representatives of the St. John Ambulance Brigade, the National Safety First Association, the National Union of Seamen, the British Sailors' Society, the Marine Engineers' Association, the Mercantile Marine Service Association, the Shaftesbury Homes, the Royal Alfred Aged and Merchant Seamen's Institution; a party of fifty boys from St. Paul's School; an Officer



*By courtesy of]*

*[Central News.*

### THE PRINCE OF WALES SPEAKING.

Front Row (left to right): The Master of Sempill, Sir Malcolm Campbell, the Bishop of Durham, H.R.H. Princess Louise, the Prince of Wales, Sir Godfrey Baring, Bt., the Right Hon. A. V. Alexander, M.P. and the Hon. George Colville. Behind the Prince is Mr. George F. Shee.



*By courtesy of]*

*[S.N.A.*

### MEDALLISTS OF 1930-31.

Front Row (left to right): Coxswain Barnes, of Selsey and Bognor, Mrs. Polly Donkin, of Cullercoats, Coxswain Fenton, of St. Andrews, and Mr. John Cahill, of Tralee. Back Row: Coxswain Hood, of Hartlepool, Mr. J. J. Davies, Sen., Bowman of Cromer and Coxswain McPhail, of Thurso.

and twenty cadets from H.M.S. *Worcester*: an Officer and fifty boys from the training ship *Arethusa*: a party of forty-five boys from the Boys' Brigade, and a party of thirty-five Sea Rangers from the Girl Guides Association.

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

Before the meeting began, Mr. Arthur Meale, F.R.C.O., the organist of the Central Hall, played a selection of sea-music.

The following is a report of the meeting:—

#### H.R.H. The Prince of Wales.

After the Annual Report for 1930 had been formally presented to the meeting, by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and approved, His Royal Highness said: Your Royal Highness, Your Excellencies, My Lords, Ladies and Gentlemen, this is the third time I have presided at the Annual Meeting of this great Institution. On the last occasion when I did so, in 1928, I ventured to do a little publicity work, which, I am glad to say, has been fruitful. I did so, first, by giving a brief survey of the work of the Institution as shown in the Annual Report, and then by appealing to the great passenger-liner companies with the suggestion that they might link themselves with the Life-boat Service by presenting some of the most modern Motor Life-boats, which would bear their names. As you know, the response has been most generous, and you now have on the coast five fine Life-boats given by several of the great passenger-liner companies, to whom I would like again to express my sincere thanks. (Applause.)

#### THE LIFE-BOATMEN.

I have thought a good deal about how I could best help the Institution to draw advantage from this meeting. Of course, the best publicity it can possibly have

lies in the fact that we have on this platform a number of men coming from every part of the coast who have won distinction and rewards for the courage, endurance, seamanship and humanity which they have shown in the Service. (Loud applause.) And it will be my pleasure later on to hand them the awards which they have so truly earned.

But it has occurred to me that it would be interesting to review the Institution's work, and to look at what has been done from the 1st January, 1928, when I last presided at an Annual Meeting, to the 1st January of this year. I find that no less than 1,319 lives were rescued during those three years' (loud applause) of which 1,009 were rescued by Life-boats, and 310 by shore-boats, these rescues being in every case rewarded by the Institution.

#### INTERNATIONAL CHARACTER OF THE SERVICE.

While the character of the Service is national in every sense of the word, the results of it are international. I find that fourteen nations benefited by the action of British Life-boat Crews within the last three years, up to the end of 1930, by the fact that some of their citizens, mostly, no doubt, men doing the valuable work of merchant seamen, owed their lives to the voluntary services of our Life-boat Crews.

I find, too, that our survey gives fresh confirmation of the enormous value of the Motor Life-boats as an instrument of life-saving. Not only have the great majority of the 1,009 saved by Life-boats been rescued by Motor Life-boats, but it is safe to say that many of the rescues could only have been carried out by these motor boats. It must be a satisfaction to those who have given Motor Life-boats (such as the great shipping companies) and to the relatives of those whose bequests have enabled the Institution to place such boats on the coast, to know what a wonderful means of rescue these boats represent.

#### SCOTLAND'S FINANCIAL ACHIEVEMENT.

Now I turn to more recent events, and I want to draw special attention to

two matters, one of which is dealt with in the Annual Report, which pays a tribute to the magnificent achievement of Scotland in increasing its generous contributions in support of the Service by nearly 80 per cent. (Applause.) In 1930, a year of widespread industrial depression and unexampled unemployment, Scotland increased its contribution by £12,000 to over £28,000 (Applause), and Glasgow has, at one bound, leapt into the position of the first city in the United Kingdom in its support of the Life-boat Service by raising over £13,000. (Applause.) It has for the first time displaced the City of London Branch from its traditional leadership in the financial support afforded to the Life-boat Service, while Liverpool and Manchester have, for the moment, fallen to the third and fourth places. I feel sure, my Lord Mayor, that the City of London will not long allow the northern city to hold the place of honour which London has so long maintained, and that when Lancashire emerges, as we all most heartily hope it soon will, from the terrible distress which it is now facing, and facing with so much courage, Liverpool and Manchester will once again achieve the generous results which for generations past they have attained in their efforts on behalf of the cause in which we are so interested.

#### SCOTLAND'S LIFE-SAVING ACHIEVEMENT.

Meanwhile I know that you will join with me in offering our thanks to the Scottish people, and our warm congratulations to the Duke of Montrose and the Scottish Advisory Council for an achievement of which we may truly say that it harmonises with the record of Scottish Life-boatmen in the annals of the Institution. For the Longhope boat earned the only Silver Medal which was awarded last year; and in February last the Lerwick Life-boat, which was only sent to her Station last summer, carried out a splendid service, which embraced the succour of two vessels, covering a period of twenty-two hours under the worst conditions of wind and sea, and resulted in the saving of thirty-two lives. Again, only a few weeks since, two

Scottish Coxswains, who are here to-day, won the Bronze Medal. One is Coxswain McPhail, of Thurso, to whom I presented two Vellums only eighteen months ago at the Scottish National Assembly at Edinburgh. The other is Coxswain Fenton, of St. Andrews. These Coxswains rescued the crews of two vessels, the services in each case being carried out in the middle of the night to wrecks lying in shallow waters surrounded by rocks. (Applause.)

#### IRISH GALLANTRY.

From Shetland in the far north let us turn to the west coast of Ireland, to the little port of Fenit, County Kerry, where the Institution has placed a Motor Life-boat, one of fifteen which you will find on the coast of the Free State. At this spot a very gallant service was carried out last November by three Irish fishermen in a small open boat. What I want you to realise is that these three men were facing a very great risk themselves. Every time a Life-boat is launched in bad weather the crew run a chance of disaster; and though the Institution does its utmost to diminish these risks, it cannot guard completely against tragedies such as overwhelmed the Salcombe Life-boat in 1916, and the Rye Harbour Life-boat in 1928. But imagine the danger of putting out in a whole gale in a small rowing boat to attempt to rescue several men whose additional weight must in itself add to the dangers of the rescue. Only a seaman, accustomed to handling small boats in bad weather, can fully appreciate the courage and the skill required to carry out such a task. But we shall all agree in saluting these brave men, and congratulating them on a heroic rescue, by which they have all earned the Bronze Medal. (Applause.)

In the light of such shore-boat services on the Irish coast, you will be glad to know that the Committee of Management have given the fullest consideration to the needs of that coast. In view of the large preponderance of Motor Life-boats on the Irish coast, it is with particular pleasure that we learn that Mrs. Cosgrave, the wife of the President of the Free State, is to perform

the Naming Ceremonies of the Life-boats at Courtmacsherry, Ballycotton and Youghal in July, thus giving proof of the warm sympathy which the citizens of the Irish Free State are according to the Life-boat Service. (Applause.)

#### RETIREMENT OF MR. GEORGE F. SHEE AND CAPTAIN HOWARD ROWLEY.

Now I have to refer to two losses, one of which the Institution has already sustained by the retirement of Captain Rowley from the office of Chief Inspector of Life-boats. As District Inspector, Deputy Chief Inspector and Chief Inspector, he served for twenty-eight years, during which time his great ability and high sense of duty were constantly placed at the service of the Institution. (Applause.) The second loss is the impending retirement of the Secretary of the Institution, Mr. George Shee. He will have been Secretary for twenty-one years. He came to the Institution at a very difficult time, and during his Secretaryship the Institution has seen a greater development than in any previous period of its history. (Loud applause.) During that time half the fleet has been converted to a motor fleet. In 1910 there were nine motor boats; now there are ninety-five. The financial side of the Institution's work has kept pace with this development, which is in a large measure the work of Mr. Shee. (Applause.) I could say a great deal more of what he has done, but I know that I am voicing the opinion of all who are interested in this Institution when I wish him health and happiness in his retirement, and thank him for his splendid services. (Loud applause.)

#### HELP OF THE CIVIL SERVICE.

The Annual Report shows how much the Institution is indebted to a large number of benefactors for gifts of boats and other generous forms of support; and I have already referred to the response of the passenger-liner companies to the appeal which I made in 1928. There is another body to whom we are very much indebted, and that is

the Civil Service. They have decided to take a large part in the work of the Institution by providing a little fleet of Life-boats which bear the name of the Civil Service. Their contributions to this Fund began in 1866, and have amounted to over £83,000. This fleet has now three Motor Life-boats and two Pulling and Sailing Life-boats, and the Civil Service can point to 1,276 lives rescued by this little fleet. Of that record it has every right to feel proud. (Loud applause.)

#### AN APPEAL TO TRAWLER-OWNERS.

Now I am going to make another appeal, as I did last time, but on a much more modest basis than the one which I made to the shipping companies. I would make an appeal to the companies of trawler-owners and the individual owners of trawlers, drifters and fishing vessels generally. I know full well that for them, as for everybody else, these are very bad times, and they will not be able to give as generously as they would possibly like to do; but I would remind them that a very large proportion of the effective Life-boat services are rendered to boats and vessels of this class. In fact, during the three years 1928, 1929 and 1930, 317 lives were rescued from trawlers and other fishing boats, or 31 per cent. of the whole number saved. I would suggest for their consideration that these great trawler companies should give, not a Motor Life-boat, but a contribution of, say 5s. per annum for every trawler or drifter. I am sure, too, that the seamen who constitute the crews of these fishing vessels are in warm sympathy with the Life-boat Crews who have rescued so many of their fellow seamen.

#### THE LADIES' LIFE-BOAT GUILD.

There is one more appeal to-day which I feel will meet with a generous response, or, at any rate, will be received with sympathy. It is ten years since the Ladies' Life-boat Guild was established, when I took the chair at the Annual Meeting for the first time. I suggested then that if women put their hearts into a great cause, the great cause is won. To-day we are delighted to have with us



By courtesy of]

**THE PRINCE OF WALES AND MRS. POLLY DONKIN.**

[Sport & General.



By courtesy of]

**MRS. POLLY DONKIN—AND TWO ADMIRERS.**

[Photo Press.

Coxswain Barnes, of Selsey and Bognor, and Coxswain Fenton, of St. Andrews.

on the platform Her Royal Highness Princess Louise (Loud applause), who, with her ready recognition of what constitutes a national undertaking, gave it her sympathy, and accepted the position of Patron of the Guild. I am very glad to tell your Royal Highness, on behalf of the Institution, that the little group of women who gathered round you ten years ago have increased to many thousands, and the work they have done, both by personal efforts and by persuasion, has been wonderfully successful. (Loud applause.)

I know that I am expressing your most earnest wish by appealing to the women of London to come forward as workers on Tuesday the 19th May, which is Life-boat Day throughout Greater London; and to the people of London, men, women and children, to see that they wear a Life-boat Badge upon that day. I am glad to see not only the Lord Mayor of London with us this afternoon, but the Mayor of Westminster and the Mayors of the majority of the London Boroughs; and I would ask them and the Lady Mayoresses to give their support, both civic and personal, to ensure that Life-boat Day will be the most successful one held in London. If every citizen gave but one penny, we should get £30,000, which would provide three 45-ft Motor Life-boats, or seven 35-foot Motor Life-boats. That is quite an interesting statistic, and worth taking away in your minds this afternoon. There is one point which I forgot to mention as regards Life-boat Day on Tuesday the 19th May, it is, that, at the suggestion of Princess Louise, the Duchess of York has consented to visit some of the depôts on that day. (Loud applause.)

#### THE NATIONAL EXAMPLE OF THE SERVICE.

Ladies and Gentlemen, I have kept you too long already, but in conclusion, I would like to say that in the ten years since I first presided at an Annual Meeting I have kept in very close touch with the movement, and I have had opportunities of actually seeing the Life-boats and the launching of the Life-boats and getting to know their work,

and I have had opportunities of watching the progress of the Institution and the way in which it is supported. Our nation has in the Life-boat Service a wonderful asset, in which a great ideal, the service of humanity, is carried into action year by year, day by day, without any heroics on the part of the men who man the Life-boats, and who constantly exemplify all the qualities which make up a great character.

Let us bring to bear upon the grave problems with which we are confronted, the voluntary co-operation, the freely accepted discipline and the common sacrifice which actuate every Life-boat Crew. It is because the Life-boat Service offers you the finest example of national character and achievement in the sphere of human enterprise, and a type of united service in a great cause, that I commend it to the generous support of the people of Great Britain and Ireland, so that the Institution may continue to provide the Life-boat Crews with the best weapons with which to carry out their noble battle for the lives of those who may be shipwrecked on the shores of these islands. (Loud and prolonged applause.)

I will now call on Sir Godfrey Baring to read a list of those nominated for election as President, Vice-Presidents, Treasurer, and other members of the Committee of Management, and the Auditors for the ensuing year.

#### Sir Godfrey Baring, Bt.

SIR GODFREY BARING: In the name and on behalf of the Committee of Management of the Royal National Life-boat Institution I hereby nominate the following noblemen and gentlemen as suitable persons to fill the various posts and offices in connexion with the Institution during the period dating on and from the 13th May, 1931, until the date of the Annual Meeting of the Governors of the Institution in 1932. Also Messrs. Price, Waterhouse & Company as Auditors for the same period.

*Committee of Management.*

*President.*

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

*Vice-Presidents.*

The Archbishop of Canterbury.  
The Duke of Atholl.  
The Duke of Montrose.  
The Duke of Portland.  
The Marquis of Ailsa.



The Marquis of Aberdeen and Temair.  
 The Earl of Derby.  
 The Rev. the Earl of Devon.  
 The Earl of Albemarle.  
 The Earl of Lonsdale.  
 Admiral of the Fleet the Earl Jellicoe of Scapa.  
 The Viscount Grey of Fallodon.  
 The Viscount Burnham.  
 Commodore Sir Richard Henry Williams-  
 Bulkeley, Bt., R.N.R.  
 The Lord Southborough.  
 Major-General the Right Hon. John E. B.  
 Seely.  
 The Hon. George Colville.  
 Sir Godfrey Baring, Bt.  
 Sir W. E. B. Priestley.  
 Mr. Harry Hargood.  
 Miss Alice Marshall.  
 Mr. Noel E. Peck.

*Treasurer.*

The Earl of Harrowby.

*Other Members of the Committee of  
 Management.*

Mr. James Bryce Allan.  
 Mr. Charles G. Ammon, M.P.  
 Mr. Ernest Armstrong.  
 Mr. H. Arthur Baker.  
 Rear-Admiral T. P. H. Beamish, M.P.  
 Lieut.-Colonel J. Benskin.  
 Mr. Frederick Cavendish Bentinck.  
 The Earl of Brecknock.  
 Major Sir Maurice Cameron.  
 Captain Charles J. P. Cave.  
 Colonel Lord William Cecil.  
 Mr. Kenneth M. Clark.  
 Sir John Collie.  
 Sir John G. Cumming.  
 Engineer Vice-Admiral Sir Robert B. Dixon.  
 Admiral Sir A. A. M. Duff.  
 Commander Herbert G. Evans, R.N.R.  
 Captain Guy Fanshawe, R.N.  
 Sir Johnston Forbes-Robertson.  
 Mr. K. Lee Guinness.  
 Admiral Sir Lionel Halsey.  
 Commodore Sir Bertram F. Hayes, R.N.R.  
 (retired).  
 Captain G. C. Holloway, R.N.R.  
 Sir Frederick Thomas Hopkinson.  
 Captain the Earl Howe, R.N.V.R.  
 Mr. John F. Lamb.  
 Colonel Sir A. Henry McMahon.  
 Commander Sir Harry Mainwaring, Bt.,  
 R.N.V.R.  
 Mr. Algernon Maudslay.  
 Admiral of the Fleet Sir Henry Francis Oliver.  
 Sir Gervais S. C. Rentoul, K.C., M.P.  
 The Rt. Hon. F. O. Roberts, M.P.  
 The Rt. Hon. Walter Runciman, M.P.  
 Colonel the Master of Sempill.  
 Colonel R. F. A. Sloane-Stanley.  
 Commander F. F. Tower, late R.N.V.R.  
 The Rt. Hon. William Dudley Ward.

*And ex-officio.*

The Lord Mayor of London.  
 The Admiral Commanding Reserves.  
 The Deputy Master of the Trinity House.

The Hydrographer of the Navy.  
 The Chairman of Lloyd's.

No one else has been nominated. I therefore  
 declare these gentlemen duly elected.

**Presentation of Medals for Gallantry.**

The PRESIDENT: I now call upon the  
 Secretary to read the accounts of the services  
 for which Medals and other awards have been  
 given.

The Secretary then read the accounts of the  
 services, and the Medals were presented by  
 H.R.H. the Prince of Wales, as follows:—

To COXSWAIN ROBERT HOOD, of Hartlepool,  
 Durham, the Bronze Medal for the rescue,  
 on 26th September, 1930, of the crew of  
 nine men of the Danish auxiliary schooner  
*Doris*.

To COXSWAIN FREDERICK BARNES, of Selsey  
 and Bognor, Sussex, the Bronze Medal for  
 the rescue on 2nd November, 1930, of the  
 two men of the yacht *Lucy B*, of Rye.

To Mr. J. DAVIES, Bowman, of Cromer,  
 Norfolk, a Bar to his Bronze Medal for going  
 overboard from the Life-boat to the rescue  
 of a drowning man on 17th February, 1931.

To COXSWAIN R. FENTON, of St. Andrews,  
 Fifeshire, the Bronze Medal for the rescue  
 on 9th March, 1931, of the crew of ten of the  
 steam trawler *Loch Long*, of Aberdeen.

To COXSWAIN ANGUS MCPHAIL, of Thurso,  
 Caithness-shire, the Bronze Medal for the  
 rescue, on 18th March, 1931, of the crew of  
 four of the schooner *Pet*, of Chester.

To Mr. JOHN CAHILL, of Tralee, County Kerry,  
 the Bronze Medal for the rescue, on 7th  
 November, 1930, of the crew of three of the  
 steamer *Co-operator*, of Tralee. Mr. Cahill  
 carried out the rescue in a small boat,  
 accompanied by his son, Mr. Joseph Cahill,  
 and another fisherman, Mr. John Nolan.  
 Each was awarded the Bronze Medal.

(A full account of the services at Hartlepool,  
 Selsey and Bognor and Tralee appeared in the  
 last issue of *The Lifeboat*. Full accounts of the  
 other three services appear elsewhere in this  
 issue.)

The PRESIDENT: I will now call upon Mr.  
 Alexander, the First Lord of the Admiralty, to  
 move the first resolution.

**The Right Hon. A. V. Alexander, M.P.**

The Rt. Hon. A. V. ALEXANDER, M.P. (First  
 Lord of the Admiralty): Your Royal High-  
 nesses, my Lord Mayor, my Lords, Ladies and  
 Gentlemen, I have to move:—

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

It is a great privilege to be allowed this opportunity of paying in this public way a tribute to those who have given so much to the great success of the Institution under whose auspices we are met this afternoon. I have very early recollections of a little education in the work of the Royal National Life-boat Institution, as an elementary Board School pupil—the only education I ever got; for part of it was in the work of the Life-boat Institution, and Life-boat Saturday was one of the great events in my annual year whilst at school. I remember, too, that one of the first songs that I was ever taught to sing the chorus of was about Grace Darling, and it seemed in those days in the West Country that one of the greatest things that we had to learn was the traditional courage, chivalry and humanity of our countrymen, who were trained to believe that the sea was our life, that the sea was our strength, and that on the sea we obtained our livelihood. (Applause.)

There has always been, of course, a great bond of sympathy between the various sections of our maritime population—a great bond of sympathy between the Royal Navy, (over which I have to try to preside for the time being), the Mercantile Marine, and great Institutions like the National Life-boat Institution; and it is perhaps because all sections of this great maritime nation actually engaged in moving upon the seas are filled with the same spirit of service to those who are in need. Even in the instructions to the Royal Navy in the King's Regulations we do not forget them: "All officers of His Majesty's ships are to afford every possible aid to vessels in danger, distress or in want of casual assistance and in saving life"; and you have no doubt seen in the last few months that the members of the Royal Navy have been thus engaged. The example of the crew of H.M.S. *Suffolk* in rescuing the crew of the *Hedrik* in very dangerous Eastern waters was one; the great services of the commanding officer and crew of the ship *Veronica* during the New Zealand earthquake was another. (Loud applause.)

And I mention this bond of sympathy, and instance those examples of services by the Royal Navy in rescuing life, for this reason; that we are here to-day to honour Coxswains and Crews who are not under regular obligatory service; they are giving voluntary service. (Applause.) We in the Admiralty do not for one moment detract from the great examples of courage and humanity given by the members of the regular crews of the Navy and Mercantile Marine, but we take off our hats, if I may use the phrase, to those who, without compulsion, by voluntary service, show all those qualities of courage and of chivalry in time of peace, and purely for the sake of brotherhood and saving humanity, which sometimes we only look to see exposed to our view when actually engaged in belligerent warfare. (Applause.)

Perhaps in this non-political atmosphere, in this very great national Institution, you will permit me at least as a working-class representative a little pride in the fact that the men

whom we come to honour to-day are what I might call, and what you have seen for yourselves to be, fine examples of working-class gentlemen. (Loud applause.) They represent to us not merely those noble acts which have been detailed to us, and which have happened in the last few months; they represent to us a history of the Life-boat Institution of this country which is beyond compare. (Applause.)

I do not need to say more about that this afternoon except this: While we are proud that this Life-boat Institution was the pioneer of Life-boat Services in any country; we are also glad that it has now pioneered the international meetings, which we hope will lead to a still further development of world service in Life-boat work. The conference which was initiated in the centenary year of 1924, and which was held in London, at which nine nationalities were represented, was succeeded by the Conference of 1928, at which seventeen nationalities were represented, and we hope that at the Conference which will take place in 1932 at Amsterdam no country in the world with a coastline on which it is possible to prevent human life being lost will be unrepresented. (Applause.)

We are greatly honoured by the presence of His Royal Highness in the Chair to-day, and of Her Royal Highness the Princess Louise. (Loud applause.) Perhaps as a Minister of a Government which you do not all appreciate, I might be allowed to say that the thing which endears them to us all, in all parties in the country, is that they are pre-eminently great public servants. (Loud applause.) I know that they will forgive me if I say that we are also honoured by the presence to-day of gallant Coxswains and members of Crews who are also great public servants. (Loud applause.) I am therefore glad to have the opportunity of moving this resolution in appreciation of their service, and to include in that resolution, as I am sure you would desire this meeting to do, those who help on the shore, about whom we heard just now—who help to get the Life-boats off in most difficult circumstances; those who do the work of Secretary and Treasurer, and the local committee work in every branch of the Institution in the country; and I am perfectly certain that this meeting will carry the resolution which I now have the honour to move, with acclamation. (Loud applause.)

The PRESIDENT: I now call on the Bishop of Durham to second the resolution.

#### The Bishop of Durham.

The BISHOP OF DURHAM (the Rt. Rev. HERBERT HENSLEY HENSON, D.D.): Your Royal Highnesses, my Lord Mayor, my Lords, Ladies and Gentlemen, of all the many objects of benevolence which from time to time claim the support of good citizens, I think it can hardly be disputed that the Royal National Life-boat Institution holds a kind of primacy; for not only is the direct object which it is organised to serve one which needs no possible defence, but the necessity of this Institution

is quite undoubted. Moreover, there is no object which needs so little the arts of the advocate and the orator to commend it to the enthusiastic acceptance of English people. By a three-fold title it holds us. We are insular, and, if we are to hold communication with the rest of the world, it must be (saving always your Royal Highness's correction) by the sea rather than by the air. (Laughter.) We are mercantile, and we cannot get to and fro on our legitimate business without traversing the high seas. We are Imperial, and we cannot hold the links of our far-flung Empire without the mastery of the seas. (Applause.)

There are several special reasons why I, as Bishop of Durham, might claim a particular and personal interest in this Institution; for if you go back to the beginnings of this great work you will find that it was closely linked with the Diocese of Durham. It was in 1786 that for the first time the experiment was made of a Life-boat Station at Bamburgh, on the coast of Northumberland, which was provided, if you please, by funds from a benefaction of a Bishop of Durham, Lord Crewe, and was set up at the instance of an excellent Durham clergyman, the Archdeacon of that district; and in 1789—a memorable year—the first permanent Life-boat Station was set up at Tynemouth, in my Diocese. North-eastern England has the honour of contributing to the education of the First Lord of the Admiralty, for it was from that district that Grace Darling, the patron saint of life-saving at sea, came, and her great heroic achievement in the year 1838 was transacted on sacred soil, the Farne Islands, where the first of all the long series of Bishops of whom I am the last, and the least, held their place, St. Aidan and St. Cuthbert. Grace Darling had to learn that fame is not without its shadow, for we are told that applications for locks of hair came in such numbers that Grace was menaced with baldness. (Laughter.) Nor, indeed, even at that early stage, was the commercial value of feminine achievement wholly unperceived, for we are told that she was repeatedly appealed to by the proprietor of Batty's Circus to join his troupe and be exhibited to the admiration of the multitude; but Grace had the good sense to decline all these offers, and she died in the odour of sanctity in her native island.

Moreover, your Royal Highness, it is my singular privilege as Bishop of Durham to preside over a Diocese which includes amongst its greater industries those two great employments, seafaring and coal-mining, which I do think exhibit more conspicuously than any other the valorous spirit of man in conflict with the mighty and unmanageable forces of nature. (Applause.) The achievements of men, coal-miners and seafaring men—their achievements in shipwreck and in explosions in the mines—contribute to the spiritual assets of the human race; and I observed with great pride just now that the first of those admirable men who came to receive from the hands of your Royal Highness a Medal comes

from my Diocese, from Hartlepool. I note also that your Royal Highness will presently give a Gold Badge for distinguished service in raising funds to a lady from my Diocese, Polly Donkin, a fishwife of Cullercoats, whose achievements in "raising the wind" have been outstanding. (Applause.) But I must not continue with my local claims, otherwise I should keep you too long.

This resolution expresses our hearty appreciation of the gallantry of the Coxswains and Crews of the Life-boats. Consider for a moment what that service is. It is not merely the direct work of life-saving, so many men rescued from imminent death in circumstances the most appalling conceivable; but behind each of those rescues there is that great margin of anxiety relieved and domestic tragedy averted which the saving of the life of a breadwinner in a humble home inevitably means. But these men did much more than do that positive and direct work. The actual saving of so many lives is much, but there is more: they proved the potential heroism of peace, a lesson which it is highly important that the communities of the civilised world should learn. I sometimes think that the difference between peace and war in this respect lies here: *that while peace parades its seamy side, war parades its heroic side.* And here I would commend to all who advocate peace and a juster measure of the false glitter of war, the wonderful passage in Dr. Johnson's writings published in the year 1771, when he drew just that particular contrast which I am suggesting to you now, *between the external glitter of war and the sordid, squalid background which lies behind it.* But when we come to peace, what do we see? We see all men, too often, alas, exhibiting the most vulgar, the most greedy, the most contentious aspect of their character; and it is sometimes hard for an observer of this squalid continuing conflict of men and classes and interests in society to escape a very low view of human nature, and even to escape sinking into the prison of unhappiness and cynicism.

