

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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Annual Meeting.

THE Hundred and Sixth Annual General Meeting of the Governors of the Institution was held at the Caxton Hall, Westminster, on Monday, 7th April, at 3 p.m. The feature of the meeting was the presence of Coxswains from English, Scottish, Welsh and Irish Stations to receive Silver and Bronze Medals for gallantry during the gales of last winter. Of the seven Medallists, three were from English Stations: Newhaven (Sussex), Hythe (Kent) and Dungeness (Kent); two were from an Irish Station: Roslare Harbour (Co. Wexford); one was from a Scottish Station: Longhope (Orkneys); and one from a Welsh Station: Angle (Pembrokeshire).

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by the Mayoress of Westminster, Vice-Presidents of the Institution and Members of the Committee of Management.

The speakers were the Right Hon. William Graham, M.P. (President of the Board of Trade), Admiral Sir Roger Keyes, Bt., K.C.B., K.C.V.O., C.M.G., D.S.O., D.C.L., His Excellency the Danish Minister (Count Preben Ahlefeldt-Laurvig), The Bishop of Portsmouth (the Right Reverend Ernest Neville Lovett, C.B.E., D.D.), Admiral of the Fleet Sir Henry F. Oliver, G.C.B., K.C.M.G., M.V.O., Sir John Cumming, K.C.I.E., C.S.I., the Hon. George Colville (Deputy Chairman of the Committee of Management), and Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O.

Among those who accepted the invitation of the Committee of Management were representatives, including the Danish Minister, of twenty foreign countries. They were: Their Excel-

lencies the Ambassadors of Germany, Portugal, Belgium and the Argentine; the Ministers of Norway, Sweden, Greece, Latvia, Mexico and Siam; representatives of the Ambassadors of Spain, France, United States and Italy; and representatives of the Ministers of Esthonia, Bulgaria, Peru, China and Roumania.

The following Mayors and Mayoresses accepted the invitation: The Mayors and Mayoresses of Fulham, Leyton, Lewisham, Bermondsey, Finsbury, Greenwich, Acton and Southampton; the Mayors of Stoke Newington and Chelsea.

Among others who accepted the invitation were: Sir Robert Hamilton, M.P. for Orkney and Shetland, and Lady Hamilton; Sir George McLaren Brown, K.B.E., European General Manager of the Canadian Pacific Railway; representatives of the Royal Humane Society, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, the Seamen's Hospital, Greenwich, the National Union of Seamen, the Marine Engineers' Association, the National "Safety First" Association, the Mercantile Marine Service Association, and the Orkney and Shetland Society in London; an Officer and party of fifty boys from the training-ship *Arctusa*, and an Officer and party of twenty boys from the training-ship *Stork*.

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

The following is a report of the meeting:—

Sir Godfrey Baring.

The CHAIRMAN: Your Excellencies, my Lords, Ladies and Gentlemen,—We are privileged to welcome as our chief speaker this afternoon the President of the Board of Trade, the Right Hon. William Graham. (Applause.) He has, unfortunately, to leave this meeting early owing to the unceasing curiosity of our legislators at Westminster. He will have to go, to be precise, at 3.25. The Royal National Life-boat Institution is nothing if not resourceful, so we shall adopt on this occasion a novel procedure. I am going to ask Mr. Graham to be kind enough to move a resolution which stands in his name, and then after he has contributed his much-appreciated quota—an expression not unknown to the Right Hon. gentleman, I think (Laughter)—to our meeting, I will then go back to the beginning of the agenda and we will go on with the rest of the proceedings. I will ask Mr. Graham to address the meeting at once.

The Right Hon. William Graham.

THE RIGHT HON. WILLIAM GRAHAM: Sir Godfrey Baring, your Excellencies, my Lords, Ladies and Gentlemen,—The resolution which you have kindly asked me to move this afternoon is in the following terms:

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

May I say that I greatly appreciate the kindly words of introduction of our Chairman this afternoon, and especially the kindness of your office-bearers in arranging that I may leave this meeting at an early hour, due, as the Chairman has quite rightly indicated, to the unceasing calls of Parliamentary duty.

It is, I think, in every way appropriate that one who is, for the time being, at the Board of Trade should attend a meeting of this kind to pay a tribute on behalf of the Government, and, so far as he can, on behalf of the public, to the admirable work in which this Institution is engaged. (Applause.) The elementary figures which lie behind this effort this afternoon are themselves in many ways impressive. We have rather more than 5,000 miles of coast, and in spite of all the vicissitudes of industry and commerce and the depression of recent years, we are still a great maritime country, engaged or interested in the markets which are to be found in every part of the world, and therefore dependent to a very large extent on our overseas trade.

To that enterprise, for more than a hundred years, this Life-boat Service has made its contribution, and in all the technical documents of recent times I have found nothing so interesting, if I may say so, as that little leaflet which describes the foundation of the Life-boat Ser-

vice 106 years ago. During that time we can trace a very remarkable record. In a period of rather more than a century 62,000 lives have been saved from shipwreck—(Applause)—and, as these reports properly point out, the lives, in the vast majority of cases, were those of men engaged in the mercantile marine service of this country, and therefore engaged in very important tasks of bringing commodities, raw materials and foodstuffs to these shores, or in conveying to other shores the goods which this country produces from year to year.

That in itself is a very remarkable record. Then during the past year, the year which is under review in this Report, 363 lives were saved from shipwreck, or almost one per day. A very large proportion were saved by the Life-boats themselves, the remainder being saved by vessels from the shore. That is again a very remarkable record. Apparently very much of that beneficent enterprise was necessary during the exceptional gales of December last year and the early months of the present year. Altogether the past year has added its quota (if I may use that word which the Chairman quite properly recalls) to the very great record which the Institution enjoys. (Applause.)

An enterprise of this kind calls, of course, for adaptation from time to time to new technical developments for the greater efficiency of the Service. I understand that from 1908 there has been a process of transforming these vessels from rowing or pulling boats to the new motor type: that even during the dislocation and the crisis of the war this technical development made progress, and that certainly since 1917 this progress has been accelerated, so that a very large proportion of the more than two hundred Life-boats which are available around these shores are Life-boats containing the latest technical and other devices for saving life at sea. That itself must have contributed very largely to the efficiency of the fleet.

I am also reminded this afternoon that this effort relates to the saving of life particularly among men of our mercantile marine: that is, saving the lives of men of wide experience and of great training, indispensable to the commerce of this country, and indispensable, I think we may assert without lack of modesty, to the commerce of many other countries, because all commerce is, of course, mutual and interdependent in character.

This Service is national in its scope. Those tales of heroism which add lustre to the pages of the Report are not confined to any part of these shores. England, Scotland, Wales and Ireland have all made their contribution to deeds which deserve to rank with the proudest of the efforts which have been made by this Service since its foundation in these islands. (Loud applause.)

Beyond that, this Service is international in character. I think a similar Service has been established in fifteen other countries. I understand, too, that there is correspondence between this country and other countries about the Life-boat Service relating to its

international co-operation and efficiency, and especially to the perfecting of those technical and other devices upon which from time to time it must rely. So that from every point of view—first of all from the very strong human appeal which this Institution makes, and in the second place from the point of view of its contribution to efficiency and safety in our commerce—this Institution has every right to look for widespread public support. (Applause.)

I am reminded that this is one of the innumerable services in this country in which we rely not upon the cold technicalities of an Act of Parliament, but rather upon the voluntary effort of large numbers of our fellow-citizens. Scattered over 1,000 cities, towns and villages there are men and women who year by year are prepared to take a definite interest in this work, and to see that on the financial side and on the human side it succeeds around these shores. This is a reason which of itself would entitle the Institution to an enthusiastic response to any popular appeal. Then I think also that this is an Institution which unites men and women of all political and economic faiths in the State. We meet here under any and every Government to pay our tribute to this Institution and to wish it well in its beneficent enterprise. With those words, and with the warmest commendation which I can give you in all your work, I beg to move the resolution standing in my name. (Loud Applause.)

The CHAIRMAN: I am sure that this meeting would wish me to express to Mr. Graham our cordial and grateful thanks for the inspiring words which he has addressed to us, and also our gratitude that he has found time amidst his innumerable engagements to come and address us this afternoon, and we will make the best return we have in our power. We will release him now from this meeting, and wish him God-speed in the House of Commons. (Applause.)

(The Right Hon. William Graham retired from the Meeting.)

Sir Godfrey Baring.

The CHAIRMAN: Your Excellencies, my Lords, Ladies and Gentlemen,—Under this peculiar procedure we are now going backwards to the beginning of the agenda; and if you will look at your agenda you will see the rather menacing words, "Address by the Chairman." I will try to make that address as brief as I possibly can, but it has been thought well—not by myself, may I say, but by my colleagues—that I should offer some explanatory remarks with regard to the Annual Report and the Accounts which are presented to the Governors at this Meeting.

The Report is, I think, a full and clear record of the activities of the Institution during last year, and the Accounts present in an understandable form the financial position of the Institution. May I say just one word, and one word only, with regard to the accounts. I should have thought it unnecessary to say it if it were not for a personal experience which

I had the other day. I met a gentleman who was very hard pressed to give some excuse why he should not subscribe to the Institution, and he said that he regretted to find that it never published its accounts. He was inaccurate to the extent, I think, of 106 years. (Laughter.) For 106 years the Institution has published its accounts. They have been audited by one of the most eminent firms of chartered accountants in London, and they have been presented for the criticism and remarks of the public.

I wonder, ladies and gentlemen, whether you quite realise—I know that although I have been associated with Life-boat work for a long time it is difficult for me to realise—that our Life-boat Institution, our Life-boats and men, are responsible for guarding no less than 5,000 miles of coast, and that coast-line is really the centre of the world's shipping. At every point of danger, there you will find a Life-boat and a Crew of brave Life-boatmen ready to put out to sea at a moment's notice. Mr. Graham said just now that we have saved in the long and glorious history of the Institution 62,000 lives from shipwreck. All human lives are valuable, but I venture to say that the large majority of the lives which are saved by our Life-boatmen are of special value, because in most instances they are the lives of men in the prime of life, breadwinners upon whom women and children depend for their subsistence; and if you think of how much misery, how much grief, and how much destitution have been saved by the intervention of our Life-boatmen, I am sure you will agree with me that our Institution is worthy of the support of every good citizen of this country. (Applause.)

