

THE LIFEBOAT.

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THE LIFE-BOAT FLEET

Motor Life-boats, 106 :: Pulling & Sailing Life-boats, 78

LIVES RESCUED

from the foundation of the Institution in 1824 to
September 30th, 1931 - - - - - 62,687

Farewell !

By Sir George Shee, Secretary of the Institution.

FAREWELL ! The word must always carry with it a breath of sadness, a hint of parting, a definite break, prolonged, even though perhaps not final. How different from the cheerful *au revoir* with which we mark the moment of a separation so temporary that it almost adds a zest to the reunion which is presently in view. And yet a beautiful word, lovely in the long vowel which conveys the wish, and in the sweet fullness with which it closes. Onomatopœic, too, in that the first syllable corresponds, in sound, with another fine English word—"fair."

To me, as I write it to-day, the sadness and the beauty are alike very present, very real. For to-day I bid farewell to a post which I have been privileged to occupy for twenty-one years, as the Chief Officer of the Institution and Editor of this Journal. I sever a connexion not merely official, but living, personal and intimate, with one of the most splendid organizations that Britain possesses. It is an organization not, like our glorious Navy and our Military Forces, the disciplined creation of our Government and people, looking essentially to the defence of the Realm against danger and aggression. It is the voluntary outcome of our island position, finding expression in an activity which embodies better, to my mind, the finest qualities of our race, than any that is known, to me, at any rate. For where will you find more nobly combined the courage, tenacity, and deep humanity of our people than in the activities of the Life-boat Crews ?

As for courage, its finest quality is surely here, where it is not upheld by the ardour of the patriot fighting in defence of King and Country, and supported by the sense that the whole Nation is fighting at the same time, and with the same purpose. It is, moreover, not the valour of ignorance, but the courage of men who know full well the dangers they are facing, and who are prepared to leave wife and children and friends to face the utmost, death itself if need be, to fulfil their mission ; to go to the help of some poor souls utterly unknown to them—possibly belonging to another country, another race, and who have no claim whatever but that of the Brotherhood of the Sea.

Mark, too, that these activities are carried out from day to day throughout the year as if they were in truth quite normal and simple, and without the preliminary

flourish of trumpets which, quite legitimately, announces some high enterprise undertaken with due warning and after full preparation.

It would be impossible for me to express in the course of an article my humble appreciation of the activities to which I have referred; of the record of great achievement which shines out through a century of Life-boat story; of the sacrifices made by the fishermen on all our coasts in the course of their service to humanity, and of the example of high civic virtue which these simple and God-fearing men have given, and do still give, to our people. I can only say that in bidding farewell to the Coxswains and Crews of our Life-boats, I feel for them an admiration and, if I may say so, an affection which dates back to the moment when, in 1881, as a boy at school, I first heard of Coxswain Fish and the crew of the Ramsgate Life-boat, when they carried out their epic service to the *Indian Chief*.

The Toll of the Service.

It has grown especially since I was privileged to come into closer contact with the Service by becoming Secretary of the Institution; and it has been confirmed by my knowledge of the tragedies which have, even in my time, overwhelmed two whole crews, have taken grim toll of others, and have brought sorrow and desolation into many homes in England, Scotland, Ireland and Wales. It is a curious coincidence that in the last few days I should have received from one of the finest Coxswains I have met, Ex-Coxswain Swan of Lowestoft, a letter expressing his sympathy with me in having to leave the Service, and linking that sympathy with a touching reference to his own loss of "my dear and beloved wife, who passed away on the 20th of last month, leaving me very lonely." I shall always value this letter among my most precious possessions.

I say farewell also to those men and women, high and low, gentle and simple, who have worked, either as officials or as voluntary workers to maintain the efficiency of the Service, and to bring before the less thoughtful of our citizens the great claims of the Life-boat Cause.

While it would obviously not be proper for me to refer to any individual member of the Royal Family, I trust I may be allowed to say, with great respect, that the Patronage of the reigning monarch, and the deep and personal interest of members of the Royal Family have been of the utmost help to the Institution throughout the century in recommending to the Nation the great Service entrusted to it. This has naturally been particularly the case when the Heir to the Throne has received part of his training in the Royal Navy, and never has this personal interest been more generously given than in recent years.

The Committee of Management.

It would hardly be seemly for one who, at the time of writing, is still Secretary, to express admiration for the work of the Committee of Management, but I do wish to pay a perfectly impersonal tribute to the fact that that Committee, consisting of representative men of almost every sphere of life, of the chief religious denominations, and of the three great political parties, give, in administering the affairs of the Institution, an immense amount of time, energy and ability to the task which they and their predecessors have steadily kept in view for over a century, namely, to provide for the Life-boatmen the best Life-boats which science can devise and money can supply; and this aim demands, and receives, their constant watchfulness to see that each step in the progress of science shall be linked if possible and desirable to the Life-boat Service, so that our Crews may at least know that there is an ever-present desire to make their dangerous task less dangerous, both for themselves, and for the shipwrecked whom they wish to succour.

Admirably, too, are the Committee of Management served by their technical officers, who, whether as executive officers or as designers, of Life-boats or of engines or of slipways, have always succeeded in holding so high the standard of Life-boat construction, and, in these later days, of progress in the development of the internal

combustion engine, and of the tractor and other devices for improving the efficiency of the Service, that the Institution's boats stand to-day, as always, as the best in the world, just as the Service itself was the pioneer of the Life-boat Services of the world, and is still regarded by the sister societies as leading them in almost every sphere of Life-boat activity.

Farewell, too, to my colleagues past and present, in the sister Societies all over the world and here in Britain alike, and to my staff, some of whom were here long before me, and some of whom I have known before I came here. It will not do to say too much lest it should appear as flattery. But I will just say that I would not have changed my staff for any that I have known in London.

The Progress of 21 Years.

I end my words of farewell, as I began them, to the workers whom it has been my privilege to know in every part of the United Kingdom: peers and miners, marchionesses and factory girls, and fishwives, business men and railway employees, shipowners, and members of the police and fire brigades. I have had some experience of the work of other great charitable undertakings, and I hold that there is no country in the world which can approach Britain in the generosity of its support for every good cause. But I really believe that the Life-boat seems to exercise on those who once come within its wake an admiration and a loyal service for which it would be difficult to find its equal. I must firmly resist the temptation to mention any single name. For if I once started I should fill several pages in naming some of the thousands of men and women who, even in my time, have worked, and are working, to further the Life-boat Cause.

When I took up the Secretaryship in 1910 there were, according to the Annual Report, some 360 Branches, of which 254 were Station Branches. To-day there are about 1,150, although the Station Branches are reduced to less than 180.

In nearly all these Branches there is a Chairman and Honorary Secretary and Honorary Treasurer; and, in most cases, a President, an Honorary Secretary and an Honorary Treasurer of a Ladies' Life-boat Guild. There are, therefore, roughly, some 6,000 persons who, as honorary officials, are giving time and energy to the administration and the organization of the Life-boat Service, and to many of whom the great success and progress of that Service is largely due. To hundreds of these men and women I owe a deep debt of gratitude for constant courtesy and many kindnesses given to me year after year. It is a debt that I can never hope to pay, but to all of them, and especially to the Honorary Secretaries and members of the Ladies' Life-boat Guild, I bid herewith a grateful farewell.

The Help of the Great Cities.

Finally, I venture to offer my respectful homage to those great cities which have had the vision to recognize in the Life-boat Service one of the finest things that Britain has ever done, and to see that, in this "fine flower" of maritime activity, the industry and far-flung commerce of our land has an ideal side, and one which deserves the far-sighted generosity of those whose success and wealth largely depend upon the safety with which the products and the raw materials of our industry pass to and fro across the surface of the ocean. Here I need not be so careful, and the names of Manchester, Glasgow, Bradford, Oxford, Birmingham, Nottingham and the City of London, stand out by their own yearly gifts and the generosity of their citizens, and by the fact that many of them have given their names to Life-boats.

Amid this splendid group I cannot help paying a special tribute to purely inland cities like Bradford, Oxford and Nottingham, for the example they have given to towns whose immediate interests are more closely concerned with overseas trade and commerce, or which are, in fact, great ports. So long as such cities and towns show the vision of which they have given proof, the people of England need not fear that the Life-boat Service will be allowed to fail for want of financial support.

For the truth is that, since it sprang into existence in response to Sir William Hillary's eloquent appeal, the Life-boat cause has, by its hundred years of service to the mariners of the world, and especially in the rescue of British seamen—because they still form the majority of the mariners of the world—found its way into the heart of the people. There it remains. And there it is safe. Farewell!

30th September, 1931.

George Shee

New Life-boat Station in Scotland.

Barra Island in the Southern Hebrides.

IN July the Committee of Management decided to establish a Motor Life-boat Station at Castlebay, on Barra Island, in the Southern Hebrides. There has been a Station at Stornoway in the Northern Hebrides for many years, and this Station was equipped with a 51 feet Barnett (Stromness) Cabin Life-boat, having a radius of action, at full speed, of 60 miles. The decision to station a Life-boat in the Southern Hebrides was taken owing to the increasing number of wrecks in that area, where the prevailing winds are approximately W.S.W. Although perhaps not the ideal position, Barra Island has been chosen as best fulfilling the important condition that a Station should be as much to windward as possible. The Station will be tried as an experiment for one year.

At the beginning of September a Watson Cabin Life-boat was sent to Barra Island. She is 45 feet by 12 feet 6 inches, is driven by an 80 h.p. engine, giving her a speed of $8\frac{1}{4}$ knots, and she has a radius of action, at full speed, of 49 miles. This boat was the first of the Watson Cabin type; was built in 1923, and was stationed at Tenby, Pembroke-

shire, where she rescued 32 lives. In 1929 she was replaced by another, improved, Motor Life-boat of the same type, with twin screws, and was transferred to the Reserve Fleet at the Institution's Storeyard at Poplar. There she has been reconditioned and fitted with wireless telephony, with a range of 50 miles. After running trials on the Thames, the boat left for her station on 3rd September, travelling up the East Coast to Leith, by way of the Forth and Clyde Canal to Greenock, and from there, by way of the Crinan Canal, to Oban and Barra Island. She reached Barra Island on 11th September, having travelled 661 miles in 91 hours 35 minutes, an average speed of just over 7 knots. The average would have been higher but for very heavy weather at sea and the low speed necessary in going through the canals.

If conditions are found to be satisfactory, both as regards the Station itself and the communications, the Station will be put on a permanent basis, and provided with a 51 feet Barnett (Stromness) Cabin Life-boat, with two 60 h.p. engines.

Whitby Life-boat in the Floods.

IN the next issue of *The Lifeboat* will appear a full account, with photographs, of a very unusual service. This was the rescue, on 4th September, by the Whitby No. 2 Pulling and Sailing Life-boat, of

five people who had been trapped in their houses and were in danger, owing to the overflowing of the River Esk. It was a very difficult service. One of the Crew was injured and the boat herself damaged.

Life-boat Calendar for 1932.**At the Height of the Storm.**

From the painting by Mr. Charles Dixon, R.I., presented by the artist to the Institution.

As in previous years, the Institution is issuing this autumn a Life-boat Calendar for next year. We feel that there is no better way of keeping the work of the Life-boat Service before the public every day of the year, and we hope that readers of *The Lifeboat* will buy this calendar not only for themselves, but to send to their friends.

The 1932 calendar will have on it a reproduction in colours of a painting which Mr. Charles Dixon, R.I., has very kindly done for the Institution called "At the Height of the Storm." It shows a Life-boat making her way to a sailing ship in distress.

The calendar will be $11\frac{1}{2}$ inches long by 9 inches wide, and can be

obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It will weigh, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars can do so at once, and they will receive them at the end of November or beginning of December. They should apply to the Secretary, Royal National Life-boat Institution, Life-boat House, 42, Grosvenor Gardens, London, S. W. 1, and *should enclose with their order a postal order or stamps*. Only such orders can be dealt with, and it will help materially if orders are sent at once.

Obituary.

THE Institution has lost a number of friends and workers during the past few months. It is hoped to give some

account of their work for the Institution in the next issue of *The Lifeboat*.

Inaugural Ceremonies, England.

H.R.H. The Prince George, K.G., at Newhaven. H.R.H. The Princess Mary, Countess of Harewood, at Scarborough and Bridlington.

EIGHTEEN Inaugural Ceremonies of new Motor Life-boats have been held during the five months from the beginning of April to the end of August. Of these, eight were at English Stations, five at Scottish, three at Irish, one at a Welsh Station, and one in the Isle of Man.

At Newhaven, Sussex, H. R. H. The Prince George, K.G., G.C.V.O., R.N., performed the naming ceremony, and at Scarborough and Bridlington H.R.H. The Princess Mary, Countess of Harewood. At Hastings the Boat was named by the Right Hon. The Viscount Goschen, P.C., G.C.S.I., G.C.I.E., C.B.E. At Lytham St. Anne's the Boat was presented by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and at Penlee by Colonel The Master of Sempill, a member of the Committee.

At the three Irish Stations, Ballycotton, Youghal and Courtmacsherry, President Cosgrave welcomed the new Life-boats on behalf of the people of the Irish Free State, and Mrs. Cosgrave named the Boats.

In Scotland the Duke of Montrose, a Vice-President of the Institution and Chairman of the Scottish Life-boat Council, presented four of the five Life-boats to their Stations, and Mr. Leonard Gow, a Vice-President of the Institution and Chairman of the Glasgow Branch, presented the fifth.

In Wales, at Moelfre, Anglesey, the presentation was made by Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R., a Vice-President of the Institution, and at Ramsey in the Isle of Man the Life-boat was presented by the Lieutenant-Governor.

During September four more Inaugural Ceremonies took place, one in England, two in Ireland and one in the Channel Islands. Reports of these Ceremonies will appear in the next issue of *The Lifeboat*.

Newhaven, Sussex.

H.R.H. The Prince George, K.G., G.C.V.O., R.N., named the new Motor Life-boat at Newhaven, Sussex, on 7th

July. This is the sixth Motor Life-boat which he has named. In 1928 he named the new Life-boats at Stromness and Longhope, in the Orkneys; in 1929 the Southend-on-Sea, Essex, Life-boat, and in 1930 the Life-boats at Walton-on-the-Naze and Clacton-on-Sea, Essex.

Newhaven has a distinguished Life-boat record. The Station was established in 1825. Since 1850 its Life-boats have rescued 317 lives; and one Gold, six Silver and two Bronze Medals have been awarded for gallantry. Newhaven was one of the first Stations to be equipped with motor power. In 1912 a 38 feet self-righting Life-boat with a 35 h.p. engine was stationed there. This boat served until 1930, rescuing 108 lives, and was then replaced by a boat of the Watson Cabin type, 45 feet 6 inches by 12 feet 6 inches, with a displacement of 20½ tons. She is divided into eight watertight compartments and has 142 air cases; is fitted with a searchlight and line-throwing gun, and can take 95 people on board in rough weather. She is driven by two 40 h.p. engines, giving her a speed of 8½ knots, and she carries enough petrol to be able to travel 116 miles at full speed without refuelling.

This boat is one of two presented to the Institution by the late Mrs. Lilian Philpott, the other being the new Hastings boat. Mrs. Philpott, who has died since making these two gifts, has also left the Institution £20,000.

At the Ceremony on 7th July, thousands of people were present to welcome the Prince, and take part in the ceremony, lining the sides of the harbour and on board the cross-Channel boats, *Arundel* and *Newhaven*; and the road to the Life-boat House and the shipping in the harbour were dressed with flags. Behind the Life-boat House a guard of honour was drawn up of a hundred men of the Sussex Division of the R.N.V.R., which is commanded by Captain the Right Hon. the Earl Howe, P.C., C.B.E., V.D., A.D.C., R.N.V.R. a member of the Committee

of Management of the Institution, and men from the Newhaven, Seaford and Peacehaven British Legion, under the command of Admiral of the Fleet Sir Charles Madden, Bt., G.C.B., G.C.V.O., K.C.M.G., President of the Sussex British Legion. Many representatives of the Institution's Branches in Sussex were present, and the singing was led by a choir of the Seamen's Mission, accompanied by the Band of The Royal Naval Barracks, Portsmouth (H.M.S. *Victory*).

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided and presented the new boat to the Station on behalf of the Donor and the Committee, after a description of her had been given by Captain R. L. Hamer, R.N. Deputy Chief Inspector of Lifeboats. She was received by Mr. R. W. Dewdney, Chairman of the Branch, and dedicated by the Bishop of Lewes (the Right Rev. H. M. Hordern, M.A.).

PRINCE GEORGE'S SPEECH.

Prince George then spoke:—

"Ladies and Gentlemen: It is a great pleasure for me to come here to-day to perform a ceremony which gives me yet another link with the great National Life-boat Institution.

"In these days when searching questions are being asked as to our efficiency in trade and industry it is very satisfactory to think that not only in the Life-boat Service, but in the making of Life-boats themselves, Great Britain still stands supreme among the nations of the world. (Applause.)

"Here in Newhaven you have every reason to be proud of the record of your Station, which was established in 1825, only a year after the Institution was established. Your boats have been launched on service 171 times and have rescued 317 lives.

"Where so many valuable services had been rendered it is difficult to discriminate, but I would like to refer to Mr. Lines, the Honorary Secretary of this Station. Mr. Lines has been appointed an Honorary Life-Governor of the Institution, and in consideration of his long and valued services I feel this recognition is in every way well deserved. (Applause.)

"As you have just heard, this Life-boat, which I am about to name, is one of the latest boats provided in the gradual transformation of the Institution's fleet of Pulling and Sailing Life-boats to one of Motor Life-boats. She is stationed at a port where traffic between England and the Continent is steadily increasing. Your record is one of frequent, strenuous and successful service, and I am sure you will fully maintain it and make the Newhaven Station stand out even among the sister Stations as notable for the courage, endurance and skill of its crew." (Loud applause.)

Prince George then presented to Mr. J. J. Lines, the Vellum, signed by the Prince of Wales, as President of the Institution, recording his appointment as an Honorary Life-Governor of the Institution, in recognition of his thirty years of service.

The Viscount Gage proposed, and Mr. James Peters, J.P., Chairman of the Newhaven Urban District Council, seconded, a Vote of Thanks to Prince George, and His Royal Highness.

Following the Vote of Thanks, Prince George broke a bottle of champagne over the bows of the Life-boat and named her *Cecil and Lilian Philpott*. The Life-boat was then launched, with the Prince on board, amidst loud cheers, and after a trip in the harbour took the Prince to the cross-Channel steamer, *Worthing*, where he and the principal guests were entertained to tea by the Directors of the Southern Railway Company.

Bridlington and Scarborough

On 5th August, H.R.H. The Princess Mary, Countess of Harewood, named the two new Motor Life-boats at Bridlington and Scarborough. These are the first Inaugural Ceremonies in which Princess Mary has taken part, but the large Padstow Motor Life-boat, which was inaugurated last year by H.R.H. The Duke of Gloucester, is named *Princess Mary*.

Both the new Life-boats are of the same type, the light self-righting type of Motor Life-boat, of which twelve have gone to the coast this year. This

type weighs only $6\frac{3}{4}$ tons, so that she can be launched from a carriage or off the open beach. She is 35 feet 6 inches long, is driven by a 35 h.p. engine, giving her a speed of $7\frac{1}{2}$ knots, and carries enough petrol to be able to travel 116 miles at full speed without refuelling. She can empty herself of water more quickly than any other type. If a sea breaks on board she can free herself in twelve seconds. If she were capsized, even with a hole in her bottom, she would right herself in four seconds. In rough weather she can take thirty people on board.