And then we come to see, and our sailors help us to see, that all this fabric of society, in spite of its meanness, is shot through and through with heroism, which again and again leaps up into prominence and commands attention. The voluntary service of these men and women who launch and man the Life-boats restores our self-respect and rebuilds again the fabric of our faith in human nature. (Applause.)

And will you allow me to say this: I think this kind of achievement, this kind of work, which the Life-boat Institution is carrying out, is more conspicuously than anything else an evidence of the genuine influence of Christianity on national life. Human need is wide as humanity, and a man or a woman need not be a Christian in order to appreciate it and to respond to it, but it is incontrovertible that it is only in those societies which have been trained and educated by the Christian religion that these great efforts of benevolence and help have come to have the prominence which,

thank God, they have among us. I am sometimes disposed to think, when I review the history of the Church of Christ, so chequered, so scandal-ridden in many ways, so enigmatic and paradoxical, that all these things are outweighed by the unflinching succession of kind and generous efforts which have marked its course through history, and I can imagine the Eternal Judge addressing to the Christian society in the great day of reckoning such words as He addressed to the undone and outcast woman: "Her sins, which are many, are forgiven, for she loved much."

One word more. Our Life-boats are monuments. As you go round the coast from place to place, in watering-places, where the tired multitudes of our city dwellers flock in order to recover some physical energy for the work which they must carry on year in and year out, at every conspicuous point on the coast there is the Life-boat, conspicuous by its place, by its form, above all, by its suggestion. It is a monument. We are an ancient people; we have lived through many centuries, and every century has contributed to our present position monuments of its distinctive life and achievement. Those monuments are the very citadels and treasuries of the national spirit. Here is a monument of another kind. It symbolises and expresses not the heroism and achievements of the past, but the needs and efforts of the present. It cries its challenge to the generations as they pass: "Oh! children of men, so frail, so fleeting, whose lives are shadowed by such dark potencies of ill, why waste your time in conflict and disputing, when the moral of your own woes is this: Help one another!" And the Life-boat calls that message most persuasively.

I must not dwell on the value of this great work for holding the nations together. Think of it! What is it that holds the nations together in spite of the dividing forces—what but the consciousness of common needs and the memory of common help? And this Institution does more than any other to do that. Without further prelude, your Royal Highness, I beg to second the Resolution. (Loud applause.)

*(The Resolution was carried.)*

### Presentations to Honorary Life-Governors.

The President then made presentations to honorary workers for long and distinguished service, the Secretary giving particulars in each case of the work for which the award was made, as follows:—

**THE SECRETARY:** An Honorary Life-Governorship is the highest honour which the Institution can confer on its honorary workers, and is given only for long and distinguished service as a Station Honorary Secretary or in furthering its appeals for financial support. A copy of the Vote, inscribed on Vellum, and signed by H.R.H. the Prince of Wales, as President of the Institution, is presented to each Honorary Life-Governor.

Five honorary workers have been appointed

Honorary Life-Governors, and two are present this afternoon to receive their awards:—

#### DERBY (DERBYSHIRE).

**LADY ANN,\* J.P.**, appointed an Honorary Life-Governor in recognition of her distinguished services as President of the Ladies' Life-boat Guild in Derby, and as a Life-boat worker for nearly forty years.

#### TEIGNMOUTH (DEVONSHIRE).

**Mr. W. J. BURDEN**, appointed an Honorary Life-Governor in recognition of his distinguished services as Honorary Secretary of the Teignmouth Station Branch for upwards of forty-five years. Mr. Burden already holds the Silver Medal of the Institution for gallantry in rescuing life from shipwreck.

#### Presentation of Gold Brooches and Pendants.

**THE SECRETARY:** The Gold Brooch or Pendant also is awarded only to Honorary Workers who have given distinguished service. Since the last Annual Meeting twenty-one have been awarded, and the following are present this afternoon to receive their awards:

#### ABERDOVEY (MERIONETHSHIRE).

**Captain J. WILLIAMS, F.R.A.S., F.R.G.S.**, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch. Fifty years ago Captain Williams was a member of the Crew of the Aberdovey Life-boat.

#### BUDE (CORNWALL).

**Admiral STUART NICHOLSON, C.B., M.V.O., D.L.**, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

#### CULLERCOATS (NORTHUMBERLAND).

**Mrs. POLLY DONKIN**, in recognition of her valuable help in personally collecting £272 out of a total of £1,055 collected by the Fishwives of Cullercoats during the past nine years, at the summer exercise of the Life-boat.

#### DUNBAR AND SKATERAW (HADDINGTONSHIRE).

**Mr. WILLIAM BERTRAM, J.P.**, in recognition of his valuable co-operation as Honorary Secretary of the Dunbar and Skateraw Station Branches for the past thirty-four years.

#### EASTBOURNE (SUSSEX).

**Mrs. H. G. BRIGGS**, in recognition of her long and valuable co-operation with the Ladies' Life-boat Guild at Eastbourne, and particularly in connexion with the organisation of Life-boat Day.

\* Lady Ann was appointed a Life-Governor in 1924, but owing to ill-health no formal presentation had previously been made. The four other Honorary Life-Governors have been appointed since the last Annual Meeting.

## ISLE OF WIGHT.

The **HON. MABEL GOUGH-CALTHORPE**, Honorary Secretary of the Isle of Wight Ladies' Life-boat Guild, in recognition of her valuable co-operation as Honorary Organiser of the "All Island" Fête, 1930.

## LAKE DISTRICT (WESTMORLAND).

Miss **STELLA HAMILTON**, in recognition of valuable co-operation in raising funds for over thirty-five years.

## LEICESTER (LEICESTERSHIRE).

Mrs. **MOREY**, in recognition of her long and valuable co-operation in raising funds.

## LEWES (SUSSEX).

Mr. **A. J. R. URIDGE**, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

## MANCHESTER (LANCASHIRE).

Mrs. **BRONNERT**, in recognition of her long and valuable co-operation in raising funds at Didsbury.

## NEWPORT (MONMOUTHSHIRE).

Mr. **A. J. PHILLIPS**, in recognition of his valuable co-operation first as Secretary, and then as Chairman of the Branch, for upwards of forty years. I deeply regret to say that eighteen months ago Mr. Phillips lost his sight.

## OLDHAM (LANCASHIRE).

Mr. **EDWARD DEAN**, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

## READING (BERKSHIRE).

Mr. **G. BURTON FRASER**, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

## ST. IVES (HUNTINGDON).

Miss **M. KNIGHTS**, in recognition of her long and valuable co-operation as Honorary Secretary of the Branch.

## VENTNOR (ISLE OF WIGHT).

Mrs. **SAUNDERS**, in recognition of her long and valuable co-operation as Honorary Secretary of the Branch.

The **PRESIDENT**: I now call upon Sir Malcolm Campbell to move the next Resolution.

**Sir Malcolm Campbell.**

Captain **SIR MALCOLM CAMPBELL**: Your Royal Highnesses, my Lord Mayor, Your Excellencies, my Lords, Ladies and Gentlemen, I have the honour to move the following Resolution:—

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

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

It might, perhaps, seem somewhat strange to you that I should have been invited to move this Resolution asking you to express your gratitude to the ladies who have helped so magnificently in this great Service of saving life; for my name, I know, is more commonly associated with activities which are popularly supposed to endanger life rather than to save it. I do not know what was in the minds of the Committee of Management of the Institution when they invited me to move this Resolution; perhaps they were working by the law of contrast; but we who delight in speed are extremely careful about human lives, both our own and those of other people. There is, therefore, really nothing inconsistent in my speaking in support of such a Resolution as this, any more than in the fact that I happen to be a member of the Road Fellowship League.

That League is a section of the National Safety First Association, and I understand that this Institution is represented on the Association's Council. It seems to me very appropriate that this Meeting should be held during "Safety First Week." Many of us are engaged on this problem of doing all that we can to make transport, on which our civilisation so greatly depends, safer than it is, and at the same time in speeding it up, no matter whether it be by land, by sea or by air. As speed increases, so does it become all the more necessary for us to do all that is possible to reduce the number of accidents which occur and to minimise the loss of life resulting therefrom. This Institution has been carrying on that fight, with splendid success, for over one hundred years. It has carried on that fight on the greatest road of our Empire, namely, the sea; and I would like to remind you of one thing which we ought never to forget: When we all join together to make our roads safer, it is for our own safety as well as for the safety of others, but when these magnificent fellows who man the boats of the Royal National Life-boat Institution set out in all weathers, undeterred by the appalling danger of their task of saving life at sea, they are unable to apply the "Safety First" principle to themselves at all. (Applause.) This Institution has also carried out wonderful research work in the direction of applying the latest inventions of mechanical science to its own special duty.

I fear, however, that I am getting away from the main point of my speech, which is really to thank the ladies and to acknowledge the great debt which the Life-boat Service owes to them. Feats of courage, endurance and daring in women are now taken almost as much for granted as they have been in men during the past. What women undertake now in the way of dangerous adventure would have been thought impossible a few years ago;

but though we recognise and applaud this new spirit of adventure in women, we do not allow it to make us forget all that women have long done and still do by their inspiration, enthusiasm and self-sacrifice for such great causes as the Royal National Life-boat Institution. Here, surely, is a cause which is truly national, since it asks for the best that both the women and the men of this nation can give us. We have already in another Resolution thanked the men, and I now ask you to thank all those women, living inland and on the coast, who by their devotion to it have made the Life-boat cause their own. (Loud applause.)

The PRESIDENT: I call on the Master of Sempill to second the Resolution.

#### Colonel the Master of Sempill.

Colonel the MASTER OF SEMPILL: Your Royal Highnesses, Your Excellencies, my Lord Mayor, my Lords, Ladies and Gentlemen, I have been given an utterly impossible task—that of following Sir Malcolm Campbell. As you know, there is only one Blue Bird in the world capable of a speed of 250 miles an hour, and that belongs to Sir Malcolm Campbell, so how can one possibly follow him? If one wanted to follow Sir Malcolm Campbell, the only thing to do would be to imitate the very practical example set by His Royal Highness the President and take to the air; that would be the only way to catch him.

When His Royal Highness presided at the first meeting of the General Council of the Ladies' Life-boat Guild some years ago, he said: "I place the Life-boat Cause in your hands, confident that it will be as safe with you as the Life-boat itself is safe in the hands of our gallant Crews." His Royal Highness's trust has been more than amply repaid by the magnificent work that has been done by the Ladies' Life-boat Guild. When we consider that on Flag Days and on other similar occasions over two-thirds of the money collected is collected by the ladies, we can realise the force of that argument.

The women who serve the Institution deserve our profound gratitude, and all the assistance we can give them in this great work. Not only do they devote their time to this service, but many of them, as you know, may, as Life-boat launchers, be called out in the middle of the night to help with the launch of the boat, which entails hours of hard labour and the certainty of a complete wetting. I therefore cordially second the Resolution so ably proposed by Sir Malcolm Campbell, and ask you to show your great appreciation of the work of the Ladies' Life-boat Guild, so ably led by Her Royal Highness Princess Louise, and of all those who have so gallantly followed her. (Loud applause.)

(The Resolution was carried.)

#### Sir Godfrey Baring.

SIR GODFREY BARING, Bt. (Chairman of the Committee of Management): Your Royal

Highnesses, my Lords, Ladies and Gentlemen, I beg to move:

"That the hearty and respectful thanks of this Meeting be given to His Royal Highness the Prince of Wales, K.G., for presiding over this, the Hundred and Seventh Annual General Meeting of the Royal National Life-boat Institution."

His Royal Highness said to me just now that he would like this Resolution cut out altogether, but I have absolutely, though, I hope, respectfully, disregarded those wishes; but he has expressed a wish that I should be exceedingly short. That is a very great disappointment to me, but, I expect, a great relief to the audience, because I had prepared a speech which would have occupied about twenty minutes, tracing the history of the Institution from its earliest years and describing the various Presidents who have presided over our deliberations, and also it contained four or five jokes which I had conned for some time, and which were really very good. (Laughter.)

At any rate, Ladies and Gentlemen, we cannot possibly separate without expressing our deep, our abiding, and our respectful gratitude to our President for the inestimable services which he has rendered to us for eleven years. (Applause.) There has never been anything which we have asked His Royal Highness to do that he has not done, and what he has done for the Life-boat Service really beggars description. Every one of us who is interested in the Life-boat cause is deeply grateful to His Royal Highness, and we shall never forget the wonderful services that he has rendered. I am sure you will pass this vote of thanks with the utmost enthusiasm and the utmost unanimity. (Loud applause.)

The HON. GEORGE COLVILLE (Deputy Chairman): Your Royal Highnesses, Your Excellencies, my Lords, Ladies and Gentlemen, we have all read in the paper this morning of His Royal Highness's visit to Liverpool yesterday, and the speech which he made counselling publicity. What greater publicity could we possibly have than his presence here in our chair to-day? We welcome him, we thank him for this publicity, and we thank him for his presence. I have much pleasure in seconding the resolution. (Loud applause.)

SIR GODFREY BARING: Ladies and Gentlemen, let us carry that vote with three cheers for the Prince of Wales.

(The Resolution was carried with acclamation.)

(The Meeting then terminated.)

#### Entertainment of Medallists.

After the Meeting the Medallists visited the House of Commons, where they were received by Admiral T. P. H. Beamish, C.B., M.P., a member of the Committee of Management, and in the evening they were the guests of Sir Oswald Stoll at the Alhambra.

### The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1930.

£	s.	d.	
36	8	0	Construction and Repair of Life-boats, Carriages and Tractors.
16	0	0	Payments to Life-boat Crews; Rewards for Wreck Services; Retaining Fees; Wages; Payments for Exercises; Grants to Injured Men and Pensions.
14	14	0	Propaganda and Publicity, in connexion with Headquarters and over 1,000 Branches.
14	0	0	Provision, Custody and Inspection of Life-boat Stores.
7	4	0	Construction and Repair of Life-boat Houses and Slipways.
4	6	0	Amount spent locally at Life-boat Stations.
4	2	0	Technical Supervision and Inspection of Life-boat Stations.
3	6	0	Administration.
<hr/>			
£100	0	0	

(For full Statement of Expenditure, see pages 320—322.)

### The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1930.

£	s.	d.	
44	6	0	Subscriptions, Donations, and Life-boat Days.
37	6	0	Legacies.
3	8	0	Special Gifts.
13	8	0	Income from Investments.
18	0	0	Life-boat Funds.
14	0	0	Sales.
<hr/>			
£100	0	0	

(For full Statement of Income, see pages 321—323.)

## Bronze Medals for Two Scottish Coxswains.

**St. Andrews, Fifeshire, and Thurso, Caithness-shire.**

Two gallant services were carried out by Life-boats in Scotland during March, one by the Pulling and Sailing Life-boat at St. Andrews, Fifeshire, and the other by the Motor Life-boat at Thurso, Caithness-shire. The circumstances were similar. In each case the wreck was lying among rocks, and it was a difficult and hazardous task to get the Life-boat close enough to rescue the crew. In each case this was successfully done, and the Coxswains of both Life-boats were awarded the Institution's Bronze Medal.

### St. Andrews.

In the middle of the night of March 8th the steam trawler *Loch Long*, of Aberdeen, went ashore in a heavy snow squall on the reef of rocks known as Balcomie Briggs. A gale was blowing; the sea was rough; and the night very dark and bitterly cold. The Life-boat was got away at 2.30 on the morning of the 9th. The tide was not high enough to launch her in the harbour, and she was launched off the open beach, with very great difficulty, owing to the rough sea breaking. A party of over 200 people, including women, helped in the launch, many being above their waists in the sea.

The Life-boat reached the wreck shortly after 5.30, just as day broke. The trawler had gone right in over the reef, and seas were breaking over her. The Coxswain feared that, as the tide fell, she would capsize, so he decided, in spite of the great risk, to attempt a rescue at once. He anchored to windward and veered the Life-boat down to the wreck.

The trawler lay with rocks all round her, and the Life-boat was taken between and over them, with the seas breaking continually aboard her, and at times completely filling her. At one point she actually touched the rocks. In spite of these difficulties and dangers, she got near enough for a line to be thrown on board the trawler; a breeches buoy was rigged, and one of the crew was hauled through the broken water into

the Life-boat. The remainder were unwilling to take this risk, and the Coxswain succeeded in getting the Life-boat near enough for them to jump aboard her. There she lay for half an hour, until, one by one, the nine men had jumped down. Then the Life-boat was hauled clear of the rocks, and reached her station safely just after 8 o'clock. The Broughty Ferry Motor Life-boat and the Anstruther Life-boat were also called out, but their help was not needed.

For this fine service the Institution awarded its Bronze Medal to Coxswain D. Fenton, and extra monetary awards to him and each member of the Crew. It also sent a Letter of Appreciation to all who took part in the launch.

### Thurso.

Shortly before 10 P.M. on 18th March the news reached Thurso that a schooner, the *Pet*, of Chester, had gone ashore on the rocky headland of Brims Ness, five miles away. The night was foggy and very dark, with a heavy ground swell, which made the conditions on shore very bad. Half an hour after launching, the Life-boat picked up the flares of the wreck, anchored to windward, and veered down until about 60 yards away. Nearer than that the Coxswain felt it unsafe to go, owing to submerged rocks and the remains of an old wreck which lay between the Life-boat and the schooner. By the light of the Life-boat's searchlight, a line was fired over the wreck from the line-throwing gun. For the first time on service a night tracer was used, fitted on the projectile which carries the line, in order to show by its sparks the flight of the line. This was very successful. A breeches buoy was then rigged and sent aboard the wreck, and one of the schooner's crew was hauled into the Life-boat. He told the Coxswain that the other three on board were old men, the skipper being seventy-nine. They were already exhausted, and he feared that it would kill them to be hauled through the cold water.

On learning this the Coxswain decided



to veer the Life-boat in over the rocks and the remains of the old wreck, and to get under the lee of the schooner. There was the greatest danger that the Life-boat herself would strike, but she was very coolly and skilfully handled by the Coxswain. By the light of her searchlight he took her safely alongside the schooner, which was rolling and grinding on the rocks. There the Life-boat lay, rising and falling in the swell. At times she had no more than a foot of water under her, and the tide was falling. The rescue had to be carried out as quickly as possible, or the Life-boat herself might have been left on the rocks; but with the wreck rolling,

and the Life-boat rising and falling on the swell all the time, it took half an hour to lift the three men off the wreck. The Life-boat then hove in on her cable, drew clear of the rocks, and reached Thurso again at midnight. By next morning the schooner had started to break up. Had the Life-boat waited for daylight and a rising tide, she would probably have been too late.

For this fine service the Institution awarded its Bronze Medal to Coxswain Angus McPhail, its Thanks Inscribed on Vellum to Second-Coxswain Adam McLeod, and extra monetary awards to them and to each member of the Crew.

### The First Service of the Lerwick Life-boat.

LAST year the Institution established a Life-boat Station at Lerwick in the Shetlands. This is the first Life-boat Station to be established on those islands, and was made possible by the system of coast communication which had recently been organised in the Shetlands by the Board of Trade. Only a boat of the most powerful type would be suitable to safeguard an area covering a widely-scattered group of many islands, and the Life-boat sent to Lerwick was of the Barnett (Stromness) type, 51 feet by 13 feet 6 inches, with twin screws, two 60 h.p. engines, a speed of over  $8\frac{3}{4}$  knots, able to travel 120 miles at full speed, without refuelling, and able to take 100 people on board. She reached her station in July, 1930, and her first service was carried out seven months later.

This service is very interesting, not only because it is the first by a new station, but because it shows very graphically the peculiar problems of Life-boat work in the very dangerous waters round the Shetlands, and the organization needed to deal with them.

On the morning of Friday, 20th February last, the Life-boat Station was informed by the Coastguard that a wireless message had been received reporting that the Latvian steamer *Everline*, of Riga, was drifting about 100 miles west of the Shetlands, having

lost her propeller. She was a steamer of over 3,000 tons, and was on a voyage from Reykjavik, Iceland, to Hull, in ballast, with one woman and twenty-five men on board.

She was in no immediate danger, but there was a probability that she would drift on to the west coast of the Shetlands. The Life-boat Coxswain was ordered to stand by, and an additional 50 gallons of petrol was put ready on the quay. At the same time, two trawlers left Lerwick to go to the *Everline's* help, and two other trawlers, which were at sea, 90 miles W.S.W. of the steamer, also went to her help. Conflicting reports about the *Everline's* position came through both on the Friday and the Saturday, but it appeared that she was nearing land in tow.

Then, on the Saturday afternoon, the Coastguard received news from Bressay Island, on the east of the Shetlands, that a ketch under close reefed canvas was standing in towards a part thick with reefs, between Bressay and Whalsey. The Life-boat Station was informed and the Life-boat at once called out. A south-westerly gale was blowing with gusts of hurricane force and blinding snow-showers. The Life-boat found the vessel four miles north-east by north of Score Point, Bressay. She was the ketch *Nolsoy*, of Thorshavn, in the Farøe Islands, with a crew of six, bound

from Lysekil, in Sweden, with a cargo of bricks. She was standing in towards the reefs, and it was found later that her compass was defective, that she had no chart of the Shetlands and that her skipper was unaware of his position. Under the direction of the Life-boat Coxswain, he put her about and reached down the east side of Bressay Island, with the Life-boat in attendance. When the *Nolsoy* was off the Noup of Noss, the Life-boat took her in tow and brought her safely into Lerwick, just after six in the evening.

While the Life-boat was out on this service news reached Lerwick that the *Everline* had broken her tow-rope, twelve miles west of Eshaness on the west coast of the Mainland and was drifting shoreward in a westerly gale. The Fishery Cruiser *Vaila* at once put out to send the Life-boat back to Lerwick and to look after the *Nolsoy*. She found the Life-boat at the entrance to Bressay Sound, but as the Life-boat was making full speed in spite of the tow, she continued to tow the *Nolsoy* into harbour.

#### A Night Journey in a Snow Storm.

The Life-boat then refuelled at once. Besides filling her tanks she took on board an additional 114 gallons of petrol in tins. As her next service was likely to be long, she also took on board provisions for the Crew. At 7.15, just an hour after she had returned, she set out again. The reports as to the position of the *Everline* were conflicting, and the Life-boat was instructed to call at North Roe for orders. The weather was Arctic in its severity—a pitch-dark night with blinding snow, and a wind of almost hurricane force from the south-west.

The Life-boat went through the north entrance of Bressay Sound, and then through the worst reef-infested waters in the Shetlands. There was a slight lull in the gale once, when the loom of the land was seen. Except for that the visibility was only a few feet, and nothing more was seen until Symbister Light, on Whalsey, appeared close at hand. With the weather what it was, and the fact that the Life-boat would have a six-knot tide against her in Yell

Sound, the Coxswain felt that it would be folly to attempt to go further that night. He therefore put into Symbister, seeing nothing until he actually touched the pier.

The Honorary Secretary of Lerwick was informed by telephone, and the Crew stood by all night fending the Life-boat off the pier.

In the early morning of the following day, Sunday, 22nd February, the weather began to improve and the wind to veer. Just before six o'clock the Life-boat set out again on her journey northward. Shortly before she left, the Honorary Secretary at Lerwick received the correct position of the *Everline*. The land lines had been broken by the storm and he could get into communication neither with Symbister, where the Life-boat was, nor with North Roe, where she had instructions to call, but with great difficulty he got the message through to Ulsta and asked the signalman to signal the Life-boat as she passed to close for instructions.

She passed Ulsta about eight o'clock on the Sunday morning, saw the signal, closed and received the Honorary Secretary's instructions to proceed to leeward of a position three miles to the north of the Ramna Stacks. With these instructions she continued up Yell Sound. The weather was rapidly moderating, and the wind had fallen to a strong breeze.

#### The "Everline" Sighted.

At 9.30 the Life-boat sighted the *Everline*. She was just about the position where the Honorary Secretary had estimated she would be when he sent the message to Ulsta for the Life-boat, two miles west of the cliffs of Gloup Holm. She was riding to one anchor, and it was dragging, but the weather was now fairly good, except for a heavy westerly swell. The Master of the *Everline* was expecting a tug, and he asked the Life-boat to stand by, which she did. At 12.30 P.M. a very heavy snow squall struck the steamer; the wind increased to gale force; a rough sea got up on the already heavy swell, and the Master, fearing that he would drift on to the high cliffs, which were by now little more

than a mile astern, signalled to the Life-boat that he wished to abandon ship. The *Everline* was lying to her anchor, head on to the heavy sea. She was sheering at times, and, being in ballast, was rolling heavily. This made the Life-boat's work of taking off the *Everline's* crew very difficult. At times she was higher than the steamer's gunwale, and at times far below her. She succeeded, however, in getting alongside, and the crew jumped singly or in pairs off a rope ladder into the Life-boat. It took an hour for the whole crew of twenty-six to get into the Life-boat. She then made for Lerwick. She had a fine weather passage home and arrived at 5.15 P.M. the same evening. She had travelled about 80 miles and had been out on service twenty-two hours.

Shortly after the crew had been rescued the weather improved, and the *Everline* was salvaged and brought into the Tyne by the trawler *Monimia*, which put a crew on board, and the tug *Seaman*.

Great credit is due to the Coxswain for his sound judgment in both these services, and in particular for the very great skill which he showed in navigating the Life-boat, to Symbister. Besides the usual monetary awards, a Letter of Appreciation was sent to the Coxswain and Crew.

Scarcely less credit is due to Mr. G. T. Kay, the Honorary Secretary, for the way in which he organized the service, keeping in touch with the Life-boat in spite of very great diffi-

culties, and finally directing it to the position where the *Everline* was ultimately found. He remained at the telephone for 27 hours. A Letter of Appreciation was sent to him.

Mr. Kay was greatly helped by Mr. John Masterson, the District Officer of H.M. Coastguard, and his staff; Mr. John Williamson, of Ulsta, Yell, who signalled the Life-boat, and gave her the final message about the position of the *Everline*; and Mr. Alexander R. Mann, the Postmaster at Lerwick, and his staff, who gave Mr. Kay every help in receiving and sending messages, and kept open whatever Post Office was required. Altogether eight Post Offices were kept open at Mr. Kay's request during the night of the Saturday and until the Sunday afternoon. The rescue of the *Everline's* crew was only made possible by the way in which Mr. Kay, the Coastguard and the Post Office worked in close co-operation during 27 hours, and Letters of Appreciation were sent to Mr. Masterson, Mr. Williamson and Mr. Mann.

It is a curious and happy coincidence that the very first service of the Lerwick Station should have been to a Danish vessel from the Farøe Islands. By rescuing six lives from the *Nolsoy*, the Life-boatmen of Lerwick, most of whom must be of Norse descent, found themselves rescuing men not only of the same stock, but belonging to the ancient kingdom of which Shetland and Orkney formed part till 1468.

## Cromer Bowman's Gallantry.

### Attempt to Rescue a Drowning Man.

ON the morning of 17th February last a number of fishing boats from Sheringham, on the coast of Norfolk, went out after whelks. Before they returned a heavy sea had got up, and the boats were in danger. A message was sent for the Motor Life-boat at Cromer, and she was launched at 3.20 in the afternoon.

