

THE LIFEBOAT.

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Four Months of Gales.

174 Launches ; 194 Lives Rescued.

THE past winter has been remarkable for a succession of terrible westerly gales. In their frequency and intensity they have been unequalled during the present century. October opened with gales on eight successive days, from the 1st to the 8th, and for the next four months gale followed gale all round our coasts. They were at their worst during the first fortnight of December, when they continued for twelve days, rising to an unexampled fury on 7th December. On that day the wind in the west of the English Channel blew at the highest speed ever recorded in the British Isles. At Falmouth it rose to 103 miles an hour and in the Isles of Scilly to 110. On December 5th the Falmouth record had been 94 miles, and on December 8th it was 97. These days marked the climax of the bad weather, but towards the end of the month there were again continuing gales for eight days (the 19th to the 26th), and on 13th January the gales were only less intense than on December 7th, the Isles of Scilly on that day recording a wind-speed of 97 miles and Falmouth a speed of 103 miles.

During October there were 15 days of gales ; during November, 16 ; during December, 23 ; and during January, 16. That is to say, during the 123 days of these four months there were gales on no fewer than 70 days.

Damage to the Fishing Fleets.

The gales were not confined to our shores. They blew over a wide area ; and on the high seas, on the coasts and on land caused great destruction of property and serious loss of life. The fishing fleets round our coasts can hardly ever have experienced so terrible a time.

On one day, 11th November, the Scottish fishing fleet had 27,800 nets lost or damaged, which would cost to replace £143,000. On 9th December a special wireless message was sent out by the Ministry of Fisheries and Agriculture, appealing to shipping in the south of the North Sea to keep a look-out for a large number of Lowestoft trawlers, which had put out three days before and not returned, and four days later destroyers were sent out in search of eleven which were still missing. In the end they all came safely to port, but only after days of hardship and suffering.

On the High Seas.

The largest vessels did not escape uninjured from the terrible battering of the gales. The German liner, *Bremen*, which at that time held the speed record for crossing the Atlantic, was on her way westwards when the gales were at their height at the beginning of December, and reached New York on 13th December, two and a half days late, with fifty passengers injured. The *Berengaria*, arriving about the same time, reported seas 50 feet high.

Of the gales on the high seas during this time the two most remarkable incidents were the rescue of the crew of the *Volumnia*, a Glasgow steamer of 5,608 tons, and the adventure of the schooner, *Neptune II.*, of Newfoundland. The *Volumnia* had left Falmouth for Boston on 28th November and almost immediately ran into a south-westerly gale, and for nine days was fighting against almost continuous head gales. By 7th December her steering gear had been smashed and she had sprung a leak. She sent out an S.O.S., which

was answered by seven vessels, and on the following morning the s.s. *Manchester Regiment*, of Manchester, a steamer of 7,930 tons, succeeded in rescuing the whole crew of 45 in spite of the precipitous seas. Her life-boat made two journeys, and her Captain recorded that there were so many volunteers to man her from among passengers as well as crew that it was difficult to make a choice. The King awarded the Board of Trade Silver Medal for Gallantry in Saving Life at Sea to the second and third mates of the *Manchester Regiment*, the boat-swain and one of the crew.

The *Neptune II.*, which is a vessel of only 129 tons, left St. John's on 30th November, bound for another Newfoundland port, Newtown, 100 miles away. She had a lady passenger on board, and a cargo of cabbages, coals and sewing-machines. Thirty miles out she was caught by a westerly gale and ran before it for 220 miles. The wheel-house was carried away, the steering gear broken, and both life-boats smashed. For three weeks the schooner was struggling to beat back, hoping every day for a favourable wind, but about 21st December her Captain decided to run for the British Isles. He had only one compass and no other nautical instruments, but on 14th January he picked up a lighthouse which he thought to be the Eddystone, but which was, in fact, the Skerryvore, off the west coast of Scotland, and two days later was towed into Tobermory. Her voyage, which should have lasted at most thirty-six hours, had lasted forty-eight days.

Loss of Life.

The height of the gales in December was marked by two disasters off our own coasts. On 5th December, when Falmouth recorded a wind at 97 miles, the Cardiff steamer *Frances Duncan*, when two miles off Land's End, was overwhelmed by a huge sea. When it had passed she was seen to be on her beam ends. Her cargo had evidently shifted. Her decks were perpendicular; no boat could be launched and no one could live on deck. So she remained for a short

time and then rolled completely over and sank. Of her crew of 21 men, five were rescued by another steamer.

Two days later, when the gale reached its height, another Cardiff steamer, the *Radyr*, foundered off Hartland Point, Devon, with the loss of her whole crew of 21 men.

The January gales brought yet another disaster, when the Admiralty tug, *St. Genny*, which was hove to off Ushant with two other naval vessels, suddenly sank on the night of 12th January. Of her crew of 28 officers and men only five were saved.

The Record of the Life-boats; 194 Lives Rescued.

The brief record of the Life-boat Service for these four terrible months is that there were 174 launches of Life-boats; 194 lives were rescued; and 17 boats and vessels were saved from destruction. In addition, Life-boats on 29 occasions stood by vessels which were in danger. During December there were 67 launches, the largest number in one month since November, 1916, when there were 71. The largest number of launches in one day was 15 on the 7th December, the day on which the wind reached the record speed of 110 miles. There follow full accounts of the services during the four months in which outstanding skill and gallantry were shown by Coxswains and Crews and for which the Institution has awarded Silver and Bronze Medals. In these conspicuous services, Englishmen, Scotsmen, Irishmen and Welshmen all took part.

Rosslare Harbour (Co. Wexford).

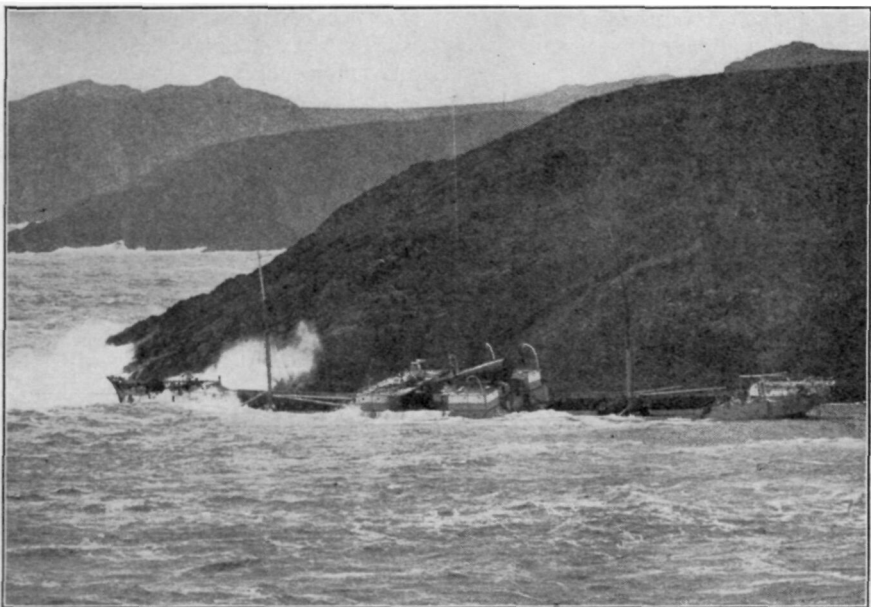
On the 20th October, the schooner *Mountblairy*, of Plymouth, was driven ashore about five miles from Rosslare Harbour in a whole gale, with a very heavy sea running. She lay surrounded by rocks. The Life-boat sighted the schooner by means of her searchlight, and then, by its light, made her way between the rocks and through the broken water. She was in grave danger herself, but was magnificently handled by the Coxswain, who brought her safely alongside, and in three minutes the five men of the *Mountblairy* had



By courtesy of]

THE WRECK OF THE "MOGENS KOCH."

[The Central News.



By courtesy of]

THE WRECK OF THE "MOLESEY."

[Central Press Photos.

jumped aboard her. It was then that the most difficult and dangerous moment came. There was not enough room between the rocks to turn the Life-boat, but the Coxswain, by using the bow of the wreck itself as a fulcrum, and by skilful manipulation of his engines, succeeded in screwing the Life-boat round, and worked her clear of the rocks. The journey home was very hazardous. It was in the teeth of the gale, and against the tide, which was running its hardest. The Life-boat was continually smothered by heavy seas; the spray was so blinding that although the boat was close to buoys and lights, nothing could be seen, and she had to be steered by compass; the movement of the boat was so violent that all the rescued men were seasick; and so great was the backwash off Rosslare that the Life-boat's Crew at times were nearly swept out of the cockpit and washed overboard. In spite of these dangers, the Coxswain brought the Life-boat safely to harbour just after midnight. She had been out for three hours.

This was the finest of seven Life-boat services carried out by the Rosslare Harbour Life-boat within one month, during which time she went out to the help of ten vessels, rescued twenty-nine lives, and saved five fishing boats from destruction.

Coxswain James Wickham was awarded a Second Service Clasp to the Silver Medal of the Institution which he won in 1914. Mr. W. J. B. Moncas, the Honorary Secretary, was awarded the Bronze Medal of the Institution. He went out in the Life-boat, and in looking after the shipwrecked crew on the journey home ran a great risk of being washed overboard. Mr. Moncas was presented in 1926 with an inscribed Binocular Glass for shore-boat service in which he had taken part. Each member of the Crew was awarded the Thanks of the Institution inscribed on Vellum, and an additional monetary reward.

The awards to Coxswain Wickham and Mr. Moncas were presented to them by His Excellency the Governor-General of the Irish Free State (Mr. James McNeill), at the Vice-Regal Lodge in Dublin on 11th February.

There were present at the Ceremony Senator Andrew Jameson (Chairman of the Dublin Branch), Major Arthur Whewell (Chairman of the Special Efforts Committee), Mr. R. N. Guinness (Honorary Secretary of the Branch), Mr. B. J. Newcombe (Assistant Secretary), Lieut.-Commander J. M. Upton, R.N.R. (District Inspector of Life-boats for Ireland), and Mr. Herbert G. Solomon (District Organising Secretary for Ireland and Wales). In making the presentation, the Governor-General said:

"Everybody delights to honour brave men who, at great risk to themselves, undertake the work of life-saving from shipwreck, and it is a great pleasure to me to decorate personally two heroes of the sea who have shown that grit and determination which everyone connected with the sea seems to possess.

"The name of Wickham of Wexford has been associated with the work of life-saving for generations, and many awards have been made to members of this family for their heroism during the past century, while Mr. Moncas has been associated with Life-boat work at Fenit and Rosslare for twenty-four years.

"Possessing one of the finest Motor Life-boats in the Service and a crew that does not know the meaning of the word 'fear,' Rosslare is equipped for any emergency."

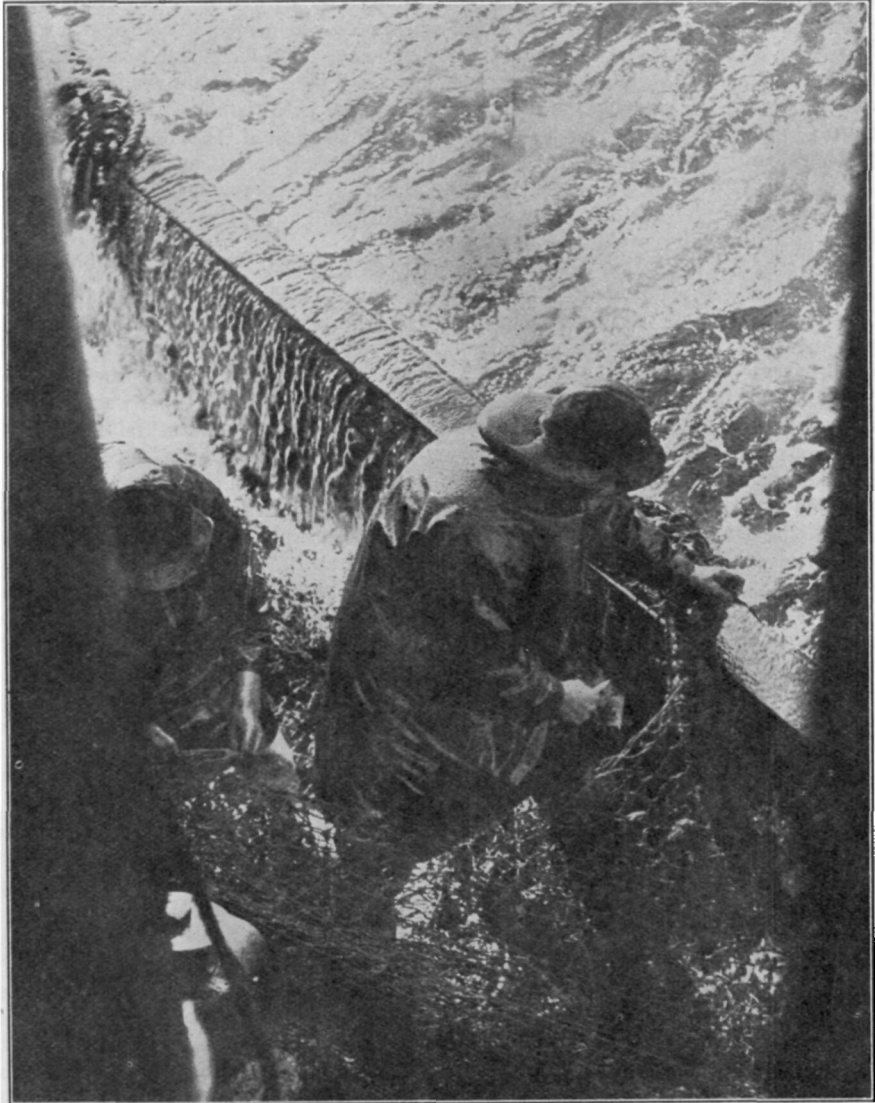
The Governor-General then gave the record of the Station during the gales, and concluded: "In presenting these awards, I hope the Coxswain will convey to every member of his Crew my congratulations on their share in this great rescue."

Hythe and Dungeness (Kent).

At 6.30 in the evening of 11th November, with a 70-mile an hour gale blowing from the S.W., a very heavy sea running, and poor visibility on account of heavy rain, the Coxswain at Hythe received information from the Coxswain at Dungeness that a barge (afterwards found to be the *Marie May*, of Rochester, with three men on board) had parted her moorings and was drifting to leeward. In the absence of the Hythe Honorary Secretary, the Coxswain took charge, and kept a lookout. One and a half hours later he saw

a light about four miles to windward of his Station. The gale by this time had risen to a hurricane. He assembled the Crew and stood by. Shortly after

Several times she was on the point of being driven broadside on to the surf, but was saved by the launchers going out into the undertow. The Life-boat



By courtesy of]

[George W. F. Ellis, Hanwell.

ON BOARD A NORTH SEA TRAWLER IN THE GALES.

nine o'clock he called up the Dungeness Coxswain, Dungeness being the weather boat, and reported a barge burning red flares about a mile off Dymchurch. The Dungeness boat was then launched, but only with the greatest difficulty.

got away at 10.30, and went in the direction given by the Hythe Coxswain, but she found nothing. She then went seaward again, and signalled the Trinity Pilot Boat. Following the information given, the Life-boat was taken right into

the shoal water, and here the Coxswain searched for the barge as well as he could in the blinding rain. The search was fruitless, and, as he got no response to his signals either from ashore or afloat, he decided to anchor. It was then one o'clock in the morning. For four hours the boat remained at anchor, communication with the shore being impossible owing to the heavy rain and driving spray. The wind having veered to N.W. and then moderated a little, the Coxswain decided to weigh anchor and continue his search, eventually discovering the barge at daybreak, only to find that its crew had already been taken off by the Hythe Boat. The Life-boat returned to her Station at 9.30 in the morning, having then been out on service for eleven hours.

Meanwhile, the Coxswain at Hythe had continued his look-out, and when, four hours after he had received notice that Dungeness had launched, he could still see the flares, but there was no sign of the Dungeness boat, he decided to launch the Hythe boat. She got away at 3 in the morning, and two hours later found the barge, about two miles west of the Station, in broken water, only a quarter of a mile from the shore. The Life-boat was manoeuvred alongside and got a veering line on board. By this means the three men were rescued. By that time the barge had 18 inches of water in her, her crew were utterly exhausted, and they had burned all their spare clothing and bedding, and whatever else would burn as flares. The Life-boat reached her Station again at 6.45 in the morning. She had been out nearly four hours. The gallantry and perseverance shown in this difficult and dangerous service, in what the Honorary Secretary at Dungeness reported to be one of the worst gales he had ever known, were all the greater since both the Life-boats were Pulling and Sailing Boats.

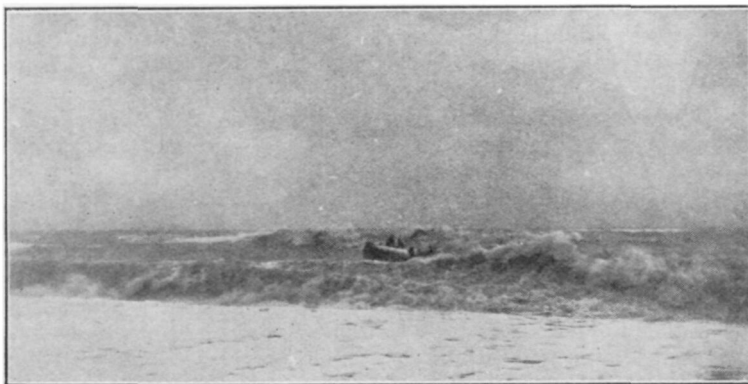
The Institution awarded Coxswain Harry A. Griggs, jun., of Hythe (a son of the ex-Coxswain), its Silver Medal, in recognition of his skill and gallantry in the actual work of rescue. He had also shown excellent judgment throughout, from the moment

when the first message arrived. To each member of the Crew the Institution awarded its Thanks inscribed on Vellum, and an additional monetary reward. It also awarded its Bronze Medal to Coxswain Douglas Oiller of Dungeness, in recognition of the way in which the Life-boat was launched in the face of a terrific gale, and the dogged courage with which he held the seas until he found the barge. To each member of the Crew, it awarded its Thanks inscribed on Vellum, and an additional monetary reward.

Angle and St. David's (Pembrokeshire).

On 25th November, at 2.35 in the afternoon, a message was received by the Tenby Coastguard from the Fish-guard Radio that the steamer *Molesey*, of London, of 4,000 tons, was nearly on the rocks at Shokham Island, off the Pembrokeshire coast. A whole gale was blowing from the S.W., with squalls, and a very heavy sea. The telephone and telegraph lines were down between Tenby and Pembroke, and the message had to be taken part of the way by car, so that it was nearly two hours after the S.O.S. was sent out when the Honorary Secretary of the Angle Life-boat Station received the message. The Motor Life-boat was launched at once. She made a thorough search in the neighbourhood of the island but could find no sign of any vessel, and returned to her Station two hours after she was launched.

Twenty minutes later, a message was received from Marloes, a fishing village in Jack Sound, to say that the vessel was ashore just opposite the village, on Middle Island, between Skomar and the mainland. At 7.45 the Life-boat again went out, but the visibility was barely 70 yards, and although the Coxswain took the boat so close to the island that the breakers could be seen, no vessel could be distinguished, and he decided to return to harbour and await daylight. On this second search the boat was out for nearly four hours. A third attempt was made at 6.15 on the following morning. The *Molesey* was discovered, and the Life-boat anchored and succeeded in getting



THE EASTBOURNE LIFE-BOAT RETURNING FROM SERVICE ON DECEMBER 8TH.



THE ROSSLARE HARBOUR CREW.

In the centre: Mr. W. J. B. Moncas (Honorary Secretary) and Coxswain James Wickham.

alongside, but the work of rescuing those on board was very difficult and dangerous. The wind was blowing against the tide; the range of the seas was very great, with a rise and fall of as much as 20 feet; while both to windward and leeward there were submerged rocks. In spite of these difficulties, the work of rescue, which lasted nearly an hour, was successfully carried out, and the twenty-eight survivors from the wreck—among them two women and a man whose legs had been broken—were *successfully taken off*. The Life-boat herself was slightly damaged. At eleven o'clock the rescued were landed at Milford Haven.

Unfortunately, almost immediately after the ship struck, seven lives had been lost, including the wife of the Chief Officer, either swept overboard, or drowned in an attempt to reach the shore; while a member of the crew, a Maltese fireman, who was believed to have been drowned, swam ashore after the rest of the crew had left in the Life-boat, and was found alive on the rocks.

The St. David's Motor Life-boat was also launched to the help of the *Molesey*, having received the message from the Fishguard Coastguard Station just before 11 at night. The floods were out and the main road was under water, but the Honorary Secretary took the Coxswain and Crew through it in his car, and the boat was got away at midnight. She reached Jack Sound about 2.30 the following morning, and flares were burned, but there was no response. The Life-boat remained for some time, but nothing could be seen of the wreck in the darkness, and the St. David's Coxswain decided, like the Angle Coxswain, that the only thing was to wait until daylight. He therefore ran for Dale Roads, as the heavy sea and the frequent heavy squalls made it impossible to remain in the neighbourhood of the position given for the wreck. In Dale Roads the Life-boat anchored for the rest of the night, and at daylight again went in search of the *Molesey*. When she found her, the Coxswain realised that he had been quite close to her when he had burned

the flares to which no response had been made. By this time the Crew had been rescued, and were aboard the Angle Life-boat. The St. David's boat reached her Station again at noon.