It is one of our proud boasts also that our Life-boatmen have been instrumental in saving the seafaring citizens of every country which possesses a mercantile marine; and that is why we welcome with such especial pleasure the representatives of many foreign countries at our meeting here this afternoon. (Applause.)

In the Report you will find an account of the progress of our Motor-boat construction. It has made great strides during the last few years. In 1910 we had only nine motor-boats. Now, in 1930, twenty years afterwards, we have 87 motor-boats on our coasts, and we have a large number of slipways for launching round our coasts, provided with every up-to-date equipment to make them efficient. Equipment of that kind is very tedious to describe in a speech, but it is absolutely necessary if our Life-boat work is to be really efficient.

I should like to say, as I am sure the Governors remember, that we are still responsible for Life-boat work in Ireland. At the special request of the Irish Free State Government and of the Northern Ireland Government we have gone on with our Life-boat work in Northern Ireland and in the Irish Free State. The most anxious consideration has been given to the needs of the Irish coast by the Committee of Management, and, as usual, Ireland has come off very well in that respect. (Laughter and Applause.) May I read you

some rather interesting figures. Figures are tedious at meetings, I know, but it is no good being a chairman of a meeting if one cannot be tedious. England has 73 Pulling and Sailing Life-boats and 46 Motor Life-boats. Scotland has 22 Pulling and Sailing Life-boats and 17 Motor Life-boats. When we get to Ireland we find that Ireland has 10 Pulling and Sailing Life-boats and 13 Motor Life-boats; and Wales has 13 Pulling and Sailing Life-boats and 11 Motor Life-boats. That is another injustice to poor old England, and another triumph for our Celtic neighbours. (Laughter.)

In our Annual Report we have tried to give general expression to the gratitude which we feel for the great munificence of the great shipping companies throughout the country who have recently made presentations of boats to the Institution. (Applause.) We are deeply grateful for that generosity, and we are, of course, like all charitable institutions, always asking for more. Therefore may I suggest very respectfully that perhaps the great trawler-owners in this country might give a little further financial support to the funds of the Institution. The present support of trawler-owners is just a little disappointing, having regard to the fact that our Life-boats are often instrumental in saving the lives of fishermen and in standing by fishing vessels. May I make this suggestion to the trawler-owners of this country: that they should see their way to contribute 5s. per trawler to the funds of the Institution each year. That is not very much to ask, and I hope that Grimsby and Lowestoft papers will please copy. (Laughter and Applause.)

Some of the support which we have received is really extraordinary in its generosity. I should like to mention one instance, for, though it may seem invidious to pick out any individual contribution, yet it is such a wonderful contribution that I am sure the Governors will allow me to mention it. The employees of the London, Midland and Scottish Railway actually contributed last year a sum of £893. (Applause.)

There was another incident to which I should wish to refer. Owing to the kindness of the British Broadcasting Company, ex-Coxswain Swan was allowed to make an appeal by wireless to England, Wales and Northern Ireland. The response to that appeal from the public came to over £750. (Applause.) We received hundreds of contributions of 1s. and 6d. from working men and working women all over the country; and those small subscriptions are specially welcome to and specially appreciated by the Committee of Management. (Applause.)

That brings me to this: that it would be a very evil day indeed for the Institution—and I am sure the Governors will agree with me when I say so—if flag days were abolished. There are some persons so curiously constituted as to say that they do not like flag days. I cannot understand an opinion of that kind. I have never been in any town on any flag day without buying a flag. Often I have not known what the cause was for which the

flags have been sold, but I have invariably bought a flag (Laughter and Applause); and I believe the only way to secure the support of all classes of the community for a great charity like the Life-boat Institution is by means of flag days. When I have the honour of speaking for the Life-boat Institution, I always quote an experience of my own in the inland town of Leicester. On a peculiarly odious April day, four or five years ago, I was standing outside one of the chief works in that town when the men were coming out for their dinner interval. It was Life-boat Day in Leicester, and we had four ladies selling flags at the gates. Of the first 100 workmen who came out on that day—and it was blowing and raining, an appropriate day for Life-boat Day—eighty-nine men bought Life-boat flags. (Applause.) Surely it cannot be contended for one moment that we should have received that most welcome support by any other means than a flag day. And may I venture to commend to your most cordial and enthusiastic support the London Life-boat Day, which is going to be held on the 20th May next, and which we hope to make a very great success.

Mr. Graham mentioned the international character of Life-boat work. That has been very much accentuated in recent years. During our centenary year, in 1924, we had an International Life-boat Conference in London, when nine nations were represented. In the year 1928, in Paris, we had a second International Conference, when seventeen nations were represented; and on that first occasion I think I am right in saying that Count Yoshii, the representative of the great Japanese nation, actually travelled about 3,000 miles in order to be present. (Applause.)

Only one word in conclusion; and I must apologise for having kept you so long. I have spoken of our boats, and of our generous subscribers, and of our efficient equipment; but all this organisation of boats, committees, workers, inspectors, organisers and subscribers would be a mere organised hypocrisy if it were not based on the constant vigilance and the unyielding, steadfast courage of our splendid Life-boatmen. (Loud Applause.) For 106 years those Life-boatmen have faced every peril, have surmounted every difficulty, and have endured every hardship in the sacred service of humanity. For 106 years these men have never failed, and, God willing, they will not fail in the future, to do their duty. That word "duty" is ever engraved on their hearts, if it is not often uttered by their lips.

"Not once or twice in our rough island story
The path of duty was the way to glory."

(Loud Applause.)

Before I pass to the next item on the agenda, Ladies and Gentlemen, would any Governor like to ask any question or to make any remark on the Annual Report and Accounts? If anyone desires to ask any question, we will do our utmost to answer it. . . . As there appear to be no questions or remarks I will go to the next business on the agenda.



By courtesy of]

**THE SEVEN MEDALLISTS OF THE GREAT GALES,
October, 1929, to January, 1930.**

[L.N.A.]

Left to right: Coxswain James Wickham, Rosslare Harbour; Mr. W. J. B. Moncas, Hon. Secretary at Rosslare; Coxswain Harry A. Griggs, jun., Hythe; Coxswain Douglas Oiller, Dungeness; Coxswain James Watkins, Angle; Coxswain Richard Payne, Newhaven; Coxswain John Swanson, Longhope.



By courtesy of]

THE ANNUAL MEETING IN 1930.

[Keystone View Company.]

In front of the table, Admiral Sir Roger Keyes, with Coxswain Harry Griggs, jun., of Hythe, and Coxswain Douglas Oiller, of Dungeness. Behind the table, left to right, Sir Godfrey Baring, Mr. George F. Shee, and the Danish Minister.

In the name of, and on behalf of, the Committee of Management of the Royal National Life-boat Institution I hereby nominate the following noblemen and gentlemen as suitable persons to fill the various posts and offices in connection with the Institution during the period dating on and from the 7th April, 1930, until the date of the Annual Meeting of the Governors of the Institution in 1931, and also Messrs. Price, Waterhouse & Co. as Auditors for the same period.

President.

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

Vice-Presidents.

The Archbishop of Canterbury.
The Duke of Atholl.
The Duke of Montrose.
The Duke of Portland.
The Duke of Northumberland.
The Marquis of Ailsa.
The Marquis of Aberdeen and Temair.
The Earl of Derby.
The Earl of Albemarle.
The Earl Waldegrave.
The Earl of Lonsdale.
Admiral of the Fleet the Earl Jellicoe of Scapa.
The Viscount Burnham.
Commodore Sir Richard Henry Williams-Bulkeley, Bt., R.N.R.
Sir Godfrey Baring, Bt.
Sir W. E. B. Priestley.
Mr. Harry Hargood.
Miss Alice Marshall.
Mr. Noel E. Peck.

Treasurer.

The Earl of Harrowby.

Other Members of the Committee of Management.

Mr. Charles G. Ammon, M.P.
Mr. Ernest Armstrong.
Mr. H. Arthur Baker.
Rear-Admiral T. P. H. Beamish, M.P.
Lieutenant-Colonel J. Benskin.
Mr. Frederick Cavendish Bentinck.
Major Sir Maurice Cameron.
Captain Charles J. P. Cave.
Colonel Lord William Cecil.
Mr. Kenneth M. Clark.
The Hon. George Colville.
Sir John G. Cumming.
Engineer Vice-Admiral Sir Robert B. Dixon.
Vice-Admiral Sir A. A. M. Duff.
Commander Herbert G. Evans, R.N.R.
Captain Guy Fanshawe, R.N.
Sir Johnston Forbes-Robertson.
Mr. K. Lee Guinness.
Admiral Sir Lionel Halsey.
The Hon. Esmond C. Harmsworth.
Commodore Sir Bertram F. Hayes, R.N.R. (retired).
Captain G. C. Holloway, R.N.R.
Sir Frederick Thomas Hopkinson.
Captain the Earl Howe, R.N.V.R.
Mr. J. F. Lamb.

Colonel Sir A. Henry McMahon.
Commander Sir Harry Mainwaring, Bt., R.N.V.R.
Mr. Algernon Maudslay.
Sir Frank C. Meyer, Bt.
Admiral of the Fleet Sir Henry Francis Oliver.
Sir Gervais S. C. Rentoul, K.C., M.P.
The Right Hon. F. O. Roberts, M.P.
The Right Hon. Walter Runciman, M.P.
Major-General the Rt. Hon. John E. B. Seely.
Colonel the Master of Sempill.
The Lord Southborough.
Commander F. F. Tower, late R.N.V.R.
The Lord Tredegar.
The Right Hon. William Dudley Ward.

And ex-officio.

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

I declare these noblemen and gentlemen duly elected.

Presentation of Medals for Gallantry.

We now come to the presentation of Medals for gallantry in saving or attempting to save life from shipwreck. In the absence of Mr. Graham, those Medals will be presented by Admiral Sir Roger Keyes. (Applause.) I will ask the Secretary to read out the services for which the Medals have been awarded.

The SECRETARY then read the accounts of the services for which the Medals and other Awards had been given, and the Medals were presented by Admiral Sir Roger Keyes as follows:—

To COXSWAIN JAMES WICKHAM, of Rosslare Harbour, Co. Wexford, a Second Service Clasp to the Silver Medal, which he won in 1914, for the rescue on 20th October, 1929, of the crew of five of the schooner *Mountblairy*, of Plymouth.