When she arrived she found that the Sheringham private Life-boat had also put out, had rescued the crew of two men of the fishing boat *White Heather II.*

and had taken the boat in tow. Another fishing boat, *Welcome Home*, was making for the shore. When about 200 yards away from it, she was overwhelmed by a heavy breaking sea, capsized and sank. The Sheringham Life-boat, which was a quarter of a mile away, and the Cromer Motor Life-boat, which was 600 yards away, at once went to her help. Another motor fishing-boat, *The Liberty*, which had just got safely in, was at once launched again by her crew of three men.

They made a gallant attempt, but their engine stopped, a heavy sea filled the boat, and she was driven ashore.

The Sheringham and Cromer Life-boats were quickly on the spot. The Sheringham boat picked up one man, and the Cromer boat made for the other two. One of them, H. Little, was wearing a life-belt, the other, John Craske, had an arm thrown over a spar and seemed absolutely helpless. It was found afterwards that he had a wound on the head. The Coxswain threw a belt with a line attached to Little, and he was hauled on board. At the same time the Cromer Bowman, J. J. Davies, Sen., jumped overboard to the help of Craske, and held him up until a line was thrown to them and they were hauled on board. The Life-boat then made full speed for Cromer, where the two men were with difficulty landed, and the Life-boat herself made for Yarmouth, as it was impossible to rehouse her owing to the sea on the slipway. The St. John Ambulance Brigade had been warned by telephone from Sheringham and was waiting when the two rescued men were landed. Artificial respiration had already been used on John Craske, but

neither the efforts of the Life-boatmen nor of the Ambulance Brigade could restore him to consciousness. He was the son and brother of two of the three men who had made such a gallant attempt in *The Liberty* to rescue him before the Life-boats could reach him and his companions.

In recognition of his gallantry, the Institution has awarded to the Bowman, Mr. J. Davies, a Second Service Clasp to the Bronze Medal which he already holds. He won it for his share in the service to the Dutch oil-tanker, *Georgia*, which broke in half off the Norfolk coast in November, 1927, the survivors of her crew being rescued by the Cromer Motor Life-boat which was out for twenty-eight hours.

The Institution has also made an extra monetary award to Mr. Davies, the usual monetary awards to the Coxswain and Crew of the Cromer Motor Life-boat, and monetary awards also to the crew and launchers of the Sheringham Life-boat, and to the three men—Mr. W. C. Craske, Mr. W. C. Craske, jun., and Mr. A. C. Bishop, who went out in the fishing-boat *The Liberty*.

### German Presentation to Margate.

THE President of the German Republic has awarded to the Coxswain and Crew of the Margate Motor Life-boat certificates in recognition of their services to the German motor-ship *Hermine*, of Wilhelmshaven, in the early morning of 29th December, 1929.

A strong wind was blowing, with a heavy sea and heavy rain squalls, when the Life-boat was called out to the help of the *Hermine*, which had gone ashore on the Margate Sands, and was burning flares. When the Life-boat reached her it was found that there was not enough water to get alongside. She stood by for an hour, and then, as the captain would not leave his vessel, she put three men on board and stood by for another two hours. It was then found that the

*Hermine* was leaking; her captain decided to abandon her; and he, his crew, and his wife and child were taken on board a pilot boat, which had also gone out to the rescue.

The certificates were presented by the Mayor of Margate at a dinner on 17th December of last year, given to the past and present members of the Life-boat Crew, by Mrs. T. W. Gomm, wife of the Honorary Secretary and a holder of the Institution's Gold Brooch. The President of the German Republic was represented at the dinner by Herr G. A. von Halem, a Secretary of the German Embassy, and among those present were the Mayoress, Col. E. O. Skey, J.P., the Chairman of the Branch, and Mr. and Mrs. Gomm.

## A Little-known Work by Sir William Hillary.

### Plan for a Steam Life-boat.

By Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy-Secretary of the Institution.

No doubt most readers of *The Lifeboat* possess a copy of *Britain's Life-boats*, by Major A. J. Dawson. They will find in Appendix A in that book a list of the works of Sir William Hillary, whose *Appeal to the British Nation*, published in 1823, led directly to the founding of the Royal National Life-boat Institution in the following year.

A work not included in that list has recently come to light. This is a pamphlet, published in London, and dated 29th September, 1824, and entitled *A Plan for the Construction of a Steam Life Boat, also for the extinguishment of Fire at Sea, etc.* In a later publication Sir William mentions that "an extensive edition" of this pamphlet was published, and that he distributed it to "all departments connected with the shipping interests, and amongst numerous individuals at home and abroad." It is such an interesting document, and throws so much light on the character and foresight of its author, that no apology seems needed for the following notes and extracts.

The copy before me is one of two which were in the possession of Mr. W. J. Oliver, who was Honorary Secretary of the Sunderland Life-boat Station from 1900 to 1926. His son, Captain W. J. Oliver, now Organizing Secretary for the North-Eastern District, who followed his father as Hon. Secretary at Sunderland from 1926 to 1928, has kindly lent the pamphlet to the Secretary of the Institution, and has supplied much of the information which follows.

#### Bernard Ogden, of Sunderland.

The pamphlet is inscribed in Sir William Hillary's hand: "To Bernard Ogden, Esq., from the Author." From the following facts, the result of much research in old documents by Captain Oliver, it may be inferred that Mr. Ogden was one of the pioneers of Life-saving work at sea at Sunderland, and that his activities extended far beyond that port.

In 1794 he obtained from the Royal Humane Society a complete apparatus for rescue from the shore, and became Treasurer of the Sunderland Humane Society which was formed in that year. He was certainly also instrumental in building Life-boats, and the first annual report issued by the Isle of Man District Association in 1826 records that a large Life-boat, built by Mr. Ogden of Sunderland, was then on service at Douglas, while an entry in the accounts reads: "To Bernard Ogden, Esq.: Remitted him a bill for £112 Os. 0d.—Life-boat." It was through the efforts of Sir William Hillary, who had been living in the Isle of Man since 1808, that the Life-boat Association for the Isle of Man, with its first Station at Douglas, had been established, so that it is not surprising that he should have presented his pamphlet of 1824 to Mr. Ogden.

#### Amazing Foresight.

The pamphlet makes it clear that Sir William foresaw the coming of the power Life-boat, with all her evident advantages. Space will not permit of my quoting the pamphlet at length, but the main interest of it lies in the amazing foresight of the author, and the number of essential attributes of the power Life-boat, many of them only fully achieved within the last few years, which, a century ago, he realised.

I propose to take these points in the order in which they occur in the pamphlet.

1. *Size and Weight of Boat.*—Sir William writes: "The important point will consist in ascertaining the smallest-sized vessel calculated to receive an engine that, in proportion to her bulk, would have a commanding power over her." He realised the difficulty in designing a steam engine sufficiently small and light to be suitable for a Life-boat of reasonable size—the same difficulty which modern designers encounter in adapting the heavy oil engine of the Diesel type for Life-boat

work. He adds, "Perhaps the boat might be about forty feet long"—not so bad an estimate of the length of a modern Motor Life-boat, though smaller than any Steam Life-boat ever built by the Institution.

2. *Relieving Valves.*—"She should have valves, or small ports, opening outwards only, that any sea she might ship would readily discharge itself; and, being so constructed, water could not force its way in." I know no better general description of the relieving valves or ports fitted in modern Life-boats.

3. *Power Capstans.*—"She might have a windlass . . . so framed that the power of the steam engine might with ease be applied to it instead of manual labour." The larger modern Motor Life-boats are fitted with power capstans on the principle outlined above.

4. *Protection for Propellers.*—In the modern Motor Life-boat, the propeller is housed in a tunnel for protection. Sir William did not foresee the screw propeller, and to him the paddle wheel was the natural means of propulsion. He foresaw the necessity for protection, and writes: "Strong curved timbers should come round from the bows to the quarters, in which the outward axle of the water wheels should be fixed; they would defend the paddles when running alongside a vessel in distress, or near to rocks, which protection would be of the utmost consequence to save them from injury at the time when everything depended upon them."

It is interesting to compare these particulars with the actual description of the first Steam Life-boat, built by the Institution sixty-four years later, in 1888. She was 50 feet by 15 feet, and built of steel. Her most interesting feature was the method of propulsion. Not only was the paddle-wheel rejected, but also the screw-propeller. The latter was felt to be unsuitable, both because of the danger of racing the engines and of the difficulty of protecting the screw itself against injury from sand-banks and wreckage. The hydraulic system was therefore adopted, although it entailed larger engines, greater consumption of coal, and, consequently, a shorter

steaming capacity. With this system the boat was propelled by means of a powerful pump which drew in water through an opening at the bottom, and discharged it at the sides. At full speed this pump, which was driven by horizontal engines, would take in a ton of water per second, and it gave a speed of over 9 knots. Three Steam Life-boats were built with this method of propulsion, but the screw-propeller was then adopted, the screw, as with the modern Motor Life-boats, being housed in a tunnel.

That, very briefly, is the Steam Life-boat, as finally designed and built. I should like to add to it the record of what Steam Life-boats have done in the Institution's Fleet. Altogether six were built. The first was completed in 1890. The last was withdrawn from service in 1928. Thus, for thirty-eight years, there were Steam Life-boats in the Fleet. They went out on service 468 times. They rescued 673 lives.

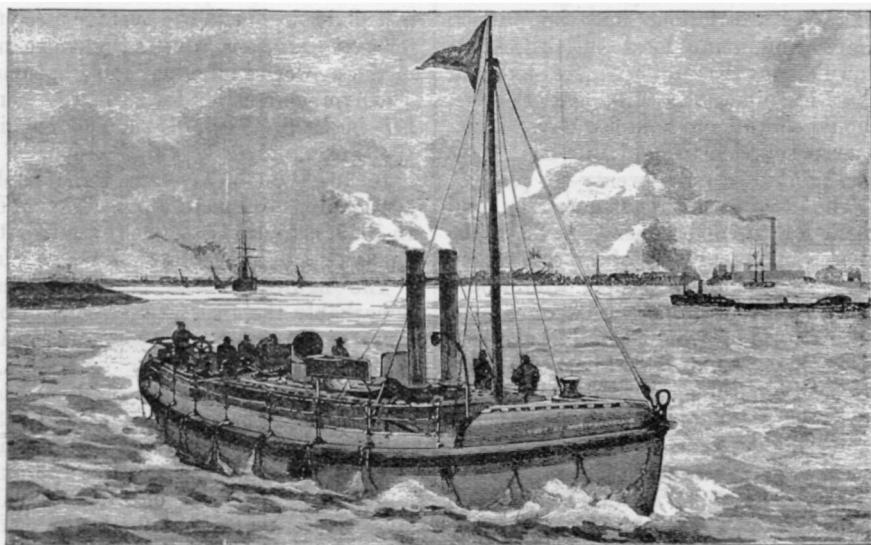
5. *Means of Propulsion other than Steam.*—Perhaps the most interesting of all Sir William's suggestions is the recommendation that "every discovery which, through the use of gas or other means, may prove a substitute for steam" should be taken advantage of.

The first practical gas engine had been built at Cambridge in 1820, by W. Cecil, who used a mixture of hydrogen and air. In 1823 Samuel Brown had produced a more advanced type (one of which was actually installed in a 36-foot boat in 1827); and it is evident that Sir William was fully abreast of the latest developments of invention in internal combustion engines. The first practical petrol engine was Daimler's engine of 1886, and it was not until 1904 that a petrol engine was fitted in a Life-boat.

I have only been able to touch on a few of the points made by Sir William in his pamphlet. Much of it, dealing with the extinction of fire at sea, is rather outside the scope of the normal work of the Institution he founded. But I hope I have been able to show how this pamphlet throws a fresh light on the genius and vision of a very great man.



**LIEUT.-COL. SIR WILLIAM HILLARY, BT.**  
Founder of the Institution.



**THE FIRST STEAM LIFE-BOAT.**

Built in 1890. Served until 1923. Stationed at Harwich, Holyhead and New Brighton, and again at Holyhead. Launched on service 175 times. Rescued 295 lives.

## The Prince and the Fishwife.

### The Whole Secret of Getting People to Give.

At the Annual Meeting the Prince of Wales was able to announce that, as a result of his appeal to the big passenger liner companies three years ago, no fewer than five new Motor Life-boats were now on the coast, the gifts of six of these companies.

After his Presidential Address, the Prince presented, among the other awards, the Gold Brooch awarded to Mrs. Polly Donkin, the fishwife of Cullercoats who, in her way, has also

done notable service in helping the Institution. In the past nine years she has collected by her own endeavours £272 out of the total of £1,055 collected by the Cullercoats fishwives at the summer exercise of the Cullercoats Life-boat.

In presenting the Brooch the Prince of Wales said: "How do you get the money, Mrs. Donkin?"

Mrs. Donkin replied: "I *like* to get the money, and I *get* the money."

## Life-boat Days in 1930.

### 1,000 per cent Profit.

FOR many years the Life-boat Day has been one of the Institution's most successful forms of appeal. It still remains so, in spite of the criticisms made in the Press of this form of appeal on account of the very large number of charities which hold flag days. These criticisms are directed almost entirely against the number of such appeals, and it is almost universally recognised that whatever restrictions may be put on them—and many local authorities are now limiting the number—great national charities, like the Life-boat Service, should continue to hold flag days. Last year permission to hold Life-boat Days was refused in only twenty-six places.

The Institution continues to hold them for three reasons. They are the most economical form of appeal. They reach thousands of people who would have no other opportunity of contributing. So far from the public showing that they would like Life-boat Days to be discontinued, the amount raised by this form of appeal is steadily increasing.

In 1928 the amount so raised was £42,748. In 1929 it was £43,520, an increase of £772. In 1930 it was £45,590, a further increase of £2,070.

In 1928 the number of Branches which held Days was 580; in 1929 it was 616; in 1930 it was 672.

In 1929 the number of emblems disposed of was 5,111,500. In 1930 the number was 5,358,700. That is to say, last year nearly a quarter of a million more people contributed on Life-boat Days than in the previous year.

That is a remarkable proof of the increasing popularity of the Life-boat Service. On the other hand, unemployment and trade depression are reflected in a slight decline in the average receipts for each Day, and a very slight decline in the average individual contributions. The average receipts for each Day were £73 in 1928, £71 in 1929, and £68 in 1930.

In 1928, on an average, 115 people contributed to make up each pound. In 1929, it took 117 people to contribute a pound, and, in 1930, it took 118 people.

The figures of the cost bear out remarkably the Institution's contention that there is no more economical way of collecting money.

In collecting £45,590 in 1930 the amount spent on emblems was £1,243, and the amount spent on posters and other stationery and stores was approximately £650, a total of £1,893. This gives a profit of about 2,400 per cent. If all possible charges for *personnel* and travelling are included, the rate of profit would scarcely be less than 1,000 per cent.



These few figures, it is hoped, will not only be of interest to all Life-boat Day

what the Prince of Wales said to the Secretary of the Institution when he was



By courtesy of ]

[Keystone View Co.

**THE DUCHESS OF YORK ON LONDON LIFE-BOAT DAY.**

H.R.H. The Duchess of York visited a number of depôts on Lifeboat Day in Greater London, on May 19th. She is seen with the Mayor and Mayoress at Paddington Town Hall. Behind the Mayoress is Mr. George F. Shee, Secretary of the Institution.

workers, but a real encouragement to them to continue so valuable and economical a form of appeal.

We should like also to remind them of

visiting a number of the depôts on Life-boat Day in London in 1928: "Every town ought to have a flag day for the Life-boat Service."

## A Coxswain's Memories of his First Service

By Coxswain Edward Wickham, of Wexford.

*Coxswain Edward Wickham, of Wexford, Co. Wexford, who was Second Coxswain from 1886 to 1899, and Coxswain from 1899 to 1925, and who twice won the Silver Medal of the Institution for gallantry, has written the following account of his first Life-boat service in 1885.*

Reading about the meritorious services of the Rosslare Harbour Motor Life-boat in the winter of 1929-30, and the ceremony last year of naming and blessing the splendidly equipped Cabin Motor Life-boat, has recalled to my mind services rendered over forty-six years ago, at the rescue of the passengers and crew from the s.s. *Slaney*, wrecked on Wexford Bar on January 14th, 1885. It was my first experience of life-saving.

### The Two Life-boats at Rosslare Point.

At that time two Life-boats were maintained at Rosslare Point (better known as the Fort\*), a large Life-boat, *Ethel Eveleen*, kept afloat moored in the coal channel near the Point, and a smaller one, *Civil Service*, kept in a house. Both were of the self-righting type. The *Ethel Eveleen* was built of oak throughout, copper sheathed, and iron ballast on keel, and had two bilge keels. The sail plan was two lugs, the fore being a dipping one, which meant when tacking that the sail had to be lowered and shifted round the mast and reset on the other side, a difficult, awkward job on a dark night in a rough sea.

It was just after sunset on January 14th that the *Ethel Eveleen* was got under way in response to signals of distress shown from the s.s. *Slaney*.

It was blowing a strong gale from the

east (which meant a dead beat to windward to the stranded vessel), accompanied with heavy snow squalls and a heavy sea. The passage was made to within a short distance of the vessel, but at a point on the south side where the sand-bank jutted further into the channel than the surrounding banks, the Life-boat missed stays and as there was not room to wear round, the anchor was let go, but it failed to bring her up. Despite the efforts of the Crew she grounded and remained fast on a falling tide, with the sea breaking over her, pounding her on the sands and drenching the Crew, who were in danger of being washed overboard. The intense cold and darkness added to their plight. This continued for about four hours, until the ebbing tide left the boat firmly on the sands. About 4 a.m. on the 15th, the rising tide lifted her sufficiently to enable her to float off the bank into the channel.

### The Second Life-boat Called Out.

By this time the wind and sea had abated a little and it was thought advisable to return to the Station and take out the *Civil Service*. The *Ethel Eveleen* had been badly damaged, the bolts of her bilge keels being broken and her hold full of water, but her air-cases had kept her afloat.

At daybreak the *Civil Service* was launched—after the Crew had had a change of clothes and some food, which they needed. She proceeded to the *Slaney* and took off the passengers, a number of them being women and children; then she took off the crew, and put them all—thirty-three in number—on board a waiting tug, which landed them at Wexford.

The service occupied from the evening of the 14th until the evening of the 15th.

The *Slaney* became a total wreck, and her remains are yet to be seen south of the present bar. Of the men who formed the Life-boat's Crew, only three are now alive.

\* The Fort was at the end of a promontory or spit, several miles long, which formed a natural breakwater to Wexford Harbour. This was so badly breached by the sea in December, 1924, and January, 1925, that the Wexford Station had to be abandoned and the present Station at Rosslare Harbour was established in place of it.—Ed. *The Lifeboat*.

## The Value of a Life.

No one can calculate the full value of a life saved, but in *The Lifeboat* for March, 1929, we published a calculation made by an Assurance Company which showed the *minimum* value, that is to say, the cost of providing the dependents of a man whose life had been lost. On this calculation the value, solely from this point of view, varied, according to the man's age, from £923 to £1,648.

Some time ago we were presented with quite another problem in the value of lives, namely the difference in the value of a life while in danger and a life when it has been saved. The case happened in the South Coast.

Shortly after ten o'clock one night it was reported that a small boat, with two boys on board was missing. They had been out for over seven hours. The news was brought by a friend of one of the boys, who said that the mother of one of them would pay all expenses. The Life-boat was launched, as it would have been in any case, but the boys succeeded in getting ashore in their

boat. The launch cost the Institution £25 in awards to the Coxswain and Crew.

A few days later the Honorary Secretary of the Station saw the father—a member of the local Sailing Club—who intimated that he would become an annual subscriber to the Institution for a substantial sum, as a lump sum payment would be inconvenient. He gave nothing to the Honorary Secretary, but said he would call at the Head Office of the Institution. He was neither seen nor heard from, and after six weeks had passed, he was reminded of his promise by letter. No reply was received, and nothing more has been heard of or from one who, when his boy was in danger, was ready to pay all the expenses!

The Institution, of course, never makes any claim for lives rescued, whether the rescued be millionaires or fishermen. But, when offers of this kind are made voluntarily, it is, shall we say, disappointing, to find that, once the danger is past . . . !

## Some Special Gifts.

### In Gratitude.

ON 23rd September last, the steamer *City of Osaka*, belonging to the Hall Line, went on the rocks south of Peterhead, Aberdeenshire, and was holed. A moderate gale was blowing, with a rough sea, when the Peterhead Motor Life-boat was launched early in the morning. She stood by the steamer until five in the afternoon. She then took off eight men, and returned to the wreck, where the captain was still making efforts to keep the water in check. As the tide rose, these efforts had to be abandoned, and the remaining twenty-four men on board were taken into the Life-boat. The rest of the crew had been rescued by the Board of Trade's rocket apparatus. The Hall Line, which is a regular subscriber to the Institution, sent £20 to be divided among the Crew, who also received extra monetary awards from the Institution.

### Chocolates and Biscuits.

Gifts of chocolate have again been received from Messrs. Fry, Cadbury and Rowntree, and gifts of biscuits from Messrs. Huntley & Palmer, Peek-Frean & Jacob. These firms, as their gift to the Institution, generously keep it supplied with these emergency rations, which all Life-boats carry.

### From a Naval Theatrical Party.

Through its Weymouth Branch, the Institution has received a gift of £53 from the theatrical company of H.M.S. *Osprey*, of the anti-submarine flotilla at Portland. This gift is the proceeds of the company's performances of the play *Berkeley Square*.

### From "Soldier and Sailor."

In answer to the House-to-House Appeal asking for a shilling, an anonymous donor, signing himself "Soldier and Sailor," writes: "You ask 'Will you give one.' I enclose twenty. I was once under the dear old 'Red Duster' when it was upside down. [A signal of distress]. That was long before the day of wireless."

### From an Invalid.

"Once more I send this contribution (one pound). I am only a propped-up affair now. Yours respectfully, Mrs. —."

### In Memory.

"I enclose a cheque for £2 2s. as a remembrance to a very dear brother who was devoted to the sea and all belonging to it."

#### From a Woolwich School.

A boy of ten at Church Manorway L.C.C. School, Woolwich, has sent five shillings from his class, which decided to make this gift after listening to a talk on the Life-boats.

#### From Nyasaland.

Through the Edinburgh Branch, the Institution has received the following letter:—

“6th January, 1931. On Sunday, we, the Europeans of Zomba Church, had a collection for the Life-boat Institution. I am very glad to say that the five guineas of last year becomes seven guineas now, for we added the Christmas collection to last Sunday's. It may be of interest to know that we have now taken up a Life-boat Collection five times, and the total amount received has been £26 17s. 9d., which is very good when you remember that the number of Europeans who come to a service is somewhere between 20 and 30.”

#### From a Pegity Club.

An English lady in Portugal has sent ten shillings, saying, “Five shillings is my yearly subscription and 5s. is a contribution from our ‘Pegity Club.’ A few of us meet weekly and play the game. As an incentive to good play the losers must contribute pennies to be funded for the Life-boat Service. Hope to be able to contribute more at a later date from Pegity.”

#### From a Fish Trade Bet.

The following paragraph appeared in the *Fishing News* in February:—

“Readers of the *Fishing News* will remember a bet offered and taken last year between THE CHIPPER and OLD TIMER regarding the probable price of a certain class of fish over the latter half of the year. OLD TIMER, though still convinced his argument was right, has lost, and the stake, £1, has been forwarded to THE CHIPPER who, in turn, has asked the editor to hand it over to the funds of the R.N.L.I. This has been done.”

#### “One Year's Halfpennies.”

A man came into the Institution's office just before Christmas, left a wooden box, saying, “This may be of use,” and went out without giving a name. The box was labelled “One Year's Halfpennies,” and when opened was found to contain 392.

#### More Coins.

As a result of a paragraph in the papers about the “One Year's Halfpennies,” a gift of a collection of Dominion coins came from Worcester.

#### Yet More Coins.

Finally, a lady who had seen the paragraph in the *Daily Mail*, sent through that paper a bag of holed coins, collected during the past thirty years. The Institution's bank refused to accept them since, being defaced, they were not legal tender, but, ultimately, they were accepted by the Bank of England and the Institution received £4 10s. 9d.

## Duke of Northumberland's Life-boat Essay Competition, 1931.

THE Duke of Northumberland's Life-boat Essay Competition was held this year for the eleventh time. As in the previous year, the Institution has presented eight Challenge Shields and 280 individual awards, that is to say, a Challenge Shield and thirty-five individual awards for each of the eight districts into which Great Britain and Ireland are divided for the purposes of the Competition.

In addition to this, the Institution has, for the first time, presented a Certificate to every school which took part, to be awarded by the Headmaster or Headmistress to the writer of the best essay in the school.

The number of schools taking part in the Competition was 2,354. Of these schools, 1,471 entered their essays for the inter-school competition. Last year, when only the inter-school competition

was held, the number of schools which took part was 1,737. Thus, although the number taking part in the inter-school competition is 266 fewer than last year, the fact that 617 more schools wrote Life-boat essays has well justified the Institution's decision to award a Certificate to every school.

London again comes first with 386 schools, as compared with 363 (251 entering for the inter-school competition). The South-East of England again comes second, with 358 schools, as compared with 246 (250 entering for the inter-school competition). The North-East of England is again third with 334 schools, as compared with 231 (192 entering for the inter-school competition). The North-West of England is again fourth with 308, as compared with 215 (208 schools entering for the inter-school competition); and the Midlands

are again fifth with 301, as compared with 204 (200 entering for the inter-school competition). Ireland and Wales (including Shropshire and Herefordshire) which were eighth last year, are sixth with 265 schools, as compared with 165 (153 entering for the inter-school competition). Scotland is again seventh with 237, as compared with 184 (165 schools entering for the inter-school competition); and the South-West of England has fallen from sixth to eighth with 165, as compared with 184 (110 schools entering for the inter-school competition).

Thus in every district except the South-West there has been a substantial increase in the number of schools taking part in the competition, although in only one district, the South-East, is the number entering for the inter-school competition larger than last year's number.

#### The Essays.

The subject set was: "There are thousands of brave men. Why do you look upon the Life-boatman as a hero among them?"

As a general description of the essays, we cannot do better than quote from the judge in two of the districts:

"The essays were very well done on the whole, and it was difficult to choose only 35 from among many of almost equal merit. The best essays were varied—some quite original. All showed that the children had been carefully taught. Even in the poorer essays the facts given were usually correct, although the matter might be irrelevant to the question set. In some cases a story was used to illustrate the heroism of the Life-boatmen. One girl used the form of dialogue. One boy described himself as a descendant of a Coxswain who died in an attempt to rescue a shipwrecked crew; another was the grandson of a Life-boatman who was lost. . . . The dramatic instinct was very strong in some of the writers. Quotations used were also very varied, being drawn from the Bible, Conrad, Kipling, Longfellow, Masefield, Shakespeare and Tennyson."

Another judge commented on the use of florid expressions, not always, as was

evident, with any very clear idea of what they meant. On the other hand, one essayist, in describing a Life-boat at sea, went straight to his own knowledge for a simile: "It needs men of courage to go out in a small, fragile craft to be tossed about like a cork in a bath."

The main criticism made was that many excellent essays were written which did not really deal with the subject. There was no doubt about the essayists' admiration for the Life-boatman. This was well expressed in a great variety of ways. But many essayists were content to express this admiration, without advancing any reasons for considering the Life-boatman a hero among heroes. The essayists as a whole, however, drew up a very comprehensive list of other heroes with whom to compare him. It included, of course, the inevitable comparison with soldiers, but it was noticeable that the essayists looked to the achievements of peace rather than of war to find examples of heroism. These heroes of peace included airmen, explorers, miners, doctors, big-game hunters, ambulance men, firemen and motorists.