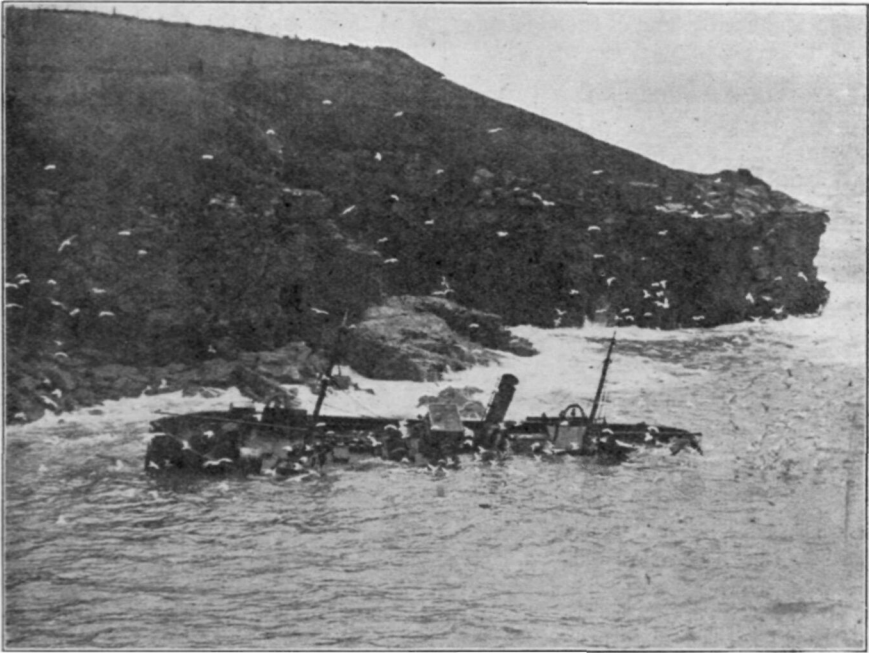
The Institution awarded its Bronze Medal to Coxswain James Watkins, of Angle, and its Thanks inscribed on Vellum to the Motor Mechanic, Edgar Rees, and sent a Letter of Appreciation to the Crew. It also awarded its Thanks inscribed on Vellum to the Honorary Secretary, Mr. A. W. Gutch. *During the night he had done everything possible to obtain information, and, although not a seaman, he went out on the third and successful search, as he was anxious that nothing should be left undone to find and rescue the Molesey's Crew.* Additional monetary awards were made to the Coxswain and Crew.

The Thanks of the Institution inscribed on Vellum was awarded to Coxswain Ivor Arnold, of St. David's. A Letter of Appreciation was sent to the Crew, and Coxswain and Crew received extra monetary awards. A Letter of Appreciation was also sent to Mr. Joseph Soar, the Honorary Secretary. Mr. Soar, who is the organist at St. David's Cathedral, is, like Mr. Gutch, not a seaman, but he went in the Life-boat, which was out for twelve hours. A Letter of Appreciation was also sent to Mr. Evans, Foreman of the Works to the Institution's engineers, Messrs. Lewis & Lewis, who went out in the St. David's boat.

A number of fishermen from Marloes, who put out at daybreak on 26th November in a brave attempt to rescue the *Molesey's Crew*, were sent a Letter of Appreciation.

Messrs. Watts, Watts & Company, of London, the Britain Steamship Company, owners of the *Molesey*, sent a donation of a hundred guineas to the Institution "as some small recognition of the fine work done by the Angle and St. David's Motor Life-boats." They also sent £20 to the fishermen of Marloes.

The Pembrokeshire County Council passed a formal resolution recording its "high appreciation of the gallantry of the Crews of the Life-boats stationed



By courtesy of]

[L. Pelman, Aberdeen.

THE WRECK OF THE TRAWLER "WHITE ROSE" NEAR ABERDEEN.



By courtesy of]

[Central News.

THE HARWICH KETCH "MYSTERY" WRECKED AT DOVER.

in the County," namely, Angle, St. David's and Tenby, and of the gallantry of the fishermen of Marloes.

Newhaven (Sussex).

On 7th December, the day on which the gales reached their height, the Newhaven Motor Life-boat was called out just before 7.30 in the morning to the help of a Danish schooner, the *Mogens Koch*, which had gone ashore at Cuckmere, four or five miles along the coast. A gale was blowing from the S.W., with the wind at seventy-two to eighty-four miles an hour. A very heavy sea was running, and there was thick rain. The tide being low, with the sea breaking very heavily on the bar, it was a difficult and dangerous task to get out of the harbour. This was successfully accomplished, but visibility was so poor on account of the rain that the Coxswain had some difficulty in discovering the wreck. He found her at last lying stern on to the sea, with heavy seas breaking over the after part. The Coxswain anchored and veered down to her, but only after several attempts was he able to get alongside. Then, one by one, the crew of the schooner jumped into the Life-boat, until all ten were saved. The Life-boat herself was damaged, both her stem and rudder being bent.

On the return journey she had to fight her way against wind and sea and tide. One huge wave broke in the boat. It stove in the shelter and knocked down every man on board. The second Motor Mechanic was washed out of the boat, but his feet caught in a rope and he was hauled aboard again. One of the rescued men had his thigh dislocated and the Coxswain of the Life-boat was seriously hurt in the back, but he stuck to his post until the end. The Captain of the *Mogens Koch*, a seaman of forty-six years' experience, spoke in very high terms of the Life-boat's Coxswain and Crew, saying that he would never have believed that a Life-boat could have gone through such seas.

In recognition of the judgment and high courage with which Coxswain Richard Payne handled the Life-boat

under exceptionally severe conditions, both in crossing the bar and alongside the wreck, the Institution awarded him its Silver Medal. He already holds the Bronze Medal, awarded him in 1924. He was magnificently supported by his Crew, and to each member the Institution awarded its Thanks inscribed on Vellum, and an additional monetary reward.

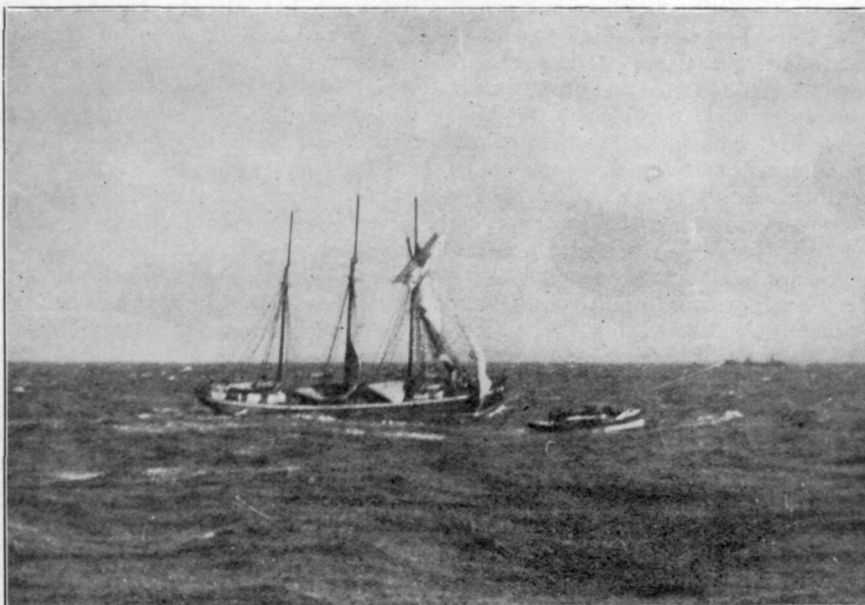
Torbay (Devon).

Between the 5th and the 7th December, with a strong gale blowing the whole time and a very heavy sea, the Torbay Motor Life-boat was out on service four times. She was out for two hours on the 5th, rescuing the Crew of a fishing boat, and again for two hours on the 6th. She was called out for the third time just before 2 in the morning of the 7th, and stood by a steamer until she was able to get into Torbay. She did not return until 10.30 in the morning, having then been out for nearly nine hours. Half an hour later she was launched again in response to a wireless call for help from an unnamed ship nearly forty miles away. She had to fight her way in the teeth of a whole gale, and then she searched for four hours, but could find nothing except a few floating planks. It was nearly 7 in the evening when she began her journey home, and she did not reach her Station until 4 the following morning.

The second service had lasted seventeen hours. On these two services the Life-boat had been out for twenty-six hours, exposed to the full fury of the gales, with only an interval of half an hour ashore between the two, during which time the Crew had been able to get into dry clothes and have a little warm food. Coxswain W. G. Sanders, who is seventy years old, was awarded the Thanks of the Institution inscribed on Vellum, in recognition of his devotion to duty, tenacity and endurance. A Letter of Appreciation was sent to the Motor Mechanic, F. J. Welch.

Longhope (The Orkneys).

At one in the morning on 5th January, the Aberdeen steam trawler, *Braconmoor*, outward bound for the fishing grounds, went ashore on Torness



By courtesy of]

[Captain W. H. Rowbotham of the s.s. "Islington,"

By courtesy of]

[L. Pelman, Aberdeen.

THE WRECK OF THE TRAWLER "WHITE ROSE" NEAR ABERDEEN.



By courtesy of]

[Central News.

By courtesy of]

[Central News.

THE HARWICH KETCH "MYSTERY" WRECKED AT DOVER.

Point, in the Orkneys, three and a half miles from Longhope. Her siren was heard and her flares were seen. A message was sent to the Coxswain at Longhope, and at two o'clock the Life-boat was launched. A S.E. wind was blowing, and the night was very dark, with heavy rain. An hour later the Life-boat reached the wreck, which was still burning flares, and found her lying close to dangerous rocks, in very heavy surf, which from time to time completely smothered her. The Coxswain took the Life-boat into the surf as near as possible to the wreck, and anchored. He then veered down towards the wreck, but owing to the fierce tide which was running, the Life-boat was swept past. Twice more the Coxswain repeated the manœuvre before he was able to get the Life-boat sufficiently near to use the line-throwing gun. A line was then fired across the bridge of the trawler, and a rope and life-buoy were passed to her. One by one the nine men on board were hauled through the surf, and all were brought safely to the Life-boat except the trawler's skipper. When he reached her he was dead. It was found afterwards that he suffered from a weak heart, and it is probable that he had died of the shock when he went into the surf. The Life-boat reached Longhope again at 6.45, having been out on the service for just under five hours.

It was a rescue in very difficult circumstances, carried out with skill and gallantry, and the Institution awarded its Silver Medal to Coxswain John Swanson, and its Thanks on Vellum to each member of the Crew. Additional monetary rewards were also made to the Coxswain and Crew, and a letter of thanks was sent to the Honorary Secretary, who went to the crags above the scene of the wreck, with powerful hand flash-lights, and did all that he could to ensure a successful service.

The Gallantry of Honorary Secretaries.

One of the features of the services during these four months of gales was the gallantry shown by the Honorary Secretaries of Stations in sharing the perils of the Life-boat Crews.

Reference has already been made to Mr. W. J. B. Moncas of Rosslare Harbour, who was awarded the Bronze Medal, Mr. A. W. Gutch of Angle, who was awarded the Thanks of the Institution on Vellum, and Mr. Joseph Soar of St. David's, who was sent a Letter of Appreciation. Another Honorary Secretary who was out on service during the gales was Mr. H. H. Edmunds, of Barry Dock (Glamorganshire). He went with the Motor Life-boat when she was launched on 7th December—the day on which the gales reached their height—to the help of a steamer which had gone ashore. The Life-boat's services were not required. This was Mr. Edwards's first journey in the Life-boat on service, and he was sent a Letter of Appreciation.

Two other men who were not members of the Crews also took part in service launches. To one, Mr. Evans, who went out in the St. David's boat, reference has already been made. The other was Sergeant Duignan, of the Civic Guard of the Irish Free State, who went out on the night of 24th November with the Skerries (Dublin) Life-boat when she rescued the crew of four men of the ketch, *Ivy P*, of Ipswich, which was in danger of foundering in a moderate gale with a heavy sea running. He received the same monetary award which was made to each member of the Crew, but returned it to the Institution.

Other Incidents of the Gales.

The Bembridge Motor Life-boat went out on 7th December to the help of the ketch *Silent*, of Cowes, and found her with her head sails blown away and her windlass smashed. Although she was sinking, the men on board refused to leave her, so the Life-boat took the ketch in tow, and brought her into safety. The owners sent the Institution a donation of £5 in gratitude.

The Tenby Motor Life-boat was struck by lightning when out on service on 8th December.

The St. Ives's Pulling and Sailing Life-boat had her foremast carried away when out on service on 8th December, being struck by a sea which



THE PORT PATRICK LIFE-BOAT ARRIVING AT HER STATION.



By courtesy of]

[The Scotsman.

PRESENTED TO THE PRINCE OF WALES AT EDINBURGH.

Left to right: Coxswain John Innes (Newburgh), Coxswain James Cameron (Peterhead), Coxswain Andrew Cunningham (Crail), Mr. G. L. Thomson (Honorary Life Governor of the Institution and Honorary Secretary at Stromness), Second-Coxswain James Sim (Fraserburgh), Coxswain Walter Fairbairn (Dunbar), Coxswain Angus McPhail (Thurso). Seated: Coxswain James Chisholm (St. Andrews).

fell on the foresail. She was then two miles north of St. Ives Head. The mast was repaired, but was carried away again. The Coxswain then anchored; the mizzen mast was shipped forward; a jury mast was rigged in place of the mizzen, and the Life-boat succeeded in getting back to St. Ives.

On 28th December, the Barry Dock Motor Life-boat was launched, as it was reported that a raft, with people on it, was drifting towards the Wash Sands. The supposed raft was found to be a large tree, the "people" on board it being the lopped branches.

Passages of Life-boats in the Gales.

Port Patrick, Troon, and Moelfre.

THREE new Motor Life-boats which left the building yard at Cowes for their Stations during the gales—the 40-foot Watson Life-boats for Port Patrick (Wigtownshire), Troon (Ayrshire) and Moelfre (Anglesey)—were subjected to as severe a test as any Life-boats have had on such passages.

The Port Patrick and Troon boats left Cowes on 23rd November, and reached Port Patrick on 3rd December, the Troon boat going on to her Station the next day. The worst of the weather was experienced on the run from Brixham to Plymouth on 25th November, when the boats were running straight into a south-westerly gale with a very heavy sea.

As the leading boat met each wave it appeared to those in the following boat that she was going to turn completely over on herself, standing at times almost on end, so that the whole of the deck could be seen, and even the inside of the funnel. Then, as she reached the crest of the wave, she disappeared completely. So it went on all the way to Plymouth.

The splendid way in which the boats stood this severe test is shown more clearly by the figures of the passage than by anything else. The total distance of 626 miles was covered in $96\frac{1}{2}$ hours. That gives an average speed for the passage of $6\frac{1}{2}$ knots. In fair weather the maximum speed of the boats is between $7\frac{1}{2}$ and $7\frac{3}{4}$ knots!

Both Crews were given a magnificent reception at Port Patrick, where the pier-head was crowded to welcome them, and they were entertained to supper and a concert by the Branch

and the ladies of Port Patrick. Next day the Troon boat was no less cordially welcomed when she arrived at her own Station.

The Moelfre boat left Cowes on 7th January and reached her Station on 18th January. Two extracts from the District Inspector's Report show graphically the weather she encountered and her behaviour in face of it. Off The Lizard she found a terrific sea running.

"Boat labouring heavily and shipping water over both sides, frequently filling herself from gunwale to gunwale, engines being constantly worked to meet the seas. She fell off one sea with a crash that would have stove any ordinary boat's bottom in, but engines did not check for a single instant and ran perfectly throughout."

On the crossing from Padstow to Fishguard she had a similar experience.

"We again experienced terrific seas, boat being constantly full of water. We took one very heavy sea over port quarter and sides and almost immediately, and before she could clear herself, two more over the stern and starboard quarter. Standing beside the compass, the water reached over the top of my thigh boots and completely filled the shelter, being well above the engine hatch. On all occasions boat freed herself quickly."

Again the figures of the passage show the splendid behaviour of the boat. The total distance was 490 miles, and it was covered in $72\frac{1}{4}$ hours. That is to say, the passage was done at an average speed of just over 7 knots. In fair weather the boat's maximum speed is just over $7\frac{1}{2}$ knots.

The Life-boat Service in 1929.

THE year 1929 was remarkable for the series of intense gales in its last three months, following on an autumn of prolonged drought. The gales are described on another page. Here it is sufficient to say that during the ninety-two days of those three months, there were gales on no fewer than fifty-four days. The number of lives for whose rescue the Institution gave rewards was 363. Of these, 265 were rescued by Life-boats—140 of them being during the last three months of the year—and 98 by fishing boats, and other boats. In addition to the lives, 32 boats and vessels were saved or helped to safety. From its foundation on 4th March, 1824, up to the end of 1929, the Institution has given rewards for the rescue of 62,122 lives.

Although the number of lives rescued was smaller than in 1928, when it was 591, the highest for five years, the great traditions of the service were fully maintained, and three Silver Medals and Clasps, and four Bronze Medals and Clasps were awarded for services in which special gallantry, tenacity and skill were shown. The three outstanding services of the year were carried out by the Motor Life-boat at Rosslare Harbour, Co. Wexford, the Pulling and Sailing Life-boat at Hythe, Kent, and the Motor Life-boat at Newhaven, Sussex. In each case the Coxswain was awarded the Silver Medal. Bronze Medals were awarded to the Coxswains for services by the Motor Life-boat at Stromness, Orkneys, the Pulling and Sailing Life-boat at Dungeness, Kent, and the Motor Life-boat at Angle, Pembrokeshire. Of the seven Medals, three were won by Englishmen, two by Irishmen, one by a Scotsman, and one by a Welshman, while the Coxswain at Thurso, Caithness-shire, was twice awarded the Thanks of the Institution inscribed on Vellum.

The majority of the 363 lives saved were British, and once again our Life-boats showed that they are a great international as well as a British service. Altogether fourteen vessels and

one seaplane belonging to ten foreign nations were succoured, and fifty-nine lives were rescued from them. Three of the vessels were Spanish, three were Finnish, two German, one French, one Belgian, one Norwegian, one Danish, one Swedish, and one Greek, while the seaplane was Italian.

New Motor Life-boats.

The year was exceptionally busy for the Life-boat Service in other ways. No fewer than twelve powerful new Motor Life-boats were completed and sent to their stations. Four of these went to the English coast, Humber (Yorkshire), Clacton-on-Sea (Essex), Padstow (Cornwall), and Weymouth (Dorsetshire); four to the Scottish coast, Stornaway (Island of Lewis), Campbeltown (Argyllshire), Port Patrick (Wigtownshire), and Troon (Ayrshire); two to Wales, Angle (Pembrokeshire), and Holyhead (Anglesey); one to Ireland, Courtmacsherry (Co. Cork), and one to St. Peter Port (Guernsey). There were seventy-nine Motor Life-boats in the Institution's fleet of 203 boats at the end of the year, while another twelve Motor Life-boats were under construction, of which three went to their Stations during January.

The year also saw the completion of the entirely new type of fast Motor Life-boat (described in *The Lifeboat* for March, 1929), to protect the passenger-steamer and aeroplane traffic across the Straits of Dover. This boat, with a speed of between seventeen and eighteen knots, is the fastest Life-boat in the world. She went to her Station at Dover in January, and is to be named *Sir William Hillary*, after the Institution's founder.

New Stations.

It was decided to establish a Life-boat Station in the Shetland Islands, this being made possible by the system of coast communication which has recently been organised in the Shetlands by the Board of Trade. In view of the fact that only a boat of the latest and most

powerful type would be suitable to safeguard an area made up of a widely scattered group of many islands, a Motor Life-boat of the 51-foot Barnett type, with two 60-h.p. engines, has been laid down for it.

The Station at Shoreham (Sussex), which was closed in 1924, owing to lack of water due to silting, has now been re-opened. This has been made possible by the great improvement in local conditions, and the disappearance of the harbour-bar, which existed in 1924. The Watson Motor Life-boat, stationed at Weymouth in 1919, and replaced there during the year by a new Watson Motor Life-boat, was transferred to Shoreham.

Stations Closed.

The Stations at Rhoscolyn (Angle-

sey), Rye Harbour (Sussex), Porthleven (Cornwall), and Southend (Cantyre) have been closed during the year, as have also the No. 1 Station at Caister (Norfolk), and the No. 2 Station at Palling (Norfolk), these Stations being no longer needed, as Motor Life-boats have been placed at neighbouring Stations.

No Station has done more magnificent work for the Life-boat Service than Caister. Since the Institution took it over in 1857, its Life-boats have the splendid record of 1709 lives rescued from shipwreck, and the Institution has awarded one Gold Medal and eleven Silver Medals to Caister men. Palling also has a very fine record. Since it was taken over by the Institution in 1852 its Life-boats have rescued 782 lives.

The Twenty Branches with the Highest Collection.

WE publish on page 17 a table showing the twenty Branches which made the largest contributions to the Institution during the financial year ending the 30th September, 1929.

The total sum raised by these twenty Branches was £42,050, which is £2,334 more than in 1928. The contribution required to secure inclusion among the first twenty last year was the highest yet reached, no less than £745 being necessary to find a place, as against £694 in 1928 and £685 in 1927. This fact enhances the credit due to the first twenty Branches.

The Institution now has 1,040 Branches, several of which, like the Isle of Wight, and Bournemouth, include a number of Sub-Branches which are fully organised units. They raised last year approximately £117,600, so that the first twenty, by raising £42,050, were, as in previous years, responsible for well over a third of the total.

As foreshadowed last year, Glasgow has continued the remarkable advance started three years ago and, with a further increase of over £1,000 this year, takes second place for the first time, having beaten both Manchester and Liverpool. Edinburgh drops from fifth to seventh, thus changing places

with Birmingham, which rises from seventh to fifth. Belfast goes up from thirteenth to ninth, while Dublin drops from ninth to thirteenth. Dundee returns to the list after being absent since 1923-24, and at once jumps to twelfth place, and Clacton-on-Sea (sixteenth) and Exeter (twentieth) come into the list for the first time. The last-named three Branches displace Douglas, Hull, and Newcastle-on-Tyne.

The City of London in the list is simply the area covered by the City Branch; that is to say, the City proper, the "square mile" within the original boundaries, and also the Borough of Finsbury. The whole of Greater London, including a number of Branches, raised £20,030.

In the City, with its fluctuating population, and in the big seaside resorts, where there is a great influx of summer visitors, any calculation of the amount per head is impossible. It will be seen that of those Branches in the list where such a calculation can be made, Exeter comes easily first with the fine figure of 3*d.* per head. Three others have a per head contribution of over 1*d.*—Dundee and District, Glasgow and District and Bradford and District. Many Branches which do not appear in

the list have a higher per head contribution than any of the twenty, for, of course, the smaller the population, the easier it is to get a high collection per head.