Both boats are gifts from Yorkshire. Mr. Alexander O. Joy, of Leeds and London, who gave the previous Scarborough Motor Life-boat, *Herbert Joy*, in memory of his brother, who was drowned at sea, has contributed generously towards the cost of the new boat, which is to bear the same name. The Bridlington boat has been built out of a legacy from the late Mr. Stanhope Smart, of Huddersfield.

Both Scarborough and Bridlington have long and distinguished records in saving life from shipwreck. The Scarborough Station is one of the oldest in the country. It was established in 1801, and since 1850 has rescued 359 lives. Bridlington was established in 1824, and since 1850 has rescued 142 lives.

Unfortunately the weather was very bad. Heavy rain fell during the Bridlington Ceremony, which had to be cut short, and a thunderstorm broke over Scarborough just before the Ceremony there was due to begin. In spite of this, some 10,000 people took part in the Ceremony at Bridlington and 30,000 at Scarborough. At both Ceremonies the Honorary Officials of the Branch and Guild were presented to Her Royal Highness.

The Bridlington Ceremony took place in the morning, and on her arrival at the County Boundary Her Royal Highness was received by the Lord Dera-more (Lord Lieutenant of the East Riding and President of the York Branch of the Institution) and the Chief Constable. When she arrived at Bridlington she was received by the Hon. George Colville, Deputy Chairman

of the Committee of Management, the Mayor of Bridlington (Alderman H. Harker, J.P.), Major F. Strickland, J.P., President of the Branch, Sir George Shee, Secretary of the Institution, and other representatives of the Institution and Branch.

Major Strickland presided at the Ceremony, and after the singing of "Eternal Father, Strong to Save," accompanied by the Excelsior Prize Silver Band, and a prayer by the Rev. Marcus E. R. Brockman, M.A., President of the Bridlington Free Church Council, Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats, described the boat, and the Hon. George Colville presented her to the Station. She was received by the Mayoress of Bridlington (Mrs. H. Harker), who is President of the Ladies' Life-boat Guild.

The Rural Dean of Bridlington, the Rev. Canon J. Topham, dedicated the Life-boat in the following words: "In the name of the Father, and of the Son and of the Holy Ghost, I dedicate this Life-boat to the glory of God and the service of man, and in memory of Stanhope Smart. May the Divine Power protect it, may the Divine Wisdom direct it, and may the Divine Love perfect this life-saving work."

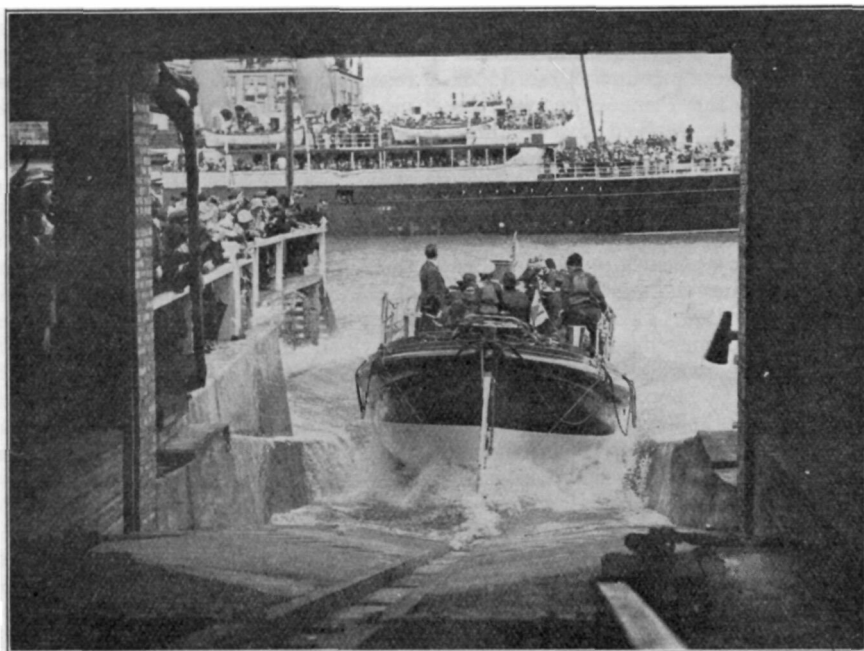
Princess Mary then stepped forward in the falling rain and said: "It is with the greatest possible pleasure that I name this boat the *Stanhope Smart*, and I wish her God-speed in her beneficent task, which is to go to the rescue of those in peril on the sea, and thereby link this country with all the nations of the world, which have a seaboard, by the ties of gratitude for services rendered by the British Life-boat Crews."

Amidst loud cheers, the Princess broke a bottle of champagne on the bows of the Life-boat.

The ceremony concluded with a Vote of Thanks to Her Royal Highness, proposed by the Mayor of Bridlington and seconded by Sir George Shee, the Secretary of the Institution.

Scarborough

The Princess left at once for Scarborough, being met at the boundary by



By courtesy of]

[Keystone View Co.

PRINCE GEORGE ON BOARD THE NEWHAVEN LIFE-BOAT.



By courtesy of]

[Victor Hey, Scarborough.

PRINCESS MARY AND THE SCARBOROUGH CREW.

With the Princess are (left to right) the Chief Inspector of Life-boats, the Hon. George Colville and the Mayor of Scarborough.

the Chief Constable. Before the ceremony she was entertained to luncheon by the Mayor and Mayoress of Scarborough (Alderman and Mrs. J. W. Butler). As the Princess reached the shore she was received by a fanfare sounded by trumpeters of the Royal Horse Guards, and by a guard of honour composed of the Life-boat Crew, Church Lads' Brigade and Girl Guides.

The Mayor of Scarborough presided, and after the singing of the hymn "Eternal Father, Strong to Save," Commander Drury described the Life-boat. Mr. Alexander O. Joy, who was accompanied by Mrs. Joy, then formally presented the boat to the Institution. In doing so he said that she was in memory of his brother, who was going out to his yacht with his friends in September, 1891, when a gust of wind overturned the dinghy and they were all thrown into the water. His brother was drowned, but it was to him a matter of the greatest pride and comfort to know that, when last seen, his brother was holding up his friends.

The Hon. George Colville, Deputy-Chairman of the Committee of Management, expressed the Institution's gratitude to Mr. Joy, and formally handed the Life-boat to the Scarborough Branch, on behalf of which she was received by Captain J. Helm Gibson, the Chairman. The Vicar of Scarborough (the Rev. A. Basil Carter, M.A.) dedicated the boat.

PRINCESS MARY'S SPEECH.

Princess Mary then named the Life-boat *Herbert Joy II*. Before breaking the bottle of champagne, she said: "I have just come from naming the new Motor Life-boat at Bridlington and I am very glad indeed to have the opportunity of naming two Life-boats on the Yorkshire Coast on one day. I name this boat *Herbert Joy the Second*, and particularly as she was given in memory of one drowned at sea, I hope she may be the means of rescuing many lives placed in circumstances of danger, and may afford her Coxswain and Crew the opportunity of upholding the splendid traditions of gallant service which their forebears have established."

Her Royal Highness then presented

to Mr. F. P. Morgan, the Honorary Secretary of the Branch, the Gold Pendant awarded to him by the Institution in recognition of his services for twenty-one years and also a testimonial from the Scarborough Ladies' Life-boat Guild.

A Vote of Thanks to the Princess Mary was proposed by the Hon. George Colville and seconded by Sir George Shee, Secretary of the Institution. The Ceremony concluded with the launching of the Life-boat. Princess Mary cut a red, white and blue ribbon by which the Life-boat was fastened to the platform. At that signal the launchers ran her down into the sea and she went afloat with the band of the Royal Horse Guards playing and the vessels sounding their syrens.

Redcar.

The Inaugural Ceremony at Redcar took place on 5th April in brilliant sunshine, the Life-boat, with her Launching Tractor, being drawn up in front of the bandstand. Sir Hugh Bell, Bt., Lord Lieutenant for the North Riding of Yorkshire, presided, and the beach was crowded with people. The Teesmouth Motor Life-boat was present, and the singing was accompanied by the Dormanstown Band.

Redcar is one of the oldest Life-boat Stations in the country. It was established in 1802, and since 1850 its Life-boats have rescued over 200 lives. It is also the proud possessor, as the Marquess of Zetland pointed out in his speech, of the oldest Life-boat in the world, *Zetland*, which was built in 1800, and carried out a service as late as October, 1880, when she was launched to the help of a brig which had gone aground—the Station Life-boat being temporarily out of action—and rescued her crew.

The new boat is of the same type as the Bridlington and Scarborough boats already described, and has been provided out of a legacy from the late Mr. J. J. Polden, of Grove Park, Kent, and gifts from Mr. and Mrs. H. J. Polden, his son and daughter-in-law, Mr. A. E. Polden, his son, and Mrs. M. L. Reeve and Mrs. K. M. Reeve, his daughters.

Mr. H. J. Polden presented the Life-boat to the Branch and Mrs. K. M. Reeve named her *Louisa Polden*. Mr. A. E. Polden and Mrs. M. L. Reeve, two of the other donors of the Life-boat, and twelve other members of the family, were also present at the Ceremony.

The Life-boat was received from Mr. Polden by the Most Hon. the Marquess of Zetland, P.C., G.C.S.I., G.C.I.E., the President of the Redcar Branch, and was dedicated by the Rev. H. Robson, M.A., Vicar of Redcar. The District Inspector of Life-boats, described the boat, and Mrs. K. M. Reeve then named her. A Vote of thanks to the donors and Mrs. Reeve was proposed by Dr. A. S. Robinson, M.A., the Chairman of the Branch, and seconded by Alderman W. Mansfield, M.P.

Lady Zetland then presented to Captain J. T. Shaw, the Honorary Secretary of the Station, the Inscribed Binoculars which had been awarded to him by the Institution, and Mrs. T. Boagey, Honorary Treasurer of the Ladies' Life-boat Guild, asked Lord Zetland to accept, on behalf of the Institution, a sum of £132 12s. 9d. which had been raised in Redcar in six weeks by the Guild in celebration of the coming of the Motor Life-boat. Of this sum, £123 12s. 3d. was collected by means of a Talent Scheme, and £9 0s. 6d. by an egg collection in which the children of Redcar took part.

A Vote of Thanks to the Marquess and Marchioness of Zetland was proposed by the Mayor (Councillor J. E. Battey, J.P., C.C.) and seconded by Mrs. H. Cartwright, Honorary Secretary of the Ladies' Life-boat Guild, and a Vote of Thanks to the Chairman was proposed by Mr. Arthur Pickering, J.P., and seconded by Mrs. Lonsdale, C.C. The Marchioness of Zetland then gave the order for the Life-boat to be manned, and she was drawn away by the Tractor and launched.

Lytham-St. Anne's, Lancashire.

The Ceremony at Lytham-St. Anne's took place on 9th May. Until 1925 Lytham and St. Anne's each had a

Life-boat, and at one time two Life-boats were stationed at St. Anne's. The Lytham Station was established in 1851, and the first St. Anne's Station in 1881. The two Stations have the fine record of 226 lives rescued. St. Anne's was closed in 1925, and now the two Branches have been amalgamated and a Motor Life-boat was sent there this year. She is one of the new light self-righting type already described in the account of the Inaugural Ceremonies at Bridlington and Scarborough, and has been built out of legacies received from the late Mr. W. Johnson, of St. Helens, the late Mr. G. H. B. Haworth, of Biggar, the late Mrs. E. F. S. Sackville, of London, and the balance of a legacy from the late Mrs. C. May.

At the Ceremony on 9th May, the Boat was presented to the Branch by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and was received by Sir Thomas Smethurst, K.B.E., J.P., Chairman of the Branch. The Rev. H. G. Rosher, M.A., Vicar of Lytham, and the Rev. F. J. Pope, a Minister of the Wesleyan Church, performed the Ceremony of dedicating the Boat, and Mrs. E. W. Mellor named the Life-boat *J. H. W.* The names chosen by the first three donors were *Johnson Webster*, *Henry Butterworth* and *William and Catherine Rashleigh*. These names are inscribed in full inside the Boat, and the Boat has been named with the first initials of the three names. No name was attached to the fourth legacy.

A Vote of Thanks to Mrs. Mellor and the donors of the Life-boat was proposed by Sir Thomas Smethurst, and seconded by Brigadier-General W. S. Swabey, C.B., District Organizing Secretary, and a Vote of Thanks to the Branch was proposed by the Mayor of Lytham-St. Anne's.

In presenting the Boat, Sir Godfrey Baring recalled the splendid record of Lancashire Life-boatmen, and in particular the heroism shown on that terrible night in December, 1886, when the Southport, St. Anne's and Lytham Life-boats all went out to the help of the German barque *Mexico*; the Lytham Boat rescued her crew, and the Southport and St. Anne's Boats were

both wrecked with the loss of all but two lives. Sir Thomas Smethurst, in accepting the Boat, appealed to the people of Lytham-St. Anne's to contribute the £400 a year needed to maintain the Station.

Penlee, Cornwall.

The Inaugural Ceremony at Penlee took place on 15th August, with the Mayor of Penzance (Alderman R. Hall), a member of the Committee of the Penlee (Penzance) Branch, presiding. The Institution was represented by Colonel The Master of Sempill, a member of the Committee of Management. The new Motor Life-boat is of the Watson cabin type, 45 feet 6 inches long, already described in the account of the Inaugural Ceremony at Newhaven. The Boat has been built out of legacies received from the late Miss W. A. Cooode, of Launceston, and the late Miss Ellen Young, of Twickenham.

Miss Winifred Cooode, a niece of one of the two donors, presented the Life-boat to the Institution. The Boat was received by the Master of Sempill, who expressed the Institution's gratitude to the two donors and spoke of the great record of Cornish Life-boatmen, who had rescued nearly 3,000 lives from shipwreck, and of the record of the Penlee Station itself. There had been a Life-boat on the Penzance coast since 1803, and 324 lives had been rescued.

The Mayor of Penzance received the Life-boat. The Rev. F. J. Prideaux, M.A., Vicar of Paul, dedicated her, and Miss Winifred Cooode then named her *W. and S.* Miss Winifred Alice Cooode had left her legacy for a Boat to be named *Winifred Alice Cooode* and Miss Ellen Young for a Boat to be named *Sidney Webb*. The full names are inscribed on a plate inside the Boat, and the Boat has been named with the first initials of the two names.

A Vote of Thanks to Miss Cooode was proposed by Mr. J. L. Orr-Ewing, and a Vote of Thanks to The Master of Sempill and others by Mr. A. Hutchins, Vice-Chairman of Paul Urban District Council.

At the beginning of the Ceremony, Mrs. Molyneux Favell presented to

Alderman C. Tregenza, J.P., C.C., the Centenary Vellum signed by the Prince of Wales, which will be hung in the Boathouse.

Padstow, Cornwall.

The Inaugural Ceremony at Padstow took place on 19th August. The new Boat is the second of two Motor Life-boats to be stationed at Padstow, the other being the *Princess Mary*, which was named by H.R.H. The Duke of Gloucester last summer. There are few places on this dangerous rock-bound coast where Life-boats can be stationed. It is essential, therefore, that there should be at Padstow a Life-boat able to cover a big stretch of coast, and the *Princess Mary* is one of the most powerful Boats in the Institution's fleet, 61 feet long, with two 80 h.p. engines, and able to travel 310 miles at her full speed of 9½ knots without refuelling. The new Motor Life-boat has replaced a Pulling and Sailing Life-boat, and her duty will be to work the inner waters of the Bristol Channel. She is one of the light Motor Life-boats, 35 feet 6 inches long, with a 35 h.p. engine, already described in the account of the Inaugural Ceremony at Bridlington.

She has been built out of two legacies received from the late Mr. John Stych and his wife, the late Mrs. Sarah Eliza Stych, of Acocks Green, Birmingham. Mr. Stych left a sum of money to the Institution in 1907 to build a Life-boat to be named after his wife, the money to be paid to the Institution on her death. When Mrs. Stych died, in 1912, it was found that she too had left a sum of money to build a Life-boat to be named after her husband. With the increasing cost of Life-boats neither sum was sufficient for its purpose, but by investing the two legacies and by combining them, the Institution has been able to provide one Life-boat bearing the names of the two donors.

Padstow has a long and distinguished record as a Life-boat Station. Its first Life-boat was placed there in 1827, and since 1856 its Boats have rescued over 400 lives. No fewer than twenty-three Silver and one Bronze Medal have been awarded by the

Institution to Padstow men for gallantry in saving life from shipwreck.

The Life-boat was presented to the Station by Mr. B. Franklyn Stych, and ten other members of the family were present at the Ceremony.

Sir George Shee, Secretary of the Institution, received the Life-boat and presented her to the Branch. In doing so he recalled that the great record of the Padstow Station had been darkened by two tragedies. In 1867 the Pulling and Sailing Life-boat *Albert Edward* capsized on service, and five of her Crew of thirteen were drowned. In 1900 the Steam Life-boat *James Stevens No. 4* capsized and lost eight out of her Crew of eleven men. That Life-boat was built out of a very large sum received by the Institution from Mr. James Stevens, of Birmingham, so that the new Life-boat was a second link between Birmingham and Padstow.

The Life-boat was received by Colonel C. R. Prideaux Brune, President of the Branch, and was dedicated by the Bishop of Truro (the Right Rev. W. H. Frere, D.D.).

The Rev. Charles Plank, Vicar of Padstow, the Rev. A. Knight, of the United Methodist Church, and the Rev. S. Brown, of the Wesleyan Church, also took part in the Ceremony.

Mr. B. Franklin Stych then named the Life-boat *John and Sarah Eliza Stych*.

A Vote of Thanks to Mr. Stych was proposed by Sir George Shee and seconded by Colonel Prideaux Brune. The singing of the hymns was accompanied by the Bugle Silver Prize Band. In the afternoon the Band played in the grounds of Prideaux Place which, through the kindness of Colonel Prideaux Brune, were opened to the Public in honour of the occasion.

Hastings, Sussex.

The Hastings Inaugural Ceremony took place on 21st August, the Life-boat being named by the Right Hon. the Viscount Goschen, P.C., G.C.S.I., G.C.I.E., C.B.E., late Governor of Madras and Viceroy and Acting Governor-General of India. The new Boat is a gift to the Institution from the late Mrs. Lilian Philpott, who also presented the Newhaven Motor Life-boat which H.R.H. the Prince George named in July, and who has left to the Institution £20,000.

Hastings has had a Life-boat Station since 1858, and its Life-boats have rescued 40 lives.

The Mayor of Hastings (Councillor G. H. Ormerod, J.P.), President of the Branch, presided at the Ceremony. Sir George Shee, Secretary of the Institution, presented the Life-boat to the Station. She was received by Mr. A. Samson, J.P., the Honorary Secretary, and was dedicated by the Ven. A. F. Alston, M.A., Archdeacon of Hastings. Before the actual naming ceremony, a Vote of Thanks to Lord Goschen was proposed by General Sir Owen Lloyd, V.C., K.C.B., and seconded by Major A. J. Dawson, and a Vote of Thanks to the Mayor was proposed by Sir George Shee and seconded by Mr. Clement Hill, J.P.