To MR. W. J. B. MONCAS, Honorary Secretary at Rosslare Harbour, the Bronze Medal for the same service.

To COXSWAIN HARRY A. GRIGGS, JUN., of Hythe, Kent, the Silver Medal for the rescue on 12th November, 1929, of the crew of three of the barge *Marie May*, of Rochester.

To COXSWAIN DOUGLAS OILLER, of Dungeness, Kent, the Bronze Medal for the same service.

To COXSWAIN JAMES WATKINS, of Angle, Pembrokeshire, the Bronze Medal for the rescue on 26th November, 1929, of twenty-eight lives from the s.s. *Molesey*, of London.

To COXSWAIN RICHARD PAYNE, of Newhaven, Sussex, the Silver Medal for the rescue on 7th December, 1929, of the crew of ten of the Danish schooner *Mogens Koch*. Coxswain Payne already holds the Institution's Bronze Medal.

To COXSWAIN JOHN SWANSON, of Longhope, in the Orkneys, the Silver Medal for the rescue on 5th January, 1930, of eight men from the steam trawler *Braconmoor*, of Aberdeen.

(A full account of these services appeared in the last issue of *The Lifeboat*.)

The CHAIRMAN: I will now ask Sir Roger Keyes to second the resolution which Mr. Graham moved before he left the meeting.

Admiral Sir Roger Keyes.

Admiral Sir ROGER KEYES: Mr. Chairman, your Excellencies, Ladies and Gentlemen,—I have very great pleasure in seconding—and it is a very great honour to me to be asked to second—the resolution which has been so ably proposed by the President of the Board of Trade. I think there can be few Naval officers who during the late war had more to do with both the deep sea and longshore fishermen of Great Britain, who form the backbone of the men from whom the Life-boat Crews are drawn, than I. When I came here this afternoon I intended to tell you some of my experiences of their great gallantry, apart from their life-saving, and their great value to the country during the war; but when I looked round and saw my friend the German Ambassador, I said to the Lord Bishop of Portsmouth, in whose diocese I live, “I think that has rather taken the wind out of my sails, because I cannot possibly talk about the war”; and he said to me, “Well, we didn’t ask you to come and talk about yachting.” (Laughter.) So I think I will get on with it. Then I looked down again, and I remembered (and I hope the Ambassador remembers, too) how very soon after the war, when the King of the Belgians came to pay a visit to England, I was attached to him, and at a party at Buckingham Palace we talked a good deal about what we had done in the war; and someone said to me, “Go and talk to the German Ambassador; he looks rather down on his luck.” I did so, and I remember how we made friends then, and I am sure he will bear with anything I say, and will feel as proud of the fishermen of whom I am going to speak as I do.

When I went out to the Dardanelles our sweeping fleet in the Dardanelles was made up of trawlers whose speed was about seven knots, and as the current ran at about three knots, it meant that the mines had to be swept down the current, which again meant that the trawlers had to go through a score of search-lights and heavy fire in order to get into the position to sweep the mines. It would be difficult to imagine anything more formidable and terrifying than that; and I think few who were out there will ever feel anything but the greatest pride and admiration for those fishermen who, in the early days of the war, came straight from their fishing-grounds to sweep mines under those terrible conditions. (Applause.)

Later on in the war, when I was Admiral at Dover, I had some 300 vessels under my orders, and I suppose about 150 of them were fishing vessels, and they were employed in every sort of work in connection with keeping the seas swept clear of mines, patrolling and so on. At

that time there was the very serious menace of German submarines, which were streaming through the Straits, and there was an enormous mine-field laid which was kept as light as day from darkness until dawn, and on that mine-field about 100 fishing craft were incessantly patrolling. Now, Ladies and Gentlemen, you can imagine that a patrol of that sort invited attack, and when you have a worthy and gallant enemy you are sure to get attacked. I think there is no finer page in the history of the fishing-fleet of the British Isles than the story of what happened on the night when that patrol was attacked. It suffered terrible losses, losses which were enough to dismay anybody, but the next night, although some 80 fishermen had been killed, that mine field was lit and patrolled; it was even more brightly lit, and we had more fishing-boats on patrol, and from that day onwards that patrol was never challenged. (Loud Cheers.) That had a very great effect in stopping our great losses in the Channel from the enemy’s submarines.

I am so tremendously interested in these people that I was very proud when I was asked to speak here to-day and to be given the opportunity to tell you of the splendid gallantry of the fishermen in those anxious and terrible days. For those are the people who man the Life-boats. (Applause.) It is a very great honour to me to have pinned those Medals on the breasts of these gallant men, and in these materialistic days it is a great satisfaction to know that we in these islands have this enormous reserve of gallant men, who will go out and risk their lives, and display most magnificent seamanship, steadfastness and courage, in order to save their comrades, of whatever nation they may be, who are in distress. (Applause.)

However important machinery is, it is the man that really matters, and surely it is up to us, who live sheltered lives on shore, to see to it that the machinery, the boats and the materials they have are the very best in the world. That, Ladies and Gentlemen, is what we are here for to-day. We are here to appeal to you to help the Life-boat Institution to provide them with the best equipment and the best boats in the world. In seconding this resolution, I am sure I can confidently appeal to you to subscribe generously to this splendid Service. (Applause.)

The CHAIRMAN: Ladies and Gentlemen,—I will now put the resolution to the Meeting:

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

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

Presentations to Honorary Life-Governors.

The CHAIRMAN : I will now ask the Secretary to give you particulars of the work for which Awards have been granted to honorary workers.

The SECRETARY : An Honorary Life-Governorship is the highest honour which the Institution can confer on its honorary workers, and is given only for long and distinguished service as a Station Honorary Secretary or in furthering its appeals for financial support. Since the last Annual Meeting four honorary workers have been appointed Life-Governors, and I will give their names in the alphabetical order of the Branches with which they are associated.

APPLEDORE (DEVONSHIRE).

Mr. H. C. WHITEHEAD has been appointed an Honorary Life-Governor in recognition of his long and valuable services as Honorary Secretary of the Appledore Station Branch.

COLWYN BAY (DENBIGHSHIRE).

Mr. T. E. PURDY, J.P., C.C., has been appointed an Honorary Life-Governor in recognition of his long and distinguished services as Honorary Secretary of the Colwyn Bay Branch.

COVENTRY (WARWICKSHIRE).

Alderman A. H. DRINKWATER, J.P., has been appointed an Honorary Life-Governor in recognition of his long and distinguished services as Chairman of the Coventry Branch.

DUBLIN.

Major ARTHUR WHEWELL has been appointed an Honorary Life-Governor in recognition of his long and distinguished services to the Life-boat Cause in Dublin.

A copy of the Vote, inscribed on Vellum and signed by His Royal Highness the Prince of Wales, as President of the Institution, is presented to each Honorary Life-Governor. Of these four gentlemen, only Mr. Purdy, of Colwyn Bay, is able to be present this afternoon to receive his Vellum.

(The Chairman then presented the Vellum to Mr. Purdy.)

Presentation of Gold Brooches and Pendants.

The SECRETARY : The Gold Pendant or Gold Brooch also is awarded only to honorary workers who have given distinguished service. Since the last Annual Meeting eighteen have been awarded. I will read out first the names of those who are *not* present to receive their awards. The Branches with which they are associated are given in alphabetical order.

BARMOUTH (MERIONETHSHIRE).

To Mrs. J. R. HEATH, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild.

BATH (SOMERSET).

To Mrs. G. GOLDIE, in recognition of her valuable co-operation as Honorary Secretary of the Branch.

CHIPPERFIELD (HERTFORDSHIRE).

To Mrs. LATHBURY, in recognition of her valuable co-operation as Honorary Secretary of the Branch.

CORK (CO. CORK).

To Mr. H. P. F. DONEGAN, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

EXETER (DEVON).

To Mrs. ARTHUR REED, in recognition of her valuable co-operation as Chairman of the Branch and Ladies' Life-boat Guild.

HOLYWOOD (BELFAST).

To Mrs. F. L. HEYN, in recognition of her long and valuable co-operation as President of the Ladies' Life-boat Guild.

LLANDUDNO (CAERNAEVONSHIRE).

To Mrs. E. M. MARKS, J.P., in recognition of her valuable co-operation as Vice-President of the Ladies' Life-boat Guild.

LONDON.

To the Lady FLORENCE PERY, in recognition of her long and valuable services, latterly as Honorary Secretary of the whole Ladies' Life-boat Guild of Great Britain and Ireland.

TENBY (PEMBROKESHIRE).

To Miss HARVEY, in recognition of her valuable co-operation for many years in raising funds.

The following are present this afternoon to receive their awards :—

CLEVEDON (SOMERSET).

Miss A. EDWARDS, in recognition of her long and valuable co-operation as Honorary Secretary of the Branch.

COVENTRY (WARWICKSHIRE).

Mr. WILLIAM LIGGINS, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

KESSINGLAND (SUFFOLK).

Mrs. B. WOOLFELD, in recognition of her long and valuable co-operation, latterly as Honorary Secretary of the Ladies' Life-boat Guild.

LARNE (CO. ANTRIM).

Miss L. MORROW, in recognition of her valuable co-operation as Honorary Secretary of the Branch.

LEAMINGTON (WARWICKSHIRE).

Mrs. B. A. HOLDING, in recognition of her valuable co-operation as Honorary Secretary of the Branch.

LOWESTOFT (SUFFOLK).

Ex-Coxswain JOHN SWAN, in recognition of his valuable co-operation in raising funds, in particular by his wireless appeal from London, which brought in nearly £750.

Coxswain Swan, who in his retirement is giving this valuable help to the Institution on its financial side, is one of the most distinguished of our Life-boatmen. He was Coxswain at Lowestoft from 1911 to 1924. He holds the Institution's Gold Medal—the Victoria Cross of the Life-boat Service—and has twice won its Silver Medal. In 1924, the Institution's Centenary Year, he and the other Gold Medallists were received at Buckingham Palace by the King, and His Majesty presented to each of them the Medal of the Order of the British Empire.

PORTRUSH (CO. ANTRIM).

Mrs. J. G. McMorris, in recognition of her long and valuable co-operation in raising funds.

SHEFFIELD (YORKSHIRE).

Mr. JAMES HENDERSON, in recognition of his long and valuable co-operation as Honorary Secretary of the Branch.

SOUTHAMPTON (HAMPSHIRE).