In order to appreciate the significance of the "per head" figure, it should be noted that $1\frac{1}{2}d.$ per head of the whole population, or £5 4s. per 1,000, is required to produce £250,000 a year, which, until lately, sufficed to provide and maintain the whole Life-boat Service. Now, however, owing to the increased cost of the Motor Life-boat, the total required is £300,000 a year, only one-third of the cost of the *Aquitalia*, and only one-thirtieth of the cost of the battle-cruiser H.M.S. *Hood*. This

means $1\frac{1}{2}d.$ per head of the population, or £6 5s. per 1,000.

It will be seen, therefore, that every Branch should aim at getting at least $1d.$ per head of the population within its area; and none should be satisfied with less than $1\frac{1}{2}d.$, and that those large towns which raise more than this have reason to congratulate themselves on the effectiveness of their methods of appeal, and to be proud of the generosity with which their citizens have responded to the call of the Life-boat Service. But, as stated above, it must be borne in mind that it is much more difficult to achieve this result in great cities, with a huge working-class population, than in smaller towns and seaside resorts.

Branch.	County.	Population of Branch area.	Collection.	Amount per head.	Position last year.
			£	d.	
1. City of London *	London . . .	—	9,930	—	1
2. Glasgow and District . . .	Lanark . . .	1,060,000	5,152	1·17	4
3. Manchester and Salford . . .	Lancashire . . .	1,279,000	3,973	0·75	2
4. Liverpool and District . . .	Lancashire . . .	955,000	3,343	0·84	3
5. Birmingham and District . . .	Warwickshire . . .	1,007,000	2,427	0·58	7
6. Bradford and District . . .	Yorkshire . . .	394,700	1,856	1·13	6
7. Edinburgh, Leith and Granton . . .	Edinburgh . . .	512,000	1,721	0·81	5
8. Eastbourne † . . .	Sussex . . .	66,634	1,526	—	8
9. Belfast . . .	Antrim . . .	415,151	1,264	0·73	13
10. Leeds and District . . .	Yorks . . .	600,000	1,231	0·49	12
11. Bristol and District . . .	Gloucestershire . . .	390,000	1,198	0·74	11
12. Dundee and District . . .	Forfarshire . . .	196,974	1,192	1·45	—
13. City of Dublin . . .	Dublin . . .	431,000	1,184	0·66	9
14. Poole, Bournemouth, etc. † . . .	Dorset . . .	146,200	1,065	—	10
15. Isle of Wight † . . .	Hants . . .	94,150	963	—	14
16. Clacton-on-Sea † . . .	Essex . . .	17,050	935	—	—
17. Margate † . . .	Kent . . .	46,500	816	—	17
18. Aberdeen . . .	Aberdeenshire . . .	188,000	769	0·98	18
19. Southampton and District . . .	Hants . . .	235,600	760	0·77	16
20. Exeter . . .	Devon . . .	59,600	745	3·00	—
Douglas . . .	—	—	—	—	15
Hull and District . . .	—	—	—	—	19
Newcastle-on-Tyne . . .	—	—	—	—	20

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

† Resident population. This is greatly increased by the influx of visitors all through the season.

Obituary.

Since the last number of *The Lifeboat* appeared, the Institution has lost by death several valued friends and workers, among them the distinguished surgeon, Sir William Milligan, M.D., LL.D., J.P.,

Chairman of the Manchester, Salford and District Branch. It is hoped to give full accounts of the work which they have done for the Institution in the next number of *The Lifeboat*.

Adams of the Goodwin Sands

“ Bill ” Adams of the Goodwins died at Deal in 1926. The tempestuous weather round our coasts which heralded 1930 has spoken loudly to us of him and of his dauntless successors.

I

WILL ADAMS of the Goodwin Sands !
 Your iron heart, your gripping hands
 Baulked the wild waters of their prey,
 Full many and many and many a day.
 A thousand storms you battled through,
 A thousand times your mates and you
 Pulled where the fiery signal flew,
 Pulled where the leaping rocket cried
 Upon a fierce grey drowning tide.
 You helped to save a thousand lives !
 And long as gratitude survives,
 And prayers of mothers and of wives
 Rise when the roaring storm wind drives,
 Rise on the wings of agony
 To Him Who spake in Galilee,
 And curbed the power of His sea,
 Blessings shall fall in tender dew
 Upon your memory leal and true,
 Who feared not any wind that blew ;
 Ready !—at Duty's high demands,
 Brave Adams of the Goodwin Sands.

II

Three score and ten and five years more
 Your sum of life on sea and shore.
 You shipped your oar at the close of day :
 You beached your boat : and you've gone away
 To rest : to stand within your lot
 When all days end and Time is not.

III

Yet from east and west the ships will sail
 Again in the teeth of a driving gale ;
 From south and north—for a while, a while,
 They will race to sight the little Isle ;

And raging seas will shoal and shock
 About the quicksand and the rock,
 And gun and rocket speak—and when
 Again the Kentish Life-boat men
 Shall battle out and battle through,
 And fight the surf as you used to do,
 And reach the wreck and save the crew,
 They'll spin a hundred yarns of you !
 Who neither flinched nor quailed nor failed,
 Who often against hope prevailed.
 Hero by daring, and by deed,
 Staunch sea-dog of the British breed,
 Who bold as Caister boatmen be
 Never went back for any sea !

IV

And while the breasting barque beats by,
 And flags of many nations fly
 Under our wild grey Channel sky ;
 As rescued men—the danger over—
 Turn homeward from the Straits of Dover
 They'll bear your name to many lands,
 Old Adams of the Goodwin Sands !

ADA LOUISE JACKSON.

William Adams, to whom Mrs. C. N. Jackson (Jim's Wife) has paid such a fine tribute in her poem, was Coxswain at the famous Life-boat Station of North Deal, opposite the dreaded Goodwin Sands, from July, 1907, until he retired at the end of 1920 at the age of sixty-nine. During his thirteen and a half years of service as Coxswain, the North Deal Life-boat rescued 321 lives and saved fourteen vessels. Adams was three times awarded the Institution's Silver Medal for gallantry. He also held a Gold Watch from the United States and Silver Medals from the Italian and Esthonian Governments, and had received the special thanks of the German Government. He died four years ago at the age of seventy-five. His record was typical of the character and courage of the Coxswains and Crews all round our coasts, and we publish Mrs. Jackson's poem as a tribute, not to Coxswain Adams alone, but to all his comrades of the Service, who equally deserve it.

Mrs. C. N. Jackson has generously given her poem to the Institution for publication, with permission to make full use of it in its appeals, and we would specially recommend it to Honorary Secretaries for recitation at Life-boat meetings and concerts. The copy-right of the poem, however, belongs to Mrs. Jackson, and the rights of reproduction are strictly reserved.—EDITOR, The Lifeboat.

The Prince of Wales in Scotland.

National Life-boat Assembly in Edinburgh. Life-boat Ball in Glasgow.

ON 21st November last, H.R.H. the Prince of Wales, K.G., paid a special visit to Scotland, as President of the Institution, to attend a Scottish National Life-boat Assembly in Edinburgh and a Life-boat Ball, on the same day, in Glasgow.

The Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, presided at the Assembly, which was held in the afternoon in the Usher Hall, and the other speakers were the Right Hon. Thomas B. Whitson, Lord Provost of Edinburgh and President of the Edinburgh Branch, the Earl of Home, Colonel J. A. Roxburgh, D.L., LL.D., the Right Rev. Dr. John White, Moderator of the Church of Scotland, Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), Lady Findlay, D.B.E., of Aberlour (Honorary Secretary of the Scottish Life-boat Council and President of the Edinburgh Ladies' Life-boat Guild), and Commander the Hon. A. D. Cochrane, D.S.O., R.N. (Vice-Chairman of the Scottish Life-boat Council).

Among those present were the Lady Provost of Edinburgh, the Right Hon. William Adamson, M.P., LL.D. (Secretary of State for Scotland), General the Right Hon. J. C. Smuts, C.H., the Earl of Glasgow (President of the Largs Branch), the Countess of Glasgow (President of the Glasgow Ladies' Life-boat Guild), the Earl of Mar and Kellie (President of the Alloa Branch), the Countess of Mar and Kellie, the Earl of Haddington (President of the Dunbar and Skateraw Branch), the Countess of Haddington, Lady Mary Graham (Honorary Secretary of the Isle of Arran Branch), the Earl and Countess of Cassillis, Lord Polwarth, Rear-Admiral Theodore T. Hallett, C.B.E., Sir Alexander Stevenson (ex-Lord Provost of Edinburgh), Sir Charles Barrie, K.B.E., Lord Provost Dempster of Perth, Mr. J. R. Barnett, O.B.E., M.I.N.A. (Consulting Naval Architect to the Institution), and Mr. George F.

Shee, M.A. (Secretary of the Institution).

There was an audience of some 3,000 people, including representatives from sixty of the Scottish Branches, and the Prince was received by a guard of honour of Life-boatmen.

One of the principal features of the meeting was the presentation to the Prince of the Life-boatmen who, since 1905, had been awarded the Institution's *Silver Medal for gallantry*. In each case the record of the service was read out by Commander Cochrane.

The Newhaven Fisher Girls' Choir, in their fisherwives' dress, conducted by Mr. Herbert C. Redman, gave a programme of fishing songs, and also sang the new Life-boat song, "The Life-boatman," written and composed by Mr. Louis Drakeford. Fisherwomen from Newhaven also stood by the collecting boxes.

Twenty ex-policemen, through the kindness of Mr. Oswald Barclay, acted as stewards outside the hall, and twenty-two men of the R.N.V.R. in uniform, under the command of Chief Petty Officer N. S. Balfour, acted as stewards inside the hall. The programmes were sold by thirty programme-sellers, under the charge of Miss Symington, and the platform was decorated with flowers, through the kindness of the Lord Provost, by Mr. John T. Jeffrey (Superintendent of Parks).

After the meeting the Prince of Wales attended a reception in the Caledonian Hotel, where he met and talked to many of the Scottish Life-boat workers.

The Duke of Montrose.

In opening the meeting the Duke of Montrose said: Last week the heart of the whole country was stirred by His Royal Highness going out of his way to give a cheery word and a helping hand to the V.C.'s—the heroes of the battlefield. To-day here in Scotland we all rejoice that His Royal Highness has come here to give the same cheery word and helping hand to those who labour so gallantly in the Life-boat Service. (Cheers.) If it requires

bravery to face the engines of war—those violent engines of the human brain—so also it requires bravery of no less a degree to go out on an errand of mercy on a winter's night and to face the illimitable wrath of heaven as expressed in the angry sea. (Cheers.)

We here in Scotland have great maritime interests. We have the vast seaboard commerce of the Forth and of the Clyde and of our coastline, and we also have the great fishing interests of the Highlands and of the Islands; but we also have a climate subject to great gales such as that which swept over this country on Armistice Day. The Life-boat Institution has placed a large number of modern Life-boats on the Scottish coast. In 1927 there were forty-two, and twelve of them were Motor Life-boats. This year we have increased the number to eighteen, and there are two more in process of construction (Cheers.) So, very soon we shall have twenty modern, powerful Life-boats out of thirty-eight on the coast of Scotland. The Institution has spent about a quarter of a million pounds in providing these twenty boats for Scotland, and it is estimated that it is going to cost £18,000 a year to maintain all the boats on our Scottish coast. How do we stand as regards that?

In 1925, before the formation of the Scottish Council, our total contribution from Scotland to the Institution was under £10,000. In 1927 we had raised the amount to £11,800, and last year—1928—we had increased it again to over £13,000. (Cheers.) That is to say, since the formation of the Scottish Council we have increased the Scottish support by 25 per cent. But we are £6,000 under the amount required to maintain the Scottish Life-boats. Surely we cannot be satisfied by that! I think the Institution, with justification, realises that if this matter is put to the Scottish people in the proper way, and in the way they understand, Scottish generosity and public spirit will respond. (Cheers.)

It is to intensify this appeal, to bring it home to the door of every castle and cottage in this land, that His Royal Highness has been good enough to come up and help us here in Scotland to-day. (Cheers.) They say that if we subscribed only 1½d. per head of our population we could put up all the money that is required. Disraeli once said that the fourpenny bit was specially minted to stimulate Scottish generosity. Well, let us turn 1½d. into a fourpenny bit, and let every person in this country send that amount to the Institution. (Cheers.)

Turning to the Prince, the Chairman said: Your Royal Highness, it is extremely good of you to come here to-day and to help us in the way that you are doing. Your visit is greatly appreciated. (Cheers.) I did hope to have here to-day on the platform to present to you a gallant old man, Alec Gardiner, the Hon. Secretary at Campbeltown, but he writes to me that he is crippled by exposure. He says: "Aye, I would just like fine to grip the hand of the Prince. I know him to be a white man through and through. He

has done more than anybody else for our grand old Service." (Cheers.) That is what all Life-boatmen say. That is what we all feel. You have come here this afternoon and set an example which all our people would do well to follow. (Cheers.)

Presentations.

The Prince of Wales then presented to Coxswain Angus McPhail, of Thurso, the two framed Thanks of the Institution inscribed on Vellum which had been awarded to him for gallant services in 1929 to the trawler *Edward VII.*, of Grimsby, in February, and to a cutter of H.M.S. *Marlborough* in September.*

Mr. G. L. Thomson, the Honorary Secretary of the Stromness Branch since 1903, and one of the two Honorary Secretaries in Scotland who have received the honour of being appointed Honorary Life Governors of the Institution, was then presented to the Prince. The other Honorary Life Governor, Mr. J. A. Gardiner, Honorary Secretary at Campbeltown, South-end and Machrihanish from 1899 to 1929, was prevented by illness from being present. Six of the seven Scottish Life-boatmen who have won the Institution's Silver Medal for gallantry since 1905 were then presented to the Prince:

Coxswain Walter Fairbairn, Dunbar (1905).

Second Coxswain James Sim, of Fraserburgh (1912).

Coxswain James Chisholm, of St. Andrew's (1912).†

Coxswain Andrew Cunningham, of Crail (1914).

Coxswain James Cameron, of Peterhead (1916).

Coxswain John Innes, of Newburgh (1923).

Coxswain Robert Greig, of Stromness (1908), was prevented by illness from being present.

In each case Commander the Hon. A. D. Cochrane, D.S.O., R.N., Vice-Chairman of the Scottish Life-boat Council, gave an account of the service for which the award had been made.

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

I can assure you it is a great pleasure to have been able to come up to Edinburgh to address such a fine audience on such a very important subject. I am told that Branches of the Life-boat Institution from every part of Scotland, including the more remote places, such as Wick, Thurso, Campbeltown, Stromness, and Stornoway, are represented here to-day amongst the audience. (Cheers.) This is, indeed, a proof of the keen interest which not only the Scottish Advisory Council, but the

* Accounts of these services appeared in *The Lifeboat* for March, 1929, and November, 1929, respectively.

† Coxswain Chisholm died on 14th March of this year.

supporters of the Life-boat Institution and the public generally in Scotland, take in this great national Service, whose efficiency and power for good we are here to promote this afternoon.

I am sure you will agree that to have made an important feature of bringing forward those Scottish Life-boatmen who have distinguished themselves by conspicuous service in the last twenty-five years was a very good idea, and I need not tell you how very proud I am to have met these gallant men. (Cheers.) I will name just one, Mr. Thomson, the Hon. Secretary of the Stromness Life-boat Station. As you have already heard, he has been a distinguished Life-boatman himself. I much regret that we have not also had the pleasure of seeing Mr. Alec Gardiner, of Campbeltown, this afternoon.

A GOOD BEGINNING.

First of all, ladies and gentlemen, I should like to thank you and congratulate you on the results you have already achieved, and which have been described by the Chairman—results which, I feel sure, are only the beginnings of a big move forward all along the line in the task of bringing before the Scottish people the magnificent work of the Life-boats, and thereby securing for it the generous measure of support which Scotland has never failed to give to any cause which is at once great, practical, beneficent and national.

I should like to thank you, Mr. Chairman, and the other office-bearers of the Scottish Council and all its members and all the Honorary Secretaries of Branches, especially the Honorary Secretaries and Committees of the Ladies' Life-boat Guild, who have brought about such a notable improvement. But I do hope that we shall not think we have done enough. Like a celebrated character in fiction, I want to "ask for more"; not so much for more money as for more service. I know that the Scottish Council are very anxious to see more active work in many of the Branches, and to secure Honorary Secretaries and to establish Ladies' Life-boat Guilds in different towns where they do not yet exist.

AN APPEAL FOR PERSONAL HELP.

I should like, therefore, to appeal to all to come forward with an offer of personal service on behalf of this great cause in their respective localities. Above all, I should like to appeal to the women who, through the organization of Ladies' Life-boat Guilds, have elsewhere achieved such wonderful results, and have shown that in the service of the Life-boat Cause they have found a bond of union. You may be surprised that I do not ask for larger financial support. It may be, perhaps, you will credit me with being a bit canny in that. (Laughter.) But I know very well that if men and women will come forward in every part of Scotland to further the Life-boat Cause, the response will be beyond doubt, and will be given with that magnificent measure of generosity with which the Scottish people have always met claims of this kind. (Cheers.)

THE FACTS.

But you are entitled to ask whether my appeal for a wider measure of service is justified by facts; and here again the survey which the Duke of Montrose has given you gives overwhelming proof of the thoroughness and rapidity with which the Institution has supplied all your coasts with those large and powerful Motor Life-boats, which have proved to be so efficient in the arduous work of the Service. You have also learned of the very large, though unavoidable, expenditure, both in capital costs and maintenance, which this efficient organisation involves. The capital expenditure of £250,000 for boats, boat-houses, and slipways, with the addition of two more Motor Life-boats, gives you a fleet of twenty out of a total of thirty-eight on the Scottish coast, and an annual cost of maintenance for all your boats, boat-houses, etcetera, amounting to about £18,000.

You will see, therefore, that, deeply encouraging as is the progress already achieved since the establishment of the Scottish Advisory Council, you have before you the aim of increasing the sum annually raised in Scotland from about £14,000 to about £18,000 a year.

AN APPEAL TO FISHING INDUSTRY.

I said that I did not make a definite appeal for funds, but I hope I may be allowed to suggest that that great industry which is most closely associated with the sea, and whose ships are, from the very nature of their work, more frequently assisted by the Life-boats than any other, might perhaps see their way to make some corporate contribution of, say, 5s. per ship per annum.

Two years ago I ventured to make a similar suggestion to the big shipping companies which own the passenger and ocean liners, and I should like here and now publicly to express my warm thanks for the way in which the P. & O. Company and its associated groups, under Lord Inchcape; the White Star Line, the Royal Mail and the Union Castle Lines, under Lord Kysant; and the Cunard Company, under Sir Thomas Royden, have responded to my suggestion; and, further, I have recently heard from my friend Mr. Beattie, the President of that great company, the C.P.R., that his company will also be very pleased to give a modern Life-boat to be placed at some point on our coast (Cheers.)

I feel it would be gratifying if the great trawler and drifter companies, and perhaps the individual owners of these vessels, whose crews are made up of the same fine stamp of men as the Life-boat Crews, were to make the small annual contribution which I have suggested. (Cheers.)

I feel sure that with such help, with the generous services of the men and women who are already working so nobly in the Life-boat Cause, with the stimulus supplied by the work of the Scottish Life-boat Council, and with the splendid leadership of the Glasgow Branch, which has increased its contributions by £1,000 in each of the last two years, the financial object which you would wish to achieve will be attained in a comparatively short time.

Scotland was so early in the field in its recognition of the need of Life-boat service that you actually had five stations on the Scottish coast twenty years before the Royal Life-boat Institution was founded. Indeed, two of

your stations, St. Andrews and Montrose, were actually established in 1800, eleven years after the first Life-boat, the *Original*, was built by Greathead and stationed at South Shields, and only two years after the second English Life-boat was placed at North Shields. The year 1802 saw your third and fourth Life-boats, established at Aberdeen and Ayr, and the people of Arbroath obtained another of Greathead's boats, which was placed there in 1803. So you will see that, although those five stations have only celebrated their centenary this year, they are entitled to point to the fact that they are really considerably older than their foster-mother, the Royal National Life-boat Institution, which, though not founded until 1824, has since then *gradually taken over all the Life-boat stations around the coast of the United Kingdom, the last of these being the Life-boat establishment at Aberdeen itself.*

THE GREAT SACRIFICE.

Ladies and gentlemen, although thousands of lives have been saved and there have been many successful rescues, now and then the illustrious pages of our Life-boat annals are lit up by the lurid light of tragedy and disaster. For instance, almost exactly a year ago, the whole of the Life-boat Crew of Rye Harbour lost their lives in attempting to bring help to a foreign vessel in the gale of 15th November, 1928. In thus sacrificing their lives they carried on the traditions of a Service which, like other fighting Services, has always involved the risk of the supreme sacrifice of life itself. May we not, in the words of Pericles, say of these men and their predecessors in similar disasters: "They gave their lives for the commonweal, and, in so doing, won for themselves the praise that grows not old, and the most imperishable of sepulchres; not that in which they lie buried, but that in which their glory survives in everlasting remembrance." Such tragedies are an inseparable part of the great and enduring drama of the sea, and they lend to the lives and deaths of Life-boatmen an element of the sublime. (Cheers.)

We cannot guard completely against such events, but we can do our utmost to ensure that the men who voluntarily undertake this noble task shall be provided with the best boats in design, in material, and workmanship which science can devise and money can supply. It is for this task that I earnestly invite your co-operation. I need not say to this audience that, in recommending to you the Life-boat Cause, I am confident that you will cherish and further it. Not only has it long since found a home in your hearts, but, in its growth and development and living service, it embodies the noblest ideals of the Scottish people. (Loud cheers.)

The Earl of Home.

The Earl of Home moved the adoption of the following resolution:—

“That this meeting, recognizing the important service of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Hon. Secretaries, Hon. Treasurers and Ladies' Life-boat Guilds, and resolves to do everything in its power to further the interests of this national service in Scotland.”