Lord Goschen said that he had come to name the Life-boat as a Sussex man and a native of Hastings, and he wished to pay his humble tribute to Coxswain and Crew for their courage and self-sacrifice. He then named the boat *Cyril and Lilian Bishop*. After the national anthem had been sung, the Life-boat was run down the beach and launched amid the cheers of a large crowd. The singing of the hymns was led by buglers of the Salvation Army, and a collection was made by boys from St. Leonards Central School and the St. Andrew's School.

Centenary Vellums.

CENTENARY Vellums have been presented to a number of Stations during the present year, and reports of these Ceremonies will appear in the next issue of *The Lifeboat*.

Inaugural Ceremonies : Scotland.

FIVE Inaugural Ceremonies have taken place in Scotland during the past summer, at Girvan, Port Patrick and Kirkcudbright on the West Coast, and Cromarty and Dunbar on the East Coast. At the first four of these Ceremonies 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, presented the Life-boat to the Station. At Dunbar the presentation was made by Mr. Leonard Gow, J.P., Chairman of the Glasgow Branch and a Vice-President of the Institution.

Girvan, Ayrshire.

The Ceremony at Girvan took place on 16th May, with the Marquis of Ailsa, President of the Branch, presiding. The new Boat is of the light self-righting type, 35 feet 6 inches long, with a 35 h.p. engine, already described in the account of the Bridlington Inaugural Ceremony. She is a gift to the Institution from Mrs. Lawrence Glen, of Glasgow, wife of the head of the Glen Shipping Line. There are now four Motor Life-boats, of which the Girvan Boat is one, guarding the approaches to the Clyde. The other three are stationed at Troon, Port Patrick and Campbeltown. Three of these Boats are gifts from citizens of Glasgow. The fourth, stationed at Campbeltown, has been named *City of Glasgow*, as a mark of the Institution's gratitude for the help received in recent years from the Glasgow Branch.

There has been a Life-boat Station at Girvan since 1865, and it has rescued fifty-five lives.

The Duke of Montrose, in presenting the Life-boat to the Branch, spoke of Scotland's splendid Life-boat record last year. A Scottish Coxswain had won the only Silver Medal awarded by the Institution during the year. Scotland had increased her contribution by over £12,000, or nearly 80 per cent., and Glasgow had taken the place of the City of London at the head of the Institution's Branches by contributing £13,519. The Duke appealed for a still

further increase in Scotland's contribution to the Service, and thanked Mrs. Glen for her generous gift.

The Life-boat was received by the Marquis of Ailsa, and, after she had been described by the District Inspector of Life-boats, the Rev. R. G. Colquhoun, M.A., B.D., of Chalmers Church, Girvan, dedicated her to the glory of God and the service of mankind.

Mrs. Lawrence Glen then named the Life-boat *Lily Glen, Glasgow*.

A Vote of Thanks to Mrs. Lawrence Glen was proposed by Mr. Robert O. Roxburgh, J.P., Chairman of the Branch, and a Vote of Thanks to the President and others was proposed by Provost Lawson.

The Ceremony took place in beautiful weather in the presence of a large crowd. The singing was led by the Girvan Pipe Band, and a guard of honour was provided by the Boy Scouts.

Port Patrick, Wigtownshire.

The Port Patrick Ceremony took place on 5th August. The new Boat is of the Watson type, 40 feet 6 inches by 11 feet 8 inches, is divided into six watertight compartments, and has 160 air-cases. She is driven by a 50 h.p. engine, giving her a speed of over $7\frac{1}{2}$ knots, and she can travel 144 miles at full speed without refuelling. In rough weather she can take fifty people on board. The greater part of the cost has been defrayed out of a legacy from the late Mrs. Agnes Colquhoun, of Ibrox, Glasgow, and the remainder out of a legacy from the late Mrs. Ellen Ashton, of Walton-le-dale, Lancashire.

Port Patrick has had a Life-boat Station since 1877, and has a record of eighty-nine lives rescued from shipwreck.

Mr. William Douglas, J.P., presided. The Duke of Montrose presented the Life-boat to the Station, and Mr. John Begg, J.P., Chairman of the Branch, received her. The District Inspector described the Life-boat, and she was dedicated by the Rev. G. Paterson Graham, of the Parish Church, Port Patrick.



By courtesy of]

[Ray Topping, Glasgow.

MRS. LAWRENCE GLEN AT THE WHEEL OF THE GIRVAN LIFE-BOAT.

Behind Mrs. Glen is the Duke of Montrose.



By courtesy of]

[Star Photos, Perth.

THE DUKE OF MONTROSE AT THE CROMARTY CEREMONY.

Miss Margaret Campbell McNeil, the seven-year-old grand-niece of the late Mrs. Colquhoun, then named the Life-boat *J. and W.*

The name chosen by Mrs. Colquhoun was *James Colquhoun*, and the name chosen by Mrs. Ashton was *William and Ellen Ashton*. The Boat has been named with the first initials of each name, and the full names are inscribed on a plate inside the Boat.

A Vote of Thanks to Miss McNeil was proposed by Major Robson, and a Vote of Thanks to the Chairman and others by Mr. James McMaster. The Duke of Montrose then presented the Certificates of Service which had been awarded to ex-Coxswain James Smith and ex-Coxswain James Hunter. The Ceremony took place in perfect weather, and between 2,000 and 3,000 people were present. The singing was accompanied by the Stranraer Town Band.

Kirkcudbright.

The Kirkcudbright Ceremony took place on 6th August. The weather was again perfect, and there were some 2,000 people present, including Life-boat workers from Carlisle and Maryport, as well as from neighbouring Scottish Branches.

The new Boat is of the light self-righting type, 35 feet 6 inches long, with a 35 h.p. engine, which has already been described. She has replaced another Motor Life-boat of similar type which has been at the Station since 1928, and has now been transferred to Maryport, Cumberland. The new Boat has been built out of a legacy received from the late Mrs. Eliza Helen Watson, of Bridge of Allan.

Kirkcudbright has had a Life-boat Station since 1862, and has rescued forty-six lives.

Provost Milburn presided at the Ceremony. The Duke of Montrose presented the Life-boat, and Sir Charles Hope-Dunbar, Bt., President of the Branch, accepted her.

After the District Inspector had described the Boat, the Rev. R. R. Y. Minto, M.A., St. Mary's Church, Kirkcudbright, dedicated her, and Mrs. James Logan, a sister-in-law of the late

Mrs. E. H. Watson, named her *Morison Watson*. A Vote of Thanks to Mrs. Logan was proposed by Rear-Admiral Eustace Leatham, C.B., and a Vote of Thanks to the Chairman and others by Captain F. Wickham Weekes, the County Convener. The music for the Ceremony was provided by the Kirkcudbright Burgh Band and the Kirkcudbright Pipe Band.

Dunbar, Haddingtonshire.

The Ceremony at Dunbar took place on 15th August, with the Earl of Haddington, M.C., President of the Branch, presiding. The new boat is of the Watson Cabin type, 45 feet 6 inches long, with two 40-h.p. engines, already described in the account of the Inaugural Ceremony at Newhaven. She has been built out of a legacy from the late Mr. George Strachan, of Glasgow, and is the fifth Motor Life-boat to come to the Institution from Glasgow, the other four being stationed on the Clyde.

Dunbar is one of the oldest Life-boat Stations on the coast of Scotland. It was established in 1808 and has a record of 145 lives rescued from shipwreck and four Silver Medals awarded by the Institution for gallantry.

The Motor Life-boat was presented to the Branch by Mr. Leonard Gow, J.P., Chairman of the Glasgow Branch and a Vice-President of the Institution. Mr. Gow spoke of the work of the Institution, as one of the most splendid of our charities; of the increasing support given to the Institution by the Glasgow Branch, and of Glasgow's pride in seeing a Motor Life-boat which was the gift of a Glasgow citizen stationed at Dunbar, one of the oldest and best Stations on the coast of Scotland.

The Life-boat was dedicated by the Rev. William Brown, D.D., of the Old Church, Dunbar, and Miss Molly Strachan, a niece of the donor of the boat, then named her *George and Sarah Strachan*. General Sir F. R. Wingate, Bt., G.C.B., G.C.V.O., G.B.E., K.C.M.G., D.S.O., Vice-President of the Branch, proposed a Vote of Thanks to Miss Strachan.

The Countess of Haddington presented to ex-Coxswain Walter Fairbairn

the Certificate of Service awarded him by the Institution. For over thirty-four years he had been a Life-boat Coxswain, had taken part in the rescue of over 100 lives and had won the Institution's Silver Medal for gallantry.

Dr. Duncan Macdonald, the Chairman of the Branch, proposed a Vote of Thanks to Mr. Gow and the President.

Cromarty, Ross and Cromarty.

The Cromarty ceremony took place on 26th August, in beautiful weather and in the presence of a large audience, with Colonel Sir Hector Munro, Bt., of Foulis, Lord Lieutenant, presiding. The new Boat is of the Watson Cabin type, 45 feet 6 inches long, with two 40-h.p. engines, as already described in the account of the Inaugural Ceremony at Newhaven. She has been built out of a legacy received from the late Dr. James Macfee, of Auchterarder. Cromarty's Life-boat Station was established in 1911, on the closing of the Station at Nairn. There have been eight launches on service and two lives have been rescued.

The Duke of Montrose, in presenting

the new Boat to the Station, said: "Notwithstanding bad times for trade and industry, this is the first year in which we have been able to say that our Scottish Life-boats have been maintained by money from Scottish people (applause). Up to now we have had to depend upon the charity and goodwill of England. If we can build ships in Scotland, sail ships from Scotland, if we can man ships in Scotland, surely we can save ships in Scotland by our own independent action" (loud applause).

Lady Ross of Cromarty received the Boat on behalf of the Branch, and after she had been described by the District Inspector, the Rev. George Burnett, of Cromarty, performed the ceremony of dedication.

Miss J. Macfee, a niece of the donor, then named the Life-boat *James Macfee*.

Provost Cowper, of Cromarty, proposed a Vote of Thanks to Miss Macfee, and Colonel A. F. MacKenzie, C.M.G., C.B.E., of Ord, proposed a Vote of Thanks to the Chairman and others.

Music for the ceremony was provided by the Pipe Band of the Seaforth Highlanders, and there was a guard of honour of Girl Guides and Brownies.

Inaugural Ceremonies : Ireland.

By Sir George Shee, Secretary of the Institution.

A GREAT crowd, reverently absorbed in one of the most beautiful and significant ceremonies associated with the progress of civilization; the aged Bishop of Cloyne, a grand figure, clothed in the dignity of the episcopal robes and addressing the thousands of onlookers in a moving tribute to the nobility of the service carried out by the Life-boatmen and appealing to the Irish people to do their duty in supporting the work of the Institution; the eloquent testimony of President Cosgrave to its national and international value and to the wisdom and generosity with which the Committee of Management have dealt with the problems of the Irish coast; the sweet voices of the women and children ringing out over the water in the hymns "Ave Maria" and "Hail,

Queen of Heaven"; the cordial co-operation of ministers and laity of the Church of Ireland and of the Catholic priesthood in the dedication of the boats by the latter to the glory of God and the service of mankind; the whole scene framed by the loveliness of the coast of Cork—these sights and sounds combine to leave in my mind an indelible memory of beauty and solemnity, and the conviction that the Ceremonies mark a red letter day in the history of the Institution's activities in Ireland and are fraught with much blessing for the future.

By a curious train of circumstances, entirely without any intention on the part of anyone concerned, it has happened that during the last weeks of my tenure of office as Secretary of the

Institution it has been my privilege to attend no less than eight Inaugural Ceremonies of Life-boats. Two Stations were on the Yorkshire coast, and they were honoured by the presence of H.R.H. the Princess Mary, Countess of Harewood, who has made her home in Yorkshire. One was at Padstow, in North Cornwall, where H.R.H. the Duke of Gloucester had named the big 61-foot Boat *Princess Mary* last summer. Another was at Hastings, where a second Sussex boat, the gift of the late Mrs. Lilian Philpott, was named. Four of the Ceremonies were in Ireland, and I was so much impressed by those held on the coast of Cork on the 6th and 7th July that I feel impelled to give a brief account of them, although, at the time of writing, the Ceremony at Clogher Head, Co. Louth, is still to come. Unfortunately, I was obliged, on medical advice, to forego the pleasure of attending the Inaugural Ceremonies at St. Peter Port, Guernsey, on 5th, and at Cloughy, Co. Down, on the 19th September.

Support of the Two Churches.

The Ceremonies at Courtmacsherry on Monday, the 6th July, and at Ballycotton and Youghal on Tuesday, the 7th July, were held in circumstances which were bound to arouse very special interest. In the first place, they illustrated in a very striking manner the care with which the Committee of Management envisage the problems confronting them on every part of the coast. Here, where the Institution had already placed a powerful Motor Life-boat at Baltimore in 1913, a close examination of local conditions has led the Committee to provide three further Motor Life-boats of different types, ranging from the 51-foot Barnett type at Ballycotton, to the 35-foot Motor Life-boat at Youghal. At each Ceremony, too, there was an instance of the cordial co-operation of the representatives of the Church of Ireland and of the Catholic Church. Indeed, at Courtmacsherry and Ballycotton the Minister of the Church of Ireland was actually in the chair, but the dedication was carried out by the priests. At Youghal special

dignity and importance was lent to the Ceremony by two circumstances: The Bishop of Cloyne, who is eighty-four years of age and in very feeble health, attended the Ceremony and dedicated the boat; and a happy touch was provided by the fact that one of the two living Irish holders of the Gold Medal of the Institution, Father O'Shea, was found to be present, and, at my suggestion, spoke, and paid a high tribute to the value of the Life-boat Service and to the splendid part which Irish fishermen had played in it.

Finally, at each Ceremony, President Cosgrave, the head of the Government, attended and gave a warm welcome to the Boats on behalf of the people of the Irish Free State, and Mrs. Cosgrave named them.

The combination of these circumstances conspired to give to the three Ceremonies an impression of singular beauty and dignity, which will, I feel sure, live like music in the minds of the thousands of people, high and low, gentle and simple, who witnessed them.

The Institution was represented by Rear-Admiral T. P. H. Beamish, C.B., M.P., himself a member for a coast constituency, Commander E. D. Drury, O.B.E., R.D., R.N.R., the Chief Inspector of Life-boats, and myself; and Lieut.-Commander Upton, R.N.R., the District Inspector for Ireland, and Mr. H. G. Solomon, the District Organizing Secretary for Ireland—who has occupied this post for twenty-two years—were also present.

I have alluded to the fact that representatives of the Church of Ireland and of the Catholic Church co-operated in the three Ceremonies, and several speakers drew attention to the fact that this was perhaps the only platform on which differences of politics and creed could be entirely forgotten; a fact of which the Institution's noble purpose has, happily, provided several instances in the past; for instance, when the Catholic Clergy and the Protestant Archbishop of Dublin were both present at the dedication, by the latter, of the Kingstown Boat in 1920, and when, in the same year, the Venerable Archdeacon Becher presided at the Cere-



By courtesy of]

[Western Morning News, Plymouth.

THE BISHOP OF TRURO DEDICATING THE PADSTOW LIFE-BOAT.



By courtesy of]

[The Cork Examiner.

THE BISHOP OF CLOYNE SPEAKING AT THE YOUGHAL CEREMONY.

mony at Baltimore, which was carried out by the Catholic Bishop of Ross, and when Father Young, the Honorary Secretary of the Station, received the Boat.

President Cosgrave's Appeal.

But perhaps the most notable feature of the three Ceremonies was the presence of President and Mrs. Cosgrave, and the strong appeal by the former to the people of the Free State to come forward generously in support of a Service which he described as humane and heroic at the same time, as one in which the Institution has been the pioneer among the nations of the world, and which is not only "National in the broadest sense of the word, but international in its reach." To those with even a superficial acquaintance of the difficulties with which President Cosgrave is faced in guiding the ship of State through the reefs and dangers incidental to the birth of a new Dominion, the value of his frank appeal, delivered with simple eloquence, ringing with sincerity, is very great indeed. And the presence of Father Young, until lately the Honorary Secretary of the Baltimore Station, at Courtmacsherry, and of Father O'Shea at Youghal, served to emphasize the fact that, at several places on the coast, the Parish Priest, who is the spiritual guide and friend of the fishermen, is also the Honorary Secretary of the Station Branch of the Institution, a function which Dr. Campbell, the Parish Priest, has readily undertaken to carry out for the Institution at Barra Island, Western Hebrides, where the Committee of Management have just established a new Station to provide additional security on the west coast of Scotland where, hitherto, there has been no Station all the way from Stornoway, on the Island of Lewis, to Campbeltown, at the Mull of Cantyre.

At each of the three Stations a choir of women and children sang hymns, while at Courtmacsherry the Second Army Band of the Free State gave an admirable programme of music. There is no doubt that the presence of Admiral Beamish, who had connexions in Cork

dating back for generations, contributed greatly to the success of the Ceremonies, and it will be gratifying to our friends at Ballycotton to know, as I have learnt since, that, while the new Courtmacsherry and Youghal Boats are gifts from England, the *Mary Stanford* owes her name to a benefactor who originally lived, not in England, but in Co. Galway, so that a legacy from an Irish source has, happily, been applied to an Irish Boat.

Perhaps, too, the fact that I, an English Catholic bearing an Irish name, have had the honour of being the Chief Officer of this great Institution for twenty-one years—surely a splendid proof of the generous outlook of the Committee of Management of a National Society—helped to create the atmosphere of enthusiastic cordiality which prevailed throughout.

Speaking with many years' experience of Inaugural Ceremonies, and with special appreciation of local conditions, I feel that these three Ceremonies were not only most successful in themselves, but were fraught with lasting benefit to the Life-boat Cause in the Free State; perhaps even to a better understanding between the Irish people and England. As I listened to the hymns sung by the women and children, and to the eloquent and deeply touching appeal of the aged Bishop of Cloyne, backed by an Irish priest who wore on his breast the Gold Medal of the Institution and the British Empire Silver Medal for Gallantry, awarded to him by H.M. the King in 1924, I glimpsed for a moment a vision that this great Cause, embodying the ideals of service and self-sacrifice, even at the risk of death—a sacrifice in which Irish fishermen at Kingstown and Fethard have joined with their English brothers at Padstow, Salcombe, Rye and a score of other places, might be the means of bringing together North and South, and obliterating the bitter memories of mutual wrong in a common resolve to serve the cause of Ireland, of Britain and of humanity.

The Bishop of Cloyne's Letter.

On my return to England after the experiences of the two memorable days

I felt that I must write to the Bishop of Cloyne, to express my thanks and my admiration for the generous effort which he made to attend the Ceremony at Youghal. Here is my letter:—

“My dear Lord Bishop,

“I hope you will allow me to express to you, with the greatest respect, my deepest gratitude, both personal and official, for your great kindness in going to attend the Inaugural Ceremony at Youghal on Tuesday last. When I first ventured to approach you on the matter you warned me that you were suffering from very bad health, and were over 84 years of age, and that, in these circumstances, your wish to attend the Ceremony and to dedicate the Boat might be frustrated, but that, in that case, you would ask Canon O'Donoghue to act for you.

“I cannot tell you how much touched I was to find you coming, at considerable risk and, in any case, with much discomfort, to give us the benefit of your presence and blessing on this occasion. When I proposed the Vote of Thanks to yourself and President and Mrs. Cosgrave I little thought that you yourself would reply. When you did so, your address was so moving in its tribute of admiration to the Service and in your appeal to Irish men and women to recognize the great claims of the Institution and to support it that I feel that your words will go ringing through Ireland, and will reach many a mind and heart which had, perhaps, never till now heard of the Life-boat Service, still less had recognized the heroism, humanity and self-sacrifice of the brave, simple and God-fearing men who form our Crews all round the coast of Ireland, and, indeed, of England, Scotland and Wales as well.