Mrs. WALTER, for her long and valuable co-operation as Honorary Secretary of the Branch. Mrs. Walter's son has been at sea since he was fourteen years old, and was serving on board the *Vestris* as assistant surgeon when she sank in a gale in November, 1929, with heavy loss of life. Mr. Walter was in the water for seventeen hours before he was picked up, and then went overboard again and rescued three lives. (Applause.)

(*The Chairman then presented the Gold Brooches and Pendants.*)

The CHAIRMAN: I will now call upon His Excellency the Danish Minister to move the next resolution.

The Danish Minister.

The DANISH MINISTER (Count Preben Ahlefeldt-Laurvig): Sir Godfrey Baring, my Lords, Ladies and Gentlemen,—It is often said that the sea divides, but that is not the case with Denmark and Great Britain. Sea-borne trade and shipping is every day creating new and strong links between our countries. Great numbers of Danish seamen are serving in the British mercantile marine and the British fishing fleets, and the language our seamen speak, when they are not using their own tongue, is English. No links of friendship, however, are stronger than those which have been cemented in moments of distress. (Applause.)

Great dangers for shipping lurk on both sides of the North Sea. In Denmark we have the treacherous sand-bars on the coast of Jutland, and on the English side the cliffs and the constant fogs, but we have also on both sides of the North Sea the National Life-boat Institutions of England and Denmark, which have

rendered valuable services to life and property during a period of more than a hundred years. The examples where Danes have assisted English and English have assisted Danes in distress either on the high seas or on the coasts of the two countries are innumerable. I will only quote a few examples:

On 12th September, 1919, Silver Medals for Gallantry in Saving Life at Sea were awarded by His Majesty the King of England to several of the crew of the Danish steamship *Mary*, together with Silver Cups, awarded by the Board of Trade, in recognition of their services in rescuing Mr. G. H. Hawker and Commander Kenneth M. Mackenzie-Grieve in the Atlantic Ocean on the 19th May, 1919.

On 27th June, 1922, His Britannic Majesty's Government expressed its thanks to several Danish fishermen of the Skaw in Jutland for services rendered to the British steamship *Monkstone*, which had become icebound south of the Skaw from the 2nd to the 7th February, 1922.

On 9th December, 1924, His Britannic Majesty's Government expressed its appreciation for the services rendered by the Captain and Crew of the s.s. *Lexa Maersk* for rescuing in the North Atlantic Ocean the crew of the British s.s. *River Dare*. (Applause.)

Now I should like to quote some English examples:

On the 4th January, 1894, the Clacton Coxswain received the Silver Medal from His Majesty the King of Denmark in recognition of the service in which seven were rescued from the brigantine *St. Alexei*.

On 31st January, 1911, the Coxswain of the Ramsgate Life-boat received the Silver Medal from His Majesty the King of Denmark in recognition of his services in rescuing the crew of seven from the schooner *Danmark*.

On 21st December, 1920, the Johnshaven Life-boat Crew received Silver Cups from His Majesty the King of Denmark, and a gratuity was given to the widow of one of the Life-boatmen, in connection with the rescue of seven from the schooner *Fredensborg*. On this occasion, unfortunately, two of the rescued men and one of the Life-boatmen lost their lives on the return from the wreck to the shore.

There is, however, one special example of a later date which I will emphasise by reading a whole paragraph of the Annual Report of the Royal National Life-boat Institution for 1929.

(*The Minister then read the account of the service of the Newhaven Motor Life-boat to the Danish schooner, Mogens Koch, on 7th December last, and, after referring to the Awards made by the Institution, continued as follows:*)

Those brave deeds of British seamen have also created a wave of enthusiasm in my country, and I am glad to say that my Government has recognised these English heroes of the sea by awarding a Gold Watch with inscription to Coxswain RICHARD PAYNE; and Silver Cups to each of the members of the Crew: WILLIE CLARK, Second Coxswain; FREDERICK PAYNE, Bowman; ERNEST CAN-

TELL, Motor Mechanic; CHARLES HOLDER, Assistant Motor Mechanic; FREDERICK JONES, RICHARD LOWE, and BENJAMIN JACK CLARK. Coxswain Richard Payne, will you kindly step forward.

(The Minister then made the presentation to Coxswain Richard Payne amid applause.)

Now I have talked a long while about our men-heroes, but I think it would be most appropriate, too, to say a few words about the women-heroes who stand behind the Royal National Life-boat Institution. I offer my thanks to the seamen's and fishermen's wives, who often in times of distress have helped their fathers, brothers and husbands to launch the Life-boat into the raging sea; but I must also make myself a spokesman of the many voices who wish to accord the Ladies' Life-boat Guild their heartfelt thanks for all their exertions to keep the Institution financially afloat. It is a hard and thankless job in these depressed and difficult days to collect money, and so much the more I must admire our brave ladies who have made it possible to balance the Institution's big budget. (Applause.) I will therefore propose the following Resolution:

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

The Bishop of Portsmouth.

THE BISHOP OF PORTSMOUTH (the Right Rev. Ernest Neville Lovett): Sir Godfrey Baring, my Lords, Ladies and Gentlemen,—I feel it an extraordinary honour to be allowed to second a resolution proposed by His Excellency the Danish Minister. As he talked I was thinking of how a thousand years ago his countrymen landing quite successfully on a very dangerous part of the coast of Kent, without the need of any light-houses or Life-boats, trounced to death with beef-bones a member of the Episcopal Bench. I am quite sure that his Grace Alfred, Archbishop of Canterbury, before he passed from this sphere of life, hardly knew which to admire most, the skill of the Danes in landing on the coast or their remarkable efficiency in disposing of an Archbishop in that way. Anyhow, the great traditions of the sea maintained by the Danish people from the time when they were our fear and dread up to this present time, and no doubt for the future, make it a great privilege for me to be allowed to second a resolution proposed by the Danish Minister. Otherwise I am bound to say I have wondered why I was asked to come here to speak to you this afternoon. I came to the conclusion that it was because I am the only Bishop in England, I think, who very often, two or three times a week, crosses the ocean to an adjacent island. Perhaps you do not recognise the Isle of Wight under that description, but

let me tell you that any native of the Isle of Wight would recognise this land as an adjacent island. (Laughter.)

The Isle of Wight has its own splendid records of Life-boat work. The three boats of Brooke, Atherfield and Brightstone have, in the last forty or fifty years, saved nearly 1,000 lives—(Applause)—and it is an honour to me to have been sitting at a Life-boat meeting with the stroke of the Brook Life-boat (General Seely) on my right hand. It is always splendid when gallant men support gallant causes, and having Sir Roger Keyes here this afternoon and General Seely, whose gallantry in the field in only equal to his gallantry with the Life-boats, and being able to claim both of them as being in the Diocese of Portsmouth, I feel that, after all is said and done, I have a right to say a few words. (Applause.)

What I want to say is this, that I do think that we owe a very great debt of gratitude to the Ladies' Life-boat Guild, which does so much to provide the necessary funds and to spread the news to the country of the Life-boats and their gallant crews by whose means life is saved all round our coasts. Those are the two things it does and both are of first-rate importance.

The members of the Guild enable us, who have no special, direct contact with the sea, to express our sympathy; and their activity as women is an expression of their sympathy with the mothers and wives of the seafaring folk along our shores, and especially of the Life-boatmen. I think we often forget the desperate strain and the hardness of the life of a woman whose husband is constantly going forth to stormy seas, and I should like to remind you of couplets from opposite ends of the country which suggest the thought. You remember:

"Men must work and women must weep,
And there's little to earn and many to keep,
And the harbour bar is moaning."

That is from Devon. Then you have another from Edinburgh:

"Wives and mithers maist despairing call
them lives of men."

That is said about herrings—"Lives of men." That expresses what is going on in the homes round the coast; and that the women who are not living under those conditions, who, by their activities in connection with the Life-boats, do all they can to further the cause and to spread the interest, is a constant witness to those "wives and mithers" often "maist despairing."

Very often the women have to go out and help to launch the Life-boat which is to carry their husbands into danger on an errand of mercy. It must be a desperate thing to have to do. I ask any of the women here to realise what it must be to wake up in the night with a tremendous gale raging and see your husband getting up and going to the work of rescue, perhaps himself not to return. It is well that we should show our sympathy with the ladies who devote themselves to this cause, and whose work is to help to obtain

more efficient Life-boats round our coasts. We owe a very great debt of gratitude to them, and I hope they realise that we appreciate the work that they do. I beg to second the resolution. (Applause.)

The CHAIRMAN: The resolution, which has been moved by His Excellency the Danish Minister and seconded by the Bishop of Portsmouth is as follows:

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

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

The CHAIRMAN: I will now ask Admiral of the Fleet Sir Henry Oliver to move a formal resolution.

Sir HENRY OLIVER: Your Excellencies, my Lords, Ladies and Gentlemen,—I beg to move the following resolution:

"That this Meeting do approve and ratify the sale of the old Life-boat Houses at Clacton-on-Sea and Rye, which are no longer required for the purposes of the Institution."

Sir JOHN CUMMINGS: Mr. Chairman, your Excellencies, my Lords, Ladies and Gentlemen,—I have much pleasure in seconding this formal resolution.

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

The CHAIRMAN: I will ask the Deputy Chairman of the Institution to move a vote of thanks.

The Hon. George Colville.

The DEPUTY-CHAIRMAN: Mr. Chairman, your Excellencies, my Lords, Ladies and Gentlemen,—The resolution which stands in my name on the paper is one which I shall now have much pleasure in proposing, and I know it will be accepted by you in a very hearty manner. The Committee of Management appreciate very greatly the presence on these occasions of a Cabinet Minister, to-day the President of the Board of Trade, with which Department the Life-boat Institution is very intimately associated. Again, we have the presence of His Excellency the Danish Minister, who has very kindly presented to the Coxswain of the Newhaven Life-boat a valuable present from His Majesty the King of Denmark. I would formally ask him, on behalf of this meeting, to convey to His Majesty our humble thanks for the very kind thought which has prompted this presentation. (Applause.)