#### The Pedestrian as Hero.

Even the pedestrian figures in this list. In one of the most original and closely-reasoned of the essays, the writer took as the basis of his comparison the heroism of "the pedestrian, the ordinary man in the street." "Swift motor-cars," he pointed out, "have to be eluded, and he who escapes being hurt by these land monsters is a brave man and a hero." But, as he justly points out, "the land does not move." "Imagine what it would be like if a comparatively small car braved its way through a storm, which heaved the paving-blocks up all around. . . . On land a cart cannot sink under the roadway, but a vessel can easily sink under the sea."

Another essayist made a clear and just contrast between the firemen and the Life-boatmen. "A fireman is also a hero, and has work similar to that of a Life-boatman, but there is one difference, he fights against the elements on firm soil, and is urged to heroic acts

by the cheers of the crowd that usually gathers when there is a fire, but the Life-boatman has land only fathoms below him."

#### Poets and Prime Ministers.

The fact that the Life-boatmen, though rewarded for every service, is a volunteer, drawing no pay, impressed several essayists, one of whom compared him to his advantage with a finely-assorted list of salary-earners. "Other men, such as soldiers, poets, kings and Prime Ministers are mostly educated and paid for their work. The Life-boatman is merely a simple fisherman who devotes his life (without being paid wages) to the rescue of the needy." We like the idea of a school full of budding Prime Ministers.

The heroism of getting up in the middle of the night has again impressed a number of essayists. "I consider him a hero because he considers it part of his daily work to go out at night." (No: This does not hail from Erin). "The Life-boatman is often called out in the night, which would annoy most people." And again, "Would we get up on a wet or cold night and take to open boat cruising? Not likely!" There is no doubt, too, that the essayist who wrote, "He gets up and dresses in no end of time" was intending a well-deserved tribute to the way in which the Crews turn out in answer to the call.

#### "Nice Ruddy Cheeks."

Several essayists attempted sketches of the Life-boatman. "He is a strong, bold, fearless, hefty, broad-shouldered man with a rough skin." "The Life-boatman is a humble fisherman who, though he has a rough exterior has a heart of gold." "Tough-looking fellows with strong hearts and sinewy hands." "His appearance is always a healthy one, nice ruddy cheeks and hard muscles."

#### A Short Way with the Ungrateful.

Another essayist boiled with indignation towards those who forget the Life-boatman and his heroism. "Men who would tremble at the sight of a wave touching their feet. Cowards they are, some of them. They want to be taken

by the neck and thrown into the sea once or twice to see what life in the deep is like." A little severe, perhaps; but showing the right spirit.

#### The "Lion of the Storm."

As a final tribute of the admiration of the children of Great Britain and Ireland for the Life-boatman, we will quote from four essays.

"The Life-boatman stands among the world's heroes an awe-inspiring figure—the symbol of courage, determination and physical fitness, not a figure of self-love and greediness."

"Just as the lion is the King of Beasts, so the Life-boatman ought to be called the King of Heroes."

"The Life-boatman is the Lion of the Storm."

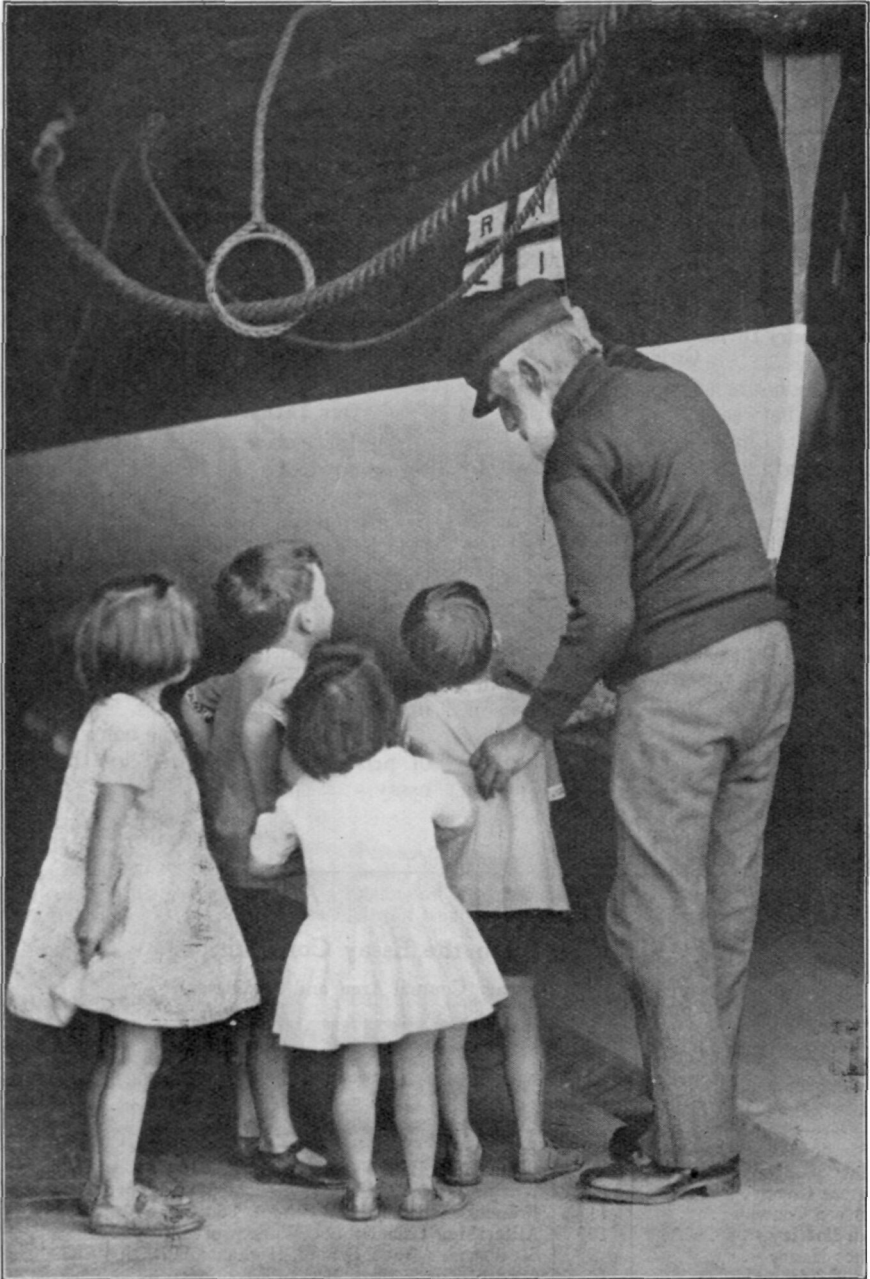
"So let us say 'Hats off' to this brave and golden-hearted person—the Life-boatman."

#### The Best Essay in Great Britain and Ireland.

Among the eight essays which won the Challenge Shields, there was none of outstanding merit, but the judges had no hesitation in awarding the prize for the best essay in Great Britain and Ireland to Theresa Keaney of Our Lady's Girls' School, Cavendish Street, Birkenhead.

#### The Winning Schools.

Theresa Keaney has at the same time won the Challenge Shield for her school, which has now won it for the second year running. In the Midlands the Spon Street Boys' School, Coventry, has performed the same feat. If these schools succeed in winning the Shields next year they will retain possession of them. In the North-West the Demesne Road Boys' School, of Douglas, Isle of Man, has again been very successful. In 1929 it won the Shield, and last year and this year it has been second. Liverpool schools have also been very successful. Of the thirty-five prize-winners in the North-West no fewer than twelve come from Liverpool. Stoke-on-Trent has been only less successful in the Midlands, where it has seven winners. In London the Shield has been won for the first time by a Willesden school, in the North-East of



*By courtesy of*

**THE STORY OF THE LIFE-BOAT.**

*(The Weekly Telegraph.*

England for the first time by a Shields school, and in the South-West of England for the first time by a Gosport school. In Scotland a Kilmarnock school has won it for the first time, and the Orkney schools have again been very successful, no fewer than five being among the prize-winners. In Ireland and Wales the Shield has been won by the Abersychan Council School. This is the first time that it has been won by a school in Monmouthshire, and for the third year running the Irish and Welsh Shield goes to Wales.

#### Honours Divided between Boys and Girls.

The honours are again fairly evenly divided between boys and girls. Of the eight Challenge Shields six have been won by boys, and only two by girls, but the best essay of all comes from a girl; and of the 280 prize-winners, 152 are girls and 128 are boys.

#### The Awards.

Theresa Keaney, as the writer of the best essay, will be presented with a copy of the five-guinea edition of "Britain's Life-boats," by Major A. J. Dawson, signed by the Prince of Wales. Each of the other seven who head the lists for the Districts will receive a copy of the

ordinary edition of "Britain's Life-boats" and a Certificate. The remaining 271 boys and girls in the lists will each be presented with a Certificate. The name of the winner in each district will be inscribed on the District Challenge Shield, and the School will hold the Shield for a year. Each of these eight schools will also receive, as a permanent record of its success, a copy of the Certificate awarded to the pupil.

Each prize-winner will also receive a second Certificate, awarded to the writer of the best essay in his or her school, and the same Certificate will be awarded to all the others who entered for the inter-school Competition.

#### Our Thanks to the Teachers.

The Institution wishes very gratefully to acknowledge the help of the Education Authorities, not only in giving permission for the Competition to be held, but in many cases circulating the particulars and drawing attention to it in other ways. To the teachers also the Institution offers its warmest thanks, for without their cordial co-operation the Competition would be impossible.

Below will be found the complete list of prize-winners, followed by the best essay.

### List of Successes in the Essay Competition.

London District (County Council Area and Middlesex).

Name.	Age.	School.
William Bennett . . .	10½	<b>Keble Memorial School, Crownhill Road, Willesden, N.W. 10.</b>
Freda Shine . . . . .	13	The Craven Park Senior Mixed School, Castlewood Road, Stamford Hill, N. 16.
Thomas Gover . . . . .	12	Warple Way L.C.C. Boys' School, Wandsworth, S.W. 18.
Maureen Conway . . . . .	11	Franciscan Road Girls' School, Tooting, S.W. 17.
John Battley . . . . .	10¾	Allfarthing Lane School, Wandsworth, S.W. 18.
James Henry . . . . .	9¾	St. Joseph's Boys' School, Highgate Hill, N. 19.
John Gladding . . . . .	14	Lordship Lane Boys' School, Wood Green, N. 22.
Margaret Figg . . . . .	14¾	Southwark Central School, West Square, St. George's Road, S.E. 11.
Edgar Busby . . . . .	14	Alexandra Orphanage, Maitland Park, Haverstock Hill, N.W. 3.
Diana Abbott . . . . .	12½	Trinity School, Harrow Road, Paddington, W. 2.
Edward Holloway . . . . .	13	St. Peter's Boys' School, New Road, Woolwich, S.E. 8.



**LIST OF SUCCESSES—LONDON DISTRICT—continued.**

Name.	Age.	School.
S. J. Austin . . . . .	10½	Brownhill Road, Junior Mixed School, Catford, S.E. 6.
Nelly Crookes . . . . .	12	Alexandra Orphanage, Maitland Park, Haverstock Hill, N.W. 3.
Beatrice Whiffen . . . . .	10¾	Randall Place School, Roan Street, Greenwich, S.E. 10.
Richard Anderson . . . . .	14	SS. Mary and Joseph's School, Wade's Place, Poplar, E. 14.
Rosina Malton . . . . .	14¾	St. Barnabas School, Plough Road, S.E. 16.
Anita May . . . . .	14¾	North Harringay Girls' School, Falkland Road, N. 8.
Nellie Harper . . . . .	14	Silwood Street Girls' School, Rotherhithe, S.E. 16.
Joan McLay . . . . .	13	St. Luke's Girls' School, Markham Street, Chelsea, S.W. 3.
Edith Atkins . . . . .	13¾	St. Stephen's Church of England School, Jerrard Street, Lewisham, S.E. 13.
Joan F. Lewer . . . . .	13¾	The Stockwell Church of England Mixed School, Lingham Street, Stockwell, S.W. 9.
Eileen Weston . . . . .	14	Caledonian Road Girls' School, Holloway, W. 7.
Alfred Fildes . . . . .	13¾	St. Paul's School, Broke Road, Dalston, E. 8.
Edna Neale . . . . .	13½	Emmanuel Girls' and Infants' School, Mill Lane, N.W. 6.
Kenneth Wilson . . . . .	10½	St. John's Boys' School, Upper Holloway, N. 19.
B. Abrahams . . . . .	13¾	Deal Street School, Whitechapel, E. 1.
Bertha Friedman . . . . .	13	Glyn Road Girls' School, Clapton, E. 5.
W. F. R. Archer . . . . .	13¾	The Beckford Boys' School, Mill Lane, Hampstead, N.W. 6.
C. Daniell . . . . .	13½	Franciscan Road L.C.C. Boys' School, S.W. 17.
Violet Goodey . . . . .	13	Holy Trinity Central School, Russell Place, Vauxhall Bridge Road, S.W. 1.
Bessie Gutteridge . . . . .	14	The Lavender Hill School, Amies Street, Battersea, S.W. 11.
Leonard C. Delahunty . . . . .	14	Battersea Boys' Central School, Surrey Lane, S.W. 11.
Anthony S. Kearey . . . . .	10¾	The Ravenstone School, Ravenstone Street, S.W. 12.
Renee Goodman . . . . .	13¾	Myrdle Street School, Mile End, E. 1.
A. Mann . . . . .	14½	Thomas Street Central Boys' School, Limehouse, E. 14.

**NORTH-EAST OF ENGLAND.**

Name.	Age.	School.
<b>Ernest Gibson . . . . .</b>	<b>12½</b>	<b>Western Council School, Penman Street, North Shields.</b>
Eileen Fitzgerald . . . . .	14	Maltby Hall Girls' School, Maltby, Rotherham.
George Hayward . . . . .	14½	Richmond Wesleyan School, Richmond.
John Dyson . . . . .	13½	Ashton Road Council School, Senior Boys' Dept., Castleford.
Tom Hunter . . . . .	14	Hemsworth South Road Council School, Hemsworth, Nr. Pontefract.
Charles Hutchinson . . . . .	14	Belle Vue Road Boys' School, Leeds.
Jack Smith . . . . .	14	Old Silksworth Village School, Old Silksworth Village, Sunderland.
Margarite Fitchett . . . . .	13½	Bowers Allerton Council School, Woodlesford, Nr. Leeds.
Robert V. Robinson . . . . .	14½	Galley's Field Boys' School, Hartlepool.
Margaret Overton . . . . .	14	Grenoside Council School, Nr. Sheffield.
Constance Davison . . . . .	11	Tankersley Girls' School, Nr. Barnsley.
Beatrice Roberts . . . . .	12½	Oswin Avenue Senior Girls' School, Doncaster.
Robert Smith . . . . .	14	Tynemouth Christ Church Church of England Boys' School, Albion Road, North Shields.
R. Hunter . . . . .	13	Denmark Street Boys' School, Middlesbrough.
Frances Armstrong . . . . .	13½	Low Prudhoe Council School, Prudhoe Station, Northumberland.
Lillian Newham . . . . .	13½	Girls' Council School, Goldthorpe, Nr. Rotherham.
Betty Williams . . . . .	13½	Ryhope Street Mixed Senior School, Ryhope, Durham.
Rhoda Tait . . . . .	11	Bedlington Station Council School, Bedlington, Northumberland.
Hugh Green . . . . .	12½	Blue Coat School, Sheffield.
John Lidster . . . . .	14	St. Thomas' Senior School, Longwestgate, Scarborough.
Ralph Rusling . . . . .	13½	Braithwell Council School, Rotherham.

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

Name.	Age.	School.
Cyril Wallis . . . . .	11½	Eston Senior School, Eston, Yorks.
Archibald Cruickshank . . . . .	14½	The Mixed School, Cawthorne, Nr. Barnsley.
Arthur Highfield . . . . .	13	St. Bede's Roman Catholic School, Bedlington, North- umberland.
Margaret Latto . . . . .	12	Great Ouseburn Council School, Great Ouseburn, near York.
Florence Walker . . . . .	13	Garforth Parochial School, Garforth, Leeds.
George H. Beveridge . . . . .	13	Council School, High Felling, Felling-on-Tyne.
Hannah Cowen . . . . .	13	Church of England Girls' School, Brotton.
Walter Smithwhite . . . . .	14½	Mortimer Road Boys' School, Mortimer Road, South Shields.
Florence Christon . . . . .	14	Denmark Street Girls' School, Middlesbrough.
Eric Etheridge . . . . .	12	Wombwell Jump Council School, near Barnsley.
Irene Hodgson . . . . .	14	Cawood Church of England School, Cawood, near Selby.
Marion Knight . . . . .	13	Church of England School, Linthwaite, Huddersfield.
Thomas Oughton . . . . .	13	Greenside Council School, Ryton-on-Tyne.
Mildred Bower . . . . .	14	Holmfirth Council School, Holmfirth.

## NORTH-WEST OF ENGLAND.

Name.	Age.	School.
<b>Theresa Keaney . . . . .</b>	<b>13¾</b>	<b>Our Lady's Girls' School, Birkenhead.</b>
Albert Stanley Kelly . . . . .	14½	Demesne Road School, Douglas, Isle of Man.
Cyril Stollard . . . . .	14¾	St. Margaret's Central School, Anfield, Liverpool.
Margaret Jump . . . . .	14	Linacre Central School, Southport.
Mary Isabel Pugh . . . . .	13¾	Central Girls' School, Egremont, Cumberland.
Margaret Moughtin . . . . .	13¾	The Clothworkers' School, Peel, Isle of Man.
James Lindley . . . . .	13¾	Sussex Street Council School, Salford.
S. Baybut . . . . .	13	Walton Lane Council School, Liverpool.
George Parker . . . . .	13½	St. Augustine's Council School, Everton, Liverpool.
Will Kelly . . . . .	14¾	Rushden School, Four Roads, Port St. Mary, Isle of Man.
John Murray . . . . .	13	Roscommon Street Council School, Liverpool.
Mabel Stuart . . . . .	14½	Central Girls' School, Workington, Cumberland.
Kenneth Jones . . . . .	13¾	Rock Ferry Council School, Birkenhead.
Annie Brundrett . . . . .	14½	Chancel Lane Church of England School, Wilmslow, Cheshire.
May Farrington . . . . .	13¾	Mulberry Street Girls' School, Hulme, Manchester.
Ruth Litchfield . . . . .	14¾	Macclesfield Girls' Central School.
Olive Lumsden . . . . .	14	St. Paul's School, Hyde, Cheshire.
Thomas Glen . . . . .	14	Thwaites School, Murton, Appleby, Westmorland.
Leonard Heapy . . . . .	12	St. George's School, Macclesfield.
Louis Walters . . . . .	11¾	Pleasant Street Council School, Liverpool.
Thomas O. Rigby . . . . .	13¾	St. Anne's Church of England School, Stanley, Liverpool.
Bernard Danks . . . . .	14	Aspen Grove School, Liverpool.
Robert Stockdale . . . . .	13	St. Francis de Sales Roman Catholic School, Walton, Liverpool.
Edith R. I. Cowell . . . . .	13	St. Thomas' Church of England School, Douglas, Isle of Man.
Doris May Ray . . . . .	13	Christ Church Girls' School, Waterloo, near Liverpool.
Joseph Swift . . . . .	13½	Crank Hill Church of England School, Rainford, St. Helens.
Alan Clarke . . . . .	13	Alder Grange Council School, Rawtenstall.
Frank Phillips . . . . .	14	Park Hill Church of England School, Dingle, Liverpool, South.
Christopher J. Murphy . . . . .	14¾	Clint Road Council School, Liverpool.
Gwendoline Newton . . . . .	13¾	St. Thomas' Girls' School, Seaforth, near Liverpool.
Irene Blomeley . . . . .	13	Rhodes Council School, Rhodes, near Manchester.
Dudley, Galliard . . . . .	14¾	Central School, Crewe, Cheshire.
Clive Benson . . . . .	11½	Rainford Church of England School, St. Helens.
Harold Beardsworth . . . . .	13	School Lane Church of England School, Bamber Bridge.
Harry Welding . . . . .	14	Council School, Skelmersdale, Lancs.

LIST OF SUCCESSES—continued.

MIDLANDS.

Name.	Age.	School.
<b>Thomas Chattaway</b> . . . . .	13½	<b>Spon Street Boys' School, Coventry.</b>
Sydney Machin . . . . .	13½	High Street Senior Boys' School, Tunstall, Stoke-on-Trent.
Marguerite L. Hann . . . . .	13½	St. Mary Redcliffe Girls' School, Bristol.
William Thompson . . . . .	12¾	Eckington Camm's Endowed School, Eckington.
Stanley Douglas . . . . .	13¾	St. John's Boys' Church of England School, Grimsby.
Eric Buckley . . . . .	12¾	Beauvale Boys' School, Newthorpe, Notts.
Herbert Gray . . . . .	12¾	Hotwells Boys' Council School, Bristol.
Maisie Capper . . . . .	13½	Wolstanton Girls' Church of England School, Stoke-on-Trent.
Tilly Parkes . . . . .	11½	Whitehall Junior Mixed School, Walsall.
Jack Pugh . . . . .	13	Market Street Boys' School, Fenton, Stoke-on-Trent.
Eva Goble . . . . .	13¾	Blue Coat School, Birmingham.
Ena Raby . . . . .	14½	Blue Coat Girls' School, Walsall.
Irene Kennell . . . . .	13½	St. John's School, Ripley, Derbyshire.
Matilda Endorsor . . . . .	13½	Burlington Street Senior Girls' School, Aston, Birmingham.
Ida Wass . . . . .	14	South Normanton Girls' School, Derbyshire.
John Madeley . . . . .	13¾	Chell Boys' Council School, Tunstall, Stoke-on-Trent.
Hazel Wallace . . . . .	11	Hillary Street Junior School, Pleck, Walsall.
Albert Softley . . . . .	13	St. Nicholas with St. Leonards School, Queen Charlotte Street, Bristol.
Barbara Cobb . . . . .	14	Hotwells Girls' Council School, Bristol.
William Garland . . . . .	13	Parson Street Senior Mixed School, Bedminster, Bristol.
Ivy Kaye . . . . .	13¾	Stoke Council School, Coventry.
Maisie Holmes . . . . .	14	Ashover Council School, near Chesterfield.
Cecil Brown . . . . .	13¾	Dronfield Council School, Derbyshire.
Zebedee Atkin . . . . .	13¾	Willoughby Church of England School, Alford, Lincs.
Phineas Emery . . . . .	12¾	Chilvers Coton Council School, Nuneaton.
Peggy Moss . . . . .	13¾	Cheylesmore Senior Girls' School, Coventry.
Harry Goodall . . . . .	13	Brampton Boys' School, Chesterfield.
Florence Shenton . . . . .	13	St. James' Girls' School, Longton, Stoke-on-Trent.
John Gray . . . . .	13¾	Sladefield Road Council School, Ward End, Birmingham.
Betty Bowles . . . . .	13	Wick Road Girls' School, Brislington, Bristol.
Phoebe Beech . . . . .	13	St. Paul's School, Mount Pleasant, Fenton, Stoke-on-Trent.
Violet Eardley . . . . .	13¾	Hanford Church of England School, Stoke-on-Trent.
Eva Latham . . . . .	13¾	Alfreton Church of England Senior School, Alfreton, Derbyshire.
Joan Barker . . . . .	9¾	Chuckery Junior School, Walsall, Staffs.
George Spencer . . . . .	13¾	Middleton-by-Wirksworth Church of England School, Middleton, near Derby.

SOUTH-EAST OF ENGLAND.

Name.	Age.	School.
<b>Frederick Tombs</b> . . . . .	14	<b>Winns Avenue Boys' School, Walthamstow.</b>
Vera Louise Scott . . . . .	14¾	Childerley Gate Girls' School, Cambridge.
Joan Gilbert . . . . .	14¾	Barnet County Council School, Byng Road, Barnet.
Robert Wallace . . . . .	12¾	Lexden Council School, Colchester.
Cyrus Copus . . . . .	13½	Rectory Manor Boys' School, Mitcham Road, W. Croydon.
Leonard Chas. Emerson . . . . .	14	Thomas Gray Council School, Slough, Bucks.
Olive Joan Pointer . . . . .	13¾	Castle Rising School, King's Lynn, Norfolk.
W. Wisbey . . . . .	13¾	St. Paul's School, Maryland Road, Stratford, E. 15.
Frank S. Watson . . . . .	14	The Essex Senior School, Manor Park, East Ham.
Aubrey Walker . . . . .	12	Chilton Church of England School, near Thame, Oxon.
Dorothy Chapman . . . . .	14¾	Sheerness Church of England Girls' School, Sheerness.
Elsie Bing . . . . .	13½	Council School, Broadstairs, Kent.
Doris Helmke . . . . .	13¾	The Beulah Girls' School, Beulah Road, Thornton Heath, Surrey.
John Holloway . . . . .	10½	Marian Vine School, Elmers End, Beckenham.
Edna Lucas . . . . .	13¾	Central Girls' School, Ipswich.
Daisy Watling . . . . .	14½	Brame and Oakley School, Eye, Suffolk.
Victor Bryant . . . . .	14¾	Central School, Melton Constable, Norfolk.

LIST OF SUCCESSES—SOUTH-EAST OF ENGLAND—*continued.*

Name.	Age.	School.
Doris Butcher . . . .	14½	Leiston Council School, E. Suffolk.
George Turfrey . . . .	14	New City Road Council School, Plaistow, E. 15.
Marjory Judd . . . .	13	Christchurch Road Girls' School, Ilford, Essex.
Jeanne Barrett . . . .	14½	The Davidson Girls' School, Davidson Road, Croydon.
Joan Rowat . . . .	14	St. Luke's Senior Girls' School, Elm Road, Kingston-on-Thames.
Olive Mary Rudd . . . .	13	Church Road Girls' Council School, Lowestoft.
Hazel Thorpe . . . .	10½	Christ Church Junior School, Redoubt Road, Eastbourne.
Marjorie Skilton . . . .	13½	The Elmwood Girls' School, Lodge Road, W. Croydon.
Vera Farr . . . .	14½	Holmesdale British School, Reigate.
Grace Watson . . . .	13½	Lydd Council School, Lydd, Kent.
Annie M. Smith . . . .	14	Nacton Voluntary School, near Ipswich, Suffolk.
Eric Moore . . . .	13½	Kirby Bedon and Bramerton School, Norfolk.
Olive L. Montgomery . . . .	13	The Ingram Girls' School, Springfield Road, Thornton Heath.
Frances Knight . . . .	14	St. Joachim's School, Throckmorton Road, Custom House, E. 16.
Winnie Bates . . . .	14½	Manor Park Senior School, Nuneaton.
William Clark . . . .	10½	Winns Avenue Junior Mixed School, Walthamstow, E. 17.
Edward Plummer . . . .	13	Cringleford School, Norwich.
Norman Torrington . . . .	13½	St. Saviour's Boys' School, Walthamstow.