“I am, with great respect and gratitude,

“Yours sincerely,

“(Signed) GEORGE SHEE,
“Secretary.”

Here is the Bishop's reply:—

“My dear Sir George Shee,

“I cannot, in very truth, find words in which to thank you suitably for your letter of unmerited praise for

my presence and few words at the meeting of the ‘National Life-boat Institution’ at Youghal on Tuesday, the 7th of July.

“I candidly assure you that I regarded the purpose and object of your meeting to be of so great importance that, notwithstanding my great old age and attendant infirmities, I could not reconcile myself to absence from it. You have brought joy to my old heart by your high appreciation of the little I did for so noble a cause.

“With every best wish,

“Yours gratefully,

“(Signed) ROBERT BROWNE,
“Bishop of Cloyne.”

I confess that the sweet humility of these words, coming to me from an old man, holding so high an office of spiritual authority, gave me a lump in my throat.

The Three Stations.

I append particulars of the Life-boats and Stations and an account of the Ceremonies based upon reports in the Irish Press, which, both before and after the Ceremonies, and in its news columns and picture pages, gave most generous publicity to them.

Courtmacsherry, the first Life-boat Station on the coast of County Cork, was established by the Institution in 1825, the year after its own foundation; Baltimore was provided with a Motor Life-boat in 1919, and the county has four Stations, all now equipped with Motor Life-boats. The county has a record of 183 lives rescued from shipwreck: Courtmacsherry (established 1825), 39 lives; Youghal (established 1857), 64 lives; Ballycotton (established 1858), 80 lives; and Queenstown (established 1866, closed 1920) 13 lives. So far Baltimore (established 1913) has saved no lives.

The three Motor Life-boats built for the three new Stations are of different types. Ballycotton has been provided with a Boat of the most powerful type which the Institution is now building, the Barnett (Stromness) Cabin type. She is 51 feet by 13 feet 6 inches, with a displacement of 26½ tons. She is divided into eight watertight compartment, and has 160 air-cases; is fitted with a search-

light, line-throwing gun, and sprays for pouring oil on the waves. She can take 100 people on board in rough weather, and is driven by two 60 h.p. engines, giving her a maximum speed of nearly 9 knots. She carries enough petrol to travel 120 miles at full speed.

The Courtmacsherry Boat is one of the 45 feet 6 inches Watson Cabin type (described on p. 330), and the Boat at Youghal is one of the new light Self-righting Motor Life-boats (described on p. 332).

The Ballycotton Boat is the third to be built out of a legacy received just fifty years ago from the late Mr. J. F. Stanford, of London, whose family belonged to County Galway. The other two Boats built out of this legacy were stationed at Rye, Sussex.

The Courtmacsherry Boat has been built out of a legacy from the late Mr. William Crossweller, of Sidcup, Kent, and the Youghal Boat is one of two built out of a legacy from the late Dr. Vernon Blunt, of Birmingham. The other has also been stationed on the Irish coast, at Clogher Head, Co. Louth, where the Inaugural Ceremony took place on 22nd September.

Courtmacsherry Harbour.

The first of the three Ceremonies was that at Courtmacsherry on 6th July. The Rev. W. E. White presided, supported, among others, by the Lord Mayor of Cork, and after the singing of the "Veni, Creator Spiritus" and "Ave Maria," accompanied by the Second Army Band, Commander Drury described the Life-boat. She was then formally presented to the Branch by Admiral Beamish, who paid a tribute to the Life-boatmen, Coast Life-saving Service and fishermen of County Cork. The Boat was received by Mr. Frank Ruddock, the Honorary Secretary of the Branch, and dedicated by the Rev. Father Jeremiah Burke, P.P., and the Rev. Father John J. Sheehy, C.C. It is particularly interesting to record that Father Burke's dedication of the Life-boat was his last act in Ireland before leaving for Canada, that very afternoon, to undertake a mission entrusted to him in that Dominion.

The dedication was followed by the hymn "Hail, Queen of Heaven," and Mrs. Cosgrave then named the Life-boat, saying, "I name this Life-boat *Sarah Ward and William David Crossweller*, and I pray that she may go on her errand of mercy with the blessing of Almighty God and the good wishes of the Irish people."

PRESIDENT COSGRAVE'S SPEECH.

President Cosgrave then welcomed the Life-boat in the name of the Irish people. He said :

"It is a great pleasure to me to express to the Institution, on behalf of the people of the Irish Free State, their warm thanks for the careful consideration which the Institution continues to give to the needs of our beautiful, but dangerous, coasts, and also to be present to welcome the three new Motor Life-boats which have been placed on the coast of Co. Cork, a fact which gives this county the unique distinction of being protected entirely by Motor Life-boats.

"The Government of An Saorstát maintains fifty-three Rocket Apparatus Stations on the Irish coast, each worked by volunteer companies, and I am happy to learn that the closest co-operation and harmony exists between the Coast Life-saving Service and the Life-boat Institution. (Applause.)

"During the three years ended 31st December last only eight lives had been lost through shipwreck on the Irish coast, although 1,759 lives had been in danger. These figures show the wonderful efficiency of those who are responsible for life saving on our coast.

"From the date of the establishment of the Irish Free State the Institution, which has provided and maintained the Life-boat Service all round the 5,000 miles of Great Britain and Ireland for 107 years past, inquired whether the Government of An Saorstát would wish the Institution to continue this great Service, humane and heroic at the same time. I need not say that the Government gladly availed themselves of the offer to place at the disposal of our people the unique experience and the great record of achievement which the Institution has made its own. It



By courtesy of]

[Photo Press.

THE PRINCE OF WALES AND THE EASTBOURNE CREW.

June 30th, 1931, on the occasion of the Prince's visit to Eastbourne to lay the foundation stone of the Princess Alice Memorial Hospital. With the Prince are (left to right) Mr. Norman S. Holland, Chairman, Mrs. Astley Roberts, President, Ladies' Life-boat Guild, and Mr. A. Robertson, Hon. Secretary.



By courtesy of]

[The Cork Examiner.

MRS. COSGRAVE NAMING THE COURTMACSHERRY LIFE-BOAT.

was the pioneer of the Life-boat Services of the world. (Cheers.)

"Not long after the Institution accepted our invitation, I had the pleasure of presenting the decorations which the Institution had awarded to some brave men in County Galway in connexion with a service to two trawlers which were wrecked off that coast, and, arising out of that disaster, and an appeal made in the County Galway, the Institution placed a fine Motor Life-boat at Aran Island, which is greatly appreciated by the local fishermen and the crews of other vessels passing in and out of Galway, which, as you know, has now become a port of call for American liners. It is gratifying to me to know that at Kilronan, Aran Islands, as at Baltimore, on the coast of this county, the Honorary Secretary of the Life-boat is one of the priests of the parish.

"On behalf of the people of this country I wish to pay a warm tribute to the splendid work done by the Life-boat Institution in providing and maintaining the Life-boat Service, and also to the heroic work done by the Crews. It is work that is not only national in the broadest sense of the word, but it is international in its reach, so that the Services rendered by Irish Crews are gratefully recognized in many a far country with a seaboard, whose nationals owe their safety to the courage and self-sacrifice of our Crews.

"I am glad to feel that the support given to the Institution in Ireland is increasing, and I feel sure it will continue to grow as the people become better able to appreciate the Service; so that in due course we shall be able to claim that, if we cannot supply in our country the capital required to provide the magnificent Motor Life-boats of the Institution, or to build the Boat Houses and Slipways required in order to ensure their highest efficiency, we shall at least be able to claim that we can maintain the Boats on our coasts. (Hear, hear.)

"To do so and to provide rewards to the Crews, compensation to those injured in the service, and pensions to the widows and orphans of those who may lose their lives in the efforts to

save others on our coast, amounts to about £10,000 a year. Last year £6,500 was raised by voluntary subscriptions from our citizens, and I hope that in future years the Life-boat Institution may receive greater support.

"We are very pleased to welcome here Rear-Admiral Beamish, M.P., a member of the Committee of Management, and a seaman, who is better able than most of us to appreciate at its full value the wonderful work of the Life-boat Crews.

"We also welcome Sir George Shee, the Secretary of the Institution, who, I am sorry to hear, is retiring in September, after twenty-one years' service. His name suggests an Irish origin, and I should not be surprised to hear that one of his ancestors was an Irishman. (Laughter.) I understand that during his term of office the expenditure of the Institution, largely in connexion with the transformation of the fleet from one of Pulling and Sailing Life-boats to one of Motor Life-boats, has increased from about £100,000 to £300,000, and it is gratifying to know that he has been able to organize the appeals on behalf of the Cause so as to provide the sums required. I am sure we shall all join in wishing him much happiness in his retirement. (Applause.)

"In coming here to be present at the Inaugural Ceremony of this Boat, which Mrs. Cosgrave is very pleased to name, as she will name the Boats at Ballycotton and Youghal to-morrow, I feel that we are paying a tribute to one of the noblest causes that has ever been dedicated to the service of mankind, a cause which, therefore, I cordially recommend to the generosity of every man, woman and child in this country, and especially in this county." (Loud applause.)

Sir George Shee then presented the Thanks of the Institution on Vellum awarded to the Rev. Father Young, late Honorary Secretary of the Baltimore Station.

The following resolution was proposed by Mr. T. Sheehy, T.D., and seconded by Dr. P. L. O'Driscoll:—

"That this county greatly appre-

ciates the action of the Royal National Life-boat Institution in placing this Motor Life-boat at Courtmacsherry, and pledges itself to use every endeavour to increase the interest in the heroic work of the Life-boatmen on this coast and thereby to raise the sum required (£2,000) to maintain the four Motor Life-boat Stations on the coast of Cork."

A Vote of Thanks to President and Mrs. Cosgrave was proposed by Sir George Shee, and seconded by Mr. T. J. Murphy, T.D. A Vote of Thanks to Rear-Admiral Beamish and Sir George Shee was proposed by Mr. J. Traver Wolf, T.D., and seconded by Mr. T. J. O'Donovan, T.D., and a Vote of Thanks to the Chairman was proposed by Mr. Herbert G. Solomon, the District Organizing Secretary, and seconded by the Rev. Father Sheehy, C.C.

Ballycotton.

The second of the three Ceremonies took place on the following morning at Ballycotton. The Very Rev. W. J. Wilson, M.A., Dean of Cloyne, Chairman of the Branch, presided, and the Ceremony was the same as at Courtmacsherry. Rear-Admiral Beamish presented the Life-boat to the Branch, and in doing so referred to the wonderful success of the Ballycotton Branch in raising funds for the Institution, unsurpassed by any Station on the coasts of Great Britain and Ireland. Although Ballycotton only had a population of 446 people, the Branch had sixty annual subscribers last year, carried out six different kinds of effort for raising money, and collected £132, or nearly 6s. per head of its population. Such a record was an example to every Branch in the British Isles. It was due in very great measure to the fact that the Branch had in the Dean of Cloyne a great and energetic Chairman, and in Mr. W. H. Garde an Honorary Secretary whose zeal was proof both against ill-health and advancing years.

Mr. R. H. Mahony, the Assistant Honorary Secretary, received the Life-boat, and she was dedicated by the Rev. Father Aherne, C.C.

PRESIDENT COSGRAVE'S SPEECH.

President Cosgrave then welcomed the Boat in the name of the people of the Irish Free State. In the course of his speech he said: "The Life-boat Institution is a body which deserves well of manhood the world over—(applause)—and certainly we should be failing in our duty if we did not realize to the full how much we owe to those who control that body for having provided such a splendid Boat for Ballycotton. . . . All honour to the Life-boatmen for the work they do, and all honour to the Institution which provides for them the safest possible means for doing the work; and to the Crew and to the Boat long life, good service, and every support that is possible from the people in that work." (Loud applause.)

Mrs. Cosgrave then named the Life-boat *Mary Stanford*.

The same Resolution pledging the county to increase its support, and the same Votes of Thanks were passed as at Courtmacsherry, among the speakers being Mr. J. F. Connolly, P.C., Mr. Brook Brazier, P.C., M.C.C., Mr. H. P. F. Donegan, the Honorary Secretary of the Cork Branch, to whom the Institution owes a great debt for the keen interest he has always taken in promoting the efficiency of the Service on the Irish coast and for his indefatigable work on behalf of the cause in the City and County of Cork; Mr. John J. Horgan, Chairman of the Cork Branch; Mr. B. O'Regan and Mr. P. O'Driscoll.

Youghal.

The same Ceremony took place at Youghal as at the other two Stations. Mr. J. Smith, Chairman of the Urban District Council, presided, supported, among others, by the Lord Mayor and Lady Mayoress of Cork. The Life-boat was formally presented to the Branch by Rear-Admiral Beamish, and was received by Colonel H. S. Roch, C.M.G., C.B.E., D.S.O., the President of the Branch.

The Lord Bishop of Cloyne (the Most Rev. Dr. Browne), one of the Patrons of the City of Cork Branch, assisted by Canon O'Donoghue, P.P., then dedi-

cated the Life-boat. President Cosgrave welcomed her on behalf of the Irish people, again expressing their gratitude to the Institution, and assuring it that the people would respond to its appeal for increased support, and Mrs. Cosgrave named the Life-boat *Laurana Sarah Blunt*.

A Vote of Thanks to the Bishop and to President and Mrs. Cosgrave was proposed by Sir George Shee and seconded by Mr. J. L. Keane.

THE BISHOP'S ADDRESS.

In replying to this Vote the Bishop of Cloyne said: "It is a privilege to be asked to attend this Ceremony for the grand purpose of blessing a Life-boat. It is a pleasure to me as I move among my people, especially in the country parishes, to meet there splendid, honest, truthful, sober workmen, but at this Ceremony we are dealing with a very special class of workman—men who are not merely honest and good and hard-working, but who are, in the highest sense of the word—heroes. (Applause.)

"Surely if there is a profession of heroism, it is by eminence the vocation of a Life-boatman. The Holy Father has sent a most special blessing to the sailors of the Life-boats, and in the

countries in which Life-boats are maintained, there is not a Bishop or an Archbishop or a Cardinal who has not blessed these men. It is a glorious—a wonderful mission. 'Greater love than this no man hath than that he should lay down his life for his friend.' The man who gives his life in war in trying to kill the enemy of his country is brave. But how much braver is the man who has not such a motive, but is prepared to lay down his life for a man in danger! We see for ourselves what these men have to do, and there is no need to speak of our obligations to them. The support of these men is a duty upon everybody, rich or poor. I urge you all to contribute according to your means." (Applause.)

The same Resolution and the same Votes of Thanks were passed as at the other two Ceremonies, among the speakers being Mr. W. Broderick, Chairman of the Cork County Council; Mr. Justice Condon, the Rev. D. W. Darling, Mr. J. J. Horgan, Chairman of the Cork Branch; the Rev. Father O'Shea, who won the Institution's Gold Medal in 1911 for conspicuous gallantry; and Mr. J. H. Long, who won the Institution's Silver Medal in 1894.

Inaugural Ceremonies: Wales.

THE Inaugural Ceremony of the new Motor Life-boat at Moelfre, Anglesey, took place on 17th July, with Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R., Lord Lieutenant of Anglesey and a Vice-President of the Institution, presiding.

The new Boat is of the Watson type, 40 feet 6 inches by 11 feet 8 inches. She is divided into six water-tight compartments and has 160 air-cases. She is driven by a 50 h.p. engine, giving her a speed of over $7\frac{1}{2}$ knots, and she can travel 144 miles at full speed without refuelling. In rough weather she can take fifty people on board. She has been built out of legacies from the late Mrs. Edith Harriett Scott, of Hayes Park, Middlesex, and the late Mr. Thomas Richards, of Llangadoch, Carmarthen-

shire, and her engine has been provided out of a special Life-boat Fund raised in Northampton.

Mrs. Scott's legacy had been left to provide two Life-boats to be named *George Staley* and *Ann Staley*. Mr. Richards also left his legacy to provide two Life-boats, each to be named *Wade Richards*. Neither legacy being sufficient for the purpose intended, permission was obtained to amalgamate them. The three names have been inscribed inside the boat and her name is *G. W.*, the first initials of George Staley and Wade Richards. The engine bears a plate recording that it is the gift of the Northampton Life-boat Fund.

The Moelfre Station was established in 1830. It has a record since 1850 of 309 lives rescued from shipwreck; and

two Gold, three Silver and seventeen Bronze Medals have been awarded for gallantry.

Sir Richard Williams-Bulkeley presented the boat to the Station, and recalled the splendid service of the Pulling and Sailing Life-boat, which it had replaced, to the ketch *Excel* in October, 1927, when the Institution awarded two Gold and twelve Bronze Medals in recognition of the exceptional gallantry shown by all on board the Life-boat.

The Boat was received by Captain R. R. Davies, Honorary Secretary of the Anglesey Branch, and was dedicated by the Venerable Archdeacon Evans, of Bangor, assisted by the Rev. John Parry, Rector of Llanallgo, the Rev. R. R. Morris, of Moelfre, and the Rev. R. R. Jones, of Llanallgo.

The Lady Magdalen Williams-Bulkeley then named the boat in the following

words: "In the Name of Christ I name this boat *G. W.* May He who stilled the storm on the Sea of Galilee be also present in this boat in the hour of danger."

A Vote of Thanks to Sir Richard and the Lady Magdalen Williams-Bulkeley was proposed by Colonel Lawrence Williams, Honorary Secretary of the Moelfre Station.

At the beginning of the Ceremony Sir Richard Williams-Bulkeley presented the Certificates of Service which had been awarded to ex-Coxswain Thomas James and ex-Bowman Edward Owen, of Rhoscolyn, and also the Centenary Vellums, signed by H.R.H. the Prince of Wales, awarded to the Anglesey Branch and the Moelfre Station.*

* An article on the Centenary Vellums awarded during the present year will appear in the next issue of *The Lifeboat*.

Inaugural Ceremonies: Isle of Man.

THE Inaugural Ceremony of the New Ramsey Motor Life-boat took place on 16th July. The Lieutenant-Governor, Sir Claude Hill, K.C.S.I., C.I.E., President of the Branch, presented the Life-boat to the Branch, and Lady Hill named her.

The new Boat is of the self-righting type, 35 feet 6 inches long, with a 35-h.p. engine, which has already been described. She is a gift to the Institution from Sir Heath Harrison, Bt., the Liverpool shipowner. In 1888 Sir Heath Harrison gave a Pulling and Sailing Life-boat to the Institution, which was named *Mary Adelaide Harrison*, after his wife, and was stationed at Campbeltown, Argyllshire. Now, more than forty years later, Sir Heath Harrison, who has been married nearly fifty years, has presented this second boat, which has also been named after his wife, *Lady Harrison*.

The Ramsey Life-boat Station was established in 1829 by Sir William Hillary, Bt., founder of the Institution. It has the fine record of 426 lives rescued from shipwreck.

In presenting the Boat Sir Claude Hill recalled the fact that the Isle of Man had the distinction of being the birth-place of the Institution and spoke of the splendid record of the Island's Life-boats—845 lives rescued from shipwreck since 1850.