Again, we have had a sailor to address us in no less a person than Admiral Sir Roger Keyes. It is unnecessary for me to eulogise him, nor

could I find the words to express his great deeds of gallantry—familiar to you all—at Zeebrugge and other places during the war. We have also here the Bishop of Portsmouth, whom we are very glad to see. The kind words which these speakers have said are a source of very great encouragement to the Committee of Management; to the many honorary workers throughout the country who help us; and, above all, to the brave men and the women, of whom we have had specimens before us here to-day—the men who man the Life-boats without thought of the danger that they incur, who do their gallant work and who come home and say nothing about it. (Applause.) The Admiral referred to the expenditure which we incurred and the necessity for good gear and good boats. I think I might almost say that it is the motto of the Committee of Management that nothing in the way of gear or boat is too good for the Life-boat Crews. I have much pleasure in proposing that the hearty thanks of this Meeting be given to the speakers at this, the Hundred and Sixth Annual General Meeting of the Royal National Life-boat Institution. (Applause.)

The CHAIRMAN: I will ask General Seely to second the resolution, in the absence of the Right Hon. F. O. Roberts, M.P.

Major-General Seely.

Major-General SEELY: Mr. Chairman, your Excellencies, my Lords, Ladies and Gentlemen,—It is with great pleasure that I second this vote of thanks to our speakers here to-day. I am sorry that Mr. Roberts cannot be here, but he, like Mr. Graham, is a Member of the House of Commons. But I have it from Mr. Roberts and Mr. Graham that they are heart and soul with the Life-boat Cause, and that there is nothing they will not do which they can do to forward it. (Applause.)

We are grateful to the speakers; we are grateful to you, your Excellency, for coming here to-day. It is quite true, as you said, that the Life-boat knows no difference among the nations. You, my Lord Bishop, made reference to my connection with a Life-boat. My service for the last thirty or forty years is nothing compared with the services that we have heard of to-day. But I have had a good deal of experience, and that experience is that you never know what sort of ship is coming ashore. Even in my own experience I have seen ships of five nations whose crews needed to be rescued in the region where I live. Therefore I welcome the presence of representatives from so many of the nations in the world.

I am glad, too, to see Sir Roger Keyes, who, I see, is described as an Admiral, and quite properly, because he is and will be for another few weeks, but we all know that in about another six weeks he will become an Admiral of the Fleet—(Applause)—the highest rank to which any sailor of this kingdom can aspire. We rejoice that it has come to him so young. I suppose he is the youngest brat of a boy who has been made an Admiral of the Fleet in peace-time for as many years as anyone now living can remember. (Applause.)

I gathered from your speech, Admiral of the Fleet, that you swear by the Life-boatmen and fishermen as you used to swear at them when required in the breezy days gone by. I happen, as I told you, to live in a place where I meet a great number of fishermen and Life-boatmen and sailors of all sorts, and this is what they tell me: they say, "Well, he used to swear at us and to swear by us, and, by God, we swear by him"; and of all the sailors in the Fleet he has earned the affection and respect of the seafaring population in almost the highest degree. (Applause.)

Last, but not least, we have to thank the Lord Bishop of Portsmouth. We are grateful to you, my Lord Bishop, because you made a first-class speech for us, as I am sure everyone here will agree. (Applause.) A great speaker, and a great Bishop, representing the greatest naval port in the world—what more worthy man could be found to make an appeal at this meeting. (Applause.)

The Bishop has made an eloquent appeal for Motor-boats. There are five Motor Life-boats for which we want gifts—for Clacton-on-Sea, £8,500; for Courtmacsherry, also £8,500;

and again the same sum for the Cromarty boat. For Campbeltown we want £11,000; and for St. Peter Port, Guernsey, also £11,000. Those are the particular boats, just built or building, for which we urgently need gifts, and if you can influence one of your wealthy friends to come forward and help us to provide one of those Motor Life-boats, which may enable us to save lives which otherwise would be lost, you will be doing a very valuable work.

I am sure that you will all agree that we owe a hearty vote of thanks to our speakers to-day. (Loud Applause.)

The CHAIRMAN: Shall we carry that vote of thanks by our hearty and enthusiastic applause? (Prolonged applause.)

(The Meeting then terminated.)

Entertainment of Medallists.

After the Meeting the Medallists were entertained to tea at the House of Commons by the Right Hon. F. O. Roberts, M.P., Minister of Pensions, and in the evening they were the guests of Sir Oswald Stoll at the Coliseum.

The Ladies' Life-boat Guild.

The Ladies' Life-boat Guild, of which H.R.H. the Princess Louise, Duchess of Argyll, is the Patron, and the Duchess of Sutherland the President, has added three distinguished names to its officers. The Duchess of Northumberland, who is President of the Alnwick Guild, and Patron of the Newcastle-on-Tyne Branch has accepted the Guild's invitation to be one of its Vice-Patrons. The Marchioness of Londonderry, D.B.E., who

is President of the Belfast Guild, has become a Vice-President of the Guild, and Mrs. James MacNeill, the wife of the Governor-General of the Irish Free State, who is President of the Dublin Guild, has also become a Vice-President. England, Scotland, Wales, the Irish Free State and Northern Ireland are now all represented among the officers of the Guild.

Articles Held Over.

ALTHOUGH this is an enlarged number it has unfortunately again been necessary to hold over, owing to lack of space, the article on the new fast type of Motor Life-boat stationed at Dover; the 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 provide a permanent house for it at Bamburgh, where Grace Darling is buried; and the 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. We also hope to publish in the next issue reviews of several books dealing with the sea, including Captain Frank H. Shaw's "Famous Shipwrecks," (published by Messrs. Elkin Mathews & Marot, 12s. 6d. net), which contains graphic accounts of a number of famous Life-boat services.

The Institution's Expenditure at a Glance.

How each £100 of the Institution's Expenditure was laid out in 1929.

£	s.	d.	
42	0	0	Construction and Repair of Life-boats, Carriages and Tractors.
14	3	0	Payments to Life-boat Crews; Rewards for Wreck Services; Retaining Fees; Wages; Payments for Exercises; Grants to Injured Men and Pensions.
12	0	0	Propaganda and Publicity, in connexion with Head quarters and over 1,000 Branches.
11	7	0	Provision, Custody and Inspection of Life-boat Stores.
10	17	0	Construction and Repair of Life-boat Houses and Slipways.
3	16	0	Amount spent locally at Life-boat Stations.
3	1	0	Technical Supervision and Inspection of Life-boat Stations.
2	16	0	Administration.
<hr/>			
£100	0	0	

(For full Statement of Expenditure, see pages 112—115.)

The Institution's Income at a Glance.

How each £100 of the Institution's Income was obtained in 1929.

£	s.	d.	
41	14	0	Subscriptions, Donations, and Life-boat Days.
26	11	6	Legacies.
15	7	6	Special Gifts.
14	9	6	Income from Investments.
1	2	0	Life-boat Funds.
15	6		Sales.
<hr/>			
£100	0	0	

(For full Statement of Income, see pages 112—115.)

Two Wrecks in the Shetlands.

Stromness Motor Life-boat's Journeys of 260 and 240 Miles.

DURING March and April two vessels were wrecked on the Shetland Islands. They were both vessels sailing from Aberdeen. One was a trawler, the *Ben Doran*, and, in spite of courageous efforts to rescue her crew, all were drowned. The other was the mail-steamer *St. Sunniva*, which plies between Scotland, Orkney and Shetland. All on board were rescued.

Both wrecks were notable for the efforts at rescue made by the new Motor Life-boat stationed at Stromness in the Orkneys. In the case of the *Ben Doran*, she had a journey, out and home, of 260 miles. This is the longest journey on service which has been made by any Motor Life-boat, and it was made in the worst conditions of weather. In the case of the *St. Sunniva*, she travelled 240 miles. In the first case she arrived to find that the crew had perished. In the second case, they had been rescued by other means. But though they were without result, these two journeys are a notable proof, not only of the endurance of the Crew, but of the very fine sea-going qualities of the Barnett type of Motor Life-boat.

The Vee Skerries.

The *Ben Doran* was wrecked on the Vee Skerries, a reef which lies to the west of the Shetlands. The nearest land is Papa Stour, three and a half miles to the south-east. The reef is imperfectly charted, and is thus described by the Town Clerk of Lerwick :—

“The old Norse names themselves are suggestive. The name Vee Skerries means ‘the skerries that swim in the surface,’ and the Ormel, the principal skerry, simply means the broken remnant. There is a bad tideway in the neighbourhood of the Vee Skerries, and the Atlantic swell coming in from deep water, striking the shallows and being unhampered by backwash, breaks over them in a way that astonishes even experienced seamen. There is approximately a square mile of skerries and blind rocks, and, unfortunately, the

Ben Doran had reached about the centre of this area before she was held fast. In the weather and sea conditions existing at the time, the position of the crew was really absolutely hopeless, but nothing was known in Lerwick on the Saturday night as to the exact position of the trawler, the report being simply that she was on the Vee Skerries.”

The Saturday night in question was 29th March, and the news of the wreck, which had been brought by another trawler, reached Lerwick shortly before five in the afternoon. The District Officer of Coastguard, Mr. Faint, at once called out the Board of Trade's Life-saving Apparatus. A gale was blowing, with a very heavy sea and snow squalls. The Apparatus was taken by motor lorry to Ronas Voe, on the west side of the mainland, and there embarked on the steam trawler *Arora*. Before leaving Lerwick the Coastguard Officer telegraphed to the Life-boat Station at Stromness information of the action which he was taking.

The skipper of the *Arora*, though he had fished on the west side of Shetland for thirty years, had never been very near to Vee Skerries, always giving them a wide berth. Nor could anyone be found at Ronas Voe who knew the Skerries. At two in the morning of the 30th March, the *Arora* put out, with the intention of approaching the wreck as soon as day broke.

Shortly after the Life-saving Apparatus left Lerwick, Mr. G. T. Kay, who had become Honorary Secretary of the Lerwick Branch of the Institution a short time before, when it was decided to establish a Life-boat Station there—learnt that the motor haddock boat *Smiling Morn* was lying at Voe, Olnafirth. Mr. Kay knows something of the Vee Skerries, having been ashore on one of them. He felt that a smaller vessel, like the *Smiling Morn*, with a four-oared boat in tow, might be of more value than the *Arora*; so, with Mr. John Falconer, master of the trawler *Boscobell*, and Mr. W. H. Dougall, of the Missions

to Seamen, he went at once to Voe, and enlisted the help of the *Smiling Morn*. That no time might be lost, and that they might be on the scene of the wreck by daybreak, they put to sea at once, with a 20-foot boat in tow, and made for Housa Voe in Papa Stour (the nearest island to the Vee Skerries) where they hoped to find a man with good knowledge of the reef. Even by daylight the entrance to Housa Voe is very difficult. To enter it, as they did, in the middle of a pitch-black night, with half a gale of wind and a heavy sea was an act of great daring. When entering the creek they actually passed within a few yards of a sunken rock, the position of which was only disclosed by a heavy sea breaking close alongside. At Housa Voe, the *Smiling Morn* took on board Mr. John Henderson, a crofter, who had at once agreed to join the rescue-party, and put to sea again. She reached the Vee Skerries just before five in the morning. The *Arora* had already arrived.