## SOUTH-WEST OF ENGLAND.

Name.	Age.	School.
<b>Jack Smith . . . .</b>	13½	<b>Clarence Square Senior School, Gosport, Hants.</b>
Josephine Barker . . . .	12½	The Council School, Chieveley, near Newbury, Berks.
Ruby Evelyn Eggleton . . . .	13½	St. John Baptist Church of England Girls' School, Frome, Somerset.
Phyllis Saunders . . . .	14½	East End Girls' School, Redan Hill, Aldershot.
Ralph Bagley . . . .	14	Drayton Road Boys' Council School, Portsmouth.
Warren Cocking . . . .	13	St. Ives Boys' School, St. Ives, Cornwall.
John Victor Miles . . . .	10	Dauntsey's Mixed School, West Lavington, Devizes.
Nellie Pearce . . . .	13½	The Circus Girls' Church School, Portsmouth.
Cecil Douglas Bosley . . . .	13½	Council School, Thatcham, Berks.
Winifred Pratt . . . .	13½	Lyndhurst Road Girl's School, North End, Portsmouth.
Dennis Tebby . . . .	10½	Church of England School, Tattendon, near Newbury, Berks.
Eileen Marshall . . . .	14	Foundry Lane Girls' School, Southampton.
Reginald Harvey . . . .	13	St. Luke's Boys' School, Portsmouth.
Charles E. Easton . . . .	14	New Road Boys' School, Portsmouth.
Margaret Allen . . . .	13½	Walcot Senior Girls' School, Walcot Street, Bath.
Ernest Arthur Toms . . . .	13½	Oldfield Senior Boys' School, Bath.
Cyril Albert Trout . . . .	10	Mount Street Junior School, Plymouth.
Douglas Bedding . . . .	14	Allington Church of England School, Bridport, Dorset.
Arthur Benoke . . . .	12½	Blue Coat Senior Boys' School, Barnstaple.
John H. Parkman . . . .	14½	Ashleigh Road Senior School, Barnstaple.
Joseph Pink . . . .	13	Alverstoke School, Gosport.
Ruby Mansbridge . . . .	14	St. Denys Girls' School, Southampton.
William Gale . . . .	11	Milton Council School, Portsmouth.
Elsie Goady . . . .	13½	Looe Girls' and Infants' School, Looe, Cornwall.
Constance Gilkes . . . .	13½	St. Leonard's Church of England School, Banbury, Oxon.
Kathleen Annie Ross . . . .	13½	Holy Trinity School, Taunton, Somerset.
Joan Ward . . . .	13	Francis Avenue Senior School, Southsea, Hampshire.
Nora Glasson . . . .	13½	Queen's Council Mixed School, Fraddon, Cornwall.
Jessie Crandon . . . .	14½	Church of England School, Lympsham, Weston-super-Mare.
Ivy Hale . . . .	13	Copnor Road Girls' School, Portsmouth.
Arthur Goodman . . . .	14½	Highland Road Senior School, Southsea.
S. J. Hill-Bailey . . . .	11½	Hayle Pempol Council School, Cornwall.
Ivy Fisher . . . .	14½	Church of England Senior Girls' School, Clevedon, Somerset.
Ronald John Toogood . . . .	14	St. Agatha Boys' School, Landport, Portsmouth.
Roy James . . . .	11	Copnor Road Boys' School, Portsmouth.

LIST OF SUCCESSES—*continued.*

SCOTLAND.

Name.	Age.	School.
<b>Teresa Brennan</b> . . . . .	13	<b>St. Joseph's Roman Catholic School, Kilmarnock.</b>
Jean Hogg . . . . .	10 $\frac{1}{2}$	Bellsquarry Public School, West Calder, Midlothian.
John Waters . . . . .	13	Catholic School, Buccleuch Street, Hawick.
Douglas A. Scott . . . . .	14 $\frac{3}{4}$	West End School, Elgin.
Janet Kirkpatrick . . . . .	13 $\frac{1}{2}$	Brims Public School, Longhope, Orkney.
Hannah P. Harrison . . . . .	14 $\frac{3}{4}$	Lamington Public School, Lanarkshire.
Robert Smith . . . . .	13	St. Cuthbert's Roman Catholic School, Burnbank, Lanarkshire.
Tom Cunningham . . . . .	14	Dundyvan Public School, Coatbridge.
Alexander MacDonald . . . . .	14	Farr Public School, Bettyhill, Thurso.
Jeana Craig . . . . .	14	Wamphray Public School, Dumfriesshire.
Catriona M. Lowe . . . . .	14 $\frac{3}{4}$	Tobermory Higher Grade School, Isle of Mull.
Morag MacEachern . . . . .	10 $\frac{3}{4}$	Earraid School, Fionphort, Isle of Mull.
Jessie Ann Groat . . . . .	13	Papa Westray Public School, Orkney.
Marjory V. Morrison . . . . .	14	Crudie Public School, by Turriff, Aberdeenshire.
Margaret West . . . . .	13	Crimond Public School, Lonmay, Aberdeenshire.
Annie Archibald . . . . .	13 $\frac{3}{4}$	Catrine Public School, Ayrshire.
Annie M. R. Littlejohn . . . . .	14 $\frac{3}{4}$	Tarland Public School, Aberdeenshire.
Ethel Horne . . . . .	14 $\frac{3}{4}$	Dunkeld-Birnam Royal School, Dunkeld.
Catherine Jack . . . . .	13	St. Cuthbert's Catholic School, Kirkcudbright.
Samuel Fairgrieve . . . . .	11	Dunnikier School, Kirkealdy.
Georgina M. Eunson . . . . .	13 $\frac{1}{2}$	Stronsay Central Public School, Orkney.
Mary A. Alexander . . . . .	14 $\frac{1}{2}$	West Public School, Holm, Orkney.
Elsie S. McKay . . . . .	13 $\frac{3}{4}$	Towie Public School, Glenkindie, Aberdeenshire.
Mary Eggo . . . . .	13 $\frac{1}{2}$	St. Cyrus Public School, Montrose.
Flora S. Mackenzie . . . . .	11 $\frac{3}{4}$	Knockrome Public School, Isle of Jura.
Ruby MacRae . . . . .	14 $\frac{1}{2}$	Foyers Public School, Inverness.
William G. Gardiner . . . . .	13 $\frac{1}{2}$	Doune School, Perthshire.
Martha Lyle . . . . .	12	Longniddry Public School, East Lothian.
Janet Boyle . . . . .	12	St. Augustine's Roman Catholic Public School, Langloan, Coatbridge.
Margaret McGregor . . . . .	13 $\frac{1}{2}$	Glen Shira School, Inveraray, Argyllshire.
John C. Fraser . . . . .	13 $\frac{3}{4}$	Rendall Public School, Orkney.
Adamina M. Manson . . . . .	12 $\frac{1}{2}$	Quarff Public School, Lerwick, Shetland.
John McNair . . . . .	14	Strachur Public School, Strachur, Argyllshire.
Mary McKeeman . . . . .	13 $\frac{1}{2}$	Torryburn Public School, Torryburn, Dunfermline.
James McIntosh . . . . .	12	St. Clement Street School, Aberdeen.

IRELAND AND WALES

(Including Shropshire and Herefordshire).

Name.	Age.	School.
<b>Raymond Hill</b> . . . . .	14	<b>Abersychan Council School, Abersychan, Mon.</b>
Margaret Tiley . . . . .	11	Lakefield Girls' School, Llanelly.
Michael Joseph Healy . . . . .	14 $\frac{1}{2}$	The Courtenay School, Newcastle West.
Lilian Rachael Barton . . . . .	13	Corporation Road Girls' School, Newport, Mon.
Doris Wilson . . . . .	12	Miltown National School, Belturbet, Cavan.
Teddy Power . . . . .	12 $\frac{1}{2}$	Butlerstown National School, Waterford.
Patrick Denny . . . . .	13	Knockminna National School, Ballymote, Co. Sligo.
Nesta Phillips . . . . .	10 $\frac{3}{4}$	Brynmill Girls' School, Swansea.
Ivor Jones . . . . .	14 $\frac{1}{2}$	Sketty Council School, Swansea.
Mollie Mercer . . . . .	13 $\frac{3}{4}$	Skeogh Public Elementary School, Dromara, Co. Down.
William McAvoy . . . . .	14 $\frac{1}{2}$	Christian Brothers School, Oxford Street, Belfast.
Wesley Patterson . . . . .	14	Killynure Public Elementary School, Carryduff, Belfast.
Peter Lloyd . . . . .	11	Barn Street Council School, Haverfordwest.
Edith Tanahill . . . . .	12 $\frac{1}{2}$	The Model School, Coleraine, Co. Derry.
Stanley Towell . . . . .	14	Thomas Public Elementary School, Portadown, Co. Armagh.
Wilma Laverty . . . . .	14	Strand Road Public Elementary School, Londonderry.
Amy Chambers . . . . .	13 $\frac{1}{2}$	Rockvale Public Elementary School, Newry, Co. Down.
Donald Livingstone . . . . .	14	Mooncoin Boys' National School, Waterford.

LIST OF SUCCESSES—IRELAND AND WALES—*continued.*

Name.	Age.	School.
Margaret Ellen Reynolds .	12	Jenner Park Girls' School, Barry, Glamorgan.
Joan Eileen Bate . . . . .	14	Victoria Girls' School, Penarth, Glamorgan.
Violet Hutchinson . . . . .	14	Wood Street Girls' School, Cardiff.
Margretta Jones . . . . .	12½	Oystermouth Church of England School, Mumbles, Glamorgan.
Ivy Lewis . . . . .	14	Senior Girls' School, Treherbert, South Wales.
Willie Tudor . . . . .	10½	Pantglas Boys' School, Aberfan, Merthyr Tydfil.
Lorna Yearling . . . . .	12	Ninian Park Girls' School, Cardiff.
Dennis Albert Jordan . . . . .	11	Corporation Road Boys' School, Newport, Mon.
Walter Sharp . . . . .	14	Newton Council School, Pontrilas, Hereford.
Nancy Griffiths . . . . .	13	Gendros School, Fforestfach, Swansea.
Edgar Jones . . . . .	12¾	Boys' School, Trealaw, Rhondda.
Percy Rees . . . . .	14	Brynhyfryd Council School, Briton Ferry.
Maisie George . . . . .	14	Girls' Church of England School, Whitchurch, Salop.
Vera Harris . . . . .	14	Severn Road Girls' School, Cardiff.
Brenda Goodfellow . . . . .	13¾	High Ercall Council School, Wellington.
Susan Murtagh . . . . .	13¾	Clough Public Elementary School, Co. Down.
Elsie Mercer . . . . .	14	Minterburn Public Elementary School, Caledon, Co. Tyrone.

## The Best Essay.

By THERESA KEANEY (aged 13¾), of Our Lady's Girls' School, Cavendish Street, Birkenhead, Cheshire.

THERE are thousands of brave men. Why do you look upon the Life-boatman as a hero among them?

Hero! what does this word suggest? A man of distinguished courage, moral and physical. History furnishes many examples in every walk of life—soldier, sailor, miner, explorer, scientist, fireman, etc., but elevated above all, I place the Life-boatman, because of his eminent bravery.

Heroes on land have some chance of escaping danger for there is usually some aid nigh, but on the sea, no help is near for the Life-boatman—he is "all in" for it.

A Life-boatman's courage is of both a moral and a physical nature. He has no thought of personal danger, but is all intent on rendering service to others even though it mean super-human effort and self-sacrifice. He may well be described as a demi-god coming closer in his loving work for humanity to the example of Him Who stilled the storm on the Sea of Galilee, and so aided those in peril on it, than any other type of hero. Few there are who possess both kinds of courage in the same degree as a Life-boatman. Nature tells him, "Look after yourself! think of your loved ones—their anguish of mind and you the cause—their future when you, their bread-winner, shall be, perhaps, taken from them through being too eager to help others, and moral courage has to do battle with these temptations, and wins. He is not compelled to take such risks, is not paid for it—it is not even his living, but, being a genuine hero, he puts self in the background—another noble deed is recorded in the Book of Life, the Recording Angel rejoices—so do suffering

humanity and lookers-on, who recognise and appraise true courage for:

"Whene'er a noble deed is wrought,  
Whene'er is spoken a noble thought,  
Our hearts in glad surprise,  
To higher levels rise."

Other heroes are usually drilled in their skill, while the Life-boatman is usually a poor, hardworking fisherman accustomed to calm and stormy seas, and using his knowledge to do extra work to benefit others.

The Life-boatman shows bravery on wild and stormy nights, by leaving comfort, helping to launch the Life-boat, and sailing on a billowy sea to the wreck to save lives, ships and cargo. Not many brave men even would risk their lives voluntarily on the sea.

No feeling of pride, or thought of future honour or glory prompts such heroic work, but a humane idea of the misery and panic of people on board the doomed ship. A grim, fierce battle ensues between the Life-boatman and the sea, which would claim and bury many beneath its rough surface but for the promptitude with which the Life-boatman acts.

Among brave men, the Life-boatman is a hero, because all his brave actions are prompted by the sole thought of being humane and self-sacrificing. When most men have retired from their life's work—he is still animated with the desire to devote his time to the service of others. Such a one must have much goodness in his nature. Love of pleasure, luxury, easy living, are banned by this reliant character, who would make our land a country for "heroes" to live in.

## A School Lecture on the Life-boats.

THOSE who lecture on the Life-boat Service will, we think, be interested in the following account from a school-master at Willesden of a lecture which he gave after distributing the illustrated leaflet which has the chart of Life-boat Stations and pictures of wrecks, Life-boats and Life-boatmen and women:—

“My boys were delighted with their leaflets. I watched their faces as they read silently and intently.”

“Then I grouped them around the blackboard, on which was pinned the chart of Life-boat Stations of the British Isles. Here the ‘History’ was shown to them.

“To-day they wrote the essay and also copied in pencil a coloured diagram sketch showing the interior of the Barnett Twin-screw Motor Life-boat, which I drew large size on the blackboard. As I inserted a number of match-stick men, the drawing was much appreciated—various arrows were inserted and the various parts named.

“The boys offered halfpence to help defray your postage, etc. I enclose stamps to value of 1s. 6d. I should like a receipt to show them. We all thank you for giving us something out of the ordinary.”

## Obituary.

### Sir Charles H. Wilson, LL.D, F.S.A.A., of Leeds.

By the death, on 30th December, 1930, at the age of seventy-four, of Sir Charles Wilson, LL.D., F.S.A.A., Chairman of its Leeds Branch, the Institution has lost one of the most distinguished of its honorary workers. In spite of his many other interests and activities, as a business man and politician, Sir Charles Wilson took a close and personal interest in the work of the Leeds Branch, and his help, experience and great influence were always at its service. He was a devoted friend of the Life-boat cause for over thirty years. For a number of years he was the Honorary Secretary of the Leeds Life-boat Saturday Fund. When that Fund was taken over by the Institution in 1911 he became a member of the committee of the Leeds Branch, and in 1929 he was elected Chairman. During his Chairmanship Leeds contributed over £8,250 to the Institution. Last October Sir Charles Wilson was appointed an Honorary Life-Governor, the highest distinction which the Institution can confer on an honorary worker.

### Colonel T. H. Cornish, of Penzance.

By the death on 22nd December, 1930, at the age of sixty-seven, of Colonel T. H. Cornish, the Town Clerk of Penzance, the Institution has lost

one of its oldest Station Honorary Secretaries. Colonel Cornish was a great lover of the sea. He had been a keen yachtsman, had served on the Cornwall Sea Fisheries Committee, and for forty-five years was a Station Honorary Secretary, first of Penzance and Sennen Cove, then, from 1908 to 1913, of Penzance, Newlyn and Sennen Cove, and, since 1913, of Sennen Cove only. In spite of his many municipal and public duties both as Town Clerk and in the other offices he held, Colonel Cornish found time to take a very active part in the work of the Life-boat Stations, and during his years of office they rescued 285 lives. Colonel Cornish was a man of great influence and wide popularity, and the Institution was very fortunate in having him as its Honorary Secretary at these important Stations. He received three awards from the Institution as marks of its gratitude and appreciation—in 1896 Inscribed Binoculars, in 1907 the Institution's Decoration, and in 1913 the Gold Cross. The last two awards are now no longer made, having been replaced by the Gold Badge and the Honorary Life-Governorship.

### Coxswain William Johnston, of Stromness.

Coxswain William Johnston, of Stromness, in the Orkneys, died on 3rd

February last, at the age of sixty-five. He had retired only five months before on account of ill health. Appointed Coxswain in 1915, he was twice awarded the Bronze Medal of the Institution for gallantry. He won it first in 1922 when, on 16th January of that year, the Stromness Motor Life-boat rescued from a raft the two survivors of the Grimsby trawler, *Freesia*, only a few minutes before they would have been carried to certain death. On that service the Life-boat was out for nine hours, travelling 50 miles on a lee shore, continually swept by heavy seas; and during the nine hours Coxswain Johnston did not leave the wheel. The second Service Clasp to his Medal was awarded to him for the rescue of the crew of another Grimsby trawler, *Carmania II*, on 14th February, 1929,

when he showed perfect judgment and seamanship in taking the Life-boat right among the reefs and breakers. These were only two of many fine services in which he was in command. Two of the last were in March and April, 1930, when the Stromness Life-boat travelled 260 miles out and home in a gallant attempt to rescue the crew of the trawler *Ben Doran*, wrecked on the west of the Shetlands; and then, only nine days later, travelled 240 miles out and home to the help of the s.s. *St. Sunniva*, wrecked on the east of the Shetlands. That first journey, made in the worst conditions of weather, is the longest journey ever made by a Motor Life-boat on service. Altogether, during Coxswain Johnston's Coxswainship, the Stromness Motor Life-boat was launched on service 56 times and rescued 131 lives.

### Awards to Coxswains and Life-boatmen.

ON the closing of the Burnham Life-boat Station the following awards were made:—

To FREDERICK J. KING, who served for 5½ years as Coxswain, 4½ years as Bowman, and previously 30 years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To GEORGE A. THOMAS, who served for 5 years as Bowman, and previously 7 years as a member of the Crew, a Life-boatman's Certificate of Service, and a Gratuity.

To CHARLES T. HOLT, who served for 4 years as Bowman, and previously 7 years as a member of the Crew, a Life-boatman's Certificate of Service.

To ARTHUR J. K. BAKER, who served for 2 years as Bowman, and previously 10 years as a member of the Crew, a Life-boatman's Certificate of Service.

To ALBERT G. WOODWARD, who served for 5½ years as Coxswain, and 8½ years as a member of the Crew, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service were awarded to the following, the figures after the names being their years of service:—

JOHN BAKER (20).

WALTER H. BUTT (20).

ALFRED HUNT (30).

EDWARD K. KING (20).

FREDERICK J. L. KING (11).

HERBERT A. THOMAS (11).

On the closing of the Folkestone Life-boat Station the following awards were made:—

To WILLIAM H. BAKER, who served for 11½ years as Coxswain, and previously 24½ years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To RICHARD CORNISH, who served 4 years as Second Coxswain, and previously 32 years as a member of the Crew, a Life-boatman's Certificate of Service.

To THOMAS WINTER, who served 10½ years as Shore Signalman, a Pension.

On the closing of the Machrihanish Life-boat Station the following awards were made:—

To DUNCAN WILKINSON, who served 13½ years as Coxswain, and previously 5½ years as Second Coxswain, a Coxswain's Certificate of Service, and a Pension.

To ROBERT H. KELLY, who served as Shore Signalman, a Gratuity.

On the closing of the Palling (Norfolk) Life-boat Station the following awards were granted:—

To DENIS POPAY, who served for 17 years as Coxswain, 3½ years as Second Coxswain, and previously 9½ years as a member of the Crew, a Coxswain's Certificate of Service, and a Pension.

To THOMAS H. LARTER, who served for 7½ years as Second Coxswain, and previously 24½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Gratuity.

To FRANK KERRISON, who served for 31½ years as Bowman, and previously 8½ years as a member of the Crew, a Life-boatman's Certificate of Service, and a Pension.



Life-boatmen's Certificates of Service were awarded to the following, the figures after the names being their years of service :—

WILLIAM BARGEWELL (31).  
 ROBERT BARGEWELL (26).  
 THOMAS BROWNE (47).  
 HERBERT EMPSON (35).  
 BERTIE FEATHER (12).  
 PERCY FEATHER (12).  
 ROBERT FEATHER (32).  
 PERCY FEEK (19).  
 JAMES GOSS (52).  
 RICHARD JONES (30).  
 ROBERT KERRISON (30).  
 HARRY LARTER (26).  
 JOHN LARTER (37).  
 THOMAS NICHOLLS (17).  
 JOHN NUDD (35).  
 FRANK PESTELL (33).  
 JAMES PESTLE (32).  
 WILLIAM POSTLE (51).

On the closing of the Worthing (Sussex) Life-boat Station the following awards were made :—

To WILLIAM BLANN, who served 11 years as Coxswain, and previously 22 years as Second Coxswain, a Coxswain's Certificate of Service, and a Pension.

To GEORGE NEWMAN, who served 11 years as Second Coxswain, and previously 19 years as a Member of the Crew, a Life-boatman's Certificate of Service, and a Pension.

To JOHN SULLIVAN, who served for 1 year as Bowman, and previously 14 years as a member of the Crew, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service were awarded to the following, the figures after the names being their years of service :—

ALBERT BASHFORD (19).  
 GEORGE BASHFORD (12).  
 JAMES BASHFORD (18).  
 WILLIAM BASHFORD (11).  
 GEORGE BENN (50).  
 EDWIN BEST (11).  
 FREDERICK DEAN (10).  
 JAMES W. GROVES (40).  
 WILLIAM J. KEILEY (12).  
 WILLIAM F. MARSHALL (10).  
 WILLIAM H. SEARLE (23).  
 JOSEPH STREET (18).

To RICHARD PAYNE, on his retirement, after serving for 17½ years as Coxswain, ¾ year as Second Coxswain, and previously 1 year as Bowman of the Newhaven Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN WHELAN, on his retirement, after serving for 11 years as Coxswain of the Poolbeg Life-boat, a Coxswain's Certificate of Service, and a Gratuity.

To DONALD MCLEOD, on his retirement, after serving nearly 10 years as Coxswain, and previously 7 years as Second Coxswain of the Stornoway Life-boat, a Coxswain's Certificate of Service, and a Pension.

To ALFRED T. JONES, on his retirement, on account of ill health, after serving 4½ years as Coxswain, 4½ years as Second Coxswain, and previously 2½ years as a Member of the Crew of the Margate Life-boats, a Life-boatman's Certificate of Service, and a Gratuity.

To SAMUEL T. WILLS, on his retirement, after serving for 4½ years as Coxswain, 4½ years as Second Coxswain, and previously 8½ years as Bowman of the Poole and Bournemouth Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN EVANS, on his retirement, after serving for 3½ years as Coxswain, and previously 12½ years as Second Coxswain of the Porth-dinlaen Life-boat, a Coxswain's Certificate of Service, and a Pension.

Mrs. THAIN has been presented with the Coxswain's Certificate of Service which would have been awarded to her late husband, James Thain, Coxswain at Ackergill for 17 years, on his retirement.

To EDWARD OLDHAM, who retired some years ago with a pension, after serving 20 years as Coxswain of the Padstow No. 2 Life-boat, a Life-boatman's Certificate of Service.

To WILLIAM MOWAT, on his retirement, after serving for 28 years as Second Coxswain and previously 25 years as a member of the Crew of the Longhope Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To ROBERT HOOPER, on his retirement after serving for 25½ years as Second Coxswain, and previously 19½ years as a member of the Crew of the Tenby Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To THOMAS BILSBOROUGH, on his retirement, after serving for 10½ years as Second Coxswain, and previously 39½ years as a member of the Crew of the Blackpool Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To HENRY EUSTICE, on his retirement, after serving for 10 years as Second Coxswain, and previously 20 years as a member of the Crew of the Coverack Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To HENRY S. REDMOND, on his retirement, after serving for 4½ years as Second Coxswain, and previously 37½ years as a member of the Crew of the Poole and Bournemouth Life-boat, a Life-boatman's Certificate of Service.

To FREDERICK PAYNE, on his retirement, after serving 12½ years as Bowman, and previously 23½ years as a member of the Crew of the Newhaven Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To EDWARD VAUGHAN, on his retirement, after serving for 5 years as Bowman, and 40 years as a member of the Crew of the Rhyl Life-boat, a Life-boatman's Certificate of Service.

To WILLIAM T. OXLEY, on his retirement, after serving 1 year as Bowman, and previously 16 years as a member of the Crew of the Walton-on-the-Naze Life-boat, a Life-boatman's Certificate of Service.

To GEORGE STANTON, on his retirement, after serving 50 years as a member of the Crew of the Boulmer Life-boat, a Life-boatman's Certificate of Service.

To FREDERICK HUTCHISON, on his retirement, after serving for 38 years as a member of the Crew of the Fraserburgh Life-boat, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service have been awarded to the following Life-boatmen at

North Deal, the figures after the names being their years of service :—

THOMAS ADAMS (58).  
WILLIAM T. BAKER (49).  
RICHARD G. BETTS (46).  
ROBERT T. BETTS (52).  
WILLIAM R. BETTS (38).  
THOMAS G. BROWN (49).  
GEORGE T. FOSTER (36).  
HENRY MARSH (60).  
WILLIAM H. MARSH (35).  
HENRY J. MAY (47).  
JOHN MAY (55).  
HENRY A. ROBERTS (33).  
JOHN K. WEBB (47).  
HENRY J. WELLS (35).

### Twenty Best Branches : A Correction.

In the last issue of *The Lifeboat*, in the article on the twenty Branches with the highest collections in the year 1929-30, Clacton-on-Sea was given as having been sixteenth in the previous year, but

as having fallen out of the first twenty. Clacton should, however, have remained on the list of the first twenty. The Branch raised £814, which gives it the nineteenth place.

### A Boy's Legacy.

LAST December the Institution received from the Honorary Secretary of its Branch at Warminster, Wiltshire, a cheque for £16 as a legacy from the late Hugo Harbord Terchman. She wrote : "He was a young man just going to Oxford, who always took a great interest

in anything to do with the sea. His death was very sudden and tragic, and his mother brought the money to me to-day with the request that it should go in in his name. He did not make a will, but his parents are dividing up his money as they knew he would wish."

### A Gift from the Film Industry.

THE Federation of British Industries has sent to the Institution a cheque for £817 2s. 10d., being half the net proceeds of the Gala Presentation of British films on 5th November of last year, which was arranged for the benefit of the Dominion Premiers by the film-makers' group of the Federation. The other half of the pro-

ceeds were presented to the Cinematograph Trade Benevolent Fund. The Federation of British Industries informed the Institution that it had been chosen to share in this performance as being "a great Institution, whose services benefit all sea-going people regardless of nationality."

### Forthcoming Articles.

A NUMBER of articles and reports which it had been hoped to publish in this number have been held over owing to lack of space, among them being "Honorary Workers of the Institution : Mr. Ernest Woolfield, Honorary Secretary of the Kessingland Branch," "Charterhouse and the Life-boat Service," "Life-boatmen's Entertainment

at Hythe," and reports of Inaugural Ceremonies of new Motor Life-boats at Redcar, Girvan and Lytham-St.-Anne's, of presentations of Centenary Vellums at Dundee and Newburgh, and of Conferences of Life-boat workers at Nottingham, Hastings, Lytham-St.-Anne's and Clacton-on-Sea,

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

Thursday, 20th November, 1930.

SIR GODFREY BARING, BT., in the Chair.

Passed Votes of Thanks to T.M. the KING and QUEEN, H.R.H. the PRINCE OF WALES, K.G., and H.R.H. the PRINCESS LOUISE, DUCHESS OF ARGYLL, for favouring with their presence a *Matinée* held at the London Hippodrome on 7th November, in aid of the Institution.

Passed a Vote of Thanks to Mr. R. H. GILLESPIE, Chairman of the Moss Empires, for kindly lending the London Hippodrome for the *Matinée* on 7th November.

Passed a Vote of Thanks to LORD BRAYE for his donation to the Institution, representing the proceeds of the sale of his Sea Paintings.

The Chairman presented to Captain H. F. J. ROWLEY, C.B.E., R.N., late Chief Inspector of Life-boats, a personal gift from the Committee of Management, and paid a warm tribute to Captain Rowley's long and distinguished services to the Institution.