The boat was accepted, on behalf of the Branch by the Chairman, the Rev. M. W. Harrison, M.A., and dedicated by the Bishop of Sodor and Man (the Right Rev. W. Stanton-Jones) who was assisted in the religious ceremony by the Rev. H. W. Young, Vicar of St. Olaves, and the Rev. W. Towers Garrett, of the Free Churches. Mrs. Groves, the President of the Ramsey Ladies' Life-boat Guild, then invited Lady Hill to name the Life-boat, and Lady Hill named her *Lady Harrison*. A Vote of Thanks to Sir Heath Harrison, Bt., and to Lady Hill was proposed by Mr. A. O. Caine, C.I.C., J.P., and seconded by Brigadier-General W. S. Swabey, C.B., the District Organizing Secretary.

The Ceremony took place in the presence of a large audience, among those present being Mr. S. R. Preston-

Hillary, an Honorary Vice-President of the Institution, and Dr. C. W. Preston-Hillary, a Life-Governor of the Institution and Deputy Chairman of the Nottingham Branch, descendants of Sir William Hillary. There were also present six ex-Life-boatmen of the

Ramsey Station, whose service totalled to 254 years.

The singing was led by the massed choirs of St. Paul's Church, St. Olave's Church, Waterloo Road Wesleyan Church, Trinity Presbyterian Church and the Primitive Methodist Church.

The Humber Boat-house.

AT Spurn Point, on the Humber, on 11th July, a tablet on the Life-boat House was unveiled to the memory of the late Mr. S. Crabtree Helm, of Bradford and Ilkley, who left £2,000 to the Institution, as well as a share in the ultimate residuary estate. This legacy has been used to defray the costs of the Life-boat Slipway at Spurn Point, which has been built for the new Motor Life-boat *City of Bradford II*.

This is the latest of a number of generous gifts which the Life-boat Service has received from Bradford. Three Life-boats stationed at Ramsgate, the first in 1866, were built out of funds raised in Bradford, and bore the city's name. As a special Centenary Gift to the Institution, Bradford collected £10,000, out of which another *City of Bradford* was built, the Motor Life-boat stationed at Spurn Point in 1923. This boat was replaced in 1929 by a more powerful Motor Life-boat, which was in part provided out of another special fund raised in Bradford, and is named

City of Bradford II. It is for this boat that the slipway has been provided out of this legacy from a Bradford man.

Sir William Priestley, J.P., a Vice-President of the Institution and Chairman of the Bradford and District Branch, presided at the ceremony, and some forty members of the Bradford Branch were present. Mr. Alvin Whiteley, one of the executors of the late Mr. Helm, unveiled the Tablet, and it was dedicated by the Rev. Canon R. Whincup, M.A., M.C., Vicar of Heaton, Bradford.

Sir William Priestley presented to the Station a Centenary Vellum, signed by the Prince of Wales as President of the Institution. The Station's record will be given in an article on the presentation of Centenary Vellums during the present year, which will appear in the next issue of *The Lifeboat*.

Before the ceremony the Life-boat was launched, and after it the guests were entertained to tea by the Life-boat Crew and their wives.

The Last of a Famous Life-boat Crew.

By the death, on 20th May last, of Mr. Charles Verrion, of Ramsgate, at the age of 85, passed away the last member of the famous Ramsgate Crew which carried out, just over fifty years ago, one of the most remarkable rescues in the history of the Institution—the rescue of twelve men out of the crew of twenty-nine of the barque *Indian Chief*, which was wrecked on the Long Sand off the mouth of the Thames on 5th January, 1881. The Life-boat and the Ramsgate tug, *Vulcan*, which towed her to the

wreck nearly thirty miles away, were out on service for twenty-six hours, exposed during the whole of that time to a furious easterly gale. Coxswain William Fish was awarded the Gold Medal, and each member of the Crew of the Life-boat and Tug the Silver Medal.

There were twelve men in the Life-boat's Crew, and when the present Ramsgate Motor Life-boat was inaugurated in April, 1926, five of them were present at the ceremony, the youngest being 79.

The last of this famous Crew has now gone, but of the Crew of the Aldeburgh Life-boat, which was out for thirty hours on the same service, but did not reach the Long Sand until after the

men had been rescued, there are still five living.*

* An article on the part played by the Aldeburgh Life-boat appeared in *The Lifeboat* for last February.

The Fishwives of Cullercoats.

£1,253 Collected in Ten Years.

THE fishwives of Cullercoats carried out their tenth consecutive collection on behalf of the Institution on 1st August, when the Cullercoats and Whitley Bay Life-boat held its quarterly road exercise and launch. By collecting this year over £199 they easily passed their last year's record of £156. The figures for the ten years deserve to be given:—

	£
1922	58
1923	92
1924	101
1925	122
1926	128
1927	114
1928	137
1929	146
1930	156
1931	199

Thus, in ten years the fishwives have collected £1,253, and in only one year have they failed to collect more than in the previous year.

Seven of the fishwives each collected over £5. One, who is 85 years old, collected over £4, and Mrs. Polly Donkin, who each year has easily been the most successful collector, and who, at the last Annual Meeting of the Institution, was presented by the Prince of Wales with the Gold Brooch, herself collected over £83, beating her own record by £26, and collecting more than all the fishwives together in the first year. In the ten years she has collected £356, or more than a quarter of the total! Mrs. Donkin, in fact, is a Branch of the Institution in herself.

Life-boat Essay Competition, 1931.

Presentation of Prizes in the Greater London and South-Eastern Districts.

At the Caxton Hall, Westminster, on the 15th July, the Mayor of Westminster (Captain J. F. C. Bennett) presided at the presentation of the Challenge Shield and other awards won in the 1931 Life-boat Essay Competition in Greater London (consisting of schools in the London County Council area and Middlesex), and also of the Challenge Shield for the South-East of England. The London Shield was won by a Willesden school and the South-Eastern Shield by a Walthamstow school.

The presentations were made by Captain Sir Malcolm Campbell. The Mayor was supported on the platform by the Mayor of Walthamstow, the Chairman of the Willesden Urban District Council, the Chairman of the Willesden Education Committee, Mr.

H. W. Wallace, M.P. for East Walthamstow, Mr. H. A. Baker, a member of the Committee of Management, Sir George Shee, Secretary of the Institution, and Lieut.-Colonel C. R. Satterthwaite, O.B.E., the Deputy Secretary.

After the presentations Mr. Frederick Woodhouse sang five sea songs.

In opening the proceedings the Mayor of Westminster reminded the audience that Sir Malcolm Campbell, in his motor-car "Blue Bird," had travelled faster on land than any man in the world—247 miles an hour.

Sir Malcolm Campbell.

After presenting the Shields and awards, Captain Sir Malcolm Campbell said:—

"I am very glad indeed to have had the privilege this afternoon of presenting the prizes to the winners of this Essay Competition, and I should like highly to congratulate them on the skill which they have shown in writing such good Essays. I want also to offer a word of encouragement to those children who have not been successful in this year's Essay Competition. Never become discouraged because success has not been your way. For my part, I have had more defeats than victories, and have long since found out that these spurred me on to fresh determination. And when you finally do succeed in reaching your goal the victory is all the sweeter. Therefore, all of you determine to go one better next year so that you will be coming up here and winning awards. (Cheers.)

"The subject of the Competition this year was 'There are thousands of brave men. Why do you look upon the Life-boatman as a hero among them?' Before giving you my views, I would like to describe to you what I consider constitutes a brave man. A brave man is a man who realizes fear, but who is able to overcome that fear. That is a very important point. There are those who do not possess that sense of fear, and such persons do acts of what look like courage, but which are really acts of foolhardiness, because they do not realize the risk they run.

"I would like to give you two examples. First of all, the man who does what *looks* like a courageous act. He takes up motor-racing. He starts in his first race with very little experience and with practically no sense of fear whatever. He takes all kinds of risks which may be regarded by the spectators as courageous acts, but he does not himself realize the danger. Then the inevitable happens. His car overturns and he is injured or killed.

"Now, let me tell you what I consider to be real bravery. It is a true story, and one I have never forgotten, about a friend of mine with whom I was acquainted before the war. He was an extremely likeable fellow, but a very timid man. When war broke out I lost sight of him altogether, but after

I had been over in France some little time he turned up and was sent to join our unit. He arrived looking more timid than ever, and had not been with us more than two or three days before an order to attack next morning was given. My friend went through a terrible state of depression and nerves that night. We endeavoured to console him as best we could, not knowing what attitude he would adopt next morning. When dawn broke and zero hour was approaching he was in his place, and when the word to go was given he was up and away first. He showed such courage that he was awarded the Military Cross. (Cheers.) If ever there was a case of real bravery it was this. He realized the sense of fear more than most of us, but he overcame it and acted as a true and gallant man. Unfortunately, later on he was killed.

"Now we come to the subject of your Essay: Why is the Life-boatman considered a hero amongst all the many brave men? The reasons I should give would be, 'First, because having lived all his life by the sea, he knows the risks he has to run when he goes out. No one knows more than he what he has to contend with, but he goes when the call comes. Secondly, it is not his real job. He does not do it as a regular occupation, but simply from the wish to help those in peril on the sea. Therefore, surely he is a noble and gallant man. He never knows when he will be called out, or, when he does go, whether he will see his wife and family again. Therefore, we all take our hats off to him and look upon him as a hero amongst heroes.' (Loud cheers.)

Mr. Frederick Woodhouse then sang "Three Poor Mariners," "Sea Fever," "Married to a Mermaid," "Sally Brown," and "Fire Down Below," accompanied at the piano by Miss Phyllis Harris, the audience joining in the chorus of the third and fifth songs.

Mr. H. A. Baker, a member of the Committee of Management of the Institution, proposed, and Sir George Shee, the Secretary of the Institution, seconded, a very hearty Vote of Thanks to the Mayor of Westminster and Sir Malcolm Campbell, and after they had

replied Mr. Frederick Woodhouse led the singing of the National Anthem. A small Life-boat gift was handed to each boy and girl as they left the hall.

Sir Malcolm Campbell as Rescuer and Rescued.

Only three weeks after making his speech on Courage, Sir Malcolm Campbell was himself both rescuer and rescued at sea. According to the account which appeared in the *Daily Express*, he had landed from his motor-yacht *Blue Bird* at West Wittering, Sussex, on 8th August. Two men were

seen signalling for help from a boat. He at once launched his 11 feet dinghy—the only boat available—with two friends and rescued the two men who were being swept out to sea. The dinghy, with five men on board, became unmanageable. Seas were breaking into her and she was in danger of sinking over two miles from shore. Fortunately, her plight was seen by a boy and girl who were bathing. They pluckily swam out to the *Blue Bird* and gave the alarm. The yacht made for the dinghy at full speed and rescued Sir Malcolm Campbell and the other four men just in time.

Life-boat Conferences.

South Eastern District.

CONFERENCES of Life-boat Workers in the South Eastern District were held at St. Leonards-on-Sea (for Branches in Berkshire, Buckinghamshire, Kent, Surrey and Sussex) on 4th and 5th May, and at Clacton-on-Sea (for Branches in Bedfordshire, Cambridge-shire, Essex, Hertfordshire, Huntingdon-shire, Norfolk and Suffolk) on 28th and 29th May.

Representatives from twenty-three Branches and Guilds attended the Conference at St. Leonards-on-Sea and were officially welcomed by the Mayor of Hastings, and representatives from twelve Branches and Guilds attended at Clacton-on-Sea, and received a welcome from the Chairman of the Urban District Council. At each Conference the chair was taken by Mr. H. A. Baker, a member of the Committee of Management of the Institution, supported at Clacton-on-Sea by Sir George Shee, Secretary of the Institution, and at St. Leonards-on-Sea by Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution. The District Organizing Secretary was present at both Conferences.

On the first day of each Conference the Delegates sat in County Groups, each Group with its own Chairman, and considered: The possibilities of extending Branch areas, and forming new Branches (County maps were provided

for this purpose); the line to be taken at the General Conference on the second day in connexion with the various methods of publicity and propaganda; and new ideas for collecting money.

On the second day, following a brief survey of the work of the Institution, the Chairman of each County Group gave a short summary of its deliberations, and a general discussion followed, during which the following points were made:

The necessity for broadening the basis of appeals with a view to securing a larger number of contributors of small amounts.

The importance of organizing a Special Effort to take the place of a Life-boat Day where permission to hold a Day was refused by local authorities. In this connexion a House-to-House Collection or a "Mile of Pennies" was regarded as particularly suitable.

The value of the Essay Competition in obtaining the support of schools, and, in this connexion, the importance of making a function of the presentation of the Certificates for the winning essays.

The value of lectures in villages, and also to such bodies as Women's Institutes, Schools, T. H., Rotary Clubs, the Junior Imperial League, Women's Co-operative Societies, Masonic Lodges, and the Brotherhood and Sisterhood Movement.

The value of personal appeals in obtaining contributions, and the importance of obtaining the renewal of all contributions each year, including donations.

The great value of the House-to-House Collection in obtaining small contributions.

The importance of organizing a variety of efforts in order to reach all classes of inhabitants.

The great value of the Ladies' Life-boat Guild, and the importance of allotting each member some definite work.

The excellent results obtained in certain Districts by carol singing at Christmas.

The value of autumn and winter efforts, and the importance of taking every advantage of Cinemas, Theatres and Amateur Dramatic Societies.

The necessity for co-operation between the Branch and the Guild, especially in connexion with the division of the work to be undertaken.

The value, at Branches on the coast, of having the Life-boat launched on Life-boat Day and, where the Branch did not have a Life-boat, of arranging with the Honorary Secretary of the nearest Station for the Life-boat to be in attendance.

The value of Life-boat Films, particularly when used in connexion with Life-boat Day.

At each Conference the Delegates decided that these Conferences were very valuable and that they should be held annually.

At the Conference at St. Leonards, the Chairman presented to Mr. A. J. Uridge, the Gold Pendant awarded to him by the Committee of Management in recognition of his work as Honorary Secretary of the Lewes Branch.

At both Conferences the Life-boat was launched with a number of Delegates on board.

Midlands District.

A Conference of Life-boat Workers from Branches and Ladies' Life-boat Guilds in the Midlands District was held at Nottingham on the 6th May, 1931. The Lord Mayor and Lady Mayoress

gave a Reception and Dance in the Council House on the evening of the 6th, and Delegates from over forty Branches and Guilds were welcomed by the Lord Mayor. The Conference was opened by the Lord Mayor. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by Sir George Shee, the Secretary of the Institution, and the District Organizing Secretary.

The Humber Motor Life-boat *City of Bradford II.* came up the River Trent, and was inspected by many of the Delegates. The Life-boat was in charge of Coxswain Robert Cross, and Coxswain Griggs, of the *City of Nottingham* Motor Life-boat, stationed at Hythe, was also on board.

In opening the proceedings the Chairman presented to Mrs. Morey, of Leicester, the Gold Brooch awarded to her by the Committee of Management in recognition of her work for the Institution, and to the Officers and men of the Long Eaton Fire Brigade the Record of Thanks in recognition of their services.

During the morning a telegram received by the Lord Mayor was read to the Delegates as follows:—"The Life-boat workers of South Eastern District, assembled at Hastings, send Greetings to their fellow-workers in the Midlands and best wishes for a successful and useful Conference."

After a short survey of the work of the Institution by the Secretary, a discussion took place on methods of publicity and propaganda, in the course of which the following points were made:—

The necessity for the closest possible co-operation between the Ladies' Life-boat Guild and the Branch.

The importance of extending Branch appeals to the surrounding villages. In this connexion a personal visit was necessary. Attempting to arrange by correspondence had not been successful. The personal touch in connexion with all appeals was emphasized.

The value of showing the Institution's films on all occasions and arranging collections where possible.

The help obtained from teachers in the villages.

The value of the Prince of Wales's Collecting Card.

The importance of Lectures in stimulating interest in the work of the Institution.

The help derived from the proper distribution of the Journal.

In the afternoon, Delegates were taken for a motor drive to Welbeck Abbey, the residence of the Duke of Portland, K.G., Patron of the Nottingham Branch.

North Western District.

A Conference of Workers from Branches and Ladies' Life-boat Guilds in the North Western District was held at St. Annes on the 8th May. Delegates were present from a large number of Branches. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by Sir George Shee, Secretary of the Institution, the District Organizing Secretary.

Sir George Shee gave a brief survey of the work of the Institution. In the general discussion on methods of publicity and propaganda which followed, the following points were made:—

The importance of keeping the Institution's needs before the public all the year round.

The value of Whist Drives and social efforts as a means of raising funds.

The desirability of arranging for Life-boat Day to be held early in the year.

The value of the House Collecting Boxes for private use by families.

The importance of the Life-boat Day as the best method of appealing to every class of the community.

The value of Lantern Lectures to schools.

After lunch a display of Life-boat Films was given, and at the beginning of the afternoon session the Mayor and Mayoress of Lytham-St.-Annes held a reception of the Delegates.

Summary of the Meetings of the Committee of Management.

Thursday, 19th February, 1931.

SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to His Grace the DUKE OF MONTROSE, C.B., C.V.O., V.D., for attending Life-boat Ceremonies at Aberdeen and Newburgh on the 6th February.

Directed that the Secretary and the Chief Inspector give evidence on behalf of the Committee of Management before the Coast Guard Committee of Inquiry.

Decided that on the retirement of Mr. GEORGE F. SHEE, M.A., Secretary of the Institution, in September next, Lieut.-Colonel C. R. SATTERTHWAITE, O.B.E., Deputy Secretary, be appointed Secretary.

Appointed Lieut.-Commander G. R. COUSINS, D.S.O., R.N., a District Inspector of Life-boats, in place of Captain E. S. CARVER, R.D., R.N.R., promoted to Superintendent of Stores.

Reported the receipt of the following special contributions:—

	£	s.	d.
Miss Amy Morris, of Penbryn, Carmarthen (in memory of her brother Arthur) (donation) . . .	100	0	0
Miss Muriel Munro-Scott (for a Line-Throwing Gun) (donation) . . .	20	0	0
Mr. W. H. A. Wharton (subscription)	20	0	0
<i>To be thanked.</i>			

Paid £22,187 for sundry charges in connexion with the construction of Life-boats,

Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Paid £13,322 19s. 5d. in January (not included in January summary) 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 £253 17s. 9d. to pay the expenses of the following Life-boat Services:—

Dec. 20th, 1930.—The SELSEY and BOGNOR Motor Life-boat escorted into harbour the small fishing boat *Bunty*. As two local fishermen, who had gone off early in the morning, had not returned, and lights had been seen, the Life-boat put out at 9.20 P.M., although the sea was smooth and there was no wind. The boat was found with her outboard engine broken down, drifting in the way of shipping. The lights had been burnt, as one of the occupants of the boat was an old man and was becoming exhausted. The Life-boat brought the boat home, arriving at 10.40 P.M.—Expenses, £18 1s. 6d.

Jan. 12th, 1931.—The WHITEHILLS Life-boat was launched at 5 P.M. in a strong N.E. breeze, with a rough sea, information having been received from the Coastguard that flares of distress had been seen in the Bay. Just as the Life-boat reached the spot, a motor-boat from Macduff picked up the casualty—the fishing boat *Dawn*, of Banff—which had been disabled by a defect in her magneto, about

one and a half miles north of Whitehills. The Life-boat escorted both boats into Macduff Harbour.—Expenses, £33 16s. 6d.