Men in the Rigging.

A very heavy sea was running, with a strong gale blowing, and the *Ben Doran* could be seen, high in the centre of the Skerries, stern to wind. The seas were washing over her and the rescuers thought that they could see five men in the rigging, with the spray blowing right over them.

The *Arora* steamed round the Skerries, but could find no place from which it would be possible to fire lines to the *Ben Doran*. She lay in the middle of the reef beyond reach. The *Smiling Morn* then made her attempt, the *Arora* standing by. She worked her way into the broken water as near as she could to the wreck, until she was stopped by off-lying reefs. She went in so far, in fact, that those on board the *Arora* doubted if she would get back. She returned in safety, however, and reported that seven men could be seen in the rigging and that they had waved to her. Mr. Kay, and those with him on the *Smiling Morn*, thought that the *Arora* might get within 500 or 600 yards of the wreck. But at such a distance it would still be far out of range of the rockets. It was clear that the men in

the rigging of the *Ben Doran* were beyond hope of rescue.

The justice of this decision was confirmed two months later by Mr. Kay, who spent his holiday in his own boat on the west side of the Shetlands and visited the Vee Skerries. Of this visit he wrote: "I managed to land on the two main portions of the Vee Skerries and was able, with the assistance of two friends, to fix the position of the ill-fated *Ben Doran*, on the day of her wreck, as at least 600 yards to the westward of the nearest skerry. Even had a landing been effected on the said skerry—the only means of approach due to the seething reefs all round the other points of the compass—it is abundantly clear that rescue would have been hopeless."

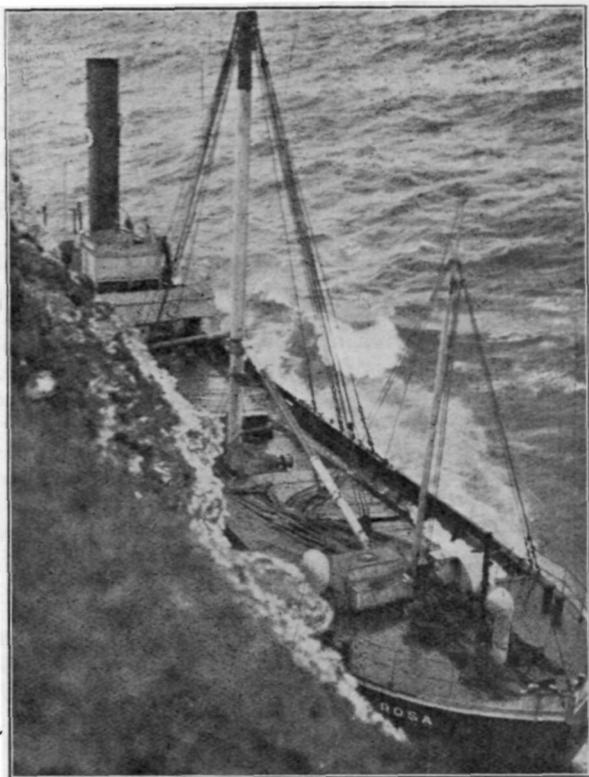
A Brave Attempt.

The Coastguard Officer, who had watched the *Smiling Morn's* brave attempt, said that wind and sea could scarcely have been worse; and what the conditions were may be judged from the fact that a "tide lump," which just touched the stern of the *Smiling Morn* herself, fell right aboard the 20-foot boat which she was towing, and the boat simply collapsed and disappeared.

The spirit of the men who made the attempt may be judged by the following letter from a resident in Shetland:—

"John Jamieson [the skipper of the *Smiling Morn*] would have gone on the reef if allowed. . . . He said that he did not mind the loss of his boat, or even the loss of his own life. "What was it worth in the face of what he was seeing," was the drift of one of his sayings. He was determined to go on, and I understand there was almost a fight on board the *Smiling Morn*. At any rate, the others tied up Jamieson, and locked him up so that he was unable to go on further."

The position was, in fact, hopeless. Brave men had done all that could be done. There was nothing for it but to give up the attempt. Both boats left the reef, the *Arora* steaming round it once more before she went, and as soon as the Coastguard Officer reached Lerwick again he informed the Strom-



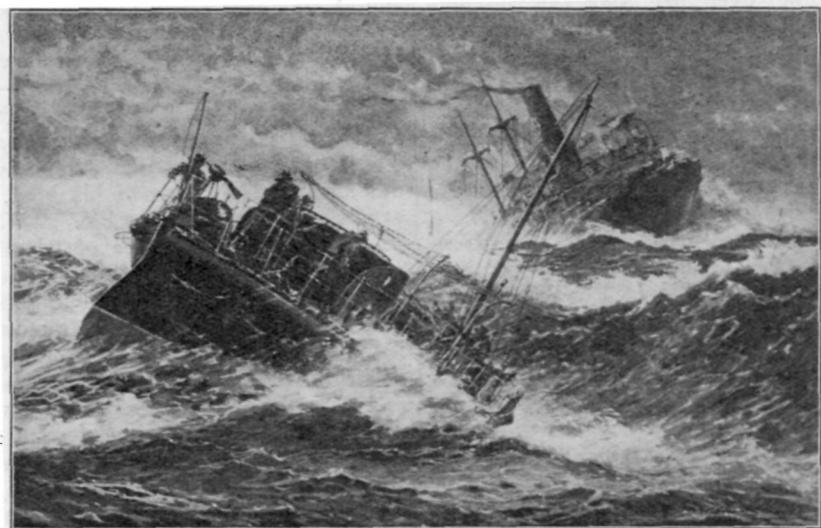
By courtesy of]

[The Caxton Photo Service, Hull.

THE ADMIRALTY FUELLING STEAMER, ROSA.

Ashore under the Flamborough Cliffs, April 28th, 1930.

(See page 70.)



**THE NEW BRIGHTON MOTOR LIFE-BOAT GOING TO THE HELP OF
THE EMILE DELMAS.**

From the water-colour painting by Mr. William McDowell. The painting (21 inches by 30 inches) has been presented to the Piel (Barrow) Branch, by the artist, for sale on behalf of the Branch funds. The price is 15 guineas. For the reproduction of another painting by Mr. McDowell showing the actual rescue, see page 91.

ness Life-boat Station of the failure of the attempts at rescue.

This message was received at Stromness at four in the afternoon of Sunday, 30th March. The Crew were assembled and at 4.45 the Life-boat set out. A gale was blowing from South to South-East. The sea was very heavy. The visibility was poor. The Life-boat made for Scalloway, a journey 134 miles distant, and a telegram was sent asking that food, fuel and a pilot should be ready waiting for the Life-boat's arrival. She travelled through the night, reaching Scalloway at 7.30 on the following morning, 31st March. She took the pilot and fuel on board, and left again at 9 o'clock. The distance to the Vee Skerries was about 25 miles. She arrived at noon. Nothing of the trawler was then visible but the gallows. The Life-boat thoroughly searched the Skerries, but there was no sign of life. She returned to Scalloway, arriving about five in the afternoon. At 6.30 on the following morning she left for Stromness in the teeth of the southerly gale, and arrived at eleven that night. She had been away from her station for just over fifty-five hours, and had travelled altogether 260 miles in the worst conditions of weather.

In recognition of these gallant attempts, the Institution has made the following awards:—

To the Acting-Coxswain, WILLIAM LINKLATER, and the Stromness Crew, £10 each.

To the Pilot whom they took on board at Scalloway, £3 19s.

To Mr. KAY, an inscribed pair of Prismatic Binocular Glasses.

To Mr. JOHN FALCONER, master of the *Bosco-bell*, a special Letter of Thanks.

To Mr. DOUGALL, of the Missions to Seamen, a special Letter of Thanks and an award of £5.

To Mr. J. J. JAMIESON, master of the *Smiling Morn*, an inscribed pair of Prismatic Binoculars and a monetary award of £5.

To each of the remaining three men of the *Smiling Morn*, a monetary award of £5.

To Mr. HENDERSON, crofter of Housa Voe, an award of £4.

To EDWARD P. ADIE, the owner of the lost boat, £11 (the value of the boat).

A sum of 15s. has also been paid to Mr. J. J. JAMIESON as the owner of the *Smiling Morn*, for fuel consumed.

The Wreck of the St. Sunniva.

NINE days after the Stromness Life-boat returned from Vee Skerries, she was again called out to a wreck in the Shetlands. Shortly after five in the morning of 10th April a message came through by wireless from the Coast-guard at Wick to say that the s.s. *St. Sunniva* had gone ashore on Mousa, on the east side of the Shetlands. A moderate south-westerly wind was blowing and the sea was moderate, but there was a thick fog. The Life-boat was under way half an hour after the message was received. Four hours later a second message came to say that the thirty passengers on board the steamer and her crew had all been safely landed in the steamer's own boats, and a telegram was sent to Fair Isle to recall the Life-boat, if possible, but it was unsuccessful. She reached Mousa at six in the evening, and learnt from a steamer that all on board the *St. Sunniva* had been rescued. The weather was still very thick, so the Life-boat made carefully for Lerwick, where she arrived at 7.20. Owing to the fog the Coxswain decided to remain there for the night, but later, as the fog had lifted, and the moon was shining brightly, it was decided to set out for Stromness at once, and the Life-boat left at 11.45 p.m., and arrived at two o'clock on the following afternoon. She had then been absent from her station for thirty-six hours, and had travelled 240 miles. Extra monetary awards were made to Coxswain and Crew.

The maximum speed of the Stromness Life-boat on trials was 8.69 knots. It deserves to be recorded that her average speed on her journey of 260 miles to Vee Skerries and back, carried out in the worst conditions of weather, was approximately 7 knots, and on her journey of 240 miles to Mousa and Lerwick and back—when she had not to face the same severe winds and seas, but was handicapped by fog during the outward journey—it was approximately 8½ knots, that is to say almost her maximum speed.