In doing so, Lord Home said:

We have been made aware that this magnificent Life-boat Institution is in need of increased support, of more personal service, and of a far larger number of regular subscribers. His Royal Highness has been good enough to come here to explain to us the position and to appeal for our help. Turning to the Prince, Lord Home said: That is enough, and I can promise you, sir, on behalf of us all, that we will not fail you. (Cheers.)

Colonel Roxburgh.

Colonel Roxburgh, in seconding the resolution, said: As one who all his life has been associated with ship-owning and ship management, from the days of the ancient sailing barque and the magnificent four-masted vessels of a later date, until to-day when steam and motor vessels cover the seas, I have had the opportunity of knowing the value of the work of the Life-boat Service. Great Britain is an island, and she continues to exist because of her sea-communications, and the safety of her ships and of those who man them is a matter of importance to every man, woman and child in this country—no matter where they reside. (Cheers.)

The Right Rev. Dr. John White.

The Right Rev. Dr. John White, Moderator of the Church of Scotland, in supporting the

resolution, said: I remember one of the proudest moments of my boyhood, in my very early boyhood, was when I stood alongside and actually touched a giant Coxswain, who, with his stalwart sons, had gone out in a raging sea on the Ayrshire coast, and brought in many precious lives. To me, that man was a far bigger hero than the heroes of the Iliad, and I can remember how deeply grieved I was on hearing that my Agamemnon, who had done all this as an ordinary task and a common duty, was very much upset, so much upset at his breakfast the next morning that he could only eat six herring. (Laughter.) Our seamen have placed a girdle round the world for us. We depend on them for the necessities of life, as was brought plainly home to us on Armistice Day, when the Scottish fishing fleet suffered a great loss—a loss that you and I and the Secretary (looking toward the Secretary of State for Scotland) are going to make good. (Cheers.) We owe them a great deal. We can repay it in part by providing an excellent Life-boat Service. (Cheers.)

The resolution was unanimously carried.

Sir Godfrey Baring.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, moved the following resolution:—

“That the hearty and respectful thanks of this Assembly be given to His Royal Highness the Prince of Wales, K.G., for his presence at this, the first Scottish National Life-boat Assembly.”

He said: My Lord Duke, we thank the Prince of Wales for his presence here to-day. We would thank him for his splendid speech. It is a speech which is a reward to our Life-boatmen and our Life-boat workers for the past, an encouragement for the present, and an inspiration for the future. Long since in the illustrious annals of the Life-boat Institution the deeds of Scottish Life-boatmen have been inscribed in letters of gold, and, therefore, I am particularly honoured as Chairman of the Committee of Management that these gallant Life-boatmen have received to-day the supreme honour of His Royal Highness's presence and His Royal Highness's commendation. In conclusion will you bear with me if venture to quote to this Scottish meeting words which were addressed to another Prince long years ago, but which seem to me strangely appropriate for the Prince of Wales to-day:

Well may you trust him to bear himself gallantly.

Scotland can witness from heroes he springs, Undaunted his courage, untainted his chivalry, Worthy the son of a hundred kings.

(Loud Cheers.)

Lady Findlay.

Lady Findlay, in seconding the resolution, said: It is my wish that you will let me assure His Royal Highness on your behalf

that the women of Scotland are determined to make the Life-boat Cause their own, and by every means in their power to support this great national Service. I think the motto of the women of the country should be, "to stand by" the men in time of danger. (Applause.)

The Prince's appeal is an appeal, if I may say so, for courage—courage to overcome that very human disinclination to beg for other people's money. It requires some measure of heroism to face the public and ask them to give their pennies and sixpennies and pound notes, and that courage comes from belonging to a large army of workers, and it is to that end that the Ladies' Life-boat Guilds have been formed all over the country. It converts timid individuals into gallant groups of

people who hesitate not to face the work they may be asked to do. (Cheers.)

The Lord Provost of Edinburgh.

The Lord Provost of Edinburgh, in supporting the resolution, said: I am here to speak for the citizens of Edinburgh, and I wish to assure Your Royal Highness that there is no city in the whole Empire ready to give you such a loyal, royal and hearty welcome as the capital of Scotland. (Loud cheers.)

The resolution was carried with acclamation, and the Prince said: I do not feel worth all this vote of thanks, but I am most grateful for it, indeed, and I am going to show my gratitude by not inflicting another speech on you. (Laughter and loud cheers.)

The Glasgow Ball.

AFTER the Edinburgh meeting the Prince of Wales travelled by special train to Glasgow and there attended a Ball, organised by the Glasgow Branch and held on board the s.s. *Transylvania*, lying in the Clyde. This is the second Ball which, through the kindness of the Anchor Line, has been held on board this vessel, and it was an even more brilliant success than the first.* There was accommodation for 730 guests, many of whom dined on board the liner before the Ball, but there were 2,000 applications for tickets, and these had to be allotted by ballot. The Ball raised the magnificent sum of £1,350. In this was included donations amounting to over £222, and a sum of 300 guineas received for a Menu Card of the Armistice Day dinner given by the Prince of Wales to holders of the Victoria Cross. This card, which was signed by the Prince, had belonged to Sergeant Hamilton, V.C., of the Glasgow Highlanders, and was generously presented to the Glasgow Branch by the *Glasgow Sunday Mail*. It was auctioned at the Ball by Colonel Cameron of Lochiel and bought by Mr. T. H. Coats. The whole of the beautiful floral decorations were presented by Sir Malcolm Campbell, a member of the Glasgow Committee.

Many well-known people from Glasgow and the West of Scotland were

present. Among them were: The Lord Provost of Glasgow, The Duke and Duchess of Montrose, Lady Mary Graham, The Earl and Countess of Glasgow (the latter President of the Glasgow Ladies' Life-boat Guild), Lord and Lady Weir, Lord and Lady Inverclyde, Sir Thomas Royden, Bt., C.H. (Chairman of the Cunard Line), Sir Godfrey Baring, Bt. (Chairman of the Committee of Management of the Institution), Colonel Cameron of Lochiel and Lady Hermione Cameron, Mr. Leonard Gow, J.P. (Chairman of the Glasgow Branch), Mr. William Henderson (Managing Director of the Anchor Line and Honorary Treasurer of the Glasgow Branch), and Mrs. Henderson, Miss Findlay of Aberlour Sir John and Lady Cargill, † Sir Robert Wilson, Sir Louis and Lady Primrose, Sir Frederick and Lady Henderson, Mr. J. W. Harper Gow (Honorary Secretary of the Glasgow Branch), Mrs. J. W. Harper Gow, Mr. and Mrs. L. Harper Gow, Mr. Hourston, Mrs. Hourston, O.B.E., and Miss Jean MacLeod Baxter (Joint Honorary Secretaries of the Glasgow Ladies' Life-boat Guild).

After the first Ball in December, 1928, the Anchor Line were so delighted with its success that they themselves suggested that it should be an annual event. Now, after this second and still greater success, it has become one of the two or three outstanding Life-boat

* The inaugural meeting of the Glasgow Ladies' Life-boat Guild was also held on this liner in 1927.

† We regret to say that Lady Cargill has since died.—Ed. *The Lifeboat*.

events of the year. It will be seen elsewhere that Glasgow last year rose to the second place in the list of Branches, its contribution of £5,152 being larger than that of any other Branch but the City of London. It should be pointed out that the Branch financial year ends on 30th September, so that the £1,350 obtained by the Ball is not included in it. The Ball has

given the Branch a splendid start for the new year, and should ensure, not only that it keeps its place in the list, but that it comes even nearer to the contribution from the City of London. Manchester and Liverpool will indeed have to look to their well-earned laurels if they are to regain and retain their long-held positions of second and third on the list of the first twenty.

The Prince of Wales at the Bradford Matinée.

THE Prince of Wales gave yet another proof of his deep personal interest in the work of the Institution and its Branches when he visited Bradford on 13th November. His visit was for the purpose of opening the new buildings of the Chamber of Commerce, but when he learnt that the Annual Life-boat Variety Matinée at the Alhambra was to take place on the same day, he included it in his already full programme.

The Prince was received at the theatre by Mr. Francis Laidler, the Managing Director, and among those also present were the Lady Mayoress (Mrs. Angus Rhodes), the Deputy Lord Mayor and Lady Mayoress (Mr. and Mrs. A. Highley), Mrs. Laidler, Sir William Priestley (Chairman of the Branch) and Lady Priestley, Mr. R. V.

Rushworth (Honorary Treasurer), Mrs. Rushworth and Miss Grainger, the Assistant Secretary.

The Prince not only stayed to see four turns, but made a speech from his box, thanking Bradford for the generous help which it had given to the Institution for many years, and the splendid example which it had set to all inland towns.

This was the thirtieth Life-boat Matinée which Mr. Laidler has organised in aid of the Bradford Branch, and the Prince's presence at what is one of the longest established and most successful Life-boat events of the year, was a well-deserved tribute to the generous help which that gentleman and his theatre have given to the Institution.

A Roam Through the Annual Report.

The Annual Report of the Institution for 1929 will be issued shortly after the Annual Meeting of the Governors on 7th April, and we publish the following article in the hope that many of those who have in the past considered the Annual Report as a dry official record, of value only for statistical reference, will study it in the future with an entirely different interest. As the 1929 report is not yet issued, references in the article are to the Report for 1928.]

EDITOR *The Lifeboat.*

The perusal of a volume of 370 pages entitled "Annual Report . . . with the lists of the Committee of Management, Officers and contributors"

would not seem to offer much prospect of a very rollicking half-an-hour. As a matter of fact, it is an extraordinarily interesting and instructive book, containing exploits as "saucy" as any of those associated with the *Arethusa*, and in many ways reminiscent of the tales of adventure of bygone days, which also were financed by people with a definite interest in the outcome of each adventure. A stranger to our country, and even many of our own countrymen, would find it a true mirror of the spirit and the heart of the Nation.

At the outset one experiences something of that feeling of awe and respect which comes when entering historical places, or when standing on the draw-

bridge of the Tower of London for, after the Report on "the hundred and fifth year of its work" we read that the earliest Patrons of the Institution were first King George IV. and then King William IV.

The Report itself is an official account of stewardship for the previous year, the details of which will be known by readers of this Journal, but the pages which immediately follow contain a very full Statement of Accounts, details of the Fleet, its distribution round our coasts, and its work during the preceding twelve months.

Summer and Winter: A Contrast

First comes a list, with details concerning each Boat and Station. Here is one of them:

New Brighton No. 2; Established 1864: 60 feet in length; 15 feet in breadth; Motor (Barnett Type); Built 1923; Name, *William and Kate Johnston*. Just a line of cold print, but on page 86 this same Boat has, at a signal, become almost a live thing in the hands of her crew, and is dashing her way through "a heavy W.N.W. gale, with a very heavy sea, continuous blinding rain squalls, and gusts of wind at nearly a hundred miles an hour." That is the weather for which these Boats are designed. We who see the coast in the summer have no idea what it means to take a small boat out to sea under conditions such as those quoted, and in this respect the Report provides a striking contrast between conditions as we summer-holiday sailors are intended to know them and as the Life-boatman knows them. To take first the conditions as we are intended to know them, here is what an illustrated hand-book says of a certain northern seaside resort: "the coast line . . . is practically one sweep of rugged grandeur . . . where the fresh breezes blow from the great North Sea. . . . The bathing is superb owing to the smooth sands on which there is no danger for anyone. The boating is also perfectly safe."

Now, the *same place* for the Life-boatman: "The — Life-boat was launched during a strong S. by E. gale with a heavy sea and snow showers.

. . . When the Life-boat was launched a very heavy sea was running and the waves swept over the launching tractor, temporarily stopping the engine. . . . The Committee of Management, in view of the arduous nature of the service, granted additional rewards to the crew and helpers." And again: "The Life-boat was put out as twelve fishing vessels had been overtaken by a sudden S. gale which at times reached almost hurricane force, causing the heavy seas to wash over the pier and harbour entrance."

Contrasts of this kind could be quoted from all parts of the coast, but that one will suffice to remind us that "strong gales" and "very heavy seas" are exactly the reasons for the existence of this fleet. At the same time, it is impossible to read the exploits of the boats and crews without feelings of astonishment and admiration as we go through page after page of "rewards for rescuing life from shipwreck." Some of them are amazing in their almost jaunty gamble with Fate in order to save life. Look at the case of the New Brighton boat already referred to, when, in the face of the most appalling conditions, and with the Life-boat damaged when getting alongside the wreck, twenty-four lives were saved, this great feat being recognized by the award of the Silver Medal to the Coxswain and Bronze Medals to the Crew.

A Nasty Sea

Here is another one, the Campbeltown Boat this time, and the Official Report says: "The night was dark with heavy rain, a rough sea and a strong S.W. wind, but in spite of this and the fact that no lights could be burnt (owing to the gas fumes which were escaping from the cargo of benzine) the wreck was located and the men taken off." In another case there was "a dense fog and a nasty S.E. sea." That is the word for this work: "a *nasty sea!*" Another report speaks of "thick weather." The combination "thick weather" and "a nasty sea" is surely sufficiently expressive to convey to the imagination a sense of what these men voluntarily face.

Here are a few sentences taken at random :

"There was a heavy sea running, and communication was established by means of the Line-throwing Gun, the remaining six survivors being hauled through the surf into the Life-boat."

"During a strong N.E. gale with a heavy sea . . . The Life-boat went out to meet her (a fishing vessel trying to make harbour). Life-belts were handed to the crew and a small boy was taken into the Life-boat at the request of the skipper." One can then picture the two boats separating, and faintly imagine the grim struggle which followed.

Here is a whole volume in one sentence: the Newbiggin Life-boat "rescued the crew of four, consisting of a father and three sons." Think about it.

We have often heard the expression "there are worse troubles at sea," and here is an instance. A motor fishing boat signalled for help. *Her engine had broken down, her sail had split and her anchor had been lost.*

To finish with a Christmas story: On 25th December "the Life-boat Crew and most of the inhabitants had gone to a Christmas concert in a neighbouring village. They were at once called out" and proceeded to rescue the crew of three of the ketch —."

Repeated Courage

The number of times we see the name of particular Stations repeated throughout these pages emphasizes the fact that the boats and crews do not simply rise to an occasion here and there, but that the need for them is constantly coming. For instance, we read that at Padstow on two occasions during the year "such skill and gallantry were shown in circumstances of great danger that the Institution awarded its Bronze Medal *in each case.*" In the same way, at another Station extra monetary awards were voted to the Coxswain and the Motor Mechanic "in recognition of their very plucky conduct in going out on service four times, although injured on the first service."

Other items, significant in spite of their official wording, catch the eye in

these pages. For instance, the Committee at one meeting "voted £542 13s. 6d. to pay the expenses of the following Life-boat launches, assemblies of Crews, etc., with a view to assisting persons on vessels in distress." And at another: "granted £84 13s. 8d. to persons injured in the Life-boat Service" at a number of places.

The Women of the Service

There are cases where members of the Crew, although ill in bed, insisted on getting up and taking their places in the Life-boat, and from another report comes a sentence which will thrill all the members of the Ladies' Life-boat Guild: "The women of Boulmer *again* rendered valuable help in launching the boat, many of them wading into the sea."

A fitting end to this section will be a reference to a small paragraph which announces that the name of the late William Roberts, who died while on service in the Moelfre Life-boat, is to be inscribed on the Roll of Heroes of the Carnegie Hero Fund.

Then follow several pages containing the names of those who have been awarded medals for conspicuous bravery, every one of which represents a mighty deed performed "out there" in "thick weather and a nasty sea."

There are pictures illustrating a Life-boat Station, and diagrams of Life-boats of all types, each one of which represents years of study and experiment in producing the best possible boats to meet the conditions already described.

So much for the spirit of the Nation as shown by men and women all round these Islands, who regard the fighting of gales and heavy seas as part of their everyday life, when lives are in peril at sea.

And now for the heart of the Nation, as shown by people in every walk of life, who cheerfully finance these adventures year by year. From a national point of view this part of the Report is well worth a fairly close analysis, for it is surely the finest index to the character of our people.

The first thing that strikes one on

looking at the 240 pages of contributions is the wonderful network of Branches and Ladies' Life-boat Guilds which covers every county; the thousands of honorary officials, members of Committees, members of the Guild, honorary helpers and collectors, all imbued with the same spirit as that which animates the Life-boatmen—the saving of life from shipwreck—and enthusiastically devoting their time and energies to raising the money so that it shall be done as efficiently as possible.

Where does the Money Come From?

Then comes the thought "Who gives all this money?" and it is in tracing back each penny to its pocket and handbag, as it were, that we realize how national is the Life-boat Service. The diversity of pockets from which the funds come is indeed astonishing. In the list of subscriptions and collections we see all ranks, classes and professions. The universal response to the appeal is seen on every page. A collection in Chorleywood Parish Church is followed by Gillingham Baptist Tabernacle and Westminster Abbey; there is a contribution from the Royal Yacht Squadron following closely on one from the Paddington Borough Council Scavenging Department Employees. Ivydale Road L.C.C. School is very little behind Rugby School, while the North China Command at Tientsin is immediately followed in the list by the North London Drapery Stores. New Scotland Yard joins with the convicts of Camp Hill prison in contributing to help those who face the "thick weather and nasty seas," while the Hotel Cecil stands side by side with the Angel Inn, Tooting, in the same cause. There is the North Walsham Mothers' Meeting and the Lord Mayor of London and Sheriffs' Committee; the Manchester Baths and Wash-houses and the Foreign Office; the Swanley Junction Working Men's Club and the Richmond Golf Club; Magdalen College, Oxford and the Forster Infants' School; the Connell (Argyll) Band of Hope and the "Rose and Crown" at Birmingham. The list could be con-

siderably extended, but the point has been made.

It is quite impossible to make a complete categorical summary of contributors, but the following will be seen at glancing through the lists: Warships and units of the Royal Navy, the Army, Royal Air Force, Civil Service, the Police and County Constabulary, Fire Brigades, Municipal Departments and Borough Councils, Staffs and Departments of Banks, Offices, Works, Shops, Hotels, Railways, Tramways, Buses, etc., Scouts and Guides, Women's Institutes and Mothers' Meetings, Universities, Schools (Day and Sunday), Passengers and Crews of Ships, Theatres, Cinemas, Churches and Chapels of all denominations, Societies and Clubs (Social, Rotary, Yacht, Literary, Dramatic, Sport, Shooting, Swimming, Angling, Tennis, Bowls, etc.), Masonic Lodges from all over the world, Forsters, Oddfellows, Orphanages, Bible Classes, Benevolent Societies, Co-operative Societies. Even the three Divisions of the Football League are represented by Leicester City, Preston North End and Fulham.

That the Life-boat Service makes a special appeal to those who wish to make contributions "in memoriam" is shown not only by the number of special gifts and donations from Trustees and Executors, but by the number of anonymous contributions for that purpose.

£43,000 from Life-boat Days

Almost every known method of collecting money is employed by the hosts of voluntary workers, but easily the most successful is the Life-boat Day Street Collection. In 1928 such Collections were held in nearly 800 places, and in this way £43,000 was raised. It is very doubtful whether this money could have been obtained in any other way, and, although this form of collection is becoming increasingly difficult, those who have organized and helped in these appeals will surely be encouraged by this huge total to continue their efforts, and to determine more than ever to overcome the difficulties and to insist upon the much-maligned "Flag Day"

as the only means of reaching those "smaller" contributors who in that one year gave between them over £40,000 towards the rescue of the shipwrecked.

Amongst the other forms of raising funds were over 100 Dances, nearly 100 Whist Drives and about seventy Concerts. Collections were made in about 170 Churches and Chapels and 150 Theatres and Cinemas. Many House-to-House Collections were held, as well as Bridge Drives, Socials, Sales of Work, Bazaars, Carnivals, Jumble Sales, Garden Parties and Fêtes, Theatricals, At-

homes, Carol Singing, Sales of Photography and Sketches, Collections by Boxes and Cards, Dancing Displays, Band Concerts, Processions, Sale of Souvenirs, etc., etc.

One is left with a feeling that the Report is a remarkable justification of the voluntary principle under which the Institution has been maintained and administered since its foundation, and a complete answer to the few who ask why the Service is not run by the State. For clearly, the people have made the Life-boat Service their own.

W. P.

Life-Boat Essay Competition, 1929.

Presentation of Prizes in the London District.

At the Caxton Hall, Westminster, on the 6th February the Mayor of Westminster (Captain J. F. C. Bennett) presided at the presentation of prizes won in the Life-boat Essay Competition in London (consisting of schools in the London County Council area) in 1929. The presentations were made by Major-General the Right Hon. J. E. Bernard Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management. Supporting the Mayor were Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I. (a member of the Committee), the Mayor of Walthamstow (Mr. V. la T. McEntee, M.P.), Admiral of the Fleet Sir H. F. Oliver, G.C.B., K.C.M.G., M.V.O. (a member of the Committee), Engineer Vice-Admiral Sir R. B. Dixon, K.C.B. (a member of the Committee), and Mr. George F. Shee, M.A., Secretary of the Institution.

During the meeting Mr. Frederick Woodhouse sang five sea songs, all of which were enthusiastically received by the audience.

The Mayor of Westminster.

In opening the proceedings the Mayor of Westminster spoke of the work of the Institution and of the Life-boat Crews, and concluded by saying:—

"Last year you had the privilege of receiving the Shield and awards from Coxswain Swan, of the Lowestoft Life-boat. He holds

the Gold Medal of the Institution, which is the Victoria Cross of Life-boat work. This year you are going to have your presentation made by a well-known soldier, a man who has fought for his King and country in the South African War and the late War, and is a holder of many honours in consequence. Among them are the Order of the Bath, of St. Michael and St. George, and the Distinguished Service Order. But I think there are other things he holds, quite as important as any of these three Orders, and these are the awards he has received for having worked with the Life-boat at Brooke, Isle of Wight. (Applause) He is a member of the Crew of this Life-boat; one of the men who do not hesitate, when necessity arises, to brave the dangers of the sea, gales and heavy waves, and who go out to help in saving life. (Cheers.) I am sure that this is the thing which will commend him to you children. He is a real Life-boatman who has done real work in the Life-boats. I will now call upon General Seely to present the Shield and other awards." (Applause.)