The Chairman presented to Mr. W. J. BURDEN, the Honorary Secretary of the Teignmouth Branch, the Vellum recording his appointment as an Honorary Life Governor of the Institution, after forty-five years, and paid a warm tribute to his services to the Institution.

Reported the receipt of the following special contributions :—

	£	s.	d.
Anonymous (donation) . . .	1,000	0	0
Do. (donation) . . .	500	0	0
Do. (additional donation) . . .	30	0	0
Do. (W. A. F., additional donation) . . .	20	0	0
Miss I. Miller (donation) . . .	20	0	0

To be thanked.

Paid £17,902 10s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Awarded the Bronze Medal of the Institution, together with a copy of the Vote inscribed on Vellum, to ROBERT HOOD, Coxswain of the Hartlepool Motor Life-boat, in recognition of his meritorious conduct and fine seamanship when the Life-boat under his command rescued after several attempts, the crew, nine in number, of the Danish schooner *Doris*, of Thuro, which was in distress near the Longscar Rocks in a strong N.N.E. gale with a very heavy sea, on the 26th September, 1930; an additional reward of £1 was also granted to him and each member of the Crew.

(A full account of this service appeared in the last issue of *The Lifeboat*.)

Granted an additional reward to the Coxswain and Crew of the Eastbourne Motor Life-boat, including the Permanent Motor Mechanic and a Travelling Motor Mechanic, for a long and arduous service launch on the 3rd November.

Directed that a Letter of Thanks be addressed to Mr. V. G. NORTH, Honorary Secretary at Shoreham Harbour, for going out in the Life-boat on the 27th October, when she rendered her first Life-saving service at this Station.

Voted £234 16s. 6d. to pay the expenses of the following Life-boat Services :—

Sept. 18th.—The PORT ERIN Motor Life-boat was launched at 8 A.M. in a strong N.W. gale with a very heavy sea, in response to a message received from the Peel Coastguard that the fishing boat *Bonny Jane*, of Peel, was missing. The Life-boat proceeded in a north-westerly direction, and got in touch with the Peel Life-boat, from which additional information was received. The fishing boat was found and the Life-boat stood by her for a time, but, as the gale was now moderating, the crew remained on board the *Bonny Jane*. The Life-boat returned to her Station about noon, and the fishing boat made Peel in safety at 3.30 P.M.—Expenses, £7 4s. 6d.

Sept. 19th.—The BRIDLINGTON Life-boat was launched at 2 P.M. in a strong S.E. gale, with a heavy sea, and blinding rain, and stood by the fishing boats *Fortunatus*, of Whitby, and *Sceptre*, of Scarborough, which had been caught in the sudden gale while out fishing. On account of the congestion caused by numbers of boats taking refuge and the fact that the gale was blowing straight up the harbour, it was impossible at first to row the Life-boat, and she was towed clear by the motor fishing coble *Kate and Violet*. The Life-boat remained at the harbour entrance until both boats had made harbour safely, and then returned to her Station, arriving there at 3.30 P.M.—Expenses, £10 4s. 6d.

Sept. 26th.—The service of the HARTLEPOOL Motor Life-boat to the schooner *Doris* (described above).—Expenses, £4 4s.

Oct. 18th.—The SUNDERLAND Motor Life-boat was launched at 1.15 A.M. in a strong S.S.E. gale, with a strong sea and rain, saved the fishing coble *Lily*, of Seaham, and rescued her crew of three. About midnight on the 17th the Coxswain was informed by the Seaham Harbour Coastguard that a coble and three men were missing. They had last been seen off Hendon, near Sunderland. After cruising about, the Life-boat put into Seaham at 3.30 A.M. to make further inquiries, but, as no news had been heard, she at once put to sea again, and continued her search until 6.45 A.M., when she returned to her Station. A message was then received from the Seaham Coastguard that the coble had been sighted about two and a half miles off shore and apparently was making no headway. The Life-boat put out once more, located the *Lily*, and towed her and her crew, who were in an exhausted condition, back to Seaham. The Life-boat arrived back at her Station at 9.0 A.M.—Expenses, £25 15s.

Oct. 19th.—The BALLYCOTTON Motor Life-boat was launched at 9.50 A.M.—the Coxswain being called from Divine Service—during a whole S.S.E. gale with a heavy sea, as the steam trawler *Phineas Beard*, of London, was ashore on the Black Rocks, in Ballycotton Bay. The trawler, which was owned in Milford Haven, was bound from that port for the fishing grounds at the time, and carried a crew of ten. When the Life-boat reached the trawler her crew refused to leave. A kedge anchor was run out, but the hawser broke, and a line was taken to another trawler which had come into the Bay for shelter, but this also broke. About 2.15 P.M. the wind changed to N.W., and this enabled the *Phineas Beard* to get off. The Captain expressed his thanks to the Life-boat crew for the assistance given.—Expenses, £7 18s. 6d.

Oct. 20th.—The HOYLAKE Life-boat was launched at 6 P.M. in a S.W. wind with a moderate sea, and proceeded to Spencers Spit, where the fishing boat *Fair Eleanor*, with a crew of three, had run aground. The fishing boat, which had been observed by the Coastguard, was not in immediate danger when the Life-boat put out, but her position would have been very dangerous in the event of the wind and sea rising. The Life-boat stood by and rendered some help in refloating the boat. The *Fair Eleanor* was able to proceed to the Mersey.—Expenses, £35 12s. 6d.

Oct. 25th.—The WALTON-ON-THE-NAZE Motor Life-boat rescued the two occupants—father and son—of the small boat *Tim*, of Clacton, which was in difficulties between Walton and Clacton. Information had been received from the Coastguard, and the Life-boat was launched at 3.15 P.M. The boat was found to be half full of water, unmanageable and in danger of sinking, as the sea was rough with squalls from the north-west. The rescued men were landed at Clacton, and the Life-boat returned to her Station at 6 P.M. The rescued men wrote expressing their gratitude for the services rendered by the Life-boat.—Expenses, £16 1s. 9d.

Oct. 25th.—The MOELFRE Motor Life-boat landed the crew, four in number, of the schooner *Volant*, of Kilkeel, which was in distress during a strong N.N.W. gale with a heavy sea while bound from Annalong to Liverpool with a cargo of stones. The Life-boat was launched at 2.35 P.M. in response to signals from the vessel, which had lost her mainsail and was being swept by the heavy seas.—Expenses, £8.

Oct. 26th.—The HASTINGS Life-boat was launched, in charge of the Second Coxswain, at 8.45 A.M. during a strong N.W. breeze with a rough sea, saved the motor fishing boat *Plover*, of Hastings, and rescued her two occupants. The *Plover* had put to sea the previous day and should have returned the same night, but did not, and the Life-boat was sent out. About 2 P.M. the missing boat was found six miles off Rye with the engine broken down, her sails badly torn, and her crew

exhausted. Stimulants were given to the men, and the Life-boat, with the small boat in tow, reached Hastings again at 3.40 P.M.—Expenses, £23 4s. 3d.

Oct. 27th.—The SHOREHAM Motor Life-boat rescued the two occupants of the small boat *Robin*, of Shoreham, which was adrift in a moderate N.N.W. breeze with a moderate sea. The Coastguard had reported that the boat had been attempting to make the harbour for some time, but owing to the strength of the wind was drifting fast to the eastward. The Life-boat put out at 11.12 A.M., and on coming up with the boat found her two occupants, who had been fishing, exhausted, and their boat making water. The men were taken into the Life-boat and their boat taken in tow. This was the first Life-saving service rendered by the Life-boat since the re-opening of the Station. Mr. V. G. North, the Honorary Secretary accompanied the Crew, and was thanked by the Committee of Management.—Expenses, £7 2s.

Nov. 2nd.—The BEMBRIDGE Motor Life-boat saved the motor trawler *Maisonette*, of Wootton Creek, and rescued her crew, five in number, during a heavy westerly gale with a very rough sea. At 6.30 A.M. the Coastguard had reported a vessel in distress off Stokes Bay and the Life-boat immediately went out. She found the s.s. *Shanklin* holding the trawler with a line until the arrival of the Life-boat. The endangered crew were taken off by the Life-boat, which then took the trawler to Portsmouth. While returning to her Station the Life-boat called at Ryde and landed the rescued men. Mr. A. E. Vadham, and the other members of the vessel's crew, expressed their appreciation and gave a donation of £6 6s. to the Institution.—Expenses, £13 15s.

Nov. 2nd.—The BEMBRIDGE Motor Life-boat was launched for a second time the same day, when at 2.45 P.M. she put out to go to the help of the steamer *Menelaos*, of Piræus, which was reported by the Ventnor Coastguard to be in distress off St. Catherine Point in a heavy westerly gale with a very rough sea. The steamer was found about six miles south of Dunnose at 5 o'clock. She was in a helpless condition with other vessels standing by, but the crew declined to leave. The Coxswain was asked, however, to send out a tug—the *Menelaos* had no wireless—and this he did on arriving home at about 7 P.M. The Life-boat was called out again to the vessel the same night, but was signalled to return. In the meantime the crew had been taken off by another steamer and the Selsey and Bognor Motor Life-boat. The vessel was abandoned and eventually stranded on the Outer Owers Bank.—Expenses, £13 15s.

Nov. 6th.—The ST. IVES Life-boat was launched at 7.15 A.M. in a strong N.E. gale with a rough sea, and landed the crew, three in number, of the ketch *Dido C*, of Barnstaple, which was showing signals of distress about three-quarters of a mile E.S.E. of St. Ives Pier Head. She had been overtaken by heavy

weather while bound from Llanely to the Scilly Isles with coal. The Coastguard had reported the vessel's signals, and on reaching her the Life-boat found that she was in a very dangerous position. The crew were taken off and the ketch was left, with two anchors down, to ride out the storm.—Expenses, £24 9s. 6d.

Nov. 8th.—The TENBY Motor Life-boat landed a sick man from the St. Goven's Light-vessel in a moderate W.N.W. breeze with a heavy sea. The Life-boat was launched at 4.10 A.M. in response to a request from the Trinity House, Swansea, as their own boat was unable to get alongside to take the man off. After circling round several times, the Life-boat succeeded in taking the man on board. He was conveyed to hospital, where he died the following day.—Expenses, £23 11s.; defrayed by the Trinity House.

Nov. 16th.—The NEW BRIGHTON No. 2 Motor Life-boat left her moorings at 1 P.M., information having been received from the Coastguard that two vessels were ashore on the revetment. A moderate N.N.E. breeze was blowing, and the sea was smooth. On reaching the scene the Life-boat found two schooners aground. As the tide was falling the Master of the *Carmenta*, of Plymouth, which was leaking, asked the Coxswain to remain by him. This the Life-boat did until a salvage vessel came and took charge of the schooner. The second vessel, which was in difficulty, was the schooner *Happy Harry*, but she refloated without assistance. The Life-boat returned to her moorings at 4.45 P.M.—Expenses, £6 19s.

The following services were also reported :—

Oct. 21st.—The CROMER Motor Life-boat assisted to save the steam drifter *Girl Evelyn*, of Fraserburgh, which had stranded on the Haisborough Sands, while bound from the fishing ground to Yarmouth. Information of the casualty had been received from the Haisborough Lightvessel through the Coastguard, and the Life-boat put out at 12.15 P.M. in a moderate southerly breeze with a moderate sea on the Sands. On reaching the scene, the Life-boat found that the crew, ten in number, had left their vessel and were on board the drifter *Bithesome*, of Buckie, which was standing by. They returned to their vessel, together with four of the Life-boat Crew, and after steam had been raised, the *Girl Evelyn* was refloated with the help of the Life-boat, which returned to her Station at 8 P.M.—Property Salvage Case.

Oct. 26th.—The ST. PETER PORT Motor Life-boat was launched at 7.15 P.M. during a moderate northerly breeze with a heavy ground swell in response to information received from a resident that the S.S. *Ravensdale*, of Newcastle, was ashore at Grande Havre Bay, and burning flares for help. The Life-boat put out with Mr. H. H. Randell, President of the Branch, on board, and proceeded to the vessel, which was reached at 8.15 P.M. She was bound for St. Helier with a cargo of basic slag, and the Captain appeared

to be quite unaware of his position. The Life-boat remained with the steamer for some time, but, as she was not in immediate danger, returned to her Station at 2 A.M.—Expenses, £12 13s.

Nov. 1st.—The HUMBER Motor Life-boat was launched at 6.50 P.M. in a fresh S.W. breeze with a moderate sea and rain, as the steam trawler *Kingston Olivine*, of Hull, was ashore on the extreme end of Spurn Point. She was loaded with coal and ice, and was bound for the fishing grounds. The Life-boat stood by for a time and then returned ashore and a telephone message was sent to the owners. On returning to the vessel, the Coxswain interviewed the Skipper, and then again returned ashore to get into communication with the owners. They stated that a tug was being sent. The Life-boat again went back to the vessel and the tug arrived and towed the trawler clear at about midnight.—Permanent Crew; Property Salvage Case.

Also voted £287 7s. 6d. to pay the expenses of the following Life-boat launches, assemblies of Crews, etc., with a view to assisting persons on vessels in distress :—Angle (Motor), Appledore (Motor), Bembridge (Motor), Court-macsherry Harbour (Motor), Cromarty (Motor), Dover (Motor), Eastbourne (Motor), Fenit (Motor), Flamborough No. 1, Great Yarmouth and Gorleston (Motor), Hastings, New Brighton No. 2 (Motor), Peel, St. Mary's (Motor), Selsey and Bognor (Motor), Stromness (Motor), Torbay (Motor), Thurso (Motor), Weymouth (Motor), and Yarmouth, I. of W. (Motor).

The Caister and Holy Island (Motor) Life-boats were also launched.

Passed a further £4 on account of a pension already granted to the dependent relative of a man who lost his life in the Life-boat Service at Caister.

Granted £20 12s. to men for injury in the Life-boat Service at Blackpool and Caister.

Voted an *ex gratia* payment of £5 to GEORGE STANTON, of Boulmer, who after being a member of the Life-boat Crew for nearly fifty years was compelled to resign on account of ill-health.

Voted £2 10s. to five men for rescuing the two occupants of a Pilot's motor boat, which experienced engine trouble and drifted to within 100 yards of a rocky lee shore at Mevagissey, on the 20th October; also allowed 5s. to the owner of the boat used.

Voted £1 10s. to three men for rescuing two fishermen, at Selsey, on the 21st October; also granted 2s. 6d. for fuel used. At about 10 A.M. the fishing boat *Viking* had put to sea in a moderate S.W. gale with a rough sea, but had got into difficulties and almost capsized when about half a mile south of Selsey Bill. The maroons were fired to call out the Life-boat, and the sound attracted the attention of the salvors who were already out. They immediately went to the aid of the *Viking* and rescued her crew of two.

Voted 15s. to three men who rescued the crew, three in number, of a salmon yawl, which got into difficulties at Youghal, on the 18th August, in a strong N.W. breeze with a rough sea; also granted 5s. to the owner of the boat used.

#### Thursday, 18th December, 1930.

COLONEL SIR A. HENRY McMAHON, followed by the HON. GEORGE COLVILLE, in the Chair.

Co-opted the Rt. Hon. the EARL OF BRECKNOCK a member of the Committee of Management.

Reported that LADY BERTIE OF THAME had resigned the Chairmanship of the Central London Women's Committee, Ladies' Life-boat Guild, that LADY DOROTHY D'OYLY CARTE (Deputy Chairman) had been appointed Chairman, and that LADY BEARSTED had been appointed Deputy-Chairman.

Decided that on the retirement of Captain G. H. BEVAN, O.B.E., R.N., Deputy Chief Inspector for Stores, in March, 1931, Captain E. S. CARVER, R.D., R.N.R., Western District Inspector, be promoted to that position, and that after Captain BEVAN'S retirement the officer in charge of the Storeyard be designated Superintendent of Stores; also that the title of Assistant to Chief Inspector for Machinery be changed to that of Superintendent Engineer.

Reported the receipt of the following special contributions:—

	£	s.	d.
Mrs. E. W. Burton. In memory of her husband, Mr. F. C. Burton (to the Lowestoft Branch) (Donation) . . . . .	250	0	0
The Fishery Board for Scotland, balance of the Scottish Fishing Fleet Disaster Fund (Donation)	135	9	5
Captain Sir Charles Cust, R.N. (Additional donation) . . . . .	25	0	0
Captain the Rt. Hon. the Earl Howe, P.C., C.B.E., V.D., A.D.C., R.N.V.R. (Donation) . . . . .	20	0	0
The late Mr. Hugo Harbord Trichman (Donation from estate) . . . . .	16	0	0
<i>To be thanked.</i>			

Paid £20,660 0s. 9d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted the Bronze Medal of the Institution, together with a copy of the Vote, inscribed on vellum and framed, and an additional monetary reward, to FREDERICK BARNES, Coxswain of the SELSEY and BOGNOR Motor Life-boat, in recognition of his courage, good judgment, and skilful seamanship, when the Life-boat under his command rescued, with great difficulty, the two occupants of the yacht *Lucy B.*, of Rye, which was totally wrecked at Selsey Bill, in a whole W.S.W. gale, with a heavy sea, on the 2nd November, 1930. The Thanks of the Institution inscribed on Vellum,

and an additional monetary reward, were granted to each of the other members of the Crew: GEORGE ARNELL, Second Coxswain; ARTHUR L. FULLICK, Bowman; CHARLES PHILLIPS, Motor Mechanic; ALBERT PENNYCORD, Assistant Motor Mechanic; LESLIE PENNYCORD, DOUGLAS GRANT, SYDNEY BARNES and WILLIAM MILLINGTON.

A Letter of Thanks was addressed to Mr. J. E. FRANCIS, Assistant Honorary Secretary, for his zeal on this occasion; and a Letter was addressed to the Board of Trade commending Mr. E. HAYNES, the Station Officer of Coastguard at Selsey.

(A full account of this Service appeared in the last issue of *The Lifeboat*.)

Voted the Thanks of the Institution, inscribed on vellum and framed, together with an additional monetary reward, to JOHN C. BYFORD, Coxswain of the WALTON-ON-THE-NAZE Motor Life-boat, in recognition of his meritorious conduct, promptitude, and skilful seamanship when the Life-boat under his command rescued the nine occupants—seven men and two women—of the motor yacht *Auriga*, of London, which was totally wrecked on the Shipwash Sands, on the night of the 22nd-23rd November, 1930, during a whole W.S.W. gale, with a very heavy sea. Additional monetary rewards were also granted to the Crew.

(A full account of this service appeared in the last issue of *The Lifeboat*.)

Granted an additional reward to the Coxswain and Crew of the BRIDLINGTON Life-boat for an arduous service launch on the 24th November.

Reported that Trinity House had defrayed the expenses incurred when the TENBY Motor Life-boat was launched on the 8th November, and landed a sick man from the St. Goven Light Vessel.

Voted £263 1s. 9d. to pay the expenses of the following Life-boat Services:—

November 2nd.—The service of the SELSEY AND BOGNOR Motor-Life-boat to the *Lucy B.* (described above).—Expenses, £20 1s. 6d.

The service of the same Life-boat to the s.s. *Menelaos* (described in the last issue of *The Lifeboat*).—Expenses, £20 1s.

Nov. 16th.—The RAMSGATE Motor Life-boat rescued the crew, six in number, of the s.s. *Hursley*, of Hull, which stranded on the north part of the Goodwin Sands, while bound from Goole to Alderney with a cargo of coal. Her flares for assistance were seen by the East Goodwin Light Vessel, and reported through the Coastguard to the Life-boat authorities. A moderate N.N.W. breeze was blowing with a heavy sea when at 5 A.M., the Life-boat left Ramsgate. She reached the casualty an hour later. The *Hursley* became a total wreck.—Expenses, £11 15s. 9d.

Nov. 20th.—The BRIDLINGTON Life-boat was launched during the morning as

twelve of the local motor fishing boats had been overtaken by a moderate S. by E. gale with a rough sea. As the tide was ebbing and there was a nasty ground swell the boats would incur great risk in making harbour, so the Life-boat was taken to the North Beach by tractor, and after being launched, accompanied the vessels over the bar into harbour. One by one the boats were escorted in, and at 3.30 P.M., all having reached safety, the Life-boat returned ashore.—Expenses, £15 1s.

Nov. 22nd.—The services of the WALTON-ON-THE-NAZE Motor Life-boat to the *Auriga*, of London (described on p. 306).—Expenses, £31 3s.

Nov. 23rd.—The SOUTHEND - ON - SEA Motor Life-boat rescued the crew of two, a man and his wife, on the barge *Charles and Esther*, of Wakering, and landed the crews of two other barges, *Marion*, of London, and the *Emily*, of Ipswich, two men in each case. Information had been received about midnight from the Pier Head that flares had been seen near the Jenkin Buoy, and in a whole W.N.W. gale with a very heavy sea, the Life-boat went out. She landed the three crews at Southend at 3.30 A.M., and then went to the Nore Light vessel in response to signals, but found that she was signalling for help for the vessels from which the Life-boat had just rescued the crews. At 10 A.M., the Life-boat again put out and visited the abandoned vessels. It was found that the *Charles and Esther* had sunk, but the crews of the other two boarded them again.—Expenses, £17 8s.

Nov. 24th.—The ARBROATH Life-boat was launched in a strong S.E. gale with a very heavy sea, at 12.30 P.M., as two fishing boats which had put to sea the previous night had not returned. The boats were the *Floreat* and *Queen of the Fleet*. They reached port and the Life-boat returned ashore at 1.30 P.M., after the boats had got into safety.—Expenses, £18 4s.

Nov. 24th.—The FILEY Life-boat was launched at 10.30 A.M. in a strong S. gale with a very heavy sea and rain, as the fishing fleet was out and had been overtaken by the bad weather. In the absence of the Coxswain, the Second Coxswain took charge, and the Life-boat stood by until all the boats reached safety.—Expenses, £23 18s.

Nov. 24th.—The MONTROSE No. 1 Motor Life-boat stood by the motor fishing vessel *Rosa* during a strong S.E. gale with a very heavy sea and rain. The conditions at the bar were very bad, and as grave doubts were entertained whether the *Rosa* could make the crossing the Life-boat was launched at 10.15 A.M. At 1.30 P.M. the fishing boat approached, and the Life-boat escorted her into safety. So heavy were the seas that it was not possible to rehouse the Life-boat until the following day.—Expenses, £10 11s.

Nov. 24th.—The LOWESTOFT Motor Life-boat was launched at 4.30 P.M. in a whole S. by E. gale with a very heavy sea and stood by the Dutch motor drifter *Adrianaal*, of

Vlaardingen. This vessel, which was inward bound from the fishing grounds with herrings, and carried a crew of seventeen, had been kept under observation for some time, and when at 4.20 P.M. she showed flares for assistance, the Life-boat promptly put out. She found that the drifter had had her canvas carried away, and had also developed engine trouble. The Captain said he wanted help, so the Life-boat remained by her. After a while a tug took the drifter in tow, but the Life-boat still kept in attendance, as the ebb tide carried the vessel near to the Ness Point, where she was continually swept by the heavy seas. The tug and the drifter reached harbour at 6 P.M.—Expenses, £27 11s. 6d.

Nov. 24th.—The BRIDLINGTON Life-boat stood by the motor fishing boats *Clara*, *Gloaming*, *Forward* and *Irene*. During the early morning most of the fishing fleet returned while there was sufficient water in the harbour, as the weather was growing bad from the S.E. At 10.30 A.M. the Life-boat was launched as it was then blowing a strong S.E. gale with a very rough sea and rain. Two of the boats were escorted in after having come safely through the heavy seas which were breaking all over the bay. The Life-boat remained in readiness for the other two boats, and at about three o'clock they were seen approaching, one from the south and one from the north, at times almost buried by the seas. They made the harbour safely with the Life-boat standing by. This was a hard service, the Life-boat being out in severe weather for about five hours, and the Committee granted an additional monetary reward to each of the Crew.—Expenses £18 19s.

Nov. 30th.—The MARGATE Motor Life-boat stood by the s.s. *Craigolive*, of Belfast, which stranded on the Long Sand. A moderate N.W. wind was blowing with a moderate swell, and the weather was thick. The Life-boat put out at 1.22 P.M., and on reaching the casualty was informed by the Captain that he intended to try to refloat his vessel at high water. The Life-boat stood by. About two hours later the vessel began to move, but later grounded again. Directions were given by the Life-boat and the ship eventually got off.—Expenses, £12 17s. 6d.

Dec. 2nd.—The HOLYHEAD Motor Life-boat rescued eighteen of the crew of the s.s. *Asmund*, of Christiansand, which stranded at Porth-y-Post, while bound from the Black Sea to Manchester with a cargo of grain. A strong E.N.E. wind was blowing, with a heavy swell, and the weather was foggy when the Life-boat put out at 6.40 P.M. in response to a message which had been received from the Cliff Hotel, Trearddur Bay, through the Police and the Coastguard. When the Life-boat reached the casualty the majority of the crew of thirty-five jumped into her, but at the order of the Captain some returned to the ship, leaving sixteen still in the Life-boat.

The Captain asked the Coxswain to land these men and return. This was done, and the *Asmund* was reached again just after

midnight. During the absence of the Life-boat four of the *Asmund's* crew had gone ashore in the ship's boat, and of those remaining only two boarded the Life-boat, the others deciding to remain with the steamer. The Life-boat returned to her Station at 2 A.M. The *Asmund* was refloated later, but sank after being taken to Holyhead.—Expenses, £13 4s. 6d.

Dec. 11th.—The GREAT YARMOUTH AND GORLESTON Motor Life-boat was launched at 5.43 A.M. in a southerly gale with a very heavy sea and stood by the barge *Hibernia*, of London, bound from Yarmouth to London, laden with sugar. The Coast-guard had had several vessels under observation for some time, and as two of them were dragging their anchors and in danger of going ashore, the Life-boat put out. She went to the one in the more dangerous position, the barge *Hibernia*, and remained with her until she was able to anchor safely. Later the barge signalled for a tug, which went to her and towed her in.—Expenses, £21 8s.

The following service was also reported :—

Nov. 23rd.—The launch of the WALTON-ON-THE-NAZE Life-boat to the yacht *Holiday* of Yarmouth (described in the last issue of *The Lifeboat*).—Property Salvage Case.

Also voted £219 18s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Clacton-on-Sea (Motor), Cullercoats, Eastbourne (Motor), Great Yarmouth and Gorleston (Motor), Hilbre Island, Lowestoft (Motor), Margate (Motor), New Brighton No. 2 (Motor), Plymouth (Motor), Port Isaac, Portrush (Motor), Ramsgate, Shoreham Harbour (Motor), Stromness (Motor), Torbay (Motor), Wells, and Weymouth (Motor).

Passed a further £347 7s. 9d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, Moelfre, The Mumbles, New Brighton, Port Eynon, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. David's, and Whitby.

Granted £63 8s. 6d. to men for injury in the Life-boat Service at Blackpool, Broughty Ferry, Caister, Cardigan, Moelfre, Newhaven, Tenby and Walmer.

Voted a compassionate grant of £5 to ex-Coxswain JOHN GARRETT, of Ramsey, who retired on pension in September, and was very ill and in indigent circumstances.

Decided that the special weekly allowance now being paid to JAMES BULTITUDE, an ex-member of the Crew of the Caister Life-boat who was injured at a launch in November, 1929, be continued.

Decided to make a special allowance of 2s. 6d. per week to F. PAYNE, of Newhaven who resigned his position of Bowman in September owing to an injury to his right arm,

received in the Life-boat on Service on the 7th December, 1929.