Jan. 15th, 1931.—The STROMNESS Motor Life-boat was called out in a whole W. gale with a very rough sea, as one of the local motor fishing boats had failed to return, and anxiety was felt for her crew of two. The Life-boat left at 8.20 P.M. and proceeded to Scapa Flow. At 1.30 A.M. a telephone message was received at Stromness that the boat was sheltering at Seago, Hoy. This message was sent to the Life-boat by means of the wireless apparatus which she now carries, and the missing boat was found. The men were at once taken on board the Life-boat and fed and warmed. At daybreak, as the gale continued, the men decided to run for Lyness, and the Life-boat accompanied them before returning to her Station.—Expenses, £21 2s. 6d.

Jan. 27th, 1931.—The MUMBLES Motor Life-boat put out in thick weather with a strong S.E. breeze and rough sea in response to a message received from the Coastguard at 4.15 P.M. that a steamer was ashore on Tuskar Rock. She found her to be the s.s. *Montalto*, of Belfast, and at the request of the Captain proceeded to Porthcawl to endeavour to obtain a tug. As a tug could not be obtained at once, the Coxswain put out again to stand by the steamer, but she had refloated on the rising tide and proceeded on her way.—Expenses, £17 3s. 6d.

Jan. 29th, 1931.—The BOULMER Life-boat was launched at 11.20 A.M. in a rough sea with a strong, squally S.E. wind, as six of the local fishing cobsles were out and the weather was becoming worse. The Life-boat Coxswain and other regular members of the crew were at sea in their cobsles, so a scratch crew, including the Coastguard Officer and the ex-Coxswain and the ex-Bowman, manned the Life-boat. Five of the boats came in safely with the Life-boat in attendance. The sixth boat had been delayed by engine trouble, so the Life-boat went out again to meet her and escorted her home. A little later the Coastguard reported that one of the Craster boats was missing, and the Life-boat again put out, but was recalled, as information was received that the boat was seen making for Craster.—Expenses, £13 16s. 3d.

Jan. 30th, 1931.—The LYTHAM Life-boat was called out at 1.30 P.M. and stood by the s.s. *Lady Louth*, of Dublin, which had stranded about four miles west of Lytham while bound from Dublin to Preston, with 700 head of cattle on board, in rather thick weather with a moderate N.E. breeze and sea. The tide was low and the Life-boat was drawn on her carriage for one and a half miles along the sands before being launched. The steamer was found with her bow on one of the channel training walls and her stern in 7 to 8 feet of water. She was refloated on the rising tide the same day. The Life-boat returned to her Station at 7.30 P.M.—Expenses, £53 7s. 6d.

Feb. 1st, 1931.—The HOLYHEAD Motor Life-boat stood by and rendered assistance to

the Spanish steamer *Uribarte*, of Bilbao, a vessel of over 2,000 tons, which had got into difficulties when bound from Manchester to Cardiff in ballast. She had anchored outside the breakwater during the previous day in a S.E. gale. The wind died out towards the evening, but by midnight a strong N.W. gale was blowing with a heavy sea, placing the vessel in danger, as she now had the breakwater on her lee. The Life-boat was launched at 1.35 A.M., but, on reaching the steamer, found her making for the harbour. She stood by until she reached comparative safety, and returned to her Station at 3.5 A.M. Later the *Uribarte* began to drag her anchors, and in response to her signals of distress the Life-boat again went out at 9 A.M. A salvage steamer was in attendance, but the crew declined to leave, so the Life-boat remained with her. During the day the Life-boat rendered assistance in various ways, and it was not until 4 P.M. that the Life-boat Crew returned ashore.—Expenses, first launch, £13 4s. 6d.; second launch, Property Salvage Case.

Feb. 3rd, 1931.—The SCARBOROUGH Motor Life-boat was called out to the help of several local fishing boats which had been overtaken by a rough sea. She was launched at 2.50 P.M., the sea being heavy with a strong E.N.E. wind blowing. First the boats *Mizpah* and *Sceptre* were escorted into harbour, then the *Golden Gate*, and lastly the *Fife's Own*, which was met a mile to the N.E.—Expenses, £22 1s.

Feb. 4th, 1931.—The BLYTH Motor Life-boat was launched in a moderate W.S.W. breeze with heavy snow, as anxiety was felt for the safety of the motor fishing boat *Margaret and William*, which had not returned from sea when expected. It was nearly 3 P.M. when the Life-boat put out, and about half an hour later she found the small boat with her three occupants helpless, as their engine had broken down, and they had no sails. She was then about three miles east of St. Mary's Island, and the Life-boat brought her into Blyth at 4.45 P.M.—Expenses, £9 4s. 6d.

Feb. 12th, 1931.—The HOLYHEAD Motor Life-boat landed three of the crew of the schooner *Warons*, of Riga, from a coal hulk, on which they were marooned. Shortly before midnight the previous day the Coastguard had reported that the men had left the shore for their vessel, but, owing to the strong westerly gale, it was improbable that they would reach her. In the morning they were seen on the coal hulk waving for assistance. Their boat was frail, and they were afraid to try and land in her. As the wind was still high and the sea heavy the Life-boat put out at 9.40 A.M. and brought ashore the men, who had no shelter or food on the hulk.—Expenses, £6 15s.

Feb. 13th, 1931.—The FILEY Life-boat was launched at 9.15 A.M. in a strong northerly gale with a heavy sea, as eight of the local motor fishing boats had been overtaken by a sudden storm while at sea. They were accompanied

home by the Life-boat which was rehoused at 11.15 A.M.—Expenses, £22 13s.

Feb. 13th, 1931.—The SCARBOROUGH Motor Life-boat escorted into harbour the motor fishing boat *Argo*, of Scarborough. Several boats had been out in fairly fine weather to haul their lines, but had to return as a strong gale suddenly came up from the north. The *Argo* did not return with the others, and, as the gale and sea were getting worse, the Life-boat was launched at 9.40 A.M. She picked up the missing boat about five miles from home and escorted her back, arriving at noon.—Expenses, £22 12s.

Also voted £172 7s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Bembridge (Motor), Blackpool, Boulmer, Buckie (Motor), Flamborough No. 1, Fowey (Motor), Longhope (Motor), Newhaven (Motor), Padstow No. 2 (Motor), Peterhead (Motor), Torbay (Motor), Whitehills, Yarmouth (Isle of Wight) (Motor).

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 14s. to men for injury in the Life-boat Service at Caister, Moelfre, Newhaven, and Worthing.

Granted additional rewards to the crews of the Bembridge and Yarmouth (Isle of Wight) Motor Life-boats for arduous service launches on the night of the 11th February, 1931.

Decided that a letter be addressed to the Boulmer Branch, expressing appreciation to all concerned in a service, on the 29th January, when the Life-boat was manned by a "scratch" crew under Ex-Coxswain W. Stephenson.

Decided that a weekly allowance now being paid to RICHARD PAYNE, ex-Coxswain of Newhaven Motor Life-boat, who retired following an injury while on service in the Life-boat in December, 1929, be increased and continued.

Decided that the special weekly allowance now being paid to E. H. TODD, Coxswain of the Rhyl Life-boat, in connexion with injuries received at a launch of the Life-boat in August, 1930, be continued.

Voted a compassionate grant of £3 to EDWARD VAUGHAN, ex-Bowman of the Rhyl Life-boat, who is now old and in very poor circumstances.

Voted a special gratuity of £3 to Mrs. BROWN, the widow of the late ex-Coxswain of the Winterton Life-boat, who was left unprovided for.

Decided that, as a special case, a weekly allowance be made to L. A. THOMAS, Motor Mechanic of the Fowey Life-boat, during an illness contracted in November, 1930.

Voted £7 10s. to six fishermen of Camas More, Isle of Skye, for putting out in an open

sailing boat, on the 26th December, 1930, and rescuing the crew, four in number, of the motor fishing boat *Betsy Sinclair*, of Broadford. The fishing boat's rudder had carried away, and she had come to anchor, but the sea was rough, with a moderate S.E. breeze blowing, and she was in danger of going ashore on the rocks. The salvors manned their boat just as darkness was falling, and at some risk to themselves succeeded in rescuing the endangered men. The *Betsy Sinclair* dragged her anchors during the night, and was found smashed to pieces on the beach the following morning.

Thursday, 19th March, 1931.

SIR GODFREY BARING, BT., in the Chair.

Resolved that application be made by Petition to H.M. THE KING, through the Privy Council, for the grant of a Supplemental Charter to authorize the Institution to hold land of a rental value in excess of the figure to which such holding is limited by the Charter of 1860.

Resolved that Capt. the Right Hon. the EARL HOWE, P.C., C.B.E., V.D., A.D.C., R.N.V.R., be appointed Deputy Treasurer of the Institution, in place of the late DUKE OF NORTHUMBERLAND, K.G.

Received with regret the resignations of LORD TREDEGAR and SIR FRANK MEYER as members of the Committee of Management.

Reported the receipt of the following special contributions:—

	£	s.	d.
Trustees of the late Mr. William Gibson (donation)	1,000	0	0
"Anonymous — Edinburgh" (donation)	50	0	0
<i>To be thanked.</i>			

Paid £22,410 6s. 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 Second Service Clasp of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, and an additional monetary award to JOHN J. DAVIES, Senr., Bowman of the Cromer Motor Life-boat, in recognition of his prompt and gallant conduct on the 17th February, 1931, in jumping overboard from the Life-boat to the rescue of an unconscious man, a member of the crew of the fishing-boat *Welcome Home*, of Sheringham, which had been capsized in a moderate N.N.W. breeze with a heavy ground swell, while making for the beach at Sheringham.

(A full account of this service appeared in the June number of *The Lifeboat*.)

Voted the Thanks of the Institution inscribed on Vellum and framed to JOHN STRACHAN, Coxswain of the Peterhead Motor Life-boat, in recognition of his skilful seamanship and good judgment when the Life-boat under his command rescued the crew of nine of the Aberdeen steam trawler *Cransdale*,

which stranded on the north side of Scotstoun Head, in very thick weather with a strong S.S.W. breeze and a heavy sea, and afterwards sank in deep water, on the night of the 21st-22nd January. Also directed that Letters of Thanks should be addressed to each of the other members of the Life-boat Crew, and to J. FARQUHAR, who gave first information of the casualty. (This service is described below.)

Voted an additional reward of 10s. to each member of the Crew of the Baltimore Motor Life-boat, including the Motor Mechanic, for a long and arduous service launch on the 12th February, 1931.

Voted an additional reward of 10s. to each member of the Crew of the Portrush Motor Life-boat, including the Motor Mechanic, for an arduous service launch on the 16th February, 1931.

Voted an additional reward of 10s. to each member of the Crew of the Whitby Motor Life-boat, including the Motor Mechanic, for a protracted service on the 27th February, 1931. (This service is described below.)

Directed that a Letter of Appreciation be addressed to Major LLOYD, Honorary Treasurer, at Dunmore East, who authorized the launching of the Life-boat and accompanied her on service on the 6th March, 1931. (This service is described below.)

Voted £233 11s. to pay the expenses of the following Life-boat services:—

Jan. 21st.—The PETERHEAD Motor Life-boat rescued the crew, nine in number, of the Aberdeen steam trawler *Cransdale*, which ran ashore at Scotstoun Head while homeward bound from the fishing grounds in thick weather. A heavy sea was running, and a strong S.S.W. breeze was blowing. Shortly after 11 P.M. information was received from the Coastguard, and the Life-boat was promptly launched. The Life-boat took off four of the crew, but she was then swept away by the heavy seas, and it was only after three attempts that the whole of the crew were rescued. After landing the shipwrecked men at Peterhead at 1 A.M., the Life-boat returned to the vessel, as it was feared that she would become a danger to navigation, should she refloat on the rising tide. When the Life-boat reached the *Cransdale* again she was found to be afloat. The Life-boat took her in tow, but after a time she foundered in deep water, and was lost.—Expenses, £15 13s. 6d.

Feb. 13th.—The TYNEMOUTH Motor Life-boat was launched in a moderate N.E. gale with a rough sea in response to a telephone message from the Coastguard at Marsden, received at 12.45 P.M., stating that three cobs were in distress off Souter Point Lighthouse. No trace was found of the boats and the Life-boat made for Sunderland, where she found that the cobs had arrived safely a short time before. Later in the day she returned home, accompanying to Shields one of the cobs, named *Irene*, and arriving at 4.30 P.M.—Expenses, £10 10s. 6d.

Feb. 17th.—The CROMER Motor Life-boat rescued one of the crew of the Sheringham fishing-boat *Welcome Home*, which was capsized.—Expenses, £40 0s. 3d. (A full account of this service appeared in the last issue of *The Lifeboat*.)

Feb. 18th.—The POOLE and BOURNE-MOUTH Life-boat rendered assistance to the barge *Genesta*, of Cowes, which got into difficulties about one and a half miles east of Poole Bay Buoy, while bound, light, from Cowes to Poole, with a crew of two. Information that the vessel was showing signals of distress was received from the Coastguard at Sandbanks, and at 6.20 P.M. the Life-boat was launched. The *Genesta* was found to have lost her sprit and become unmanageable, and the Life-boatmen helped in lifting the anchor so that she might be taken in tow by a motor vessel. The Life-boat returned ashore at 9.45 P.M. One Life-boatman met with a slight accident, receiving a cut over the right eye.—Expenses, £29 9s. 6d.

Feb. 20th.—The BLYTH Motor Life-boat stood by the motor fishing-boat *Joyce*, of Blyth, during a strong S.W. gale with a rough sea. Information having been received from the Coastguard that a boat appeared to be in difficulties N.E. of Seaton Sluice, the Life-boat put out at 10.50 A.M. She found that the fishing-boat was able to proceed under her own power, and escorted her home, arriving at noon.—Expenses, £7 6s. 6d.

Feb. 25th.—The MUMBLES Motor Life-boat was launched at 7.50 A.M. during thick weather with a moderate sea and W.S.W. breeze, on information received from the Coastguard, and stood by the steam tug *Mumbles*, of Swansea, which had stranded to the west of Oxwich Point, while attempts were made to re-float her. These were not successful, and the Life-boat returned to her Station at 12.40 P.M., as her services were not required, and the crew of the tug were in no immediate danger.—Expenses, £7 14s. 6d.

Feb. 25th.—The SALCOMBE Motor Life-boat was launched at 5.40 P.M. in a strong westerly breeze with a rough sea, in response to a message received from the Coastguard, reporting that the S.S. *Benmohr*, of Leith, was ashore at Prawle Point. The steamer was a vessel of nearly 6,000 tons, carrying a crew of forty-nine, and outward bound, light, from Avonmouth. The Captain asked that the Life-boat should remain in attendance. Later he thanked the Coxswain, and said that the services of the Life-boat would not be required as tugs were standing by and he had decided not to abandon the vessel. Some of the crew were eventually taken off by the Life Saving Apparatus.—Expenses, £15 11s.

Feb. 27th.—The WHITBY Motor Life-boat was launched in a heavy sea with a moderate westerly breeze at 8.30 A.M. to stand by the fishing-boats, as the sea had risen rapidly since the boats had gone out early in the morning and was breaking for a considerable distance outside the harbour mouth. The

first boat escorted into harbour was the *Brethren*. At 11 A.M. the Life-boat put off again and stood by the *Guiding Star* and the *Noel*. On her third trip at 1 P.M. the *Lady Kitchener*, *Guide Me*, and *Radiance* were escorted in. Going out a fourth time at 2.30 P.M. she escorted in *Pilot Me* and *Irene*, and on a fifth and last trip the *Faith* and *Fortunus*, completing her day's work at 4.45 P.M.—Expenses, £8 18s.

March 1st.—The TROON Motor Life-boat rendered a useful service, although not, strictly speaking, a case of rescuing life from shipwreck, when she landed two men from Lady Island, where they had been marooned. Overtaken by bad weather while duck shooting, the men were unable to return owing to the strong N.N.W. breeze with a very heavy sea, and spent the night without shelter in a snow storm. At 2 P.M. the Life-boat, being the only suitable boat available for the purpose, proceeded to the Island in response to signals for help. The men were found in an exhausted condition, and brought back to Troon at 3.30 P.M.—Expenses, £4 15s.

March 1st.—The SOUTHEND-ON-SEA Motor Life-boat landed ten of the crew of the tanker *Pass of Ballater*, of London, who got into difficulties while returning to their ship. The men had put off from the Pier Head in a moderate N.W. gale with a heavy sea and snow, but missed their vessel and were carried away by a very strong tide in a snow squall. The Life-boat was called out at midnight, and about half an hour later found the men alongside another steamer lower down the river. They were taken into the Life-boat, which returned to Southend with the ship's boat in tow.—Expenses, £17 5s.

March 1st.—The WHITBY No. 2 Life-boat was launched at 8.30 A.M. in a strong N.E. breeze with snow and a rough sea, and escorted into safety the motor cable *Topsy*, of Whitby. The cable had gone out laden with crab pots, but shipped a sea which upset the pots in the cable, with the result that the crew were unable to bale. The seas were breaking heavily at the harbour entrance, and the cable had a narrow escape coming in, but got in without mishap.—Expenses, £12 9s.

March 4th.—The HOYLAKES Life-boat saved the fishing boat *Brothers*, of Liverpool, and her crew of two. The fishing boat had put out at 9 A.M., and it was nearly 7 in the evening when another fishing boat, returning home, saw her ashore on Spencers Spit. The Life-boat was promptly launched with the aid of the motor tractor and took off the two men. Life-boatmen were then placed on board and the boat towed back.—Expenses, £36 6s. 9d.

March 6th.—The DUNMORE EAST Motor Life-boat saved the auxiliary fishing-boat *Thistle*, of Passage, and rescued her crew of three, in a moderate E. by S. gale. The fishing-boat's engine had failed and the sails had been blown away. The boat was seen to be in danger of drifting on to the rocks, and

Major Lloyd, the Branch Honorary Treasurer, promptly ordered the Life-boat out without waiting for a full crew, himself accompanying the boat. The fishing-boat, which would have been lost but for the smart action of the Life-boat Crew, was towed into Dunmore Harbour.—Expenses, £4 19s. 6d.

March 10th.—The SCARBOROUGH Motor Life-boat put out at 11.40 A.M. in a strong easterly breeze with a rough sea and heavy snow showers, as the motor cable *S. B. Colin*, of Scarborough, which was at sea long-line fishing, had been overtaken by bad weather. It was impossible to see far owing to the driving snow, and the Life-boat remained close to the pier so as not to miss the boat, should she come in. At about 3 P.M., during an interval between the snow showers, the cable was seen about two miles to the North East. The Life-boat at once went out to her and escorted her safely into harbour.—Expenses, £22 12s.

The following services were also reported:—

Jan. 22nd.—The FENIT Motor Life-boat was launched at 3 P.M. in a moderate W.S.W. gale with a rough sea, to the help of the *S.S. Ardri*, of Beaumaris, which had arrived in Tralee Bay from Ghent with a cargo of slag, but was unable to make port as the Pilots were unable to board her. The vessel had been cruising about for some time before it was decided, as the weather was getting worse, to take out Pilots in the Life-boat. It was then found that the sea was too bad to allow the Life-boat to go alongside the steamer, so she was signalled to follow the Life-boat to Fenit Pier. The Honorary Secretary, Mr. T. Barrett, went out in the Life-boat. The Crew did not desire any reward from the Institution for their services.—The Pilots paid the other expenses.

Feb. 4th.—The NEWBIGGIN Life-boat was launched at 10 P.M., information having been received that a vessel was ashore on the Beacon Rocks at Paul Jones' Point. She was found to be the steam trawler *Ben Roy*, of North Shields, which had stranded in thick weather while homeward bound laden with fish. Her Skipper asked the Coxswain to stand by, as the ship was hard on the rocks and bumping heavily. Later the Life-boat helped in the laying-out of a kedged anchor, and at 12.45 A.M. the *Ben Roy* refloated and proceeded to the Tyne.—Property Salvage Case.