General Seely.

After presenting the Challenge Shield to Joseph McDonnell, of the St. George's Roman Catholic School, Raglan Road, Walthamstow, and the other prizes, General Seely said "I rejoice to have met these children who have taken an interest in the Life-boat Service, as shown by writing these essays. I hope and pray that in years to come they may continue to take a lively interest in this great work. I have had long and practical experience of it. It is through no merit of my own, but when you live in a lonely place on the coast as I do, it is absolutely necessary for everybody who knows anything about the sea, and sometimes for some of those who know nothing about it, to man the Life-boat in order to make up a full Crew. And as I live in such a

place, of course I cannot but be a member of the Crew. That I have been for more than thirty-five years—(cheers)—and I hope I shall be until I am turned out. Nothing but physical infirmity shall prevent me going out in our Life-boat whenever the need arises. (Cheers.) I have been out in a Life-boat considerably more than a hundred times, so I know just what it is like, and it really is very interesting. I will tell you what it is really like.

WHAT A LIFE-BOAT LAUNCH IS LIKE.

"First, let us suppose a great storm is blowing. If you belong to the Life-boat, as thirteen of us do in the place where I live—and do not anybody be afraid of sitting down thirteen to dinner, because the only dangerous thing I do is to go out in the Life-boat, and there are always thirteen of us; and all those years there has been only one accident, when one man was drowned. Well, every one of the thirteen takes the precaution of putting out his thick clothes, and he goes to bed thinking 'I wonder if we'll be fetched out to-night.' Of course, ninety-nine times out of a hundred he is not, but I remember one night not very long ago when I went to bed just like that, having put out these clothes, and the window was left open. Sure enough, although I sleep very soundly and have slept through many a bombardment, I was awakened with a terrific bang. That is the maroon we fire when the Life-boat is summoned.

"In a moment one is up, feeling dazed and somewhat strange, but, after all, going to do the thing one has done so often before for practice. There is one great advantage, amongst many others, of the Life-boat Service over war. The Life-boat Service, as I will show you in a moment, brings all nations together. War, of course, divides them. But also it is very easy to practise Life-boat work when there is not a wreck, but it is very difficult to practise war when there are no bullets and shells. In the Life-boat we go out and practise in the roughest weather, so that when you hear this bang and get up and dress, you know you are going to do something you have practised often before.

"As you come out of the door you are almost blown over by the storm. You run down in the darkness, tripping over all sorts of obstacles, and finally get to a very dark place where all the horses are assembled to pull the boat out. You do not talk about how rough it is; that is the last thing you say—(laughter)—you think about it, and perhaps wish it was not quite so rough, but you talk about all sorts of other things—in fact, about anything except the weather. At that moment the Coxswain says 'Pull her out,' and out go the horses and you run down to the beach, still in a sort of daze when it is a very rough night, because in our hearts we each think, 'Shall we ever come back?' You then take your place and help to push the boat to the water. The waves almost come over your head while pushing her out. Then you climb into the

boat, and that is not easy, because your clothes are wet through and very heavy in consequence. Then you take up your oar. For the last twenty-five years I have rowed stroke on the port side of our boat—(cheers)—and it is up to me to keep time.

"You sit there and you see the Coxswain in the dim darkness, standing by watching the great waves come in, trying to time it right so that he will be able to launch just after the biggest wave has broken, so that we shall have way enough on to get over the next wave. That is very hard to gauge, but on the night I speak of the Coxswain made a very good shot. There we sat, and I did not think we should get off, as the wind was blowing with gusts of seventy miles an hour and the sea was very high. Then with a great roar he shouted 'Launch!'

A GREAT MOMENT.

"Now that is a great moment in any man's life; that is a moment to have lived through. At that moment the people on shore hear, and, with ropes on each side, which go past the bow and back to the stern of the boat, they run up the beach and so pull the boat at great speed. Probably it is eight or nine miles an hour before she shoots off the carriage into the water. And at the moment she touches the water you have got to begin to row and keep her going. Oh, my word, how one does row then! There is no ca'canny about rowing at that moment, because you know full well that another wave is coming, that if you can get over that the rest will be easy, but that if you get caught by the next wave you may be turned broadside on, as has happened; then back you go to the beach and you will never get the boat out again that night.

"Then comes a strange thing. Nothing in this world, my dear children, is as bad as you expect it to be. That is absolutely true. You would think that when you got out into this terrific sea the violence of the wind would be such that you could not pull the boat against the wind, much less the waves. But for some strange reason there is much less wind when you are in the boat, and you feel much better off, and in a way you feel rather safer than those poor wretches on shore with the chimney pots blowing down and falling about. (Laughter and cheers.) It is really quite jolly when once you get away, but, of course, it is terribly hard work.

"Mr. Mayor, I believe you think that most of the Life-boats have motors now, but that is not so. Of our fleet, eighty-two boats have motors and one hundred and twenty-three are Pulling and Sailing; but, of course, there are a good many more we could equip with motors—though by no means all—if we had enough money. That is where you come in, my dear children. I have described to you what it is like getting off a beach, as I have done so often. You can imagine what an ordeal it is, and you realize what a wonderful Service it is for us all to support. But when you get a bit older and go out into the world I do hope you will not forget this day, when, under the

presidency of the Mayor of Westminster, you received your Certificates, but that you will help in the Life-boat Cause wherever you live.

A KINGDOM UNITED IN LIFE-SAVING.

"Before I sit down, may I tell you what a wonderful year we have had, this year in which you have won your Certificates? During the months of November, December and January, as you will remember, wherever you live, there have been a series of most tremendous gales. In each one of these months more than fifty lives have been saved from shipwreck at the height of these great storms. On the 7th December the wind in the Channel reached a speed of one hundred and ten miles an hour. Now, if you met a wind in the streets where you live at about forty miles an hour you would think it a strong gale, and you would be right. But this wind was blowing at three times that speed. Yet on that day fifteen Life-boats went out. (Cheers.)

"I have said the Life-boat brings people together. Politicians may make what laws they like, and statesmen may confirm them, but in the matter of Life-boats, happily we are still a United Kingdom. During last year seven of the Institution's highly coveted medals were awarded for acts of great gallantry in the Life-boat. Of these, three were presented to Englishmen, two to Irishmen, one to bonny Scotland, and one to gallant little Wales. So you see that in this matter the Life-boats make us a United Kingdom.

"But more than that. In the storms of last year in which these wonderful deeds were done—my boat was not out, though we were always expecting the call—during these storms the Life-boats were international in every sense. For whom did they go out to rescue? Only members of the United Kingdom, as I shall always call it in Life-boat work? No, the sailors of ten different nations were represented: Finns, Swedes, Germans, French, Norwegians, Belgians, Spaniards, Italians, Danes, and Greeks—almost every nation, including the enemies whom we fought against in the war. I like to think that this is the way to heal the ravages of war. (Cheers.)

"So you see it is really a great Service and it has a great call upon us all, and if any kind friend (here the speaker turned towards the Mayor of Westminster) will come forward and present us with a Life-boat, as, for instance, the greatest city in the world, Westminster, we should be very grateful. (Laughter and cheers.) I am not going to beg from you children, but when you grow up you must help us in every way you can to continue this great work. Believe me the deeds which have been done during the last few months will live in the memory among the finest examples of English valour and English devotion to duty, and you will love to think that it was during this year that you won these prizes in our great national Service." (Loud cheers.)

Mr. Frederick Woodhouse then sang "The Bonny Sailor," "Boney was a Warrior,"

"Sea Fever," "Shenandoah," "Blow, Boys, Blow," the audience joining in the chorus of the second, fourth and last songs.

The Mayor of Walthamstow.

In moving the vote of thanks to the Mayor of Westminster and General Seely, with whose names he coupled that of Mr. Woodhouse, the Mayor of Walthamstow said:—

"Besides the prize-winners I see present a good number of those who have tried and lost, and, after all, the Life-boat Service, of which we have been hearing such wonderful stories, is made up of men who have tried and won and sometimes of men who have tried and lost. It is in the trying that the pleasure comes, and it is in trying always that we get our happiness. Those who have won prizes must have tried hard, and it is a very great pleasure indeed to see that one of the members of that very diminutive new Borough of Walthamstow is commencing to make its tradition. (Cheers.) I am extremely pleased to have the opportunity of being present to-night when he comes before what is probably his first public audience and takes away, I won't say his first prize, but certainly his greatest prize, and one that, I am sure, he will value all his life, the memory of having won this Challenge Shield. I am glad to see his mother here.

"When you were writing those essays I wonder how many of you had the same thought that I had. Why do these men serve? Is it money that makes them give it? Sometimes I hear speeches in the House of Commons about money being an incentive to do things. But with the Life-boatmen the incentive is not money or gain. The only incentive is the desire to serve. If you children just keep that thought with you for the rest of your lives, that it is the desire to serve which inspires these men of the Life-boat Service, that inspires many of our women in the nursing of the sick, that inspired all the greatest and best deeds that were done during the Great War and inspires many thousands of our fellow men and women all over the world to sacrifice everything, even life itself—if you will keep that before you, you will be the better men and women, and the world, too, will be better." (Cheers.)

Mr. George F. Shee.

In seconding the vote of thanks, Mr. George F. Shee said:—

"I think, boys and girls, none of you will ever forget that, while last year you had a Life-boat Coxswain to give you the prizes, you have had this year a Life-boatman, a Soldier a Sailor and a gallant English gentleman. I am a land-lubber myself. I have never been privileged to serve at sea, but I have had the privilege, which I prize enormously, that I have known Life-boatmen all round the coast. If I had to choose a friend at random I would choose a Life-boatman rather than any other man in the world, and that is because there is a great quality which seems to unite all these men, a spirit

of God-fearing courage and humanity. They possess heroism without heroics, courage without brutality, and humanity without the sentimentality of which we hear so much to-day." (Cheers.)

With the singing of the National Anthem, led by Mr. Woodhouse, and cheers for the King, led by General Seely, the meeting ended and a small Life-boat gift was handed to each boy and girl as they left the hall.

The Royal Life-boat Matinée.

THE third annual Royal Life-boat Matinée organised by the Central London Women's Committee of the Ladies' Life-boat Guild was held at the Savoy Theatre (lent by Mr. Rupert D'Oyly Carte) on 5th December, in the presence of H.R.H. Princess Louise, Duchess of Argyll, Patron of the Guild. It realised £746 after all expenses had been paid.

The ticket-selling was in the hands of the whole Committee, while a special Matinée Committee of six members arranged the programme and performance: The Viscountess Bertie of Thame (Chairman of the Central London Women's Committee), Lady Dorothy D'Oyly Carte (Deputy Chairman), Lady Florence Pery (Honorary Secretary of the Ladies' Life-boat Guild), Mrs. Toye, Madame Adeline Geneé-Isitt, and Lady (Nigel) Playfair.

Among those also present at the Matinée were the Duchess of Norfolk (Vice-Patron of the Guild), the Duchess of Hamilton and Brandon (Vice-Presi-

dent of the Guild), the Hon. George Colville (Deputy Chairman of the Committee of Management), and Mr. George F. Shee, M.A. (Secretary of the Institution).

A variety programme was given, in which the following took part (in the order of the programme): Nan Kenway, Wendy Toye, boys (from 5 to 8 years old) from McPherson's Gymnasium, in a boxing display, Bratza, Beryl Laverick, who supplied a Surprise Item, Ethel Bartlett and Rae Robertson, Lady Plunket and Mr. Frank Leveson, Hugh Wakefield and Heather Thatcher, in "Don't Play with Fire;" Marjorie Clarke Jervoise, Hayden Coffin, Violet Loraine, Mr. and Mrs. Victor Silvester, Charlie Kunz and his Chez Henri Club Band, Nelson Keys, Professor Yukio Tani, with members of the Budokwai, in a display of Judo, and Madame Asher Lucas at the piano. A number of well-known actresses, under the direction of Miss Winnie Melville, acted as programme sellers.

Articles Held Over.

OWING to the space taken by the accounts of the winter gales and the report of the Prince of Wales's visit to Edinburgh and Glasgow, it has been necessary to hold over a number of articles and reports which otherwise would have appeared in this issue. Among these are an illustrated article on the new fast type of Motor Life-boat for Dover, already described in the issue for March 1929; reports of the re-opening of the Shoreham Station with a Motor Life-boat, the District Conferences held at Harrogate, Truro and Taunton, and the presentation of Centenary Vellums at Sunderland, Hartlepool and Newhaven; the broadcast appeal from London by ex-Coxswain

Swan, of Lowestoft, which brought in nearly 1,700 contributions, amounting to nearly £750; an article on Grace Darling's coble at the North East Coast Exhibition at Newcastle, and the arrangements which are being made, with the generous help of Lord Armstrong, to found a permanent house for it at Bamburgh, where Grace Darling is buried; an account of the Bridlington Memorial Service for the lives lost in the great gale of 12th February, 1871, and a chapter from Major-General Seely's book of reminiscences, "Adventure," describing a Life-boat Service in which he took part as a member of the Brooke (Isle of Wight) Life-boat Crew.

Summary of the Meetings of the Committee of Management.

Thursday, 14th November, 1929.

SIR GODFREY BARING, Bt., in the Chair.

Co-opted Vice-Admiral Sir ARTHUR A. M. DUFF, K.C.B., a member of the Committee of Management.

Reported that as a result of the Appeal made by H.R.H. The Prince of Wales to Shipping Companies, the Canadian Pacific Steamships, Ltd., had decided to make a gift to the Institution of £6,500; the money to be allocated towards the cost of the Selsey Motor Life-boat and the boat to be named "Canadian Pacific," in accordance with the wishes of the company.

Reported the receipt of the following special contributions:—

	£	s.	d.
Sir Heath Harrison, Bt., for a Motor Life-boat to be named "Lady Harrison"	5,000	0	0
Navy, Army and Air Force Institutes, surplus revenue from Naval Canteen trading, in accordance with the wishes of the men of the Fleet (donation)	1,900	0	0
Capt. T. P. Hall (donation)	350	0	0
Sir George Sutton, Bt. (additional donation)	20	0	0
Anonymous (additional donation)	20	0	0
Three Sisters (donation)	15	0	0

To be thanked.

Paid £20,127 17s. 1d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £107 12s. 2d. to pay the expenses of the following Life-boat Services:—

Life-boat.	Vessel.	Lives Rescued.
Cromer (Motor)	Schooner <i>Svenborg</i> , of Vardo. Stood by vessel.	
The Humber (Motor)	Steam trawler <i>Barle</i> , of Grimsby. Stood by vessel.	
Rosslare Harbour (Motor)	Fishing boats <i>Jane</i> and <i>Sceolan</i> , of Wexford. Stood by boats.	
Rosslare Harbour (Motor)	Fishing boat <i>Spray</i> , of Wexford	3
Rosslare Harbour (Motor)	Schooner <i>Mountblairy</i> , of Plymouth	5
Rosslare Harbour (Motor)	Fishing boats <i>Benita</i> and <i>Geisha</i> , of Wexford. Saved boats and rescued	7
Rosslare Harbour (Motor)	Fishing boat <i>Spray</i> , of Wexford. Saved boat and rescued	4
Rosslare Harbour (Motor)	Fishing boats <i>Benita</i> and <i>Kathleen Clare</i> , of Wexford. Saved boats and rescued	8

Life-boat.	Vessel.	Lives Rescued.
Thurso (Motor)	A cutter of H.M.S. <i>Marlborough</i> . Saved cutter and rescued	20
Walton-on-the-Naze (Motor)	Barge <i>G.H.C.</i> , of Rochester. Landed 2.	
Whitby No. 2 .	Steam trawler <i>Earl Haig</i> , of Hull. Rendered assistance.	

The Margate (Motor) Life-boat assisted to save the barge *Azima*, of Faversham, and rescued her crew of three.

Also voted £184 8s. 5d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Barmouth, Blackpool, Bridlington, Clacton-on-Sea (Motor), Criccieth, Cromer (Motor), Dungeness No. 2, Fishguard (Motor), Fleetwood, Galway Bay (Motor), Llandudno, Lowestoft (Motor), Maryport, Piel (Barrow) (Motor), and Pwllheli.

Passed a further £117 17s. 1d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Caister and Frazerburgh.

Granted £72 8s. to men for injury in the Life-boat Service at Blakeney, Moelfre, Rhyl, Swanage and Winterton.

Reported that the Italian Government had awarded Medals, accompanied by Warrants signed by Signor Mussolini, as Minister of Marine, in recognition of the services rendered by the Life-boat Crew and others at St. Mary's, Isles of Scilly, in rescuing thirty-two out of the crew of thirty-eight of the Italian steamer *Isabo*, which was wrecked on the 27th October, 1927. Silver Medals were given to the Life-boat Coxswain, and to the Coxswains of three shore boats, and thirty-four Bronze Medals to others who assisted, including the Honorary Secretary, Dr. W. B. Addison, and Dr. W. E. Ivers.

(A full account of this service appeared in *The Lifeboat* for November, 1927.)

Voted the Silver Second Service Clasp of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, together with a monetary award to JAMES WICKHAM, Coxswain of the Rosslare Harbour (Motor) Life-boat in recognition of his very fine seamanship, courage, and initiative when the Life-boat under his command rescued the crew of five of the schooner *Mountblairy* of Plymouth, which was totally wrecked at Carne, Co. Wexford, in a whole N. by E. gale, with a very heavy sea, on the night of the 20th October, 1929. The Bronze Medal, with Vellum, was awarded to Mr. W. J. B. MONCAS, Honorary Secretary, who accompanied the Life-boat, and the Thanks of the Institution, inscribed on Vellum and framed, together with a monetary award, was presented to the other members of the crew:—

MARTIN O'ROURKE, Second Coxswain ;
 THOMAS P. WICKHAM, Motor Mechanic ;
 LEONARD HAMMOND, Wireless Operator ;
 JOHN T. WICKHAM, Assistant Motor Mechanic ;
 RICHARD WALSH, JOHN O'BRIEN and WALTER BARRY.

(A full account of this service appears on page 2.)

Directed that a Letter of Appreciation be sent, through the Honorary Secretary, to all concerned, in connexion with the launch of the Rosslare Harbour (Motor) Life-boat on the 23rd October, when she saved two fishing boats and rescued their crews, seven in number.

Directed that a Letter of Thanks be sent to Mr. W. J. B. MONGAS, Honorary Secretary at Rosslare Harbour, for going out in the Life-boat on service on the 16th October.

Voted the Thanks of the Institution inscribed on Vellum and framed, to ANGUS MCPHAIL, Coxswain of the Thurso (Motor) Life-boat, in recognition of his promptitude, courage and skilful seamanship, when the Life-boat under his command rescued the crew, twenty in number, of a cutter belonging to H.M.S. *Marlborough*, which was in distress off Dwarick Head, in a strong westerly gale, with a heavy sea, on the 28th September, 1929. Additional monetary rewards were granted to the Coxswain and Crew.

(A full account of this service appeared in *The Lifeboat* for November, 1929.)

Directed that a Letter of Thanks be addressed to Mr. C. E. TATHAM, Honorary Secretary of the Blackpool Life-boat Station, for his zeal on the occasion of the wreck of the Belgian trawler *Commandant Bultinck*, near Rossall School, Fleetwood, on the night of the 2nd October, 1929.

Granted an additional reward to the Crew of the Fishguard (Motor) Life-boat, including the permanent Coxswain and Motor Mechanic, for an arduous service launch on the 5th November, 1929.

Voted £3 to four men for putting off from Buckie in a small rowing boat, and rescuing the crew, four in number, of the motor boat *Geddie Braes*, of Peterhead, which had run aground and was sinking, on the 4th January, 1929.

Voted £3 to four men for saving a motor fishing boat, of Carne, and rescuing her crew of three, at Rosslare, on the 26th August, 1929. Also granted 5s. for fuel consumed. About 1 p.m. the rescuers, in their motor fishing boat *Sceolan*, came across the boat, which had struck the Tuskar Rocks, and burst her lee-board casing. She was in a sinking condition. The rescuers took her in tow and brought her safely into Carne. Although the weather was fine and the sea moderate, the rescuers were reported to have run a great risk owing to the rocks in the tide race.

Voted £2 to two men, both members of the Crew of the Pwllheli Life-boat, for saving the

motor fishing boat *Elianora*, which was on fire, and rescuing her two occupants, on the 25th September, 1929. Also voted 5s. for fuel consumed.

Directed that a Letter of Appreciation be addressed to the Rev. Canon HOUGHTON, Head Master of Rossall School, thanking the masters and boys ; and to the Chief Constable, Lancashire, especially commending the Fleetwood Police, for their services to the steam trawler *Commandant Bultinck*, of Ostend, on the 2nd October, 1929. About 10.35 p.m., during a strong W.S.W. gale, with a very heavy sea, the vessel ran ashore on the main at Rossall Beach. She carried a crew of twelve. Three of them were drowned in premature efforts to reach the shore, but the survivors were helped ashore by civilians and police when the tide had receded.

Voted £1 to four men for saving the fishing boat *Jane*, which had lost her rudder, and rescuing her two occupants, during squally weather with a stiff W.S.W. breeze and a very choppy sea, at Rosslare, on the 10th October, 1929.

Directed that Letters of Appreciation be addressed to Messrs. H. and W. BAYES, for saving the fishing coble *Breadwinner* and rescuing her two occupants, at Scarborough, in a strong westerly gale with a rough sea on the 14th October, 1929. The *Breadwinner* was found with her sails blown away and in great danger of being swamped.

Voted £1 to two men for rescuing the three occupants of the pleasure boat *Shamrock*, of Whitby, on the 23rd October, 1929, when caught in a squall and in danger of being blown out to sea.

Thursday, 19th December, 1929.

MAJOR SIR MAURICE CAMERON, followed by SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. The Prince of Wales, K.G., for attending the annual matinée at Bradford on the 13th November, and the Scottish National Assembly and the Life-boat Ball on board the s.s. *Transylvania*, on the 21st November.