A Motor Life-boat for Lerwick.

Before these wrecks occurred the Institution had decided to establish a

Life-boat Station in the Shetlands, this having been made possible by the system of coast communication which has recently been organised in the Shetlands by the Board of Trade. Only a boat of the most powerful type would be suitable to safeguard an area made up of a widely-scattered group of many islands, and the boat laid down is the Barnett Twin-Screw type, the same as the Stromness boat. She is 51 feet by 13 feet 6 inches, with a displacement of $26\frac{1}{2}$ tons. She will be driven by two 60 h.p. engines, giving her a speed of over $8\frac{1}{2}$ knots, and she will carry enough

petrol to be able to travel 176 miles at her cruising speed of $7\frac{1}{2}$ knots without refuelling. She will have 160 aircases and eight watertight compartments. She will be provided with a cabin, with seats for ten people, and in rough weather she will be able to take 100 people on board.

This boat should be ready in July of this year, and she will be stationed at Lerwick, where Mr. Kay, who so greatly distinguished himself in the attempts to rescue the crew of the *Ben Doran*, had already accepted the position of Honorary Secretary of the Station at the end of last year.

A Fine Service at Flamborough.

A fine service was carried out by the Flamborough No. 1 Pulling and Sailing Life-boat, *Forester*, on April 28th, when she rescued the crew of sixteen of the Admiralty fuelling steamer *Rosa*. In the early hours of the morning, in a dense fog, the *Rosa* had run ashore right under the Flamborough cliffs. The crew attempted to launch a boat, but she was smashed against the side of the steamer, and when the Life-boat arrived, she found that heavy seas were sweeping over the vessel, and that her crew had taken refuge on the bridge. In the darkness and the heavy seas, it was very difficult for the Coxswain to get alongside the wreck, the Life-boat herself being continually swept by the seas, and in grave danger of being smashed by the ship, which was labouring heavily ;

but, in spite of these dangers, the whole crew were rescued.

The Lords Commissioners of the Admiralty sent an expression of "their admiration and appreciation of the gallant work of the Flamborough Life-boat," and of their gratitude to Coxswain and Crew ; and the Institution has awarded its Thanks inscribed on Vellum to Coxswain Richard Chadwick, and made extra monetary awards to him and the Crew. It has also made a special presentation to Miss Bessie Bayes, daughter of the Honorary Secretary of the Station, for encouraging the Life-boat Crew and entertaining the shipwrecked men. She helped to launch the boat, wading out into the sea ; was on the shore with hot coffee to meet her when she returned ; and looked after the *Rosa's* crew while they were at Flamborough.

Re-opening of Shoreham Station.

THE Station at Shoreham, Sussex, which was established in 1865, was closed in 1924, owing to the silting up of the harbour. Up to that date its Life-boats had rescued forty lives. Since 1924 there has been a great improvement in the conditions of the harbour, and the harbour-bar has disappeared. In these circumstances it was decided to re-open the Station and

to place a Motor Life-boat there. The boat chosen was a 40-foot Watson boat with a 40 h.p. engine, which had been built in 1918 for Weymouth, and replaced there by another Watson boat last year.

The new Life-boat arrived at Shoreham on 19th October. The shipping in the harbour and buildings near the harbour were dressed with flags ; there

was a procession of motor-boats, headed by the Life-boat; and among those who were present to welcome her were the Earl Winterton, M.P., President of the Shoreham Branch; the Mayor of Worthing (Alderman W. T. Frost), the Mayor and Mayoress of Brighton (Alderman H. T. Galliers and Mrs. Galliers), the Chairman of the Shoreham Urban Council (Mr. A. J. Penney), the Chairman of the Southwick Urban Council (Mr. G. Gillam, J.P.), Captain the Right Hon. the Earl Howe, P.C., C.B.E., V.D.,

R.N.V.R., a member of the Committee of Management of the Institution; Mr. Harry Hargood, O.B.E., a Vice-President of the Institution; Colonel E. Leslie Beves, V.D., J.P., Vice-President of the Branch; Commander A. Williams, R.N., Harbour Master and Honorary Secretary of the Shoreham Station, and a detachment of the Sussex Division of the Royal Naval Volunteer Reserve. Since the arrival of the Life-boat, Mr. V. G. North has become Hon. Secretary and Commander Williams Hon. Treasurer.

Coxswain Swan's Broadcast Appeal.

A Response of over £750.

ON Sunday, 2nd March, through the kindness of the British Broadcasting Corporation, the Institution was allowed to make a three-minute appeal as "the week's good cause." This appeal, which was sent out from London, was relayed to Daventry, Cardiff, Swansea, Bournemouth, Plymouth, Manchester and Belfast.

The appeal was made by Mr. John T. Swan, the late Coxswain of the Lowestoft Life-boat, and a Life-boatman with a most distinguished record. Mr. Swan was Coxswain from 1911 until 1924. He won the Institution's Silver Medal for gallantry for the rescue of the crew of the mine-sweeper *Condor* in November, 1914. He won a Second Service Clasp to his Silver Medal for the rescue of nine men from H.M. Sloop *Pomona* in September, 1918. In 1922 he won the Gold Medal for the rescue of the crew of the S.S. *Hopelyn*. In 1924, the Institution's Centenary Year, he and the other Gold Medallists of the Institution, were received at Buckingham Palace by the King, and His Majesty presented to each of them the Medal of the Order of the British Empire.

At the suggestion of the Institution Coxswain Swan gave, as the appeal, his own account of the service for which he won his Gold Medal.

The response was both prompt and generous. It brought in over £750.

In recognition of the help on the financial side which, in this and other

ways, Mr. Swan has given to the Institution, he was presented this year at the Annual Meeting of the Governors of the Institution with the Gold Pendant, which is awarded only for distinguished honorary service to the Institution in the work of raising funds. The following is Mr. Swan's talk:—

The Appeal.

"I think if I tell you about a service of the Lowestoft Life-boat in October, 1922, as I wrote it down at the time in my Log Book, you will be able to see how the Life-boats help vessels in distress.

"Late in the afternoon of the 21st October, we were called to the help of a vessel wrecked on the dangerous Scroby Sands, off Yarmouth. She was the steamer *Hopelyn*, of Newcastle. On the way to the wreck we sighted the Gorleston Sailing Life-boat *Kentwell*, which had been trying for more than twenty-four hours to rescue the crew. The Coxswain told us what a terrible job it had been, and would be, so we took him on board our boat. It was blowing about as hard as it could, and the sea was just as rough as it could be. It was also pitch dark, and raining hard. We soon saw it was hopeless to attempt a rescue until daylight; so we made for Yarmouth and waited for day. Next morning, before it was light, we put out again, and reached the wreck about six o'clock. It took us nearly two hours to travel about

three miles under motor power. That will show you what sort of a gale it was, and we were battling straight into its teeth.

"We found the *Hopelyn* broken in halves and her iron plates sticking out all jagged just where we had to get alongside, so we stood a good chance of ripping the planks of the Life-boat open.

"We let go our anchor and let our boat fall alongside the *Hopelyn* by the help of the tide, dodging the jagged plates, open like the jaws of a shark to tear us to pieces. There were twenty-four poor fellows in the wireless cabin, which was only 12 feet square. They had been there for thirty-six hours, with the seas breaking all round them all the time. We managed to get them all off safe and sound, and the ship's cat—it was a black one, too! It took just ten minutes. I think that was pretty smart work.

"This was thanks to the splendid Motor-boat *Agnes Cross*, which the Institution had stationed at Lowestoft. You have to have the best possible boats for that sort of work.

"When the crew whom we had been able to save were put on dry land again, they gave us three hearty cheers. To hear those cheers was good enough thanks for all we had done. Sometimes I can hear them still.

"That's the tale of the *Hopelyn*. It's only the sort of thing that the Institution's Life-boats are doing all round the coast all the time.

"But we don't always succeed. Sometimes the winds and seas are too much for us, in spite of all we can do. We go out too, knowing that we may not come back. The men of Rye never came back.

"Now, I'm not asking you to go out in the Life-boat. What I am asking you to do is to help the Institution, which provides the whole Service. Remember, every little helps, shillings and pence as well as pounds.

"The Institution wants your help to build more Motor Life-boats. If the Gorleston men had had a motor, they would have rescued the *Hopelyn's* crew before we were called out. They've got one now. It's the Motor Life-boats we

want. You give us the boats. We'll do the rest. Don't forget the address:—

Royal National Life-boat Institution,
Life-boat House, 22, Charing Cross Road,
London, W.C. 2.

And please mark your envelopes 'Wireless Appeal'."

The Response.

The response was immediate and generous. Altogether the Institution received over 1,700 replies, and the total amount contributed was £751 4s. 5d. The individual contributions varied from ten guineas to threepence, and they continued to come in for nearly two months after the appeal was made. Nearly 300 of the contributions were anonymous. In the other cases letters of thanks were sent. One contributor wrote again, a few weeks later, enclosing a second contribution, and saying: "I have sent to several appeals on the wireless, but have never received a reply where it seemed to be appreciated as much as the one I sent you, so in future, if I have a few shillings to spare, I shall always send it for your Institution."

The responses came from all parts of England. There were many from Wales, a number from Scotland (although the appeal was not broadcast by the Scottish stations), and a number from Ireland. The furthest north came from Perth and Dundee, and the furthest west from Sligo and Tipperary. One contribution was received from Belgium.