Voted the Bronze Medal of the Institution, together with a copy of the Vote inscribed on vellum and framed, and the sum of £3 each to JOHN NOLAN, JOHN CAHILL and JOSEPH CAHILL in recognition of their prompt and gallant conduct in putting off from the Spa, Tralee Bay, Co. Kerry, on the night of the 7th November, 1930, in a 13-foot boat, and at great personal risk rescuing the crew of three of the s.s. *Co-operator*, of Tralee.

(A full account of this rescue appeared in the last issue of *The Lifeboat*.)

Voted £1 2s. 6d. to ex-Coxswain F. KING, of Burnham-on-Sea, and two other men for putting off in a 20-foot pulling boat on the morning of the 29th November, in a strong E.N.E. breeze, with a moderate sea and thick rain, and landing the crew of three of the ketch *Severn*, of Bridgewater, which had run aground at Steart Island, near Burnham-on-Sea, while on passage from Newport to Bridgewater, laden with coal. The *Severn* went ashore at midnight on the 28th and her crew had managed to scramble on to the island, where they remained until their plight was observed from shore. Also granted 5s. to two men for helping to launch the salvors' boat.

#### Wednesday, 31st December, 1930.

Paid £10,721 11s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

#### Thursday, 15th January, 1931.

SIR GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
King George's Fund for Sailors	1,000	0	0
Film Makers' Group of Federation of British Industries, half of net proceeds of Gala Presentation of British Films, November, 1930	817	2	10
Mr. Herbert Jones (to the St. Marylebone Branch), (subscription)	100	0	0
White Star Line Steamers' Charity Fund, (additional donation)	100	0	0
A.W., (additional donation)	100	0	0
Anonymous, (additional donation)	50	0	0
Sir George Clerk, (additional donation)	30	0	0
Major the Hon. J. J. Astor, (subscription)	26	5	0
Mr. Alfred Barrett, J.P., (additional donation)	26	5	0
"A Derbian," (additional donation)	20	0	0
Anonymous, (donation)	20	0	0
<i>To be thanked.</i>			

Voted £196 5s. 7d. to pay the expenses of the following Life-boat Services :—

Dec. 15th.—The MONTROSE No. 1 Motor Life-boat was launched at 2 P.M., as



fishing boats returning from sea reported that a heavy sea was making, especially on the bar, with the strong ebb tide, and the motor fishing boat *Comfort* was still out. A moderate N.E. breeze was blowing, but the weather was fine. The Life-boat picked up the fishing boat about a mile out and escorted her over the bar into safety after a very severe buffeting.—Expenses, £9 8s.

Dec. 17th.—The BOULMER Life-boat was launched at 11.53 A.M. in thick weather with a light S. breeze but a heavy swell, as one of the fishing boats had not returned with the others. The missing boat was the motor coble *Isaac Edward*, of Boulmer, with a crew of three. About a mile off Mermouth the Life-boat came up with the boat, and after giving advice as to the best course to take to make safety, escorted the boat home. The motor tractor was used for launching and hauling up the Life-boat, and the Life-boat's fog horn was used to attract the attention of the fishing boat.—Expenses, £15 19s. 4d.

Dec. 17th.—The HAUXLEY Life-boat went out to assist two of the local fishing boats—*Mary Isabella* and *Faith*, as they were two hours overdue. The weather was foggy, and the sea heavy with a moderate southerly wind, when at 12.30 P.M. the Life-boat was launched. The boats were found about a mile from the shore, and were safely escorted home, arriving at 2 P.M.—Expenses, £20 5s. 6d.

Dec. 17th.—The STORNOWAY Motor Life-boat was launched at 5.45 P.M., in a moderate southerly gale, with a rough sea and rain squalls, and landed a sick man from the S.S. *Svanholm*, of Gothenburg, Sweden, which was bound from Finland to Philadelphia, laden with paper pulp. A wireless message had been received by the Harbour Master, who is Honorary Secretary of the local Branch, to the effect that the *Svanholm* intended to call at Stornoway to land a seaman who was suffering from appendicitis. On her arrival, however, the weather was so bad that none of the motor boats available was able to go out and pilot her in. As darkness was now approaching it was considered advisable to despatch the Life-boat to pilot the steamer to the anchorage, but when the Life-boat got alongside the captain of the *Svanholm* considered that it was too dangerous to enter the harbour, so the seaman was taken ashore to hospital by the Life-boat, and the steamer continued on her voyage.—Expenses, £7 10s.

Dec. 25th.—The TORBAY Motor Life-boat saved the small open fishing boat *Pollywake*, of Brixham, and rescued her only occupant. Information that the boat was in difficulties had been received by telephone from the Torquay Coastguard, and the Life-boat put out at 11 A.M. in a strong S.E. breeze with a rough sea. The small boat was found in a precarious position, having only one sound oar. When the Life-boat arrived the man had been holding on to his nets for two hours and was about to attempt a landing on a lee shore in the rough sea.—Expenses, £7 2s.

Dec. 25th.—The WHITBY Motor Life-boat rescued the crew, eighteen in number, of the steamer *Lucy*, of Helsingborg, which had run on the rocks at Calder Steel, about four miles north of Whitby, while bound with a cargo from Grangemouth to Bordeaux. A strong S.S.W. breeze was blowing, with a moderate sea, when at 6.15 P.M. the Life-boat put out, as the weather was getting worse, and the steamer was in a very exposed position. The Life-boat returned ashore at 8.45 P.M. and landed the rescued men, who were placed in the care of the Seaman's Institute.—Expenses, £18 6s. 6d.

Dec. 26th.—The BRIDLINGTON Life-boat was launched at 1.50 P.M. and stood by the fishing vessel *Melba*, of Grimsby. During the morning information had been received through the Coastguard that the vessel had left Grimsby for Bridlington. The entrance to the harbour was dangerous owing to the strong S.S.E. gale and heavy sea, and when the *Melba* arrived at 12.30 P.M. she dared not enter on the falling tide. The Life-boat proceeded to her and placed a man on board. Just before dark the seas temporarily moderated and the vessel made a dash for the harbour and succeeded in getting in, but only after she had touched the ground.—Expenses, £15 7s. 6d.

Dec. 27th.—The FILEY Life-boat was launched at 10.5 A.M. in a strong S.E. gale, with a heavy sea and rain, and escorted home the fishing boat *Pilot Me*, of Filey. The boat, which was manned by the Coxswain of the Life-boat and two other men, had gone out at 7 A.M. and been overtaken by bad weather. When the Life-boat came up with the *Pilot Me*, belts were handed to her crew and she reached safety accompanied by the Life-boat, which was in charge of the Second Coxswain.—Expenses, £22 15s.

Dec. 30th.—The ILFRACOMBE Life-boat rescued the two occupants of the open fishing boat *Ivy*, of Ilfracombe, which was swamped and sunk in a S.S.E. gale, with a rough sea. About 9.45 A.M. signals had been observed from the boat, which was about a mile from the shore and drifting before the flood tide and wind. The Life-boat took off the two men, uncle and nephew, from the sinking boat and landed them at Ilfracombe.—Expenses, £28 14s.

Jan. 6th.—The DUNGENESS No. 1 Life-boat stood by the S.S. *Nurtureton*, of Newcastle, which stranded one mile and a half N.N.E. of Dungeness Lighthouse while bound, laden, from Newcastle to Italy. The weather at the time was foggy and very cold. Information that a steamer was continually sounding her syren had been received from the Coastguard, and the Life-boat was launched at 7.45 A.M. The *Nurtureton* was found to be making water, so the Life-boat remained with her until after high water, when, finding that the steamer was in no immediate danger, she returned to her Station at 12.45 P.M.—Expenses, £23 11s. 9d.

Dec. 27th.—The TROON Motor Life-boat was launched at 3.45 P.M. in a S.W. gale, with a rough sea, to the aid of the Ayr Life-boat which had carried away her mast while at exercise between Ayr and Prestwick. When the Motor Life-boat arrived, she found that a temporary mast had been rigged up. She took the Ayr Life-boat in tow and brought her into Troon Harbour.—Expenses, £6 13s.

Dec. 11th.—The CULLERCOATS Life-boat was launched at 9 A.M. in a strong S.E. gale, with a heavy sea and rain, when information was received that a small fishing boat was in distress off Sharpness Point, between Tynemouth and Cullercoats. The boat proved to be the *Tip*, of Tynemouth, with two men in her. The Life-boat went outside the Harbour and stood by the fishing boat as she entered. The fishing boat was practically full of water as she reached the beach, and she was fortunate in making safety without mishap.—Expenses, £20 13s.

The following service was also reported :—

Dec. 11th.—The CLACTON-ON-SEA Motor Life-boat helped to save the barge *Squeak*, of London, and her crew of two, when her steering gear broke down. The Life-boat was launched at 6.45 A.M. in response to flares about three miles East by South of Clacton Pier. A strong S.E. by E. gale was blowing, with a very heavy sea. The barge, which was laden with wheat, was found anchored on a lee shore. She was helped into deeper water, and, after temporary repairs had been effected, proceeded in the direction of Harwich. Eventually the Life-boat left the barge and engaged a tug from Ipswich, which towed the barge to Pin Mill, with the Life-boat in attendance. The Life-boat did not reach her Station again until 1.15 A.M. on the 12th.—Property Salvage Case.

Also voted £201 3s. 5d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons

on vessels in distress :—Aberdeen No. 1 (Motor), Ballycotton (Motor), Blackrock, Boulmer, Cromarty (Motor), Cromer (Motor), The Humber No. 1 (Motor), Margate (Motor), The Mumbles (Motor), New Brighton No. 2 (Motor), Porthdinllaen (Motor), St. Mary's (Motor), Torbay (Motor), and Whitby (Motor).

Passed a further £11 10s. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange and Caister.

Granted £33 19s. to men for injury in the Life-boat Service at Newhaven, Rhyl, and Winterton.

Decided to continue the weekly allowance now being paid to the last survivor of the Crew of the Ramsgate Life-boat who took part in the rescue of the *Indian Chief* in 1881.

Decided that the special weekly allowance now being paid to W. E. Haylett, ex-Second Coxswain of the Caister Life-boat, who was compelled to retire owing to serious illness due to exposure in the Life-boat Service, be continued.

Decided that a weekly allowance be made to Coxswain Richard Payne, of Newhaven, who has retired, following an injury while on service in the Life-boat in December, 1929.

Voted a gratuity of £5, in recognition of his good services, to Robert Kelly, who retired from the post of Signalmen and Caretaker at Macrihanish on the closing of the Station.

Voted a further gratuity of £5 to Richard Williams, ex-Second Coxswain of the Holyhead No. 1 Steam Life-boat, who was compelled to retire, several years ago, owing to ill-health, and is in poor circumstances.

Voted a further compassionate grant of £2 to the widow of Lewis Roberts, who had been a member of the Life-boat Crew at Holyhead for many years.

## News from the Branches.

1st January to 31st March.

### Greater London.

BATERSEA.—Concert by the Junior Imperial League, with address by Mr. Rham, Honorary Secretary of the Branch. Address to the Rotary Club by the District Organizing Secretary. Life-boat Day.

BERMONDSEY.—Concert, with address by the Rev. A. M. Peckham, Chairman of the Harrow Branch.

BRIXTON.—Address to the Brotherhood by Captain Basil Hall, R.N.

CHINGFORD.—Bridge and Whist Drive, with address by the District Organizing Secretary.

CHISLEHURST.—Whist Drive, with address by Colonel F. J. Edlmann, D.S.O.

CLAPHAM.—Drawing-room meeting, given by Mrs. O. Picton Davies, Major V. B. Rogers, D.S.O., M.C., D.L., presiding. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

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

HACKNEY.—Collection at Clapton Orient Football Ground.

HAMMERSMITH.—Special Meeting at the Town Hall, the Mayor presiding.

Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Branch formed.

**HAMPSTEAD.**—Special Meeting at the Town Hall, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

**HAREFIELD.**—Concert, with address by the District Organizing Secretary.

**HAYES.**—Concert, organized by the Ladies' Life-boat Guild.

**HORNSEY.**—Special Meeting, called by the Mayor. Speaker: Mr. H. A. Baker, a member of the Committee of Management.

Entertainment by the North Harringay Musical and Dramatic Society, with address by the District Organizing Secretary. Lantern Lecture at the Library by the District Organizing Secretary, with the Mayor presiding. Lantern Lecture at the Ferme Park Baptist Chapel by the District Organizing Secretary; and Lantern Lecture to the Junior Fellowship by Mrs. Ford, wife of the Honorary Secretary of the Branch.

**KENSINGTON.**—Dance.

**MITCHAM.**—Two Concerts, with addresses by the District Organizing Secretary.

**SOUTHGATE.**—Address to the Rotary Club by the District Organizing Secretary.

**TOOTING.**—St. Peter's Presbyterian Library Society—Lantern Lecture by the Rev. A. M. Peckham. Whist Drive, with address by the District Organizing Secretary. Address to the Rotary Club by the District Organizing Secretary.

**WALTHAMSTOW.**—St. John's Concert, with address by the District Organizing Secretary. St. Mary's Concert.

**WHEATHAMPSTEAD.**—Address to the Women's Institute by Miss Silvester, Hon. Secretary of the St. Albans Branch.

**WOODFORD & EPPING.**—Bridge Drive, with address by the District Organizing Secretary. Children's Play at the house of Mr. E. W. B. Dennant, Hon. Treasurer. Talk on the Service by Mrs. Wall, the

President of the Branch. Address to the Rotary Club by the District Organizing Secretary.

**WOOLWICH.**—Special Meeting at the Town Hall, called by the Mayor. Speaker: The District Organizing Secretary. Branch formed, Hon. Secretary, Mr. E. Stubbs.

Thirteen lectures and addresses were given by the District Organizing Secretary, in addition to those mentioned.

#### North-West of England.

**ACCRINGTON (LANCS.).**—Annual Whist and Bridge Drive, organized by the Ladies' Life-boat Guild.

**ASHTON-UNDER-LYNE (LANCS.).**—American Tea, organized by the Ladies' Life-boat Guild.

**BLACKPOOL (LANCS.).**—Annual Meeting on 3rd March. Amount collected last year £530, as compared with £594 in the previous year. Presentation to the Branch Honorary Secretary, Councillor C. E. Tatham, of inscribed binoculars, and to six retired members of the Blackpool Life-boat Crew of Life-boatmen's Certificates, awarded by the Institution. Annual Whist Drive and Dance in aid of the funds of the Blackpool Life-boat Band.

**BLACKROD (LANCS.).**—Annual Meeting of the Ladies' Life-boat Guild. Amount collected last year £12, as compared with £15 in the previous year.

**BOLTON (LANCS.).**—Whist Drive and Dance, organized by the Ladies' Life-boat Guild.

**BURY (LANCS.).**—Annual Meeting on 9th March, the Mayor, President of the Branch, in the chair. Amount collected last year £178, as compared with £186 in the previous year.

**CARLISLE (CUMBERLAND).**—Annual Meeting on 13th February, the Mayor of Carlisle, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Dance and two Whist Drives. Amount collected last year £327, as compared with £328 in the previous year. Miss Binning appointed Honorary Secretary in the place of Mrs. Shephard-Walwyn.

**CARNFORTH (LANCS.).**—Annual Meeting of the Ladies' Life-boat Guild on

13th January. Amount collected last year £101, as compared with £93 in the previous year.

CREWE (CHESHIRE).—Annual Meeting on 24th March, the Mayor, President of the Branch, in the chair. Amount collected last year £73, as compared with £68 in the previous year.

DARWEN (LANCS.).—Concert by the scholars of St. James's Day School, arranged by the Ladies' Life-boat Guild.

DOUGLAS (ISLE OF MAN).—Annual Meeting on 18th March, His Excellency the Lieut.-Governor of the Isle of Man, Patron of the Branch, presiding. Amount collected last year £654, as compared with £720 in the previous year.

DUKINFIELD (CHESHIRE).—Annual Whist Drive and Dance, organized by the Ladies' Life-boat Guild.

FLEETWOOD (LANCS.).—Special Meeting. Presentation to the late Mr. Roger Fogg, Honorary Treasurer of the Branch for twenty-eight years, of the Framed Photograph of a Life-boat going out to a Vessel in Distress, awarded to him by the Institution.

GRANGE-OVER-SANDS (LANCS.).—Entertainment, arranged by Miss R. Stephens.

HINDLEY (LANCS.).—Annual Meeting on 25th March. Amount collected last year £73, as compared with £79 in the previous year.

Annual Whist Drive and Dance, organized by the Ladies' Life-boat Guild. Second Whist Drive, organized by the Ladies' Life-boat Guild.

HOLLINGWORTH (CHESHIRE).—Whist Drive and Dance, organized by the Ladies' Life-boat Guild.

HORWICH (LANCS.).—House-to-House Collection.

KENDAL (WESTMORLAND).—Bridge and Whist Drive, organized by the Ladies' Life-boat Guild.

LANCASTER.—Football and Cinema Collections and Concert, all organized by the Ladies' Life-boat Guild.

LIVERPOOL.—Annual Meeting on 11th March, the Lord Mayor, President of

the Branch, in the chair. Amount collected last year £3,472, as compared with £3,347 in the previous year. Presentation to Mr. B. J. Kirkham, Honorary Secretary of the New Brighton Branch, of the inscribed binoculars awarded to him by the Institution.

Performance given by Miss Edina Thraves.

LYMM (CHESHIRE).—Life-boat Day.

LYTHAM (LANCS.).—Annual Meeting on 5th February, the late Sir William Macara, Bt., in the chair. Amount collected last year £381, as compared with £175 in the previous year. Mr. William Gregson elected Honorary Secretary of the Branch in the place of Mr. Charles A. Myers.

Bridge Party, organized by the Ladies' Life-boat Guild.

LYTHAM ST. ANNE'S (LANCS.).—Meeting of the Committees of the Lytham and St. Anne's Branches, when a resolution was passed that the two Branches be amalgamated, and, in future, be named "Lytham St. Anne's Branch." The following officers were elected: Chairman, Sir Thomas Smethurst, K.B.E.; Joint. Hon. Treasurers, Mr. J. Pearson, J.P., and Mr. S. E. Towill; Joint Hon. Secretaries, Mr. W. Gregson and Mr. R. V. Pye. Presentation to Mr. C. A. Myers, retiring Honorary Secretary of the Lytham Branch, after forty years' service.

MACCLESFIELD (CHESHIRE).—Life-boat Day.

MANCHESTER, SALFORD AND DISTRICT.—Meeting of the Executive Committee, at which Mr. P. M. Oliver, M.P., was elected Honorary Secretary, in succession to Sir Edwin Stockton, J.P.

Annual Meeting on 11th February, the Lady Mayoress, President of the Ladies' Life-boat Guild, in the chair. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, the Mayor of Salford, the Archdeacon of Manchester (the Ven. Noel Lake Aspinall), Mr. M. H. Harris, Secretary of the Great Synagogue, Brigadier J. James, Divisional Commander of the Salvation Army, Mr. F. R. Stansfield, Hon. Secretary, Benevolent Fund of the Co-operative Wholesale

Society, Captain C. E. Froggatt, R.D., R.N.R., Mr. C. E. Fielding, and Mrs. Henry Bronnert. Mr. W. H. Flanagan, J.P., was appointed Chairman, in succession to the late Captain W. C. Bacon. Amount collected last year £3,739, as compared with £3,973 in the previous year.

**ARDWICK.**—Address by the Branch Secretary to the Downing Street Co-operative Guild.

**CHORLTON-CUM-HARDY.** — Grand Concert, arranged by Miss F. Anstee, a member of the Ladies' Life-boat Committee. Whist Drive, arranged by the District Committee. Dancing Displays by the pupils of the Stockbridge School of Dancing.

**CORNBROOK.**—Address by the Branch Secretary to the Cornbrook Women's Guild (Co-operative).

**BLACKLEY.**—Annual Meeting of the Ladies' Life-boat Guild. Collections at the Palladium Cinema and Palais de Danse.

**DROYLSDEN.**—Address by the Branch Secretary to the Co-operative Women's Guild.

**GORTON.**—Special Meeting. Ladies' Life-boat Guild formed.

**LOWER CRUMPSALL.**—Meeting held on 29th January, convened by the Rev. H. A. Wahltuch, Rector of Lower Crumpsall. District Committee formed. Mr. P. M. Oliver, O.B.E., M.P., was elected President; Mr. J. Lees-Jones, J.P., and Mr. W. A. Burke, Vice-Presidents; Miss Hankey, Honorary Treasurer; and Mr. R. Bray, Honorary Secretary.

**OLD TRAFFORD.**—Annual Dance.

**PRESTWICH.** — Address by the Branch Secretary to the Women's Co-operative Guild.

**CLAYTON.**—Annual Meeting on 31st March.

**HALE.**—Bridge Drive, organized by the Ladies' Life-boat Guild.

**NEW MOSTON.**—Special Meeting. Ladies' Life-boat Guild formed.

**NELSON (LANCS.).**—Collections at the Queen's Cinema, in connexion with the

Life-boat Film, "Heroes of the Sea," carried out by the Ladies' Life-boat Guild.

**OLDHAM (LANCS.).**—Annual Meeting of the Branch and Ladies' Life-boat Guild on 16th February, the Deputy Mayoress in the chair. Amount collected last year £319, as compared with £295 in the previous year.

Annual Whist Drive and Dance, organized by the Ladies' Life-boat Guild.

**PIEL (BARROW).**—Bridge and Whist Drive, arranged by Mrs. Chislett.

**PRESTON (LANCS.).**—Annual Meeting on 12th March, the Mayor, President of the Branch, in the chair. Amount collected last year £317, as compared with £402 in the previous year.

**CLAYTON GREEN.** — Jumble Sale, arranged by Miss A. Gardiner.

**RISHTON (LANCS.).**—Fourth Annual Ball.

**ROCHDALE (LANCS.).**—Annual Meeting of the Ladies' Life-boat Guild on the 14th January, the Mayor of Rochdale, President of the Guild, in the chair. Amount collected last year £226, as compared with £138 in the previous year.

**ROMILEY (CHESHIRE).**—Annual Meeting of the Ladies' Life-boat Guild on 20th March. Amount collected last year £40, as compared with £36 in the previous year.

**STANDISH (LANCS.).** — Bridge and Whist Drive, organized by the Ladies' Life-boat Guild.

**TOTTINGTON (LANCS.).**—Whist and Bridge Drive, organized by the Ladies' Life-boat Guild. House-to-House Collection.

**TYLDESLEY (LANCS.)** — Annual American Tea, followed by a Fancy Dress Ball, organized by the Ladies' Life-boat Guild.

**WHALEY BRIDGE (CHESHIRE).** — Dramatic Performance by the Whaley Bridge Play Club.

**WIGAN (LANCS.).**—Life-boat Day.

**WORKINGTON (CUMBERLAND).** — Annual Children's and Adults' Fancy

Dress Balls, organized by the Ladies' Life-boat Guild.

WORSTHORNE (LANCS.).—Lantern Lecture by Captain W. Halstead. Performance by the Worsthorne Dramatic Society.

**North-East of England.**

ALTOFTS (YORKS.).—Lantern Lecture.

BARNSELY (YORKS.).—Children's Ball.

BRADFORD (YORKS.).—Annual Meeting on 21st January, the Lord Mayor, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Matinée. Amount collected last year £1,760, as compared with £1,855 in the previous year.

BRIDLINGTON (YORKS.).—Annual Meeting on 3rd March, Major Strickland, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Organ Day, Concert. Amount collected last year £286, as compared with £247 in the previous year.

Annual procession and service in memory of the lives lost in the great gale of February 10th, 1871. Performance of the Life-boat Play "Their Business in Great Waters." Sunday Concert.

CAWTHORNE (YORKS.).—Whist Drive and Dance.

CULLERCOATS (NORTHUMBERLAND).—Bridge and Whist Drive.

DARLINGTON (DURHAM).—Annual Meeting on 20th March, the Mayor, President of the Branch, in the chair. Efforts of the past year: Life-boat Day, Garden Party, Bridge and Whist Drives. Amount collected last year £174, as compared with £157 in the previous year.

Whist Drive.

DONCASTER (YORKS.).—Annual Meeting, the Mayor presiding. Amount collected last year £83, as compared with £98 in the previous year.

Life-boat Day.

DRIFFIELD (YORKS.).—Whist Drive and Concert.

GATESHEAD (DURHAM).—Bridge Drive.

HALIFAX (YORKS.).—Whist and Bridge Drive.

HECKMONDWIKE (YORKS.).—Annual Meeting and Supper. Efforts of the past year: Life-boat Day, Bridge Drives, Concert. Amount collected last year £63, as compared with £67 in the previous year.

HOLMFIRTH (YORKS.).—Whist Drive and Supper. Whist Drive.

LEEDS (YORKS.).—Two Bridge and Whist Drives. Bridge Drive.

MELTHAM (YORKS.).—Whist Drive.

REDCAR (YORKS.).—Special Meeting. Ladies' Life-boat Guild formed. Dance and Jumble Sale.

RYTON (DURHAM).—Annual Meeting, Mrs. Hanson, President of the Guild, in the chair. Efforts of the past year: Life-boat Day. Amount collected last year £30, as compared with £27 in the previous year.

SCARBOROUGH (YORKS.).—Bridge and Whist Drives.

SELBY (YORKS.).—Dance.

SHEFFIELD (YORKS.).—Lantern Lecture.

SKELMANTHORPE AND SCISSETT (YORKS.).—Whist Drive and Dance.

STOCKTON (DURHAM).—Carnival Dance.

TYNEMOUTH (NORTHUMBERLAND).—Annual Supper given by Ladies' Life-boat Guild to the Crew, the Mayor of Tynemouth presiding. Bridge and Whist Drive.

WAKEFIELD (YORKS.).—Bridge and Whist Drive.

WEST HARTLEPOOL (DURHAM).—Bridge and Whist Drive.

WITHERNSEA (YORKS.).—Public Meeting and Tea.

**Midlands.**

BADSEY (WORCESTER).—Life-boat Day.

BIRMINGHAM.—Annual Meeting on 18th March, the Lord Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Presentation of the Gold Brooch awarded by the Institution to Mrs. Spencer, Honorary Secretary of the Wolver-

hampton Branch. Amount collected last year £2,503, as compared with £2,427 in the previous year.

Presentation by Mrs. Geoffrey Bird, Chairman of the Ladies' Life-boat Guild, of the framed photograph of a Life-boat going out to a vessel in distress, awarded by the Institution to Miss G. Brockbank.

Concert by the City Police Band, with an address by the District Organizing Secretary. Collections during a week at the Royal Theatre and the Hippodrome. Collection at Balsall Heath Picturedrome, when the Life-boat Film, "Heroes of the Sea," was shown. House-to-House Collection. Three lectures and a wireless talk given by the District Organizing Secretary.

BRISTOL (GLOS.).—Annual Meeting, Commander Harvey presiding. Speaker: The District Organizing Secretary. Efforts of the past year: Life-boat Day, Annual Ball, Pantomime. Amount collected last year £1,063, as compared with £1,195 in the previous year.

Pantomime arranged by the Branch.

Addresses given to eight schools in Bristol and Avonmouth, and to the Thornbury Women's Institute, by the District Organizing Secretary.

COSELEY AND SEDGLEY (STAFFS.).—Life-boat Day.

COVENTRY (WARWICK).—Collections in "Empire" Picture Theatre, "Broadway" and "Grand," when the Life-boat Film, "Heroes of the Sea," was shown.

GRIMSBY (LINCS.).—Bridge Drive, organized by the Ladies' Life-boat Guild.