Passed a Vote of Thanks to H.R.H. The Princess Louise, Duchess of Argyll, for attending the Royal Matinée, held at the Savoy Theatre on the 5th December.

Reported the death of General Sir Charles Monro, Bt., G.C.B., G.C.M.G., G.C.S.I., a member of the Committee of Management, and passed a Vote of Condolence with his widow.

Co-opted Mr. Ernest Armstrong, late Chairman of the Eastbourne Branch, a member of the Committee of Management.

Reported the resignation from the Committee of Management of Mr. H. Tansley Witt.

Reported the receipt of the following special contributions :—

	£	s.	d.
Canadian Pacific Steamships, Ltd., for the Selsey Motor Life-boat to be named <i>Canadian Pacific</i>	6,500	0	0
Executor of the late Captain Alexander Murray (donation)	300	0	0
Captain Sir Charles Cust, Bt., K.C.V.O., C.B., C.M.G., C.I.E., R.N. (additional donation)	100	0	0
Mrs. F. Josephine Wallis (a thank-offering, donation)	100	0	0
Anonymous (additional donation)	50	0	0
The Hon. and Rev. Edward V. R. Powys (additional donation)	30	0	0
Mrs. Clara Head (donation)	25	0	0
A Lady (In remembrance of Husband and Daughter, donation)	25	0	0
Mr. H. W. Kolle (additional donation)	25	0	0
"Thanksgiving for a Husband's Safe Voyage in the Great Gale" <i>To be thanked.</i>	10	0	0

Paid £17,016 19s. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat Establishments.

Voted £410 7s. 3d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives Rescued.
Angle (Motor)	S.S. <i>Molesey</i> , of London	28
Blyth (Motor)	Motor fishing boat <i>Joyce</i> , of Blyth. Stood by boat.	
Bridlington	Twelve fishing boats, of Bridlington. Stood by boats.	
Bridlington	Six fishing cobs, of Bridlington. Stood by cobs.	
Cromer (Motor)	Motor yacht <i>Celia</i> , of Bridlington. Landed 2.	
Filey	Five motor fishing cobs, of Filey. Stood by cobs.	
Flamborough No. 1	Five fishing cobs, of Flamborough. Stood by cobs.	
The Humber (Motor)	Steam trawler <i>Sea Lion</i> , of Grimsby. Stood by vessel.	
Hythe	Barge <i>Marie May</i> , of Rochester	3
Kingstown (Motor)	An open yawl and a motor launch, of Kingstown. Stood by boats.	
Minehead	A fishing boat, of Minehead. Saved boat and rescued	2
Montrose No. 1 (Motor)	Motor fishing boat <i>Rosa</i> , of Montrose. Stood by boat.	

Life-boat.	Vessel.	Lives Rescued.
The Mumbles (Motor)	S.S. <i>Ruth</i> , of Cardiff. Stood by vessel.	
North Deal	A boat of s.s. <i>Slateford</i> , of London. Saved boat and rescued	2
Rosslare Harbour (Motor)	Ketch <i>Kilgibbon Lass</i> , of Dublin.	2
Rosslare Harbour (Motor)	S.S. <i>Goleta</i> , of Swansea. Landed 15.	
St. Helier	Tug <i>Pernis</i> , and a barge. Stood by vessels.	
St. Ives	Ketch <i>St. Austell</i> , of Barnstaple. Landed 2 and a dog.	
Skerries	Ketch <i>Ivy P.</i> , of Ipswich.	4
Southend-on-Sea (Motor)	Barge <i>Onward</i> , of Whitstable	2
Torbay (Motor)	Drifter <i>Westcoast</i> , of Torquay. Saved boat and rescued	2
Torbay (Motor)	S.S. <i>Sebastian</i> , of Bilbao. Stood by vessel.	

The Great Yarmouth and Gorleston (Motor) Life-boat assisted to save the ketch *Martinet*, of Goole, and rescued her crew of four; the North Deal Life-boat stood by the s.s. *Frida*, of Simrishamn, Sweden; The Ramsgate (Motor) Life-boat rendered assistance to the s.s. *Llandilo*, of London; and the Rosslare Harbour (Motor) Life-boat rendered assistance to the s.s. *Goleta*, of Swansea.

Also voted £1,234 2s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Aberdeen No. 1 (Motor), Aldeburgh No. 2, The Angle (Motor), Barry Dock (Motor), Beaumaris (Motor), Blyth (Motor), Brighton and Hove, Caister, Campbeltown No. 1 (Motor), Clovelly, Cresswell, Cromer (Motor), Dungeness No. 2, Eastbourne (Motor), Fishguard (Motor), Flamborough No. 1, Girvan, Great Yarmouth and Gorleston (Motor), Hastings, Hilbre Island, Hoylake, The Lizard (Motor), Llandudno, Lowestoff (Motor), Margate (Motor), The Mumbles (Motor), New Brighton No. 2 (Motor), Newhaven (Motor), North Deal, Penlee (Motor), Poolbeg, Ramsgate (Motor), Rosslare Harbour (Motor), St. David's (Motor), St. Helier, St. Ives, St. Peter Port (Motor), Selsey and Bognor (Motor), Shoreham (Motor), Southend-on-Sea (Motor), Southwold (Motor), Staithes, Stonehaven, Stromness (Motor), Sunderland (Motor), Swanage (Motor), Tenby (Motor), Torbay (Motor), Wells, Weymouth (Motor), Whitby No. 2, Worthing, and Yarmouth, I. of W. (Motor).

Passed a further £359 14s. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Fethard, Fraserburgh, Holyhead, Johnshaven, Moelfre, The Mumbles, New Brighton, Padstow, Port St. Mary, Rhoscolyn, Rye Harbour, St. David's, and Whitby.

Granted £64 5s. to men for injury in the Life-boat Service at Baltimore, Blackpool, Bridlington, Cardigan, Moelfre, Walmer, and Walton-on-the-Naze.

Voted a compassionate grant of £3 to THOMAS CROSBIE, who had been a member of the crew of the Blackrock Life-boat for many years, and was in poor circumstances.

Voted a compassionate grant of £5 to the widow and children of THOMAS SWAN, Assistant Motor Mechanic of the Lowestoft Lifeboat, and a member of the crew for thirty years. Swan had been ill for a long time and left his widow in poor circumstances.

Voted a further gratuity of £10 to RICHARD WILLIAMS, ex-Second Coxswain of the Holyhead No. 1 Steam Life-boat, who had been compelled to retire owing to ill-health, and was in poor circumstances.

Awarded the Silver Medal of the Institution accompanied by a copy of the Vote inscribed on Vellum and framed, to HARRY A. GRIGGS, Jnr., Coxswain of the Hythe Life-boat, in recognition of his very fine seamanship, courage, and initiative, when the Life-boat under his command rescued the crew of three of the barge *Marie May*, of Rochester, which was in distress about two miles to the west of Hythe, during a whole W.S.W. gale, with a very heavy sea and rain, in the early hours of the 12th November, 1929. The Thanks of the Institution inscribed on Vellum and framed was presented to each of the remaining members of the crew:—ALBAN WHITE, Second Coxswain, ARTHUR E. WHEELER, Bowman, WRIGHT GRIGGS, Jnr., MARK T. CLOAKE, WILLIAM R. CHEAL, WILLIAM B. SLINGSBY, ALFRED WONFOR, MARK GODDEN, STEPHEN MIDDLETON, GEORGE WIRE, and ALBERT E. GRIGGS. Also granted additional monetary rewards to each member of the Crew and the Helpers.

Also awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, together with an additional monetary reward, to DOUGLAS OILLER, Coxswain of the Dungeness No. 2 Life-boat, in recognition of his good judgment, seamanship, courage, and perseverance, when the Life-boat under his command made a sustained and determined effort to rescue the crew of the *Marie May*. The Thanks of the Institution inscribed on Vellum and framed, together with additional monetary rewards, were also granted to the remaining members of the crew: JOSEPH G. OILLER, Second Coxswain, TOM R. TART, Bowman, PERCY OILLER, JOHN BRIGNALL, GEORGE TART, GEORGE HAINES, JOHN OILLER, Jnr., WILLIAM BRIGNALL, FRANCIS OILLER, JOHN E. BRIGNALL, RICHARD OILLER, JOHN W. OILLER, WILLIAM TART, and EDWIN FAIR. An additional monetary reward was also given to the Helpers. (A full account of this Service appears on page 4.)

Awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, to JAMES

WATKINS, Coxswain of the Angle Motor Life-boat, in recognition of his judgment, perseverance, and fine seamanship, when the Life-boat under his command rescued at the third attempt and at considerable risk twenty-eight persons from the s.s. *Molesey*, of London, which was totally wrecked on Middle Island, between Skomar and the Mainland, Pembrokeshire, in a whole S.W. gale, with a very heavy sea, on the 25th-26th November, 1929. Voted the Thanks of the Institution inscribed on Vellum and framed, to EDGAR REES, Motor Mechanic, for his efficient handling of the engines throughout the Service; and to MR. A. WILLIAMS GUTCH, Honorary Secretary, in recognition of his zeal and for accompanying the Life-boat on her third trip. Directed that a Letter of Appreciation be addressed to the Life-boat crew, and to the Postmaster at Marloes Village. Directed that the attention of the Board of Trade be called to the helpful action of the Divisional Officer of Coastguard at Tenby, and those under his command. Additional monetary rewards were granted to the Coxswain and Crew of the Life-boat.

Also voted the Thanks of the Institution inscribed on Vellum and framed, to IVOR ARNOLD, Coxswain of the St. David's Motor Life-boat, in recognition of his good judgment and seamanship, when the Life-boat under his command was launched to the *Molesey*. Directed that Letters of Appreciation be addressed to the St. David's Life-boat Crew, Mr. J. SOAR, Honorary Secretary, and to Mr. O. T. EVANS. Additional monetary awards were granted to the Coxswain and Crew of the Life-boat. (A full account of this Service appears on page 6.)

Voted the Thanks of the Institution inscribed on Vellum and framed, to WILLIAM G. SANDERS, Coxswain of the Torbay Motor Life-boat, in recognition of his devotion to duty, tenacity, and endurance at the age of seventy, when the Life-boat under his command was launched for service on four occasions between the morning of the 5th and the early morning of the 8th December; the Life-boat being at sea on the occasion of the last two launches for a period of twenty-six hours—with an interval of half an hour—in a strong W.N.W. gale, with a very heavy sea. Directed that a Letter of Appreciation be addressed to the Motor Mechanic. (A full account of these Services appears on page 10.)

Granted an additional reward to the Coxswain and Crew of The Mumbles Motor Life-boat, including the Motor Mechanic, for an arduous service launch on the 5th December.

Directed that a Letter of Appreciation be sent, through the Honorary Secretary, to the Coxswain and Crew of the Shoreham Motor Life-boat for an arduous service launch on the night of the 6th December.

Directed that a Letter of Appreciation be sent to all concerned for a successful service launch of the Clovelly Life-boat under severe conditions of weather, on the 7th December.

Directed that a Letter of Appreciation be sent to the Honorary Secretary at Tenby, conveying the Institution's Thanks to all who assisted on the occasions of the service launches of the Tenby Motor Life-boat on the 8th and 9th December.

Directed that a Letter of Thanks be addressed to Mr. W. J. B. MONCAS, Honorary Secretary at Rosslare Harbour, for going out in the Life-boat on Service, on the 9th November.

Directed that a Letter of Thanks be addressed to Mr. H. H. EDMUNDS, Honorary Secretary at Barry Dock, for accompanying the Life-boat Crew on Service, on the 7th December.

Directed that a Letter of Appreciation be addressed to District Inspector HALLORAN, of the Civic Guard at Balbriggan, for his co-operation, on the 24th November, when the Skerries Life-boat was launched on Service. A Letter was also sent to Sergeant DUGNAN, who went out in the boat on this Service.

Awarded a Framed Photograph of a Life-boat going out to a vessel in distress, suitably inscribed, to W. H. LOOSE, Coxswain of the Brancaster Life-boat, for rescuing, single-handed, on the 15th November, the two occupants of a fishing boat, which, when returning from fishing, struck an old wreck and sank immediately in about 8 ft. of water.

Granted £1 to RICHARD WRIGHT, son of the Coxswain of the Fleetwood Life-boat, for damage to his clothes, sustained while wading into the sea in an endeavour to help the crew of the steam trawler *Commandant Bultinck*, of

Ostend, which stranded at Rossall Beach, near Fleetwood, on the 2nd October.

Voted £4 to four men for rescuing four other men from the burning fishing boat *Secret*, off Arbroath, on the 15th November. Also granted 7s. as compensation for gear lost. Great risk is reported to have been run in effecting the rescue. A moderate breeze was blowing with a moderate sea.

Voted £2 to four men for going in search of and saving the motor fishing boat *Margaret*, and rescuing her crew of two, at Deal, on the 19th November, when her engine had broken down and her sails been blown away. Also granted 5s. for fuel consumed.

Voted £1 10s. to four men for saving the motor fishing boat *Four Brothers*, and rescuing her crew of four, at Hauxley, on the 5th November, when she got into difficulties in a strong W.S.W. wind. Also granted 2s. 6d. for fuel consumed.

Voted 15s. to GEORGE ROBINSON, Coxswain of the New Brighton Life-boat, and W. JONES, Second Coxswain, who put off, with the Motor Mechanic, in the Life-boat's motor boarding boat, and saved the fishing boat *Golden Arrow*, and rescued her crew of two, at New Brighton, on the 11th November, when the boat's sails had been blown away in a south westerly gale and she was being carried out to sea.

Voted £4 2s. 6d. to eleven men for saving the motor fishing coble *Silver Line*, and rescuing her crew of three, at Staithe, on the 11th December, in a strong W.N.W. gale. Also granted 10s. for fuel consumed.

News from the Branches.

Greater London.

Third Annual Royal Matinée at the Savoy Theatre. (See special report.)

Conference of Branch representatives at Westminster City Hall. (See special report in last issue of *The Lifeboat*.)

BALHAM.—Life-boat Day.

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

BROMLEY (KENT).—Life-boat Day.

CHELSEA.—Drawing-room Meeting, with the Earl of Cranbrook presiding. Speakers: Colonel the Master of Sempill, a member of the Committee of Management, and Captain Basil Hall, R.N., late District Inspector of Life-boats. Branch formed. Hon. Secretary, Miss Place.

Address by the District Organizing Secretary to Toc H, and to the League of Women Helpers.

Visit of the new Dover Motor Life-boat to Cadogan Pier.

EPSOM (SURREY).—Life-boat Day.

Address to the Rotary Club by the District Organizing Secretary.

HACKNEY.—Drawing-room Sale.

HAYES (MIDDLESEX).—Annual Meeting of the Ladies' Life-boat Guild. Amount collected last year £130 as compared with £51 in the previous year.

HILLINGDON (MIDDLESEX).—Life-boat Day.

KENSINGTON.—Drawing-room Meeting at Mrs. Atkinson's house. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution.

PADDINGTON.—Drawing-room Meeting at the house of Mr. H. A. Baker, a member of the Committee of Management, the Mayor of Paddington presiding. Speakers: Sir Godfrey Baring, Bt., and Mr. Baker.

PALMERS GREEN.—Life-boat Day.

RICHMOND (SURREY).—Special Meeting, the Mayor presiding. Speaker: Mr. H. A. Baker, a member of the Committee of Management. Committee formed. Address to the Rotary Club by the District Organizing Secretary.

ST. ALBANS (HERTS.).—Drawing-room Meeting. Dance. Address to Toc H by the District Organizing Secretary.

SOUTHGATE (MIDDLESEX).—Life-boat Day.

STOKE NEWINGTON.—Life-boat Day.

UXBRIDGE (MIDDLESEX).—Life-boat Day.

WALTHAMSTOW (ESSEX). — St. Saviour's District Concert, with address by the District Organizing Secretary. St. Andrew's District Concert, with an address by the District Organizing Secretary. Carol-singing.

WILLESDEN.—Prize Distribution with address by the District Organizing Secretary.

WIMBLEDON (SURREY). — Life-boat Day.

WOODFORD (ESSEX).—Annual Meeting of the Ladies' Life-boat Guild. Amount collected £280 as compared with £176 in the previous year.

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

North-West of England.

ACCRINGTON (LANCASHIRE). — Annual Meeting on 15th November, Mr. F. Cunliffe, J.P., in the chair. Efforts of the past year: Life-boat Day, Whist and Bridge Drive, American Tea. Amount collected last year £183 as compared with £150 in the previous year.

Collections in places of amusement organized by the Ladies' Life-boat Guild.

ASHTON-UNDER-LYNE (LANCASHIRE). — American Tea arranged by the Ladies' Life-boat Guild.

BOLTON (LANCASHIRE). — Bridge Drive.

BRIERCLIFFE (LANCASHIRE).—Whist Drive.

CARLISLE (CUMBERLAND).—Dance, organized by the Mayoress and Miss Charlton. Whist Drive arranged by Mrs. Martindale, a member of the Ladies' Life-boat Guild.

CHESTER (CHESHIRE).—Life - boat Lectures given by the Honorary Secretary of the Branch at the Campbell Memorial Hall and Chester Training College.

COLNE (LANCASHIRE).—Concert given by the Colne Optimists, organized by the Ladies' Life-boat Guild.

CONGLETON (CHESHIRE).—House-to-House Collection.

CULCHETH - WITH - KENYON (LANCASHIRE).—Whist Drive, arranged by the Ladies' Life-boat Guild.

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

FLEETWOOD (LANCASHIRE). — Annual Meeting of the Ladies' Life-boat Guild on 21st November. Amount collected last year £5 as compared with £8 in the previous year.

Annual Meeting of the Branch on 16th December. Amount collected last year £366 as compared with £293 in the previous year.

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

INCE-IN-MAKERFIELD (LANCASHIRE). — Schools' Envelope Collection.

KENDAL (WESTMORLAND).—Annual Meeting of the Ladies' Life-boat Guild on 3rd December. Amount collected last year £107 as compared with £127 in the previous year.

KESWICK (CUMBERLAND). — Keswick Branch re-constituted. Mr. A. R. Thomson elected Chairman; Mrs. Tindall-Harris, Vice-President; Mrs. Towers, Hon. Treasurer; Mrs. Haworth re-elected Honorary Secretary.

KIRKBY STEPHEN (WESTMORLAND).—Dance, arranged by the Ladies' Life-boat Guild.

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

MANCHESTER, SALFORD AND DISTRICT. — Collections in Theatres and Cinemas, Hallé Concert Collection.

CHEADLE HULME. — Ladies' Life-boat Guild reconstituted.

CLAYTON. — Whist Drive and Social.

DENTON. — Dance, organized by Mrs. J. Bevan.

SALFORD. — Whist Drive.

CHEETHAM. — Lantern Lecture at Rydal Mount Sunday School.

MARYPORT (CUMBERLAND). — Entertainment and Supper organized by the Ladies' Life-boat Guild for the Life-boat Crew, their wives and families.

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

PIEL (BARROW) (LANCASHIRE). — Annual Meeting on 26th November, the Mayor of Barrow in the chair. Speaker: Captain Guy Fanshawe, R.N., a member of the Committee of Management of the Institution. Amount collected last year £197 as compared with £258 in the previous year.

Entertainment by the Philbell Players arranged by Mrs. Warwick Bell.

ROMILEY (CHESHIRE). — Annual Meeting on 29th October. Amount collected last year £37 as compared with £40 in the previous year.

SANDBACH (CHESHIRE). — Sunday Concert at the Palace Cinema, organized by Mrs. R. Smith, Honorary Secretary of the Ladies' Life-boat Guild, and Mr. Smith, Proprietor of the Cinema. Sir Edwin Stockton, J.P., Honorary Secretary of the Manchester, Salford and District Branch, took the chair, and gave an address.

STANDISH (LANCASHIRE). — Whist Tea, arranged by the Ladies' Life-boat Guild.

STOCKPORT (CHESHIRE). — Annual Meeting on 1st October. Amount collected last year £353 as compared with £349 in the previous year.

TINTWISTLE (CHESHIRE). — Dance, arranged by the Ladies' Life-boat Guild.

WARRINGTON (LANCASHIRE). — Whist Drive at Stockton Heath, organized by

Mrs. Strange. Bridge Drive, organized by Mrs. Greaves.

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

WIGAN (LANCASHIRE). — Annual Meeting on 31st October. Amount collected last year £98 as compared with £83 in the previous year.

North-East of England.

ALNWICK (NORTHUMBERLAND). — Annual Meeting on 30th October. Amount collected last year £102 as compared with £110 in the previous year.

BERWICK-ON-TWEED (NORTHUMBERLAND). — Annual Meeting on 21st November, Commander H. Lillingston, R.N., Chairman of the Branch, presiding. Efforts of the year: Annual Ball, Life-boat Day. Amount raised £261 as compared with £348 in 1928.

Annual Ball.

BEVERLEY (YORKSHIRE). — Annual Meeting, the Mayoress, President of the Ladies' Life-boat Guild, in the chair. Amount collected last year £50 as compared with £72 in the previous year.

Whist Drive.

BLAYDON - ON - TYNE (DURHAM). — Annual Meeting. Amount collected last year £30 as compared with £32 in the previous year.

Life-boat Day.

BLYTH (NORTHUMBERLAND). — Sale of work. Bridge and Whist Drives.

BRADFORD (YORKSHIRE). — Thirtieth Life-boat Matinée at the Alhambra Theatre. H.R.H. The Prince of Wales, K.G., President of the Institution, was present. (See special report.)

Bring and Buy Sale. Entertainment of Bridlington Life-boatmen.

BRIDLINGTON (YORKSHIRE). — Annual Meeting. Amount collected last year £247 as compared with £319 in the previous year. Efforts of the year: Life-boat Day, Organ Day, Whist Drive.

Ladies' Life-boat Guild Annual Outing to London.

CULLERCOATS AND WHITLEY BAY

(NORTHUMBERLAND).—Annual Meeting of the Ladies' Life-boat Guild, Mrs. Widdows, President, in the chair. Amount collected last year £21 as compared with £31 in the previous year.