March 5th.—The ROSSLARE HARBOUR Motor Life-boat saved the three-masted motor schooner *Maud Mary*, of Bideford, and rescued her crew of three. She was bound from Bridgwater to Dublin with a cargo of bricks. The Life-boat was launched at 8 P.M. in a whole S.E. gale, with a very heavy sea and thick rain, as the vessel was seen to be aground on the Long Bank, showing distress signals. It was found that her engine had broken down and that she had become unmanageable. With some difficulty, owing to the big seas, a line was got aboard the *Maud Mary*, and the Life-boat took her in tow, but the tow rope parted. A hawser was then

passed to her and she was eventually taken safely into Rosslare Harbour. The Life-boat arrived back at her Station at 11.45 p.m. The Honorary Secretary accompanied the Life-boat on this service, as usual.—Property Salvage Case.

March 13th.—The STROMNESS Motor Life-boat helped to save the steam drifter *Sunmyrde*, of Peterhead, and rescued her crew of ten, when she was disabled by a broken tail shaft and making water, while fishing to the north of Rousay. The Life-boat put out at 7.40 p.m. in response to information received from the Kirkwall Coastguard that distress signals had been seen to the N.E. of Birsay. A moderate N.E. wind was blowing with a moderate sea, and as the crew of the drifter were reluctant to abandon their vessel and no other help was available, the Life-boat took her in tow. Stromness was reached at 8.30 a.m. and the drifter was then beached.—Property Salvage Case.

Also voted £168 0s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Baltimore (Motor), Blackpool, Blyth (Motor), Great Yarmouth and Gorleston (Motor), Holyhead (Motor), Portrush (Motor), Stornoway (Motor), Stromness (Motor), Walton-on-the-Naze (Motor), and Wells.

Passed a further £346 2s. 4d. on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Broughty Ferry, Caister, Eastbourne, Fethard, Filey, Fraserburgh, Holyhead, Johnshaven, Moelfre, The Mumbles, Port Eynon, New Brighton, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. Davids, Walmer, and Whitby.

Granted £99 5s. 4d. to men for injury in the Life-boat Service at Blackpool, Caister, Cardigan, Moelfre, Newhaven, Poole, and Rhyl.

Voted a compassionate grant of £1 10s. to HENRY MAY, an old ex-Life-boatman at North Deal, who is in very poor circumstances.

Directed that a Letter of Appreciation be addressed to T. ROYCROFT, Station Officer of Coastguard, Killough, and that a sum of 10s. be awarded to a man who co-operated with

him in rendering assistance to the sailing yacht *Marie*, on the 27th September. About 6 p.m. the yacht, which was cruising from Strangford to Howth, with four persons on board, was seen making for Killough Harbour, in a heavy sea, with a S.S.W. strong breeze blowing, the state of the tide being nearly low water and the wind dead on shore. Realising that there was not sufficient water in the harbour for the vessel, the two men put off in a skiff to give assistance. By this time the *Marie* had stranded on a sandbank, but with the help of an anchor which the salvors laid out she was brought to safety by the quay.

Voted £2 to two men for putting off in a 16-foot boat and rescuing the driver of a waggonette and five passengers when they were in danger of drowning on the evening of the 27th December, 1930. The vehicle was crossing the South Ford, which lies between Benbecula and South Uist, two islands in the Hebrides, when one of the two horses got into difficulties and was drowned, leaving the waggonette stranded in mid-channel. The weather was very bad, with a strong south-westerly wind blowing, rough sea and showers of hail; and the tide was rising. In response to cries for help the salvors launched a boat to the rescue. They themselves ran great risk in the darkness and the rough weather, for they found it very difficult to keep their boat from being driven on to sandbanks. By the time the rescue had been effected the tide had risen to the waists of the people on the waggonette. The rescuers succeeded also in freeing the second horse from its harness, and it was saved.

Voted £17 to the Crew, seventeen in number, of the Sheringham Private Life-boat, and £6 to the helpers, for rescuing three men on the 17th February, when two local fishing-boats were in distress, and allowed £1 for damage and stores.

Also granted £3 to three men who put out in a small boat and made a gallant but unsuccessful attempt to render assistance.

A Letter of Thanks was also addressed to Mr. H. R. JOHNSON, a Member of the Local Committee, who took charge of the operations. (A full account of this service appeared in the June number of *The Lifeboat*.)

Mr. Leonard Gow, Vice-President.

IN May, 1930, the Committee of Management appointed Mr. Leonard Gow, J.P., Chairman of the Glasgow Branch since 1927—and previous to that Honorary Secretary of the Branch for 16 years—a Vice-President of the Institution, in recognition of the part which he had taken in the remarkable development of the Glasgow Branch, under his

Chairmanship. In 1926 Glasgow contributed £2,391, being fourth in the list of the Institution's Branches. Each year since then there has been a notable increase, and last year Glasgow was first with a contribution of £13,519. We much regret that, through an oversight, Mr. Gow's name was not included in the list of Vice-Presidents published in the Annual Report for 1930.

News from the Branches.

1st April to 30th June.

Greater London.

GREATER LONDON.—Annual Meeting of London members of the Ladies' Life-boat Guild and Life-boat Day workers on 29th April. Speakers: The Duchess of Hamilton and Brandon, a Vice-President of the Guild, and Sir George Shee, the Secretary of the Institution.

Life-boat Day.

ACTON AND CHISWICK.—Annual Meeting on 21st April. Speakers: The Lady Dorothy D'Oyly Carte, Chairman of the Central London Women's Committee, and the District Organizing Secretary. Amount collected last year £157, as compared with £112 in the previous year.

EAST HAM.—Address by Mrs. Henderson to Women's Guild of Empire.

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

EPHING.—Life-boat Day.

ERITH.—Rummage Sale.

HAMMERSMITH.—Service at the Town Hall, the Mayor presiding. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

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

HAYES.—Whist Drive. Summer Sale.

HORNSEY.—Concert. Three lectures to schools by the District Organizing Secretary.

HOUNSLOW.—Cranford Whist Drive. Speaker: The Vicar.

ILFORD.—Annual Meeting of the Ladies' Life-boat Guild on 1st April. Speaker: The District Organizing Secretary. The Mayoress inaugurated as President.

KINGSTON.—Bridge Drive.

LAMBETH.—Dance and Bridge Drive.

MITCHAM.—Dance. Lecture to the Women's Fellowship by the District Organizing Secretary.

NEW MALDEN.—Whist Drive, with

talk by the District Organizing Secretary.

PADDINGTON.—Lecture to Toc H by the District Organizing Secretary.

ST. ALBANS.—Annual Meeting on 24th June. Speaker: Sir George Shee, the Secretary of the Institution.

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

WOOLWICH.—Lecture to the Mother's Union, Eltham, by the District Organizing Secretary.

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

North-West of England.

ACCRINGTON (LANCS.).—Collections at the Palace Cinema in connexion with the film, "Heroes of the Sea."

ADLINGTON (LANCS.).—Jumble Sale, organized by the Ladies' Life-boat Guild.

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

BACUP (LANCS.), BILLINGE (LANCS.), BLACKBURN (LANCS.), BLACKROD (LANCS.).—Life-boat Days.

BOLTON (LANCS.).—Annual Meeting of the Branch and Ladies' Life-boat Guild on 7th May, the Mayor, President of the Branch, in the chair. Efforts of the past year: Appeal for Subscriptions, Life-boat Day, Whist Drives and Works' Collections. Amount collected last year £308, as compared with £269 in the previous year.

BREDBURY (CHESHIRE).—Life-boat Days.

BURNLEY (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 16th April. Amount collected last year £96, as compared with £36 in the previous year.

BURY (LANCS.).—Life-boat Day.

CARLISLE.—Whist Drive and Dance, organized by Mrs. E. W. Martindale.

CASTLETOWN (ISLE OF MAN).—Annual

Meeting on 23rd April. Amount collected last year £30, as compared with £21 in the previous year. Presentation of the Framed Life-boat Picture awarded to Mr. J. J. Costain, Honorary Secretary and Treasurer, and of the Gold Brooch awarded to Miss Corrin, the Honorary Secretary and Treasurer of the Ladies' Life-boat Guild.

CHESTER.—Annual Meeting of the Branch and Ladies' Life-boat Guild on 29th May, the Mayor, President of the Branch, in the chair. Efforts of the past year: Annual Appeal for Subscriptions, Life-boat Day and Works' Collections. Amount collected last year £259, as compared with £300 in the previous year.

CHURCH, CLAYTON-LE-MOORS AND OSWALDTWISTLE (ACCRINGTON BRANCH), DALTON-IN-FURNESS (LANCS.).—House-to-House Collections.

CREWE (CHESHIRE), CROMPTON AND SHAW (OLDHAM BRANCH, LANCS.), CULCHETH WITH KENYON (LANCS.).—Life-boat Days.

GOLBORNE (LANCS.).—Life-boat Day.

HASLINGDEN (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 22nd April. Amount collected last year £67, as compared with £60 in the previous year.

Life-boat Day.

HEYWOOD (LANCS.), HINDLEY (LANCS.).—Life-boat Days.

HOLME (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 16th April. Miss Doris Haffner appointed Honorary Treasurer in place of Miss Chadwick. Amount collected last year £9, being the same amount as in the previous year.

HYDE (CHESHIRE).—Whist Drive. Life-boat Day.

IRLAM AND CADISHEAD (LANCS.), KENDAL (WESTMORLAND), KESWICK (CUMBERLAND), KIRKBY LONSDALE (WESTMORLAND).—Life-boat Days.

LAKE DISTRICT.—Special Meeting, 11th May. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Branch re-constituted and the following officers

elected: Patron: Lord Henry Cavenish Bentinck; President: Mr. A. R. Sladen; Vice-President: Miss Belk; Chairman: Mr. F. J. Milne; Hon. Treasurer: Mr. R. B. Marriott; Joint Honorary Secretaries: Miss Stella Hamilton and Mr. David Milne. The Life-boat Film, "Heroes of the Sea," was shown.

LEIGH (LANCS.), LITTLEBOROUGH (LANCS.).—Life-boat Days.

LITTLE HULTON (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 2nd June. Amount collected last year £21, as compared with £26 in the previous year. Life-boat Day.

LIVERPOOL (PORT OF).—Entertainment by the scholars of the Walton Lane Council School. Collections at the Regent Cinema, Knotty Ash, in connexion with the film, "Heroes of the Sea."

NEW BRIGHTON.—Annual Meeting on 14th April. Life-boat Service at Christ Church.

LYMM AND HEATLEY (CHESHIRE).—American Tea, arranged by the Ladies' Life-boat Guild.

LYTHAM-ST.-ANNE'S (LANCS.).—Inaugural Ceremony of the new Motor Life-boat. (See special report on page 335.) North-Western District Conference. (See special report on page 357.) House-to-House Collection, organized by the Ladies' Life-boat Guild.

MACCLESFIELD (CHESHIRE).—Life-boat Days.

MANCHESTER, SALFORD AND DISTRICT.—Life-boat Days.

FALLOWFIELD.—Annual Meeting of the Guild on 14th April. Mrs. Douglas elected President in place of Lady Milligan.

GORTON.—Whist Drive and Cotton Costume Dance, under the patronage of the Cotton Queen, Miss Frances Lockett, organized by the District Committee. Messrs. Pauldens, Ltd., decorated the Hall and arranged a Mannequin Parade.

OLD TRAFFORD.—Old Time Dance, at which the Cotton Queen was present, and a Mannequin Parade took place.

MARYPORT (CUMBERLAND).—Annual Meeting of the Ladies' Life-boat Guild on 14th May. Amount collected last year £33, as compared with £46 in the previous year.

Annual Garden Party organized by the Ladies' Life-boat Guild. Whist Drive and Dance, organized by the Ladies' Life-boat Guild in celebration of the arrival of the new Motor Life-boat.

MIDDLETON (LANCS.). — Life-boat Day. Collections at the Palace Cinema in connexion with the film, "Heroes of the Sea."

MIDDLEWICH (CHESHIRE).—Life-boat Day.

NANTWICH (CHESHIRE). — Annual Meeting of the Ladies' Life-boat Guild on 19th May. Amount collected last year £63, as compared with £72 in the previous year.

NORTHWICH (CHESHIRE), OLDHAM (LANCS.).—Life-boat Days.

ORRELL (LANCS.).—American Tea and Garden Party, organized by the Ladies' Life-boat Guild.

PADIHAM (LANCS.).—Open-air Whist Drive. Jumble Sale.

PEEL (ISLE OF MAN).—Annual Meeting on 22nd April. Amount collected last year £128, as compared with £126 in the previous year.

PIEL (BARROW).—Special Launch of the Motor Life-boat on 11th May in connexion with National Safety Week, at which a collection was made on behalf of the Institution's funds. Whist Drive.

PORT ST. MARY (ISLE OF MAN).—Annual Meeting on 23rd April. Amount collected last year £51, as compared with £85 in the previous year.

PRESTON (LANCS.).—Life-boat Day, in connexion with which the Lytham-St.-Anne's Motor Life-boat was open to the public at Preston Dock.

RAMSEY (ISLE OF MAN).—Special Meeting of the Branch and Ladies' Life-boat Guild, at which was presented the Thanks of the Institution inscribed on Vellum awarded to Mr. A. H. Teare,

J.P., M.H.K., the late Honorary Secretary.

RISHTON (LANCS.).—Life-boat Day.

ROMILEY (CHESHIRE). — Life-boat Day.

SANDBACH (CHESHIRE). — Special Meeting of the Ladies' Life-boat Guild. The Hon. Mrs. Barlow elected President in place of Mrs. Bennet; Miss D. Richardson and Mrs. R. Smith elected Joint Honorary Secretaries, and Mrs. G. Wright and Mrs. W. Smith Joint Honorary Treasurers. Life-boat Day.

SOUTHPORT (LANCS.).—Annual Meeting of the Branch and Ladies' Life-boat Guild on 16th April, the Mayor, President of the Branch, in the chair. Amount collected last year £384, as compared with £420 in the previous year. Life-boat Day.

STALYBRIDGE (CHESHIRE).—Football Collections, organized by the Ladies' Life-boat Guild.

STOCKPORT (CHESHIRE). — Annual Meeting of the Branch on 21st April. Amount collected last year £365, as compared with £345 in the previous year. Collections made at the Super and Prince's Cinemas, Stockport, in connexion with the film, "Heroes of the Sea." Life-boat Days.

TARPORLEY (CHESHIRE). — Tirley Garth Gardens, Tarporley, opened to the public by kind permission of Mr. and Mrs. Prestwich, in aid of the Branch Funds.

TOTTINGTON (LANCS.).—Annual Meeting of the Ladies' Life-boat Guild on 20th April. Amount collected last year £58, as compared with £61 in the previous year.

TURTON (LANCS.), UPHOLLAND (LANCS.).—Life-boat Days.

WARRINGTON (LANCS.). — Annual Meeting of the Branch on 15th April, the Mayor of Warrington, President of the Branch, in the chair. Amount collected last year £239, as compared with £256 in the previous year.

WESTHOUGHTON (LANCS.). — Life-boat Day.

WIGAN (LANCS.).—Bridge and Whist Tea, arranged by the Ladies' Life-boat Guild.

WORSTHORNE (LANCS.).—Life-boat Day.

North-East of England.

ALNWICK (YORKS.).—Annual Ball.

ALTOFTS (YORKS.).—Whist Drive.

BARNLEY (YORKS.), BATLEY (YORKS.), BLAYDON (DURHAM), BRADFORD, BRIGHOUSE (YORKS.), CRIGGLESTONE (YORKS.).—Life-boat Days.

CUDWORTH (YORKS.). — House-to-House Collection.

DERWENT VALLEY (DURHAM), DONCASTER (YORKS.).—Life-boat Days.

DURHAM. — Annual Meeting, the Mayor presiding. Speaker: Captain E. W. Swan, R.N.V.R. Efforts of the past year: Special Service in Cathedral, Chrysanthemum Show, Envelope Appeal.

EARBY (YORKS.).—Life-boat Day.

FLAMBOROUGH (YORKS.).—Presentation to Mr. John W. Bayes, the Honorary Secretary, of the Binoculars awarded to him by the Institution.

GATESHEAD (DURHAM). — Life-boat Day. Garden Fête.

GOLCAR (YORKS.).—Life-boat Day.

HARTLEPOOL (DURHAM). — Life-boat Day. Presentation to Mr. G. Edgeller of the Record of Thanks awarded to him by the Institution.

HARROGATE (YORKS.).—Life-boat Day.

HECKMONDWIKE (YORKS.).—Bridge Drive. Concert. Life-boat Day.

HEMSWORTH (YORKS.), HOLMFIRTH (YORKS.), HONLEY (YORKS.), HULL (YORKS.), KEIGHLEY (YORKS.), KIRKBURTON (YORKS.).—Life-boat Days.

LEEDS.—Annual Meeting on 2nd April, the Lord Mayor, President of the Branch, in the chair. Efforts of the past year: Life-boat Matinée, Whist Drives, Life-boat Day. Amount collected last year £1,130, as compared with £1,231 in the previous year.

Life-boat Day.

MALTON (YORKS.).—Sale of Work.

MELTHAM (YORKS.).—Life-boat Day.

MORPETH (NORTHUMBERLAND). — Annual Meeting on 26th June, the Mayoress, President, in the chair. Efforts of the past year: Life-boat Day. Amount collected last year £47, as compared with £25 in the previous year.

NEWCASTLE-UPON-TYNE. — Life-boat Day.

NEW MILL (YORKS.). — House-to-House Collection.

NORTON (YORKS.), OUTWOOD (YORKS.), POCKLINGTON (YORKS.). — Life-boat Days.

REDCAR (YORKS.). — Inaugural Ceremony of the Motor Life-boat. (See special report on page 334.) Whist Drive and Dance.

ROBIN HOOD'S BAY (YORKS.).—Presentation to Mr. George Mosley, F.G.S., of the Framed Life-boat Picture awarded to him by the Institution.

RYTON (DURHAM).—Life-boat Day.

SCARBOROUGH (YORKS.). — Bridge Drive.

SELBY (YORKS.).—Life-boat Day.

STAITHES (YORKS.).—Social.

SUNDERLAND (DURHAM).—Life-boat Day.

SHEFFIELD.—Annual Meeting on 22nd June, the Lord Mayor, President of the Branch, in the chair. Efforts of the past year: Life-boat Day. Amount collected last year £460, as compared with £591 in the previous year.

STOCKTON AND THORNABY (DURHAM). — Annual Meeting on 23rd June. Efforts of the past year: Whist Drive and Dance, Life-boat Day. Amount collected last year £173, as compared with £143 in the previous year.

TYNEMOUTH (NORTHUMBERLAND). — Life-boat Day.

WAKEFIELD (YORKS.).—Collection at Picture House.

WITHERNSEA (YORKS.).—Life-boat Day.

Midlands.

ASHBOURNE (DERBY). — Life-boat Day. Cinema Collections.

ATHERSTONE (WARWICK).—Cinema collection in connexion with the film, "Heroes of the Sea."