LEAMINGTON (WARWICK).—House-to-House Collection. Theatre and Cinema Collections, and Collection in the "Bath Cinema," when the Life-boat Film, "Heroes of the Sea," was shown.

LICHFIELD (STAFFS.).—Annual Dance.

NEW MILLS (DERBY).—Life-boat Day. Collections in Cinema, when the Life-boat Film, "Heroes of the Sea," was shown.

NOTTINGHAM.—Annual Meeting on 26th January, the Lord Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Manage-

ment. Efforts of the past year: Life-boat Day, Sunday Concert, and various special efforts organized by the Ladies' Life-boat Guild. Amount collected last year £202, as compared with £162 in the previous year.

Meeting of Ladies' Life-boat Guild, held by the kindness of Mrs. Lewis at Mevell House.

OAKHAM AND UPPINGHAM (RUTLAND).—Life-boat Day.

OLDBURY AND LANGLEY (WORCESTER).—Dance.

RUGBY (WARWICK).—Annual Dance.

RUGELEY (STAFFS.).—Annual Ball.

SCUNTHORPE (LINCS.).—Performance by the Santon Dramatic Society of the Life-boat Play, "Their Business in Great Waters."

SMETHWICK (STAFFS.).—Bridge Drive.

STROUD (GLOS.).—Thé Dansant.

WALSALL (STAFFS.).—Collection at Cinema, when the Life-boat Film, "Heroes of the Sea," was shown.

WOLVERHAMPTON (STAFFS.).—Life-boat Day, with Life-boat taken through the streets. Collections at Cinemas, when the Life-boat Film, "Heroes of the Sea," was shown. Life-boat Dance.

Eight lectures and addresses were given by the District Organising Secretary, in addition to those mentioned.

#### South-East of England.

AYLESBURY (BUCKS.).—Theatricals.

BIGGLESWADE (BEDS.).—Lecture to Brotherhood Meeting by Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., a member of the Committee of Management.

BIRCHINGTON (KENT).—Theatricals.

BRIGHTON (SUSSEX).—Presentation by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, to Mr. H. King, the Honorary Secretary, of the Vellum recording his appointment as a Life-Governor of the Institution, at a luncheon given in Mr. King's honour by Mr. B. J. Saunders, President of the Branch. Among those present were Captain the Right Hon. the Earl Howe, P.C., A.D.C., R.N.V.R., a member of

the Committee of Management, and the Mayors of Brighton and Hove.

CAMBRIDGE.—Films shown. House-to-House Collection.

CANTERBURY (KENT).—Annual Meeting, the Mayor in the chair. Amount collected last year £178, as compared with £146 in the previous year.

CATERHAM (SURREY). — Branch formed. Honorary Secretary, Mr. James Blair.

CHELMSFORD (ESSEX).—Whist Drive and Bridge Drive.

CHICHESTER (SUSSEX). — Lantern Lecture by the Honorary Secretary.

CHORLEY WOOD (HERTS.). — Branch formed. Honorary Secretary, Miss Edmonds.

DARTFORD (KENT).—Whist Drive. Three lantern lectures by Mr. P. Kemp.

EASTBOURNE (SUSSEX).—Address at a Brotherhood Meeting by Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Theatricals. Concert.

EAST DEREHAM (NORFOLK).—Branch formed. Mrs. Wormald, Honorary Secretary.

FOLKESTONE (Kent).—Supper given by the Branch to the Crew. Presentations of the Certificates of Service awarded on the closing of the Station.

GOODWIN SANDS AND DOWNS (KENT).—Films shown.

GRAYS (ESSEX).—Life-boat Day.

GUILDFORD (SURREY).—Concert with address by Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management.

HASTINGS (SUSSEX).—Lantern Lecture by the Honorary Secretary.

HEMEL HEMPSTEAD (HERTS.).—Lantern Lecture to Baptists' Young People's League by the Honorary Secretary. Lantern Lecture at Locker's Park School by the Honorary Secretary.

HYPHE (KENT).—Concert.

LEATHERHEAD (SURREY).—Carnival Dance.

LITTLEHAMPTON (SUSSEX).—Lantern Lecture by the Honorary Secretary.

MARGATE (KENT).—Party to Life-boatmen's children.

PALING (Norfolk).—Presentation by Captain Guy Fanshawe, R.N., a member of the Committee of Management, of the Certificates of Service awarded to Coxswain and Crew on the closing of the Station.

RAMSGATE (KENT).—Triennial Life-boat Dinner to the Life-boatmen, provided by the legacies of the late Admiral Sir George Back and the late Mrs. Susannah Stephens. Mr. George F. Shee, M.A., Secretary of the Institution, presided, supported by the Mayor of Ramsgate, Mr. E. J. W. Borraro, Assistant Manager of the Prudential Assurance Company, Ltd., donors of the present Ramsgate Motor Life-boat, and Mr. E. G. Crocker, the Honorary Secretary of the Branch. Whist Drive and Dance.

RAMSEY (HUNTS.).—Branch formed. Hon. Secretary, Mrs. Warde.

SAFFRON WALDEN (ESSEX).—Lantern Lecture.

ST. IVES (HUNTS.). — Theatricals. Presentation by the Mayor of the Gold Brooch awarded by the Institution to Miss Mary Knights, the Honorary Secretary of the Branch.

SELSEY (SUSSEX).—Presentation to the Coxswain of the Bronze Medal, and to each member of the Crew of the Thanks of the Institution inscribed on Vellum, awarded to them for the service to the yacht *Lucy B.*, of Rye, on 2nd November last. The presentations were followed by an entertainment.

SLOUGH (BUCKS.).—Concert at Iver.

SOUTHEND (ESSEX).—Annual Meeting, Alderman Sir John Francis, J.P., Chairman, presiding. Amount collected last year £479, as compared with £526 in the previous year.

SOUTHWICK (SUSSEX).—Dance.

UCKFIELD (SUSSEX).—Concert.

WALTON AND FRINTON (ESSEX). — Annual Dinner to the Life-boat Crew. Presentation by Brigadier-General R. B. Colvin, C.B., T.D., Lord Lieutenant of the County, of the Institution's Thanks on Vellum, awarded to Coxswain J. C.



Byford for the service to the yacht *Auriga* on the 22nd November last.

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

WEYBRIDGE (SURREY). — Life-boat Day.

WORTHING (SUSSEX).—Annual Meeting on 20th March, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Amount collected last year £528, as compared with £686 in the previous year.

Dinner given by the Committee to the Crew on the closing of the Station.

Two lectures and addresses were given by the District Organizing Secretary, and two by Captain Basil Hall, R.N., in addition to those mentioned.

#### South-West of England.

APPLEDORE (DEVON). — Presentation to Mr. H. C. Whitehead, the Hon. Secretary, by Mr. George F. Shee, M.A. Secretary of the Institution, of the Vellum recording his appointment as an Honorary Life-Governor.

BOURNEMOUTH (HANTS.). — Whist Drive, arranged by Mrs. Ball, the Honorary Secretary of the Ladies' Life-boat Guild.

BRIDGWATER (SOMERSET).—Presentation to Mrs. Ferguson, the Honorary Secretary of the Ladies' Life-boat Guild, of the Framed Photograph of a Life-boat Going out to a Vessel in Distress, awarded to her by the Institution.

BRIDPORT (DORSET).—Annual Meeting, Rear-Admiral C. H. Fox, C.B., President of the Branch, in the chair, supported by the Mayor. Speaker: the District Organizing Secretary. Amount collected last year £59, as compared with £84 in the previous year.

COWES (I.W.). — Annual Life-boat Dance and Children's Party, arranged by the Ladies' Life-boat Guild, Major-General the Right Hon. J. E. Bernard Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management, present.

EXETER (DEVON).—Special Effort, arranged by Mrs. Pitts and the Ladies' Life-boat Guild. Dance, organized by the Junior Ladies' Life-boat Guild.

FALMOUTH (CORNWALL). — Dance, arranged by "The Double Six Club," Bridge Drive, arranged by Mrs. Chellev, President of the Ladies' Life-boat Guild.

FOWEY (CORNWALL).—Whist Drive and Dance, arranged by the Ladies' Life-boat Guild.

OXFORD (OXON.).—Annual Meeting of the Branch at Queen's College. Speaker: Mr. H. A. Baker, a member of the Committee of Management. Amount collected last year £766, as compared with £680 in the previous year.

PAIGNTON (DEVON).—Whist Drive, organized by the Ladies' Life-boat Guild.

PETERSFIELD (HANTS.).—Whist Drive, arranged by Miss Cave, the Honorary Secretary.

PLYMOUTH (DEVON).—Whist Drive, arranged by the Ladies' Life-boat Guild.

PORTSMOUTH (HANTS.) — Annual Meeting on 14th January, the Lord Mayor, President of the Branch, in the chair, supported by the Lady Mayoress, President of the Ladies' Life-boat Guild, Alderman Sir Harold Pink, J.P., Chairman of the Branch, and Mrs. Pollard, Chairman of the Guild. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Admiral Sir Roger Keyes, Bt., K.C.B., K.C.V.O., C.M.G., D.S.O., Commander-in-Chief at Portsmouth, presented the Challenge Shield for the South-Western District in the Life-boat Essay Competition for Elementary Schools, won by Denis Butler, Stamshaw Boys' School, Portsmouth. Efforts of the past year: Life-boat Day, Whist Drive at Purbrook, Meeting and Tea by the Lady Mayoress, Tea Party by Mrs. Pollard. Amount collected last year £392, as compared with £383 in the previous year.

Special Meeting, at the Guildhall, of the Ladies' Life-boat Guild, Mrs. Pollard, Chairman, presiding, supported by the Lady Mayoress. Speaker: The District Organizing Secretary.

READING (BERKS.). — Presentation to Mr. G. Burton Fraser, the Honorary Secretary, of the Gold Pendant awarded to him by the Institution.

**SALISBURY (WILTS.).**—Special Meeting at the New Theatre and display of Films, the Mayor presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Special Orchestra.

Lantern Lecture at Fonthill by Major Rawlence, D.S.O., Honorary Secretary of the Branch.

**SOUTHAMPTON (HANTS.).** — Annual Meeting on 26th February, the Mayor, President of the Branch, in the chair. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Efforts of the past year: Whist Drive and Theatricals. Amount collected last year £1,014, as compared with £760 in the previous year.

“The Cuckoo in the Nest,” played by the Blenheim Players.

**SWINDON (WILTS.).**—Annual Meeting at the Town Hall, the Mayor presiding. Speaker: the District Organizing Secretary.

**TAUNTON (SOMERSET).**—Whist Drive and Dance at West Monkton.

**THAME (OXON.).**—Annual Meeting, Major Ashton presiding. Speaker: Colonel The Master of Sempill, a member of the Committee of Management. Display of Life-boat Films.

**TORQUAY (DEVON).**—Whist Drive at Roslin Hall, arranged by Mrs. Thackrah, Joint Hon. Secretary, and members of the Ladies' Life-boat Guild.

**TRURO (CORNWALL).**—Whist Drive, arranged by Mrs. Gibson, Honorary Secretary of the Ladies' Life-boat Guild.

**WESTON-SUPER-MARE (SOMERSET).**—Whist Drive, arranged by the Honorary Secretary of the Guild, at Worle.

#### Scotland.

**ABERDEEN.**—Annual Meeting on 6th February, the Lord Provost, President of the Branch, in the chair. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, and a Vice-President of the Institution, and the Earl of Caithness. Efforts of the past year: Life-boat Day and Ladies' Life-boat Guild Collections. Amount collected last year £1,015, as compared with £757 in the previous year.

Grand Ball on the 6th February in

the County Hall, attended by the Duke and Duchess of Montrose, the Earl and Countess of Caithness and the Lord and Lady Provost.

**BATHGATE (LINLITHGOW).**—Life-boat Day.

**BURNTISLAND (FIFE).**—Concert and Dramatic Entertainment, arranged by the Committee and the Ladies' Life-boat Guild, Mr. James Piper, Chairman of the Branch, presiding.

**DUNDEE.**—Presentation of the Centenary Vellum by the Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, and a Vice-President of the Institution. (A special report will appear in the next issue).

**DUNFERMLINE (FIFE).**—Whist Drive and Dance.

**EDINBURGH.**—Whist and Bridge Drive, arranged by the Ladies' Life-boat Guild. Bonnyrigg Cinema Exhibition, arranged by Mrs. Core-Greenshields. Lantern Lecture to the Women's Guild of St. Matthew's Parish Church by Captain A. S. Balfour, O.B.E. Juniper Green Whist Drive, arranged by Mrs. Sellar, of the Ladies' Life-boat Guild. Concert and Exhibition of Life-boat Films, arranged by Mrs. Core-Greenshields, a Vice-President of the Ladies' Life-boat Guild. Musical programme by the Elizabethan Choir, conducted by Mr. Percy Snowden. Exhibitions of Life-boat Films at Dalkeith Cinema, with collections, arranged by Mrs. Core-Greenshields.

**FALKIRK (STIRLINGSHIRE).**—Life-boat Day.

**GOURDON (KINCARDINESHIRE).** — Lantern Lecture by Mr. J. H. Johnstone, the Honorary Secretary.

**KILMARNOCK (AYRSHIRE).** — Special Meeting, Bailie David Orr presiding. Speakers: The Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, and a Vice-President of the Institution, the Hon. Godfrey Corbett, and the Scottish Organizing Secretary. Ladies' Life-boat Guild formed.

**NEWBURGH (ABERDEEN).**—Presentation of Centenary Vellum by the Duke

of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Council, and a Vice-President of the Institution, followed by a Fancy Dress Ball. (A special report will appear in the next issue.)

**PETERHEAD (ABERDEEN).**— Concert, Provost Dickie presiding. Presentation of monetary awards from a fund provided by the late Miss Cruickshank, to the members of the Life-boat Crew in recognition of their services in rescuing the crew of the Aberdeen trawler *Cransdale* on the 2nd January, 1931.

**STORNOWAY (ISLAND OF LEWIS).**— Special Meeting of Committee, Sheriff Burns, Chairman of the Branch, presiding. Presentation of the Thanks of the Institution on Vellum awarded to Mr. Norman MacIver, the Honorary Secretary, on his retirement, and the Certificate of Service awarded to Coxswain Donald MacLeod, on his retirement.

Whist Drive and Dance.

#### Ireland.

**BANDON (Co. CORK).**—Annual Dance.

**BELFAST.**—Popular Ball, the guests received by Lady Dixon, D.B.E., first Vice-President, and Lady Coates. Children's Party, guests received by Lady Coates and Mrs. George Clarke.

**CARLOW (Co. CARLOW).**—Life-boat Day.

**DUBLIN.**—Annual Meeting of the Ladies' Life-boat Guild on 5th March, Her Excellency Mrs. James McNeill, President, in the chair. Speaker: The District Organizing Secretary.

**LONDONDERRY.**—Whist Drive.

**LURGAN (Co. ARMAGH).**— Annual Meeting on 26th February. Speaker: the District Organizing Secretary. Amount collected last year £65, as compared with £70 in the previous year. Presentation to Commander C. H. Fforde, R.N., the Honorary Secretary, of the Framed Photograph of a Life-boat going out to a Vessel in Distress, awarded to him by the Institution.

**TUAM (GALWAY).**—Life-boat Day.

#### Wales.

(Including Herefordshire and Shropshire.)

**ABERTILLERY (MON.).**—Annual Meeting, Mrs. A. H. Dolman, President, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £13, as compared with £23 in the previous year.

**CARDIFF.**—Annual Meeting on 23rd March, the Lord Mayor, President of the Branch, in the chair. Speakers: Sir W. R. Smith, Bt., and the District Organizing Secretary. Amount collected last year £284, as compared with £292 in the previous year.

**CONWAY (CAERNARVON).**— Whist Drive.

**HAY (BRECKNOCK).**—Life-boat Day.

**LUDLOW (SALOP).**—Annual Meeting, the Mayor presiding. Speaker: The District Organizing Secretary. Amount collected last year £46, as compared with £35 in the previous year. Mrs. Windsor Clive, President of the Branch, presented Mrs. Tyrrell, the Honorary Secretary, with the Framed Photograph of a Life-boat Going out to a Vessel in Distress, awarded to her by the Institution.

**NEWPORT (MON.).**—Annual Meeting on 24th March. Speaker: The District Organizing Secretary. Amount collected last year £165, as compared with £219 in the previous year.

Ball.

**PONTYPRIDD (GLAM.).**—Annual Meeting, Mr. E. Jenkins presiding. Speaker: The District Organizing Secretary. Amount collected last year £61, as compared with £49 in the previous year. Mrs. Edwards and Miss G. Lewis appointed Joint Honorary Secretaries.

**SWANSEA.**— Annual Meeting, the Mayor, President of the Branch, in the chair. Speakers: Mr. C. C. Vivian, J.P., Honorary Treasurer, Miss Dillwyn, and the District Organizing Secretary. Amount collected last year £283, as compared with £277 in the previous year.

Whist Drive and Dance at the Mumbles.

**WREXHAM (DENBIGH).**—Ball.

### Income and Expenditure for 1930.

Life-boats:—	<b>EXPENDITURE.</b>	£	s.	d.	£	s.	d.
<b>New Life-boats for the following stations:—On account</b>							
— Ballycotton, Berwick-on-Tweed, Bridlington, Campbelltown, Clacton, Clough Head, Cloughey, Dover, Fishguard, Girvan, Hastings, Howth, Hythe, Kirkcudbright, Lerwick, Lytham, Moelfre, Newhaven, Padstow, Penlee, Port Patrick, Ramsey, Redcar, St. Mary's (Scilly), St. Peter Port (Guernsey), Scarborough, Tenby, Torbay, Troon, Weymouth, Youghal, etc.							
	75,001	4	11				
Upkeep of Office and Store at Cowes . . . . .	223	1	5				
Alterations and Repairs of Life-boats, etc. . . . .	11,197	15	1				
Consulting Naval Architect . . . . .	419	16	11				
Salaries and allowances of Inspectors and Surveyors of Machinery, Surveyors of Life-boats, Assistant Surveyors, Draughtsmen, and Clerks (31 persons) . . . . .	9,508	6	6				
Travelling Expenses . . . . .	2,879	19	11				
Pensions and gratuity . . . . .	529	8	10				
Contributions to Superannuation and Provident Fund . . . . .	178	13	1				
					99,938	6	8
<b>Life-boat Carriages and Tractors, viz.:—</b>							
New Tractors, etc. . . . .	602	13	7				
Repairs to Tractors . . . . .	605	11	10				
Alterations and Repairs of Life-boat Carriages . . . . .	315	12	5				
Salaries and allowances of Assistant Inspector and Assistant Surveyor (2 persons) . . . . .	652	0	10				
Travelling Expenses . . . . .	535	5	0				
Contributions to Superannuation and Provident Fund . . . . .	42	2	6				
					2,753	6	2
<b>Life-boat Houses, Slipways, etc.:—</b>							
New Construction and Adaptation . . . . .	17,446	13	8				
Repairs and Maintenance . . . . .	3,008	2	9				
					20,454	16	5
<b>Life-boat Stores</b>							
					22,383	9	0
<b>Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs</b>							
	3,191	8	3				
Salaries and allowances of Deputy Chief Inspector for Stores, Storekeeper and Clerks (17 persons), and Wages of Manual Workers (58 persons) . . . . .	13,560	4	6				
Pensions and gratuity . . . . .	380	19	7				
Contributions to Superannuation and Provident Fund . . . . .	65	5	5				
					17,197	17	9
<b>Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally; Conveyance of Boats, Carriages and Stores; Postages, etc.</b>							
	11,771	14	10				
Station Centenary Expenses . . . . .	20	4	7				
Salaries of Assistant Secretaries, etc., of Stations (17 persons) . . . . .	298	3	2				
					12,090	2	7
<b>Wages, Rewards and other payments to Coxswains, Motor Mechanics, Crews, etc., viz.:—</b>							
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums . . . . .	5,430	10	11				
Grants to men injured in the Life-boat service . . . . .	582	7	9				
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc. . . . .	26,695	5	11				
Payments to Life-boat Crews and Launchers for exercises, etc. . . . .	6,724	12	11				
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen . . . . .	3,515	11	11				
Pensions and Grants to Relatives of deceased Life-boatmen and others . . . . .	1,501	1	6				
Pensions and Gratuities to permanent Crews of Steam Life-boats . . . . .	906	19	0				
					45,356	9	11
Carried forward . . . . .					£220,174	8	6

## INCOME.

## Subscriptions, Donations, etc. :—

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters . . . . .	6,415	13	11			
"    "    through Station Branches . . . . .	6,530	9	0			
"    "    through Financial Branches . . . . .	20,437	8	3			
"    Donations to Headquarters . . . . .	12,577	10	1			
"    "    through Station Branches . . . . .	24,209	7	3			
"    "    through Financial Branches . . . . .	63,617	19	4			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations . . . . .	1,837	6	6			
Contribution Boxes (Headquarters) . . . . .	465	17	5			
"    "    (Station Branches) . . . . .	4,923	9	5			
"    "    (Financial Branches) . . . . .	840	10	10			
				<u>141,905</u>	<u>12</u>	<u>0</u>

## Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments—Kingstown, Margate, Maryport, North Deal and Southend (additional) . . . . .	2,385	7	4			
North Deal—Bevan Reward Fund (per the Charity Commissioners) . . . . .	208	5	0			
Covent Garden Life-boat Fund, per Bert J. Monro, Esq. (additional) . . . . .	204	19	2			
				<u>2,798</u>	<u>11</u>	<u>6</u>

## Income from Investments :—

Dividends and Interest on Investments . . . . .	42,419	14	9			
Less Income Tax deducted . . . . .	5,454	14	0			
				<u>36,965</u>	<u>0</u>	<u>9</u>

Special Purposes Trust Fund Income . . . . .	£	s.	d.			
Account . . . . .	1,633	18	11			
Less Transfer to Special Purposes Trust Fund . . . . .	388	1	7			
	<u>1,245</u>	<u>17</u>	<u>4</u>			

Less Transfers to General Subscrip- tions, Station Branch Contribu- tions, and Financial Branch Contributions . . . . .	73	8	10			
	<u>1,172</u>	<u>8</u>	<u>6</u>			

Income Tax recovered . . . . .	4,302	14	4			
	<u>42,500</u>	<u>3</u>	<u>7</u>			

Carried forward . . . . . £187,204 7 1

## EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward . . . . .				220,174	8	6
<b>Life-boat Inspectors, etc.—</b>						
Salaries and allowances of Inspectors of Life-boats, and Clerks (20 persons) . . . . .	6,739	19	8			
Travelling Expenses, etc., of Inspectors . . . . .	2,350	9	4			
Pensions and Gratuities . . . . .	2,273	17	0			
Contributions to Superannuation and Provident Fund . . . . .	108	15	11			
				11,473	1	11
<b>Administration :—</b>						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General), and Clerical Staff (31 persons) . . . . .	4,889	5	2			
	£	s.	d.			
Rent, Leasehold Depreciation, Rates, Taxes, Lighting, Heating, Insurance, etc. . . . .	1,262	9	7			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts . . . . .	866	0	3			
Commissionaires and Watchman (4 persons) . . . . .	568	10	8			
Telephones, Postages and Parcels . . . . .	817	12	4			
	3,514	12	10			
Less estimated amount chargeable to Publicity . . . . .	1,700	0	0			
				1,814	12	10
Pension . . . . .				49	13	0
Contributions to Superannuation and Provident Fund . . . . .				165	2	11
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc. . . . .				1,492	7	9
Travelling Expenses to Headquarters—Committee of Management . . . . .				92	13	5
Auditors' Fee . . . . .				236	5	0
Law Expenses . . . . .				534	19	10
Repairs and improvements to the House of the Institution . . . . .				37	7	0
				9,312	6	11
Calls on Shares received from the Estate of the late Miss Sarah Berry . . . . .				25	0	0
Expenses re administration of the Estate of the late Miss G. D. Myatt . . . . .				10	10	0
Expenses re administration of the Estate of the late Mr. W. C. Kettle. . . . .				2	6	3
<b>Publicity at Headquarters and 1102 Branches :—</b>						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General) and Clerical Staff (as above), and Salaries and allowances of Assistant Secretary (Publicity), etc. (33 persons) . . . . .	5,711	8	3			
Salaries and allowances of District Organizing Secretaries, Clerks, etc. (32 persons) . . . . .	6,628	19	9			
Travelling expenses of District Organizing Secretaries . . . . .	2,125	12	3			
Annual General Meeting . . . . .	33	5	7			
Advertising and Appeals . . . . .	7,031	3	2			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc. . . . .	11,033	1	9			
Printing and Binding the Annual Report and <i>The Lifeboat Journal</i> . . . . .	2,539	10	1			
Salaries and Commissions of Assistant Secretaries, etc., of Branches (120 persons) . . . . .	4,548	4	1			
Contributions to Superannuation and Provident Fund . . . . .	195	13	6			
Estimated proportion of Administration Expenses as above . . . . .	1,700	0	0			
				41,546	18	5
<b>Total Expenditure . . . . .</b>				<b>£282,544</b>	<b>12</b>	<b>0</b>

INCOME.

		£	s.	d.
	Brought forward	187,204	7	1
<b>Sundry Receipts :</b>				
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses, Condemned Stores, etc.		2,094	19	6
Sale of <i>The Lifeboat Journal</i> , Advertisements, etc.		50	1	4
		<hr/>		
		2,145	0	10
<b>Ordinary Income</b>		189,349	7	11
<b>Legacies for General Purposes</b>		69,539	6	2
<b>Gifts and Legacies for Special Purposes : —</b>				
Income only available :—				
Legacies	1,714	0	5	
Special Gifts	824	14	4	
	<hr/>			2,538 14 9
Capital available :—				
Legacies	48,349	8	1	
Special Gifts	9,657	11	0	
	<hr/>			58,006 19 1
		60,545	13	10
<b>Total Receipts</b>		319,434	7	11
Less :—				
Transferred to Endowment Trust Fund	2,538	14	9	
Do. Special Purposes Trust Fund	58,006	19	1	
Less Calls on Shares, etc.	35	10	0	
	<hr/>			57,971 9 1
		60,510	3	10
<b>Total Receipts available for General Purposes</b>		258,924	4	1
<b>Transferred from Special Purposes Trust Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations</b>				
		13,783	5	1
		<hr/>		
		272,707	9	2
<b>Deficit charged to General Purposes Fund</b>		9,837	2	10

£282,544 12 0

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1930, and of the Branches for the year to 30th September, 1930.

### Where Help is Wanted.

THE Institution is very anxious to form or develop Branches in the following places in the North-West of England, and would be very grateful to any readers of *The Lifeboat* who could help it to do this, either personally or by putting it in touch with those who might be able to help.

#### North-West of England.

CHESHIRE.—Tarporley.

CUMBERLAND.—Millom.

LANCASHIRE.—Colne, Little Lever and St. Helens.

### Notice : Especially Change of Address.

*All Honorary Secretaries of Branches and Ladies' Life-boat Guilds and all subscribers of ten shillings and over are entitled to receive THE LIFEBOAT quarterly free.*

*All contributions for the Institution should be sent either to the Honorary Secretary of the local Branch or Guild or to the Secretary, Royal National Life-boat Institution, Life-boat House, 42, Grosvenor Gardens, London, S.W. 1.*

*All inquiries about the work of the Institution or about the Journal should be addressed to the Secretary.*

### To Our Readers.

This Journal is the current record of the work of the Institution, and the chief means by which it keeps its honorary workers, subscribers and the general public informed of its activities. You will therefore be helping the Institution if, when you have read this number, you will kindly *pass it on to a friend*; unless, of course, you are keeping a complete set of the Journals.

*The next number of "The Lifeboat" will be published in September, 1931.*