GATESHEAD (DURHAM). — Annual Meeting. Special effort: Life-boat-Day. Amount collected last year £253 as compared with £187 in the previous year.

Dance.

HALIFAX (YORKSHIRE). — Annual Meeting in the Town Hall, the Mayoress presiding. Efforts of the year: Play, "The Man from Toronto," by the "Thespians" and friends, Concert, Bridge Drive given by the Mayoress. Amount collected last year £230 as compared with £233 in the previous year. Bridge Drive.

HARROGATE (YORKSHIRE). — District Conference. (See special report.)

HARTLEPOOL (DURHAM).—Presentation of Centenary Vellum by Sir Godfrey Baring, Bt., Chairman of the Committee of Management. (A special report will appear in the next issue of *The Lifeboat*.) Dance and Whist Drive.

HAUXLEY (NORTHUMBERLAND). — Annual Meeting on 30th October. Amount collected last year £55 as compared with £63 in the previous year.

HECKMONDWIKE (YORKSHIRE). — Mannequin Parade.

HUDDERSFIELD (YORKSHIRE).—Annual Meeting and Musical Evening in the Town Hall, the Mayoress presiding. Efforts of the past year: Life-boat Day and American Tea. Amount collected last year £398 as compared with £401 in the previous year.

HULL (YORKSHIRE). — Propaganda Stall at Hull Civic Week Exhibition.

KEIGHLEY (YORKSHIRE).—Drawing-room Meeting at Skipton.

LEEDS (YORKSHIRE).—Annual Meeting of the Ladies' Life-boat Guild. Mrs. C. A. Hemmingway appointed Honorary Secretary.

MELTHAM (YORKSHIRE). — Whist Drive and Dance.

MELTON (YORKSHIRE).—Dance.

MOTTRAM AND BROADBOTTOM (CHESHIRE).—Annual Meeting, 11th December. Amount collected last year £7 as compared with £42 in the previous year.

NEWBIGGIN (NORTHUMBERLAND).—Meeting of Ladies' Life-boat Guild. Address by the District Organizing Secretary.

NEWBURN (NORTHUMBERLAND). — Whist Drive and Dance.

PATRINGTON (YORKSHIRE).—Lantern Lectures in the neighbouring villages.

POCKLINGTON (YORKSHIRE).—Whist Drive.

RAWMARSH (YORKSHIRE). — Pie Supper. Dance.

SCARBOROUGH (YORKSHIRE).—Annual Meeting of the Ladies' Life-boat Guild, Mrs. Councillor Whitfield, President, in the chair.

SEAHAM (DURHAM).—Dance, attended by the Marchioness of Londonderry, President of the Durham County Ladies' Life-boat Guild.

SOWERBY BRIDGE (YORKSHIRE).—Annual Meeting, Mrs. Bethune, President of the Ladies' Life-boat Guild, in the chair. Amount collected last year £24 as compared with £48 in the previous year.

SPENBOROUGH (YORKSHIRE).—Bridge and Whist Drive.

STAINLAND (YORKSHIRE).—Musical Evening given by Miss Lucy McLaren and her pupils of the Halifax Academy of Music. Whist Drive and Dance.

STOCKTON AND THORNABY (DURHAM).—Annual Meeting. Mrs. Tyson Hodgson, President in the chair. Amount collected last year £143 as compared with £171 in the previous year.

SUNDERLAND (DURHAM).—Presentation of Centenary Vellum by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. (A special report will appear in the next number of *The Lifeboat*.)

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

YORK.—Address by the District Organizing Secretary to Toc H.

Midlands.

BADSEY (WORCESTERSHIRE).—Branch formed. Honorary Secretary, Mrs. Taylor.

BIRMINGHAM.—Annual Meeting of the Ladies' Life-boat Guild, Mrs. Geoffrey Bird, Chairman, presiding. Efforts of last year: Whist Drives, Sunday Concert at Scala Theatre, Theatre Collections, Life-boat Day and two Dances.

Annual Life-boat Dance. Presentation by Mrs. Geoffrey Bird of the framed photograph of a Life-boat going out to a vessel in distress, awarded by the Institution to Mrs. Collings-Jones, of Smethwick.

Collections for one week at the Scala Theatre.

Private Cinema Show at Blythe Hall, through the kindness of Mr. and Mrs. Geoffrey Bird.

Four Wireless Addresses given by the District Organizing Secretary in September and October; another given on Armistice Day, and another, entitled "Christmas at Sea," in December.

Addresses by the District Organizing Secretary at Y.M.C.A. Headquarters, St. Andrew's Church, the Congregational Church, Birchfields, and Handsworth Toc H.

BLAKENEY (GLOUCESTERSHIRE). — New Branch formed. Honorary Secretary, Mr. Allan J. Davis.

BRISTOL (GLOUCESTERSHIRE). — Annual Life-boat Ball.

CHELTENHAM (GLOUCESTERSHIRE).—Annual Life-boat Ball.

COLESHILL (WARWICKSHIRE).—Life-boat visited town.

COVENTRY (WARWICKSHIRE).—Public presentation by Lieut.-Colonel C. R. Satterthwaite, R.E., O.B.E., the Deputy Secretary of the Institution, of the awards made to Alderman Drinkwater, Mr. Liggins, the Honorary Secretary, and Chief Officer Drake of the City Fire Brigade. Life-boat Day, with Life-boat taken through the streets.

DROITWICH (WORCESTERSHIRE). — Dance.

DUDLEY (WORCESTERSHIRE). — Branch formed. Joint Honorary Secre-

taries, Mr. J. E. Jones and Mr. G. Thomason. Life-boat Day. Life-boat taken through the streets. Meeting in the Opera House, with address by the District Organizing Secretary.

GAINSBOROUGH (LINCOLNSHIRE).—Life-boat Day.

KIDDERMINSTER (WORCESTERSHIRE). Life-boat Day, with Life-boat taken through the streets.

LICHFIELD (STAFFORDSHIRE).—Whist Drive and Dance.

LOUTH (LINCOLNSHIRE).—Life-boat Day.

LYE (WORCESTERSHIRE). — Branch formed. Honorary Secretary, Mrs. Cook.

NEW MILLS (DERBYSHIRE).—Branch formed. Honorary Secretary, Mrs. E. G. Pogson.

NORTHAMPTON (NORTHANTS). — Annual Meeting on 23rd October. The Mayor, President of the Branch, in the chair. Speaker: the District Organizing Secretary. Amount collected last year £43 as compared with £345 in the previous year. The principal cause of the fall in the amount collected was that the local authority refused permission for a Life-boat Day.

NORTHLEACH (GLOUCESTERSHIRE).—Branch formed. Honorary Secretary, Miss Frances Barrow.

NOTTINGHAM.—Annual Meeting on 16th December, the Duke of Portland, Patron of the Branch, in the chair, supported by Lieut.-Colonel F. Rayner, Chairman, Mr. A. E. Hazell, Honorary Secretary, and Miss Derbyshire, Honorary Secretary of the Ladies' Life-boat Guild. Reported that the *City of Nottingham* Motor Life-boat had been completed. Amount collected last year £528 as compared with £341 in the previous year.

NUNEATON (WARWICKSHIRE).—Collections at Scala Theatre.

RUGBY (WARWICKSHIRE). — Annual Dance.

SHIPSTON-ON-STOUR (WORCESTERSHIRE).—Address to the Women's Institute by the District Organizing Secretary.

SLEAFORD (LINCOLNSHIRE).—Special Meeting, with address by the District Organizing Secretary. Mrs. Clare appointed Honorary Secretary.

STAFFORD.—Special Meeting to revive the Branch. Honorary Secretary, Mrs. Price.

STOKE-ON-TRENT AND NEWCASTLE (STAFFORDSHIRE).—Annual Meeting of the Stoke Ladies' Life-boat Guild, Mrs. Moxon, Vice-President, in the chair. Speaker: The District Organizing Secretary. Efforts of last year: Life-boat Day, Bridge Drives, Garden Party. The Challenge Shield for the Midlands District in the Life-boat Essay Competition presented by the Mayoress of Stoke to a boy at the Normacot Church of England School.

Annual Meeting of Newcastle Ladies' Life-boat Guild, Mrs. Baggaley, Vice-President, in the chair. Speaker: The District Organizing Secretary. Efforts of last year: Life-boat Day, Whist Drive.

Addresses given by the District Organizing Secretary in ten different Schools on the occasion of the presentation of Essay Certificates.

STRATFORD-ON-AVON (WARWICKSHIRE).—Life-boat Day.

STROUD (GLOUCESTERSHIRE).—Special Meeting arranged by Mrs. Allen, President of the Branch, with addresses by Admiral Wills and the District Organizing Secretary.

WEDNESFIELD (STAFFORDSHIRE).—Whist Drive and Dance.

WOLVERHAMPTON (STAFFORDSHIRE).—Annual Meeting of the Branch, Mr. A. C. Skidmore, Chairman, presiding. Speaker: The District Organizing Secretary. Efforts of the past year: Life-boat Day, Dances, Carol Party, Entertainments. Amount collected last year £475 as compared with £98 in the previous year.

Presentation of Essay Certificate to a boy at Central School, Bilston, by Mr. G. le M. Mander, M.P., President of Branch.

South-East of England.

ALDEBURGH (SUFFOLK).—Annual Meeting of the Branch. Amount col-

lected last year £133 as compared with £111 in the previous year.

ASHFORD (KENT).—Mrs. Johnson Smyth, B.A., the Honorary Secretary at Canterbury, gave lectures to about 1,000 school children. Address to the Rotary Club by the District Organizing Secretary.

ATTLEBOROUGH (NORFOLK).—Life-boat Day.

BEXHILL-ON-SEA (SUSSEX).—Annual Meeting on 14th November. Miss Warren Fisher appointed Honorary Secretary in place of Major H. Haworth, who had resigned. Amount collected last year £189 as compared with £162 in the previous year.

BISHOP'S STORTFORD (HERTFORDSHIRE).—Jumble Sale.

BOGNOR REGIS (SUSSEX).—Carol Singing.

BRAINTREE (ESSEX).—Life-boat Day.

CAMBERLEY (SURREY).—Life-boat Day.

CANTERBURY (KENT).—Lectures by Mrs. Johnson Smyth, B.A., Honorary Secretary of the Branch. Life-boat Day.

CHERTSEY, ADDLESTONE, WALTON AND WEYBRIDGE (SURREY).—Combined Bridge and Whist Drive.

CHIPPERFIELD (HERTFORDSHIRE).—Jumble Sale and American Tea.

CLACTON-ON-SEA (ESSEX).—Annual Meeting of the Branch. Amount collected last year £936 as compared with £315 in the previous year. This notable increase is entirely due to the fact that £660 was obtained by collections in the Life-boat House.

CRANBROOK AND HAWKHURST (KENT).—Branch formed. Honorary Secretary, Commander A. Thursfield, R.N.

DARTFORD (KENT).—Life-boat Day. Branch formed. Honorary Secretary, Miss A. S. Hayward.

EASTBOURNE (SUSSEX).—Annual General Meeting on 23rd December. Mr. Norman S. Holland, the Chairman of the Branch, presiding. Effort of the

past year: Lifeboat Day. Amount collected last year £1,527 as compared with £1,396 in the previous year.

Lectures to schools by Mrs. Astley Roberts, President of the Ladies' Life-boat Guild.

EAST GRINSTEAD (SUSSEX).—Carol Singing.

ELY (CAMBRIDGESHIRE).—Life-boat Day.

FAVERSHAM (KENT).—Life-boat Day.

FOLKESTONE (KENT).—Lecture by Captain G. C. Holloway, O.B.E., R.D., R.N.R., member of the Committee of Management at Newington. Lecture by Miss E. Hopkins, Honorary Secretary of the Women's Auxiliary, at Cheriton. Sale of Work at the house of Mrs. Craufurd-Stuart, wife of the Honorary Secretary of the Branch. Ball.

GREAT ORMESBY (NORFOLK).—Life-boat Day.

GREAT YARMOUTH AND GORLESTON (SUFFOLK).—Following the Armistice Day Service on 11th November, the Motor Life-boat committed wreaths to the sea in memory of the men of the Navy, Merchant Service and Fishing Fleets who gave their lives in the Great War.

HERNE BAY (KENT).—Lecture by the Honorary Secretary to a school, and film shown at Cinema. Branch reformed. Honorary Secretary, Mr. C. J. Greene.

HERTFORD (HERTFORDSHIRE).—Branch formed. Honorary Secretary, Mr. W. T. Marsh.

HOLT (NORFOLK).—Life-boat Day.

KESSINGLAND (SUFFOLK).—Concert and presentation of the Gold Brooch awarded to Mrs. Woolfield, Honorary Secretary of the Ladies' Life-boat Guild, by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution.

LAINDON AND BILLERICAY (ESSEX).—Branch formed. Honorary Secretary, Mr. Edward Pearce.

LEATHERHEAD (SURREY).—Branch formed. Honorary Secretary, Mr. H. E.

Burnett. Carol Singing. Lecture to Toc H by the District Organizing Secretary.

MAIDSTONE (KENT).—Branch reformed.

MARGATE (KENT).—Dinner to Life-boat Crew by Mr. T. W. Gomm, Honorary Secretary of the Branch, and Mrs. Gomm.

MARLOW (BUCKINGHAMSHIRE).—Branch formed. Honorary Secretary, Miss Magill.

NEWHAVEN (SUSSEX).—Annual Meeting of the Branch. Amount collected last year £95 as compared with £87 in the previous year.

Dinner to the Life-boat Crew, and presentation of Centenary Vellum by Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the Committee of Management. (A special report will appear in the next issue of *The Lifeboat*.)

RYE (SUSSEX).—Presentation by the Mayor (Councillor J. M. Jenkins) of the Thanks of the Institution, inscribed on Vellum, awarded to Captain L. A. Vidler, late Honorary Secretary.

ST. IVES (HUNTINGDONSHIRE).—Life-boat Day.

SOUTHEND-ON-SEA (ESSEX).—Annual Meeting of the Branch. Amount collected last year £526 as compared with £426 in the previous year.

SOUTHWICK (SUSSEX).—Ceremony of receiving the new Motor Life-boat, and Life-boat Day. (See special report.)

SOUTHWOLD (SUFFOLK).—Annual Meeting of the Branch. Amount collected last year £130 as compared with £157 in the previous year.

STEVENAGE (HERTFORDSHIRE).—Bridge and Whist Drive.

SUDBURY (SUFFOLK).—Life-boat Day.

TUNBRIDGE WELLS (KENT).—Entertainment at the Opera House. Speeches by the Mayor, Sir Frank Meyer, Bt., a member of the Committee of Management, and the District Organizing Secretary.

WALTON-ON-NAZE (ESSEX).—Annual Meeting of the Branch. Amount col-

lected last year £260 as compared with £254 in the previous year.

WHITSTABLE (KENT). — Life-boat Day.

WOBURN (BEDFORDSHIRE). — Carol Singing.

Addresses were also given by the District Organizing Secretary at Sittingbourne (Kent) and Headley (Surrey).

South-West of England.

BASINGSTOKE (HAMPSHIRE).—Annual Meeting. Amount collected last year £82 as compared with £56 in the previous year.

BATH (SOMERSETSHIRE). — Annual Meeting on 20th November. Brigadier-General E. H. Molesworth, C.B., President of the Branch, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £337 as compared with £340 in the previous year.

BEAMINSTER (DORSETSHIRE).—Meeting at Public Hall, with films. Whist Drive.

BODMIN (CORNWALL). — Life-boat Day.

BOURNEMOUTH (HAMPSHIRE). — Special Meeting. Colonel Stenhouse elected Honorary Secretary in place of Mr. William Fox, who had resigned. Mr. Fox and Admiral Miller joined the Committee.

DORCHESTER (DORSETSHIRE).—Seventh Annual Dance.

EXETER.—Mrs. Arthur Reed, Chairman of the Branch, entertained workers to tea at her house. Address by the District Organizing Secretary.

FOWEY (CORNWALL). — Meeting at Fowey Hall, Lady Hanson presiding. Address by the District Organizing Secretary. Guild formed. Lady Hanson, President; Joint Honorary Secretaries: Mrs. Goldsmith and Miss Grose.

ISLE OF WIGHT.—H.R.H. Princess Beatrice, Patron of the Branch, attended a special meeting at the Town Hall, Newport. Committee formed to carry out two days' Fête in June next.

LISS (HAMPSHIRE).—Special Meeting on 28th November. Address by Mr.

George F. Shee, M.A., Secretary of the Institution. Liss section of Petersfield Branch formed. Honorary Secretary, Miss Lyall. Honorary Treasurer, Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management of the Institution.

OXFORD.—Life-boat Day.

PAIGNTON (DEVONSHIRE). — Special Meeting arranged by Mrs. Higgin. Address by the District Organizing Secretary, who was presented, on behalf of an anonymous worker for the Institution, with a silver horse-shoe and a sum of money. The money he handed back to start the Ladies' Life-boat Guild, which was formed at the meeting. President, Mrs. Higgin; Chairman, Mrs. Templer; Honorary Secretary, Mrs. G. Courtenay Symons.

PLYMOUTH.—Annual Meeting on 12th October, Admiral John de M. Hutchison, Chairman of the Branch, presiding. Amount collected last year £734 as compared with £492 in 1928. This great increase was due to the fine work of the Ladies' Life-boat Guild, which raised £513.

RINGWOOD (HAMPSHIRE). — Special Meeting. Address by the District Organizing Secretary. Presentation to the Honorary Secretary, Miss Hewett, of framed photograph awarded to her by the Institution.

ST. AUSTELL (CORNWALL).—Life-boat Day.

SHIPLAKE (OXFORDSHIRE).—Life-boat Day.

SOUTHAMPTON (HAMPSHIRE).—Collection at the Grand Theatre. Appeal by Mr. Sharp, Chairman of the Branch.

SWANAGE (DORSETSHIRE). — Annual Meeting of the Branch. Amount collected last year £129 as compared with £149 in the previous year.

WINCHESTER (HAMPSHIRE).—“Thé Dansant,” arranged by the Ladies' Life-boat Guild. Address by the District Organizing Secretary.

Addresses were also given by the District Organizing Secretary at **HENLEY (OXFORDSHIRE)** and two at **WARMINSTER (WILTSHIRE)**.

Scotland.

AIRDRIE (LANARKSHIRE).—Life-boat Day.

BANFF, MACDUFF AND WHITEHILLS (BANFFSHIRE).—Whist Drive and Dance at Whitehills.

BURNTISLAND (FIFESHIRE).—Annual Meeting on 14th November. Amount collected last year £48.

Concert.

COATBRIDGE (LANARKSHIRE).—Whist Drive.

DUNBAR (HADDINGTONSHIRE).—Annual Meeting. Amount raised last year £297 as compared with £243 in 1928.

Presentation to Mr. John Main, a member of the Life-boat Crew, of the *Daily Record* Gold Medal, the Carnegie Hero Trust Testimonial, framed in oak, with a cheque for £10, and the Royal Humane Society's Vellum, in recognition of his gallantry in saving nine persons from drowning during the last two years.

DUNDEE (FORFARSHIRE).—Annual Meeting on 20th November, Mr. J. M. Hunter Mitchell, President of the Branch, in the chair. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Commander the Hon. A. D. Cochrane, D.S.O., Vice-Chairman of the Scottish Life-boat Council. Amount collected last year £1,128 4s. 1d., as compared with £385 12s. 8d. in the previous year.

DUNOON (ARGYLLSHIRE). — Whist Drive. Address by the District Organizing Secretary.

EDINBURGH.—Scottish National Life-boat Assembly, 21st November, in the Usher Hall at 3 P.M., attended by H.R.H. The Prince of Wales, K.G., the Duke of Montrose, Chairman of the Scottish Life-boat Council, presiding. (See special report.)

Annual Meeting on 28th November, Lord Provost Whitson, President, in the chair. Speakers: Rear-Admiral T. J. Hallett, C.B.E., Commanding Officer, Coast of Scotland, and the Hon. Lord Mackay. Amount collected last year £1,721 as compared with £1,979 in the previous year.

Scottish Life-boat Council Meeting, Commander the Hon. A. D. Cochrane, D.S.O., R.N., Vice-Chairman, presiding.

Dance at the Palais de Danse, Fountainbridge, arranged by the Manager.

Lantern Lecture to Lockhart Memorial Young Men's Guild.

Cramond Bridge Whist Drive.

Bridge Drive and Whist Drive at Juniper Green.

GLASGOW (LANARKSHIRE).—*Transylvania* Ball, attended by H.R.H. the Prince of Wales, K.G., President of the Institution. (See special report.)

HAWICK (ROXBURGHSHIRE).—Life-boat Day.

INVERNESS (INVERNESS-SHIRE).—Life-boat Day.

JOHNSTONE (RENFREWSHIRE).—Life-boat Day.

KIRKCALDY (FIFESHIRE).—Life-boat Day.

MOTHERWELL (LANARKSHIRE). — Life-boat Day.

PAISLEY (LANARKSHIRE).—Life-boat Day.

PEEBLES (PEEBLES-SHIRE). — Life-boat Day.

RENFREW (RENFREWSHIRE).—Life-boat Day.

WISHAW (LANARKSHIRE).—Life-boat Day.

Ireland.

ABBEYFEALE (LIMERICK).—Life-boat Day.

BALLYMONEY (WEXFORD).—Cinema Performance.

BANDON (Co. CORK).—Ladies' Life-boat Guild formed.

BELFAST.—Third Annual Ball Organized by the Ladies' Life-boat Guild at the Plaza. Guests received by the Marchioness of Londonderry, D.B.E., President, and Lady Dixon, D.B.E., First Vice-President and Chairman of the Committee.

CAHIR (TIPPERARY).—Life-boat Day.

CAVAN (CAVAN).—Life-boat Day.

CLONMEL (TIPPERARY). — Life-boat Day.

COLERAINE (LONDONDERRY). — Annual Meeting on 8th October. Mrs. Kydd elected President in place of the Mayoress, who resigned owing to ill-health. Amount collected last year £33 as compared with £58 in the previous year.