BIRMINGHAM. — Collections at the Beaufort, Winson Green, Grand, and Bearwood Cinemas in connexion with the film, "Heroes of the Sea." Address by a member of the Birmingham Speakers' Committee to the Soroptimists Club. Collections at the Empire Theatre, Scala and Albion Picture Houses. Collections in schools.

SMETHWICK.—Annual Meeting on 16th April, the Mayoress in the chair. Speaker: The District Organizing Secretary. Efforts of the past year: Life-boat Day, Works Collections. Amount collected last year £56, as compared with £60 in the previous year.

BELPER AND HEAGE (DERBY), BLOCKLEY (GLOS.), BRIERLEY HILL (STAFFS.), BRISTOL, BROADWAY (WORCESTER), BROMSGROVE (WORCESTER).—Life-boat Days.

BROWNHILLS (STAFFS.). — Life-boat Day. Cinema Collection in connexion with the film, "Heroes of the Sea."

BURTON LATIMER (NORTHANTS.).—Life-boat Day.

BURTON-ON-TRENT (STAFFS.). — Annual Meeting on 23rd April, Mrs. Arthur Fox, Vice-President, in the chair. Speaker: The District Organizing Secretary. Efforts of the past year: Life-boat Day, House-to-House Collections. Amount collected last year £249, as compared with £268 in the previous year.

CHELTENHAM (GLOS.). — Annual Meeting. Mrs. Richard Davies, Chairman, presiding. Speakers: Captain Scott Langley and the District Organizing Secretary. Special Efforts: Life-boat Day, Dances, Whist Drive. Amount collected last year £249, as compared with £159 in the previous year.

COLESHILL (WARWICK), CONINGSBY (LINCS.).—Life-boat Days.

COVENTRY (WARWICK). — Annual Meeting on 21st April, the Deputy Mayor in the chair. Speaker: The District Organizing Secretary. Efforts of the past year: Life-boat Day, Collections in Theatres and Cinemas.

Special Meeting, Mr. W. Liggins, Chairman, presiding. Presentation by the District Organizing Secretary of the Framed Life-boat Pictures awarded to Mr. Mills, Miss Rossiter and Messrs. T. M. Daffern & Co., Honorary Auditors, by the Institution.

CRADLEY HEATH AND OLD HILL (STAFFS.), DAVENTRY (NORTHANTS.), DESBOROUGH (NORTHANTS.). — Life-boat Days.

DUDLEY (WORCESTER). — Collections in Cinemas in connexion with the film, "Heroes of the Sea."

EVESHAM (WORCESTER), FAIRFORD AND LECHLADE (GLOS.), GAINSBOROUGH (LINCS.).—Life-boat Days.

HINCKLEY (LEICESTER).—Life-boat Day. Collections in Cinemas in connexion with the film, "Heroes of the Sea."

IRTHLINGBOROUGH (NORTHANTS.), KETTERING (NORTHANTS.), KILSBY (NORTHANTS.).—Life-boat Days.

KNOWLE (WARWICK). — Collections in Cinemas in connexion with the film, "Heroes of the Sea."

LANGWITH (DERBY).—Life-boat Day.

LEICESTER. — Cinema Collection in connexion with the film, "Heroes of the Sea."

LICHFIELD (STAFFS.), LONG EATON (DERBY), LOUGHBOROUGH (LEICESTER), MALVERN (WORCESTER), MARKET DEEPING (LINCS.).—Life-boat Days.

MARKET HARBOROUGH (LEICESTER). —Collection in Cinema in connexion with the film, "Heroes of the Sea."

MATLOCK (DERBY).—Life-boat Day.

NOTTINGHAM. — Midlands District Conference. (See special report on page 356.)

NUNEATON (WARWICK), REDDITCH (WORCESTER).—Life-boat Days.

RUGBY (WARWICK).—Life-boat Day, organized by members of Toc H. Life-

boat paraded the streets. Cinema Collection in connexion with the film, "Heroes of the Sea."

RUSHDEN (NORTHANTS.).—Life-boat Day.

STAFFORD.—Life-boat Day.

STOKE-ON-TRENT. — Collection in Chesterton Cinema in connexion with the film, "Heroes of the Sea."

STOURBRIDGE (WORCESTER), STRATFORD-ON-AVON (WARWICK), STOW-ON-THE-WOLD (GLOS.), STROUD (GLOS.), SWADLINCOTE (DERBY), TAMWORTH (WARWICK), TEWKESBURY (GLOS.).—Life-boat Days.

TOWCESTER (NORTHANTS.).—Cinema Collection in connexion with the film, "Heroes of the Sea."

UPPINGHAM (RUTLAND). — Cinema Collection in connexion with the film, "Heroes of the Sea."

UPTON-ON-SEVERN (WORCESTER). — Life-boat Day.

WARWICK.—Dramatic Performance at the County Theatre, organized by Mrs. Watson, the Honorary Secretary. Life-boat Day.

WALSALL (STAFFS.).—Annual Meeting. Amount collected last year £75, as compared with £82 in the previous year. Life-boat Day.

WEDNESFIELD (STAFFS.).—Life-boat Day. Lantern Lecture by the District Organizing Secretary to the Women's Branch of Toc H.

WELLINGBOROUGH (NORTHANTS.).—Special Meeting in the Council Chamber. Speaker: The District Organizing Secretary. Mr. and Mrs. Ulyatt appointed Joint Honorary Secretaries. Life-boat Day.

South Eastern Area.

ASHFORD (KENT).—Wye Life-boat Day.

BRENTWOOD (ESSEX). — Life-boat Day.

BRILL (BUCKS.).—Presentation by Miss Alice Marshall, a Vice-President of the Institution, of the Record of Thanks awarded to Mrs. J. W. Graham, the Honorary Secretary. Whist Drive and Sale of Work.

CHELMSFORD (ESSEX). — Annual Meeting on 6th May, the Mayor, Chairman of the Branch, presiding. The meeting was followed by a Concert and a Lantern Lecture by the Rev. A. M. Peckham, President of the Harrow Branch. Amount collected last year £129, as compared with £150 in the previous year.

Whist Drive.

CLACTON (ESSEX).—South Eastern District Conference. (See special report on page 355.) Show of Life-boat films. Life-boat Day.

COLCHESTER (ESSEX). — Life-boat Day. Address to the Rotary Club by Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution.

DARTFORD (KENT). — Garden Meeting.

DISS (NORFOLK).—Life-boat Day.

DOWNHAM MARKET (NORFOLK).—Life-boat Day.

EASTBOURNE (SUSSEX). — Visit of H.R.H. the Prince of Wales, K.G., President of the Institution, to the Life-boat House. Life-boat Days at Hellingly and Heathfield. Golden Ball, part proceeds allotted to the Branch.

EDENBRIDGE (KENT). — Branch formed. Mrs. Toynbee, Honorary Secretary.

ELY (CAMBS.).—Life-boat Day.

FOLKESTONE (KENT).—Gardens of Garden House, Saltwood, open to the public. Whist Drive at Sandgate.

GREAT YARMOUTH AND GORLESTON (NORFOLK).—Annual Meeting, Mr. A. H. Cartwright, Chairman of the Committee, presiding. Efforts of the past year: Life-boat Day, Cinema Collection, Sales and Collections at Boathouse. Amount collected last year £411, as compared with £386 in the previous year.

Three lectures were given by Captain Basil Hall, R.N., late District Inspector of Life-boats.

HASTINGS (SUSSEX).—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: Captain Highfield. Efforts of the past year: Life-

boat Day, Blessing of the Sea, Whist Drive, Lectures, Sale of Souvenirs. Amount collected last year £531, as compared with £544 in the previous year. South Eastern District Conference. (See special report on page 355).

Entertainment by Girls of Orchard School. Concert.

HEMEL HEMPSTEAD (HERTS.).—Brotherhood Meeting: Address by Captain Holme, R.N., the Honorary Secretary.

HITCHIN (HERTS.).—Concert.

HUNTINGDON (HUNTS.).—Life-boat Day.

HYTHE (KENT). — Members of Life-boat Crew entertained to dinner by Mr. W. H. Spinney.

IPSWICH (SUFFOLK). — Collection on four-masted barque *Melbourne*.

KING'S LYNN (NORFOLK).—Life-boat Day.

LEWES (SUSSEX).—Life-boat Day.

LITTLEHAMPTON (SUSSEX).—Dance.

MARGATE (KENT).—Annual Meeting on 14th April, the Mayor, President of the Branch, in the chair. Amount collected last year £673, as compared with £817 in the previous year.

MARCH (CAMBS.).—Life-boat Day.

SEAFORD (SUSSEX).—Drawing-room Meeting: Address by the District Organizing Secretary. Life-boat Day.

SHOREHAM (SUSSEX).—Dance, arranged by the Ladies' Life-boat Guild. Performance of a play, "Red Riding Hood," by the pupils of the Victoria Upper Mixed C.C. School, in aid of the Branch. Life-boat Day, arranged by the Ladies' Life-boat Guild.

SITTINGBOURNE (KENT). — Branch restarted with the help of the Brotherhood. Hon. Secretary, Miss Raynham.

SLOUGH (BUCKS.).—Life-boat Day.

SOUTHWICK (SUSSEX). — Life-boat Day (including Portslade). Demonstration by the Shoreham Harbour Motor Life-boat.

STOWMARKET, NEEDHAM MARKET, AND DISTRICT (SUFFOLK). — Branch

formed. Miss Addison, Honorary Secretary.

TILBURY (ESSEX).—Life-boat Day.

WELWYN GARDEN CITY (HERTS.).—Life-boat Day.

WISBECH (CAMBS.).—Life-boat Day, including Walsoken and Sutton Bridge.

WOKINGHAM (BERKS.).—Life-boat Day.

South-Western District.

ABINGDON (BERKS.).—Special Meeting to reorganize Branch. Speaker: The District Organizing Secretary. Honorary Secretary, Captain P. S. Tillard.

AMESBURY (WILTS.).—Concert and Variety Entertainment.

AXMINSTER (DEVON), BAMPTON (DEVON), BATH (SOMERSET).—Life-boat Days.

BODMIN (CORNWALL).—The Branch has suffered a severe loss by the death of its Honorary Secretary, Mr. G. S. Bricknell.

BUDE (CORNWALL).—Presentation by the District Organizing Secretary to Admiral Stuart Nicholson, C.B., M.V.O., D.L., the Honorary Secretary, of the Thanks of the Institution inscribed on Vellum.

DAWLISH (DEVON).—Life-boat Day and Cinema Collections.

DEVIZES (WILTS.), DURRINGTON (WILTS.), EASTLEIGH (HANTS.), EXETER (DEVON), FAREHAM (HANTS.).—Life-boat Days.

GUERNSEY (CHANNEL ISLANDS).—Special Meeting, with Life-boat films, at which the Lieut.-Governor, Major-General the Lord Ruthven, C.B., C.M.G., D.S.O., President of the Branch, gave an address, and presented the Certificate of Service awarded to ex-Coxswain John Coombes.

HAVANT (HANTS.), HENLEY (OXON.), HONITON (DEVON), IVYBRIDGE (DEVON), LOSTWITHIEL (CORNWALL), LUDGERSHALL (WILTS.), MERE (WILTS.).—Life-boat Days.

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

PLYMOUTH.—Concert. Whist and Bridge Drive. Life-boat Day.

POOLE, BOURNEMOUTH, WIMBORNE AND CHRISTCHURCH BRANCH.

BOURNEMOUTH.—Annual Meeting, the Mayoress, Chairman of the Ladies' Life-boat Guild, presiding. Speaker: Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management. Amount collected last year £742, as compared with £827 in the previous year.

Matinée at the Theatre Royal, arranged by the Bournemouth Amateur Dramatic Society.

POOLE.—Address to the Rotary Club by Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management.

PORTSMOUTH.—Special Meeting, the Lady Mayoress, President of the Ladies' Life-boat Guild, in the chair, supported by Mrs. Pollard, the Honorary Secretary. Life-boat Day. Concert arranged by the Portsmouth Glee Society: Address by Mr. A. G. Yearlee.

READING (BERKS.).—Life-boat Day.

REDRUTH (CORNWALL).—Life-boat Day, carried out by Toc H.

SALISBURY (WILTS.), SALTASH (DEVON), SHERBORNE (DORSET), SHREWTON (WILTS.).—Life-boat Days.

SIDMOUTH (DEVON).—Presentation by the District Organizing Secretary of the Framed Life-boat Pictures awarded by the Institution to Mr. Hobling, the Honorary Secretary, and Miss Browning the Honorary Secretary of the Ladies' Life-boat Guild. Dance given by Mrs. Hamilton-Fleming.

SOUTHAMPTON (HANTS.).—Life-boat Day.

STREET (SOMERSET).—Dancing Display, given by Miss Hexter and her pupils.

TAUNTON (SOMERSET).—Display of Films. Life-boat Day.

THAME (OXON.), TRURO (CORNWALL), TROWBRIDGE (WILTS.), WARMINSTER (WILTS.), WAREHAM (DORSET), WELLS (SOMERSET), WESTBURY (WILTS.), WIMBORNE (DORSET), WINCHESTER

(HANTS.), YEOVIL (SOMERSET).—Life-boat Days.

Scotland.

Bi-annual Meeting of the Scottish Life-boat Council at Glasgow on 20th May, Commander the Hon. A. D. Cochrane, D.S.O., Vice-Chairman, presiding.

ABERDEEN, ALLOA (CLACKMANNAN), BIGGAR (LANARKSHIRE), BO'NESS (LINTHGHOW), CARLUKE (LANARKSHIRE), CUPAR (FIFESHIRE).—Life boat Days.

DUNDEE (FORFARSHIRE).—Special Meeting of the Ladies' Life-boat Guild, at which Mrs. William Longair* was presented with a gold fountain pen, suitably inscribed, and an onyx and mother-of-pearl pen-stand to mark her semi-jubilee as President of the Branch.

Whist Drive, arranged by the Ladies' Life-boat Guild. Grand Swimming Gala. Grand Regatta and Aquatic Sports. Life-boat Day and Flannel Dance.

EDINBURGH.—Life-boat Day. Whist Drive and Dance at Bonnyrigg, arranged by Mrs. Core-Greenshields, a Vice-President of the Edinburgh Ladies' Life-boat Guild.

ELGIN (ELGINSHIRE).—Life-boat Day.

ELIE (FIFESHIRE).—Sale of Daffodils made by the Ladies' Life-boat Guild.

FORRES (ELGINSHIRE).—Life-boat Day.

GIRVAN (AYRSHIRE).—Inaugural Ceremony of the new Motor Life-boat. (See special report on page 338.)

GLASGOW.—Annual Meeting on 19th May, Mr. Leonard Gow, J.P., Chairman of the Branch and a Vice-President of the Institution, presiding. Amount collected last year £13,519, as compared with £5,152 in the previous year.

Life-boat Day.

GOUROCK (RENFREWSHIRE), GRANGEMOUTH (STIRLINGSHIRE), GREENOCK (RENFREWSHIRE), HELENSBURGH (DUM-BARTONSHIRE), INVERKEITHING (FIFESHIRE).—Life-boat Days.

* Mrs. Longair died on 1st July. Reference will be made in the next issue to her services to the Dundee Branch.

IRVINE (AYRSHIRE), KEITH (BANFFSHIRE), KILMARNOCK (AYRSHIRE), KIRRIEMUIR (FORFARSHIRE), LAMINGTON (LANARKSHIRE).—Life-boat Days.

ISLE OF ARRAN (BUTE).—Concert at Whiting Bay, arranged by Mr. and Mrs. Graham, the Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, presiding.

LARGS (Ayrshire).—Skelmorlie Life-boat Day.

NEWMILNS (AYRSHIRE), PERTH, ROTHESAY (BUTE), SANQUHAR (DUMFRIES-SHIRE), TAIN (EASTER ROSS).—Life-boat Days.

Ireland.

ATHBOY (CO. MEATH).—Concert.

BAGNELSTOWN (CO. CARLOW).—Life-boat Day.

BANGOR (CO. DOWN).—Life-boat Day.

BELFAST.—Annual Meeting, the High Sheriff presiding, in the absence of the Lord Mayor, the President of the Branch. Speaker: The District Organizing Secretary. Amount collected last year £1,210, as compared with £1,278 in the previous year.

Life-boat Day. Broadcast appeal by the District Organizing Secretary.

BOYLE (CO. ROSCOMMON), CARRICKFERGUS (CO. ANTRIM) and DROGHEDA (CO. LOUTH).—Life-boat Days.

DUBLIN.—Annual Meeting, Senator Andrew Jameson, D.L., presiding. Speaker: The District Organizing Secretary. Amount collected last year £1,065, as compared with £1,185 in the previous year.

Life-boat Day. Broadcast Talk by the District Organizing Secretary on the new Motor Life-boats in County Cork.

INISTIOGE (CO. KILKENNY).—Life-boat Day.

KINGSTOWN (CO. DUBLIN).—Annual Meeting, Captain A. Fosberry Holmes, Chairman of the Branch, presiding. Speaker: The District Organizing Secretary. Amount collected last year £189, as compared with £211 in the previous year.

LARNE (CO. ANTRIM).—Annual Meeting, Brigadier-General T. K. Evans

Johnston, Patron of the Branch, presiding. Speaker: The District Organizing Secretary. Amount collected last year £95, as compared with £104 in the previous year.

LIMERICK.—Life-boat Day.

LONDONDERRY.—Life-boat Day.

LONGFORD (CO. LONGFORD).—House-to-House Collection.

MILFORD (CO. DONEGAL) and NENAGH (CO. TIPPERARY).—Life-boat Days.

NORTH-WEST MEATH.—Garden Fête.

PORTADOWN (CO. ARMAGH), ROSCREA (CO. TIPPERARY), STRABANE (CO. TYRONE).—Life-boat Days.

Wales.

ABERGAUENNY (MON.), ABERTILLERY (MON.), CAERNARVON, CARDIFF (GLAM.), CARMARTHEN.—Life-boat Days.

CONWAY (CAERNARVON).—Cinema Collection.

DENBIGH.—Life-boat Day.

HEREFORD.—Cinema Collection.

HOLYHEAD (ANGLESEY).—House-to-House Collection.

LLANDOVERY (CARM.), LLANTARNAM (MON.), NEATH (GLAM.), NEWPORT (MON.), OSWESTRY (SALOP), PONTYPRIDD (GLAM.).—Life-boat Days.

PORTHCAWL (GLAM.).—Special appeal by the Honorary Secretary. Bazaar, arranged by the Honorary Secretary's little daughter, Margaret, and her friends, Kathleen Nash, Joyce Nash, Pamela Thomas, and Molly Hatch.

PRESTATYN (FLINT).—Annual Meeting, the Vicar presiding. Speaker: The District Organizing Secretary. Amount collected last year £49, as compared with £46 in the previous year.

RHYL (FLINT).—Annual Meeting, Mr. C. H. Roberts, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £290, as compared with £302 in the previous year.

SHREWSBURY (SALOP).—Life-boat Day.

SWANSEA (GLAM.).—Life-boat Day. Whist Drive and Collections at Cinemas.

USK (MON.).—Life-boat Day.

Where Help is Wanted.

THE Institution is very anxious to form or develop Branches in the following places in Ireland and Wales, 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.

Wales.

FLINTSHIRE.—Flint.

SHROPSHIRE.—Bishopscastle, Ellesmere, Wem.

HEREFORD.—Ledbury, Ross.

Ireland.

ANTRIM.—Athlone, Ballymena, Ballymoney.

MAYO.—Ballina.

SLIGO.—Sligo.

CORK.—Mallow.

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 December, 1931.