Cinema performance.

FERMOY (CORK).—Life-boat Day.

MULLINGAR (WESTMEATH).—Ladies' Life-boat Guild formed.

NORTH WESTMEATH.—New Branch formed. Honorary Secretary, Miss Rose Chapman.

PORTRUSH (ANTRIM).—Cinema performance.

ROSCREA (TIPPERARY).—Ladies' Life-boat Guild formed.

Wales.

CARDIFF (GLAMORGANSHIRE).—Annual Meeting on 22nd October, the Lord Mayor, President of the Branch, in the chair. Speakers: Sir Herbert Lewis, Mr. Samuel Thomas, J.P., and the District Organizing Secretary. Amount collected last year £292 as compared with £508 in the previous year.

COLWYN BAY (DENBIGHSHIRE).—Presentation by Lord Colwyn to Mr.

Thomas E. Purdy, J.P., C.C., Honorary Secretary of the Branch, of the Vellum, signed by the Prince of Wales, appointing him an Honorary Life-Governor. Mr. David Gamble, J.P., President of the Branch, was in the chair, and the Institution was represented by Mr. H. G. Solomon, District Organizing Secretary. Among those present were the Mayor and Mayoress of Conway, the Chairman of the County Council, the Chairman of the Urban District Council, and representatives of the Hospital, Boy Scouts, Athletic Clubs and Police.

CONWAY (CARNARVONSHIRE).—Whist Drive and Dance.

FLINT (FLINTSHIRE).—Life-boat Day.

KNIGHTON (RADNORSHIRE). — Life-boat Day.

LLANRWST (DENBIGHSHIRE).—Life-boat Day.

MARKET DRAYTON (SHROPSHIRE).—Life-boat Day.

MILFORD HAVEN (PEMBROKESHIRE).—Life-boat Day.

WREXHAM (DENBIGHSHIRE).—Life-boat Day.

Notice.

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, 22, Charing Cross Road, London, W.C. 2

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

The next number of *The Lifeboat* will be published in June, 1930.

The 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.

Services of the Life-boats of the Institution during 1929.



1929.	Time of Launching.		Persons rescued from shipwreck.
Jan. 1.	1.45 p.m.	Six motor fishing boats of Whitby. Whitby No. 2 Life-boat escorted boats into harbour.	
„ 1.	2.40 p.m.	S.S. <i>Hurseley</i> , of Hull. Palling No. 2 Life-boat stood by vessel.	
„ 2.	10.0 a.m.	Sixteen motor fishing cobles of Filey. Filey Life-boat stood by cobles.	
„ 2.	3.15 p.m.	Three fishing cobles of Flamborough. Flamborough No. 1 Life-boat stood by cobles.	
„ 5-6.	3.39 p.m.	S.S. <i>Grosvenor</i> , of Newcastle. Swanage Life-boat rendered assistance.	
„ 9.	11.25 a.m.	Five motor fishing cobles of Boulmer. Boulmer Life-boat stood by cobles.	
„ 11.	2.0 a.m.	S.S. <i>Dione</i> , of Hamburg. Walmer Life-boat stood by vessel.	
„ 11.	3.30 a.m.	Motor drifter <i>Princess Mary</i> , of Teignmouth. Teignmouth Life-boat stood by vessel.	
„ 11.	7.40 a.m.	Motor fishing boat <i>Torquay United</i> , of Torquay. Torbay Life-boat saved boat and rescued	2
„ 15.	4.51 p.m.	Motor drifter <i>Cissie</i> , of Eyemouth. Berwick-on-Tweed Life-boat stood by vessel.	
„ 19.	11.25 a.m.	Five motor fishing boats of Staithes. Staithes Life-boat stood by boats.	
„ 21.	5.20 a.m.	Steam trawler <i>St. Louis</i> , of Hull. Holy Island No. 1 Life-boat assisted to save vessel.	
„ 21.	5.47 a.m.	Steam trawler <i>St. Louis</i> , of Hull. North Sunderland Life-boat rendered assistance.	
„ 25.	3.45 p.m.	Motor fishing boats <i>Remembrance</i> and <i>Guide Me</i> , of Whitby. Whitby Motor Life-boat escorted boats into harbour.	
„ 28.	10.55 a.m.	S.S. <i>Ravelston</i> , of Grangemouth. Dungeness No. 1 Life-boat stood by vessel.	
„ 29.	9.20 p.m.	Steam trawler <i>Crabe</i> , of Boulogne. Newhaven Life-boat	15
„ 30.	2.12 p.m.	Sailing trawler <i>San Toy</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
„ 30.	2.15 p.m.	S.S. <i>City of Malines</i> , of Yarmouth. Great Yarmouth and Gorleston Life-boat rendered assistance.	
„ 31.	6.15 p.m.	Steam trawler <i>Cyclamen</i> , of Lowestoft. Kessingland Life-boat escorted vessel into safety.	

1929.	Time of Launching.		Persons rescued from shipwreck.
Jan. 31.	8.5 p.m.	Steam trawler <i>Cyclamen</i> , of Lowestoft. Southwold Life-boat stood by vessel.	
Feb. 1.	9.30 a.m.	Five fishing boats of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	
„ 1.	11.0 a.m.	Four fishing boats of Whitby. Whitby No. 2 Life-boat stood by boats.	
„ 1.	10.20 p.m.	Barge <i>Will Everard</i> , of London. Palling No. 1 Life-boat assisted to save vessel and rescue	3
„ 2.	1.30 p.m.	S.S. <i>Delaware</i> , of London. Blyth Life-boat stood by vessel.	
„ 2.	1.50 p.m.	Fishing coble <i>Sceptre</i> , of Scarborough. Scarborough Life-boat escorted coble into harbour.	
„ 2.	11.45 p.m.	Steam trawler <i>Edward VII.</i> , of Grimsby. Thurso Life-boat . .	10
„ 3.	6.30 a.m.	S.S. <i>Dafila</i> , of Liverpool. Dungeness No. 2 Life-boat stood by vessel.	
„ 3.	2.0 p.m.	Steam trawler <i>Newhaven</i> , of Lowestoft. Lowestoft Life-boat rendered assistance.	
„ 12.	3.10 a.m.	S.S. <i>Deventia</i> , of Workington. Plymouth Life-boat	10
„ 12.	12.10 p.m.	Ketch <i>Kate of Gloucester</i> . Newhaven Life-boat stood by vessel.	
„ 14.	4.35 a.m.	Steam trawler <i>Carmania II.</i> , of Grimsby. Stromness Life-boat .	12
„ 24.	4.5 a.m.	S.S. <i>Tamworth</i> , of Newcastle. Newhaven Life-boat stood by vessel.	
Mar. 4.	1.0 p.m.	Fishing coble <i>Jock</i> , of Scarborough. Scarborough Life-boat stood by coble.	
„ 8.	1.50 p.m.	Steam trawler <i>Rowland</i> , of Ostend. St. Mary's Life-boat stood by vessel.	
„ 9.	9.30 p.m.	S.S. <i>Invergrange</i> , of Grangemouth. Holy Island No. 1 Life-boat rendered assistance.	
„ 10.	12.55 a.m.	S.S. <i>Chirripo</i> , of Belfast. Ramsgate Life-boat stood by vessel.	
„ 10.	1.0 a.m.	S.S. <i>Chirripo</i> , of Belfast. Walmer Life-boat stood by vessel.	
„ 10.	6.30 a.m.	S.S. <i>Elvier</i> , of Wallsend. Robin Hood's Bay Life-boat rendered assistance.	
„ 12.	11.30 a.m.	A boat, of Greatman's Bay. Galway Bay Life-boat saved boat and rescued	2
„ 17.	1.15 a.m.	S.S. <i>Trentwood</i> , of Middlesbrough. Teesmouth Life-boat rendered assistance.	
„ 20.	5.5 a.m.	Drifter <i>Lord Haldane</i> , of Lowestoft. St. Mary's Life-boat saved vessel and rescued	9
„ 21.	7.15 p.m.	Schooner <i>J. H. Barrow</i> , of Lancaster. Longhope Life-boat saved vessel and rescued	4
„ 31.	10.15 a.m.	S.S. <i>Culmore</i> , of Londonderry. North Deal Life-boat assisted to save vessel.	
April 1.	11.0 a.m.	Motor fishing coble <i>Treasure</i> , of Scarborough. Scarborough Life-boat escorted coble to safety.	
„ 1.	1.50 p.m.	Motor speed boat <i>Wompy</i> . Walton-on-the-Naze Life-boat saved boat and rescued	2
„ 1.	3.15 p.m.	Schooner <i>Venus</i> , of Castletown. Ramsey Life-boat	4
„ 10.	10.30 a.m.	Fishing fleet of Wexford. Rosslare Harbour Life-boat stood by fleet.	
„ 17.	11.20 p.m.	Greek steamer <i>Archangelos</i> . Coverack Life-boat stood by vessel.	
„ 18.	4.8 p.m.	Dinghy <i>Boy Fred</i> , of Lowestoft. Lowestoft Life-boat saved boat and rescued	3
„ 18.	10.25 p.m.	S.S. <i>Clanwood</i> , of Sunderland. Hartlepool Life-boat rendered assistance.	

1929.	Time of Launching.		Persons rescued from shipwreck.
April 18.	11.30 p.m.	Motor launch <i>Pride of the Teign</i> , of Teignmouth. Life-boat landed 9.	Teignmouth
„ 21.	2.5 p.m.	Trawler <i>Try On</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
„ 23.	6.30 a.m.	Motor fishing cobles <i>Sybil</i> , of Whitby, <i>Jennie</i> and <i>Freda</i> , of Staithes, and sailing fishing coble <i>Florence</i> , of Runswick. Whitby (Motor) Life-boat stood by cobles.	
„ 23.	7.20 a.m.	Six fishing cobles, of Staithes, Runswick, and Whitby. Runswick Life-boat stood by cobles.	
„ 23.	7.35 a.m.	Motor fishing boat <i>Faith</i> , of Whitby. Whitby No. 2 Life-boat stood by boat.	
„ 23.	8.30 a.m.	Fishing cobles <i>Peggy</i> and <i>Sunbeam</i> , of Filey. Filey Life-boat stood by cobles.	
„ 23.	8.30 a.m.	Fishing cobles <i>Boy's Own</i> and <i>Brighter Hope</i> , of Flamborough. Flamborough No. 1 Life-boat escorted cobles to safety.	
„ 29.	12.30 p.m.	Fishing coble <i>King Fisher</i> , of Scarborough. Scarborough Life-boat stood by coble.	
May 4.	2.15 a.m.	Schooner <i>Perseverance</i> , of Plymouth. Peel Life-boat landed 3.	
„ 4.	5.15 p.m.	Barge <i>Celtic</i> , of London. Margate Life-boat stood by vessel.	
„ 6.	11.0 a.m.	Motor gig <i>Our Girls</i> , of St. Ives. St. Ives Life-boat stood by boat.	
„ 6.	10.45 p.m.	Ketch <i>Sutherlandshire Lass</i> , of Liverpool. Cromarty Life-boat	2
„ 29.	10.0 a.m.	Fishing fleet of Montrose. Montrose No. 1 Life-boat stood by fleet.	
June 3.	12.50 p.m.	Three motor fishing boats, of Fraserburgh. Fraserburgh Life-boat stood by boats.	
„ 3.	6.0 p.m.	Motor fishing boat <i>Uno</i> , of Brims. Longhope Life-boat	5
„ 16.	2.5 p.m.	Ketch <i>May</i> , of Southampton. Campbeltown No. 1 Life-boat rendered assistance.	
„ 23.	11.0 a.m.	Yacht <i>Kingfisher</i> , of Heswall. Rhyl Life-boat	4
„ 23.	4.20 p.m.	Yacht <i>Vision</i> , of Barrow. Piel (Barrow) Life-boat saved yacht and rescued	2
„ 27.	1.28 p.m.	Fishing cobles <i>John Wray</i> , <i>Lady Lee</i> and <i>Doris</i> , of Whitby. Whitby No. 2 Life-boat stood by cobles. Fishing coble <i>Silvester</i> , of Whitby. Whitby No. 2 Life-boat saved coble.	
„ 28.	7.30 p.m.	Steamer <i>Empress</i> , of Nottingham. Cromer (Motor) Life-boat saved vessel and rescued	3
July 5.	4.0 p.m.	Yacht <i>Otter</i> , of Westcliffe. Southend-on-Sea Life-boat assisted to save vessel.	
„ 16.	4.20 a.m.	Motor vessel <i>Lardal</i> , of Fredrikstad. Helvick Head Life-boat stood by vessel.	
„ 31.	10.45 a.m.	Fishing boat <i>Brothers</i> , of Yarmouth. Great Yarmouth and Gorleston Life-boat saved boat and rescued	2
„ 31.	10.44 p.m.	Motor speed boat <i>Mercury</i> , of Seaview. Bembridge Life-boat	1
Aug. 3.	10.10 a.m.	Yacht <i>Sunshine</i> , of Glasgow. Kirkcudbright Life-boat rendered assistance.	
„ 6.	2.55 a.m.	Yacht <i>Linnet</i> , of Burnham-on-Crouch. Clacton-on-Sea Life-boat saved vessel and rescued	2
„ 6.	9.25 a.m.	Motor fishing boat <i>Fulgens</i> , of Yarmouth. Great Yarmouth and Gorleston Life-boat saved boat and rescued	3
„ 26.	1.15 a.m.	S.S. <i>Jolly Esmond</i> , of London. Weymouth Life-boat stood by vessel.	

1929.	Time of Launching.		Persons rescued from shipwreck.
Sept. 3.	11.30 a.m.	Motor launch <i>Princess Olga</i> , of Burnham-on-Crouch. Clacton-on-Sea Life-boat saved vessel and rescued	3
„ 5.	5.30 p.m.	An Italian seaplane. Bembridge Life-boat stood by seaplane.	
„ 19.	5.15 a.m.	Motor boat <i>Curlew</i> , of Whitby. The Humber Life-boat saved boat and rescued	2
„ 21.	10.30 a.m.	Motor fishing boat <i>Boys Mowat</i> , of Thurso. Thurso Life-boat stood by boat.	
„ 28.	6.30 a.m.	S.S. <i>Albia</i> , of Bilbao Donaghadee Life-boat rendered assistance.	
„ 28.	3.10 p.m.	A cutter of H.M.S. <i>Marlborough</i> . Thurso Life-boat saved cutter and rescued	20
Oct. 3.	12.50 p.m.	Motor fishing boat <i>Brothers</i> , of Amble. Boulmer Life-boat saved boat and rescued	4
„ 4.	1.55 p.m.	Sailing trawler <i>Kestrel</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
„ 5.	10.23 p.m.	Yacht <i>Gwynedd</i> , of London. Swanage Life-boat	2
„ 6.	6.25 a.m.	Barge <i>Ironsides</i> , of London. Dungeness No. 2 Life-boat	2
„ 6.	6.35 a.m.	Barge <i>Scotia</i> , of London. Great Yarmouth and Gorleston Life-boat	2
„ 9.	8.15 a.m.	Barge <i>Azima</i> , of Faversham. Margate Life-boat assisted to save barge and rescued	2
„ 10.	7.30 a.m.	Barque <i>Plus</i> , of Mariehamn. Walton-on-the-Naze Life-boat rendered assistance.	
„ 10.	4.0 p.m.	Fishing boats <i>Jane</i> and <i>Sceolan</i> , of Wexford. Rosslare Harbour Life-boat stood by boats.	
„ 11.	8.20 a.m.	S.S. <i>Otso</i> , of Helsingfors. Walton-on-the-Naze Life-boat by vessel.	
„ 15.	7.0 a.m.	Steam trawler <i>Barle</i> , of Grimsby. The Humber Life-boat stood by vessel.	
„ 16.	1.45 a.m.	Fishing boat <i>Spray</i> , of Wexford. Rosslare Harbour Life-boat	3
„ 20.	5.15 p.m.	Barge <i>G.H.C.</i> , of Rochester. Walton-on-the-Naze Life-boat landed 2.	
„ 20.	9.15 p.m.	Schooner <i>Mountblairy</i> , of Plymouth. Rosslare Harbour Life-boat	5
„ 23.	1.30 p.m.	Fishing boats <i>Benita</i> and <i>Geisha</i> , of Wexford. Rosslare Harbour Life-boat saved boats and rescued	7
„ 27.	5.45 p.m.	Steam trawler <i>Earl Haig</i> , of Hull. Whitby No. 2 Life-boat rendered assistance.	
„ 28.	10.15 a.m.	Fishing boat <i>Spray</i> , of Wexford. Rosslare Harbour Life-boat saved boat and rescued	4
„ 30.	10.40 a.m.	Schooner <i>Svenborg</i> , of Vardo. Cromer Motor Life-boat stood by vessel.	
Nov. 3.	7.26 a.m.	S.S. <i>Llandilo</i> , of London. Ramsgate Life-boat rendered assistance.	
„ 4.	12 noon.	Fishing boats <i>Benita</i> and <i>Kathleen Clare</i> , of Wexford. Rosslare Harbour Life-boat saved boats and rescued	8
„ 9.	10.10 a.m.	Ketch <i>Kilgibbon Lass</i> , of Dublin. Rosslare Harbour Life-boat	2
„ 10.	5.0 p.m.	S.S. <i>Ruth</i> , of Cardiff. The Mumbles Life-boat stood by vessel.	
„ 11.	3.0 a.m.	Barge <i>Marie May</i> , of Rochester. Hythe Life-boat	3
„ 11.	10.0 a.m.	Five fishing cobsles, of Flamborough. Flamborough No. 1 Life-boat stood by boats.	
„ 11.	12.15 p.m.	Fishing fleet of Bridlington. Bridlington Life-boat stood by fleet.	
„ 11.	1.50 p.m.	A motor launch, and a yawl, of Kingstown. Kingstown Life-boat stood by boats.	
„ 11.	6.30 p.m.	Barge <i>Onward</i> , of Whitstable. Southend-on-Sea Life-boat	2
„ 16.	6.0 p.m.	Tug <i>Pernis</i> , and a barge. St. Helier Life-boat stood by vessels.	

1929.	Time of Launching.		Persons rescued from shipwreck.
Nov. 22.	10.0 a.m.	Motor fishing boat <i>Rosa</i> , of Montrose. Montrose No. 1 Life-boat stood by boat.	
„ 22.	1.40 p.m.	Motor yacht <i>Celia</i> , of Bridlington. Cromer (Motor) Life-boat landed 2.	
„ 24.	11.30 p.m.	Ketch <i>Ivy P.</i> , of Ipswich. Skerries Life-boat	4
„ 25.	10.0 a.m.	A fishing boat, of Minehead. Minehead Life-boat saved boat and rescued	2
„ 25.	6.50 p.m.	Ketch <i>Martinet</i> , of Goole. Great Yarmouth and Gorleston Life-boat assisted to save vessel and rescued	4
„ 26.	6.15 a.m.	S.S. <i>Molesey</i> , of London. Angle Life-boat	28
„ 26.	6.45 p.m.	Steam trawler <i>Sea Lion</i> , of Grimsby. The Humber Life-boat stood by vessel.	
„ 28.	3.0 p.m.	S.S. <i>Goleta</i> , of Swansea. Rosslare Harbour Life-boat landed 15.	
„ 29.	9.45 a.m.	S.S. <i>Goleta</i> , of Swansea. Rosslare Harbour Life-boat rendered assistance.	
Dec. 2.	11.0 a.m.	Five motor fishing cobsles, of Filey. Filey Life-boat stood by cobsles.	
„ 2.	11.20 a.m.	Six fishing cobsles, of Bridlington. Bridlington Life-boat stood by cobsles.	
„ 5.	9.20 a.m.	Auxiliary drifter <i>Westcoast</i> , of Torquay. Torbay Life-boat saved vessel and rescued	2
„ 7.	1.50 a.m.	S.S. <i>Sebastian</i> , of Bilbao. Torbay Life-boat stood by vessel.	
„ 7.	7.55 a.m.	Schooner <i>Mogens Koch</i> , of Rönne, Denmark. Newhaven Life-boat	10
„ 7.	8.35 a.m.	Ketch <i>Silent</i> , of Cowes. Bembridge Life-boat saved vessel and rescued	2
„ 7.	10.20 a.m.	Ketch <i>St. Austell</i> , of Barnstaple. St. Ives Life-boat landed 2, and a dog.	
„ 9.	3.0 p.m.	S.S. <i>Frida</i> , of Simrishamn, Sweden. North Deal Life-boat stood by vessel.	
„ 10.	10.15 a.m.	Motor fishing boat <i>Joyce</i> , of Blyth. Blyth Life-boat stood by boat.	
„ 10.	12.32 p.m.	A boat of S.S. <i>Slateford</i> , of London. North Deal Life-boat saved boat and rescued	2
„ 18.	3.45 a.m.	Steam trawler <i>Bengal</i> , of Grimsby. The Humber Life-boat stood by vessel.	
„ 22.	11.30 a.m.	Fishing coble <i>W. H. Gladstone</i> , of Whitby. Whitby Motor Life-boat stood by coble.	
„ 24.	11.40 a.m.	Motor fishing boat <i>Pilot Me</i> , of Whitby. Whitby Motor Life-boat stood by boat.	
„ 25.	6.30 p.m.	S.S. <i>Tchad</i> , of Havre. Fleetwood Life-boat	6
„ 29.	5.50 a.m.	Motor vessel <i>Hermine</i> , of Wilhelmshaven. Margate Life-boat rendered assistance.	
„ 29.	12.45 p.m.	S.S. <i>Apolo</i> , of Bilbao. Piel (Barrow) Life-boat saved vessel and rescued	34

Total lives rescued from shipwreck by the Life-boats in 1929, in addition to which the Life-boats saved, or assisted to save, 32 vessels and boats 265

Life-boats also took 33 persons off vessels as a precautionary measure and landed them.

Rewards were also granted by the Institution in the same period for rescuing from Shipwreck by means of Fishing and other Boats, etc. 98

Total for 1929 363