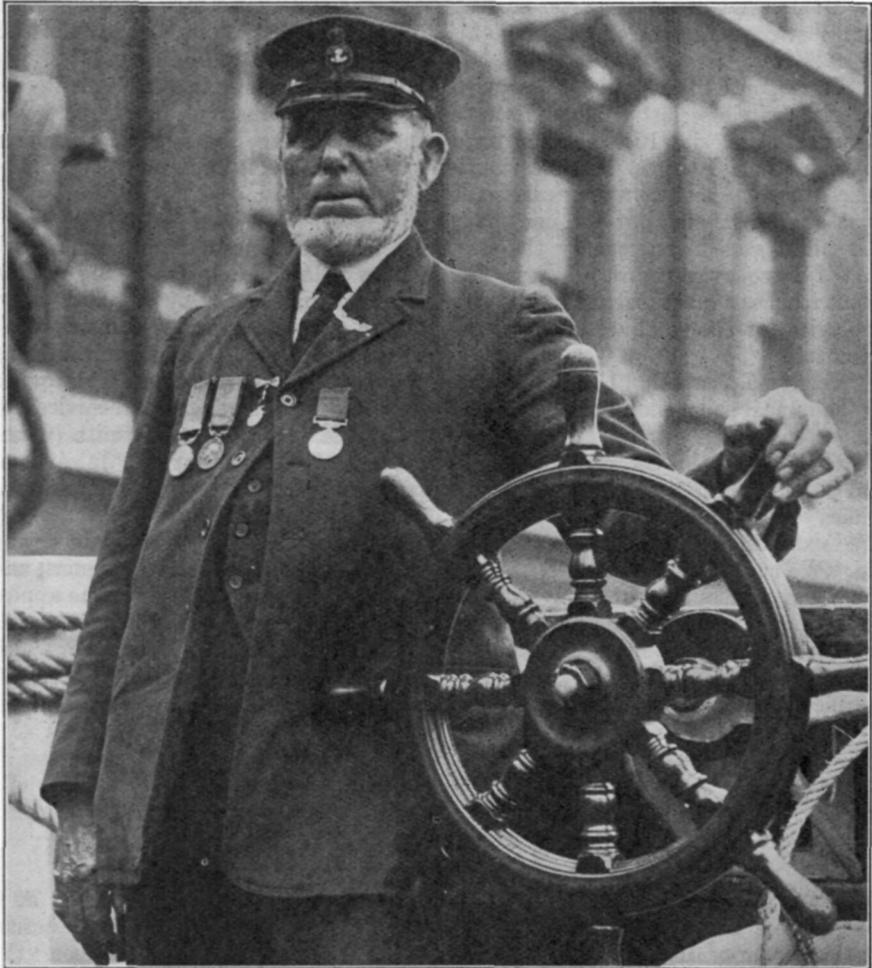
Among those who contributed were "an old pensioner," "the daughter of a sea captain," "an invalid of seventy-six," "an invalid of seventy-three, who is bedridden," a woman who sent her gift as a thank-offering because her daughter had just landed safely in New Zealand; another who had once been nearly shipwrecked; another whose son's life had been saved by the Ramsey Life-boat; another a widow whose only son was at sea.

One contributor on the coast, while actually listening to the appeal, heard the signals of a ship in distress off Beachy Head. Two more sent their gift in memory of their father who had been a master in the Merchant Service. Another wrote that she was now

eighty-five, and though she lived inland, she had never forgotten seeing a brig, laden with tar, coming into Aldeburgh on fire, one night in 1863 ; another that, in years gone by, she had seen nine vessels lost in one day from the Scarborough coast. One anonymous con-

their admiration of the way in which Coxswain Swan had made his appeal. Here are extracts from a few of the letters received :—

“ It is nice to feel that we can be ‘ workers together ’ with those who go out in the Life-boat.”



By courtesy of]

EX-COXSWAIN JOHN T. SWAN, OF LOWESTOFT.

[L.N.A.]

(Photographed on board the Life-boat which was stationed at Tottenham Town Hall on Life-boat Day in Greater London, May 20th, 1930.)

tributor sent his cigarette-money for the week, and a number of contributions were received from people who were already subscribers to the Institution.

Extracts from Letters.

Many of the gifts came with letters very touching in their goodwill and in

“ We would like you to thank the Coxswain for his touching appeal. Any one listening to him would be deeply touched by such an appeal from one of the very dear men who risk their lives to save others. May God protect him and all his company.”

“ I enclose my little bit in honour of

the dear old man who spoke on Sunday night."

"One of the best appeals I have heard. I would like the speaker to know how very effective it was."

"Two shillings and sixpence for the most eloquent appeal I have yet heard. I wish it was more."

"I think few can refuse after hearing that 'sweet old voice,' making his appeal."

"In response to the irresistible appeal on the wireless last night, I have pleasure in enclosing 10s. I am ashamed to say that I have listened hard-heartedly to a great many appeals made by a similar means, but the one made last night was incomparably the best that I have ever heard. I hope the result reaches a magnificent total. With apologies for the smallness of my contribution."

"Enclosed please find 10s. in response to the appeal so splendidly delivered by the *gentleman* last night."

"God bless John Swan of Lowestoft and all like him. Their unselfishness makes one ashamed."

"Coxswain Swan's address was splendid. We could see the man!"

"What a blessing wireless is to mankind, when it gives us an opportunity to hear Coxswain Swan speak and enables us to appreciate the bravery and self-sacrifice of such men round our coast."

"I enclose a contribution to the appeal made last evening by Coxswain Swan, a fine old English gentleman."

"Coxswain Swan's appeal was most splendid. Please say from me how much we men unable to do these things—inland men—admire such brave fellows."

"For the Coxswain's appeal. Bless his honesty and his broad Norfolk, although he is a Suffolk man!"

"As a Norfolk man I felt I must send you a small subscription when I heard the old language so beautifully rendered by the Lowestoft Coxswain."

Coxswain Swan at Hammersmith.

Coxswain Swan again gave the Institution valuable help by taking part in London Life-boat Day on 20th May, and in a special appeal which was made in the cinemas of Hammersmith during the week of Life-boat Day. This appeal was personally arranged and carried out by the Mayor of Hammersmith (Councillor E. J. B. Spearing, J.P.). Accompanied by the Mayor (and on one occasion, in the Mayor's absence, by Alderman Claydon), Coxswain Swan visited eight theatres and cinemas, and at seven of them made the same appeal which he had made by wireless. At these eight cinemas and one other which Coxswain Swan did not visit, over £72 was collected.

Life-boat Broadcasting in Scotland.

THROUGH the kind help of the B.B.C. considerable use has been made of the wireless in appealing for the Life-boat Service throughout Scotland.

A special Life-boat programme was given from the Glasgow and Aberdeen wireless stations on 18th November. This programme was described by the B.B.C. itself as "one of the most striking 'feature' programmes" yet broadcast in Scotland, including as its special feature, a thing which had not been done before, a relay of an actual Life-boat launch. The Station chosen was Montrose, where the Motor Life-

boat *John Russell* was launched at 8 p.m. The broadcast included the actual telephone conversations between the Coastguard, giving the news of a wreck, and the Honorary Secretary of the Station, and then between the Honorary Secretary, calling out the Life-boat, and the Head Launcher.

These conversations were followed by the sounds of the launch itself—the Life-boat leaving the Boat-house on the trolley; the engine being started; the boat running down the slipway and entering the water, and the orders of Coxswain and Head Launcher. These

sounds and orders were accompanied by a commentary by Captain R. L. Hamer, R.N., the District Inspector of Life-boats.

The programme also included the Life-boat play, *Their Business in Great Waters*, written for and presented to the Institution by Mr. Louis N. Parker. This play, with the permission of the Institution, the B.B.C. put into the Scottish vernacular. The rest of the programme consisted of sea-music by the Glasgow Octet, and sea shanties from

the Aberdeen studio sung by the Hall Russell Male Voice Choir.

This excellent programme was followed, three days later, by the broadcast of the Prince of Wales's address at the National Life-boat Assembly at Edinburgh on 21st November.

Then, on Sunday, 13th April last, Commander the Hon. A. D. Cochrane, D.S.O., R.N. (Vice-Chairman of the Scottish Life-boat Council), broadcast an appeal for the Life-boat Service as "the Week's Good Cause."

Duke of Northumberland's Life-boat Essay Competition, 1930.

Developments for 1931.

THE Duke of Northumberland's Life-boat Essay Competition has now been held for ten years. Started in 1918, it was held in that year and the two following years. In 1921, 1922 and 1923 no Competition was held owing to the high rates of postage and printing, but it was resumed in 1924, as part of the Institution's centenary celebrations, and has been held each year since then.

The Competition has been a great success. Although the number of schools taking part has only been a small proportion of the total eligible, the Competition has resulted in some hundreds of thousands of boys and girls, during those ten years, being given an idea of the history and work of the Life-boat Service. For the success achieved, the Institution is indebted in the first place to the Education Authorities which have given permission for the competition to be held, but its chief debt of gratitude is to the teachers themselves. The essays have shown very clearly how much trouble they have taken to instruct their pupils in the work of the Service.

This year the Institution increased the number of Challenge Shields from six to eight (dividing the North of England and the South of England each into two Districts), and the number of individual Awards from 210 to 280. Next year, when the Competi-

tion enters on its second decade, it is proposed to make another and much more important development, which it is hoped will lead to many more schools taking part in the Competition.

To every school which takes part, the Institution will present a Certificate to be awarded by the Headmaster or Headmistress to the writer of the best essay in the school. This best essay can then, if the head teacher wishes, be sent in, as at present, for the Inter-School Competition, for which the Institution will continue to present eight Challenge Shields, and, in addition, thirty-five individual prizes in each of the eight Districts.

It is hoped that as a result of this development of the Competition the few Education Authorities which at present refuse their permission will now allow the Competition to be held, and that many more head teachers will decide to take part in it. The full particulars of the 1931 Competition will be sent out to the schools early next January.

The 1930 Competition.

The subject for the 1930 Competition was "Why I Admire the Life-boatman," and 346 more schools took part than in 1929. The number was 1,737 as compared with 1,391. In every District there was an increase, except in

Ireland and Wales. London comes first with 363 schools as compared with 268, but the London District, which before was the County Council area, has been enlarged to include Middlesex, which was previously in the Southern District. The South East comes second with 246; the North East third with 231; the North West fourth with 215; the Midlands fifth with 204 (as compared with 165 last year); the South West sixth with 184; Scotland seventh with 184 (as compared with 103 last year); and Ireland and Wales (including Shropshire and Herefordshire) eighth with 143 (as compared with 179 last year). The Irish schools competing have fallen from 94 to 72, while 57 Welsh schools competed, an increase of one. Only 14 schools in Herefordshire and Shropshire competed, as compared with 29 last year.

Last year, as has already been mentioned, the North of England and the South of England each formed a single District. The whole of the North shows a notable increase, the number of competing schools being 446 as compared with 271. The South also shows an increase, 430 instead of 405, but the Southern figure still does not compare with the fine record of 1928, when 728 schools in the South of England took part in the Competition.

The Essays.

In giving a general idea of the essays we cannot do better than quote from the reports of some of the examiners in the different Districts. The examiner in the North West of England found a distinct improvement, the general average being higher and the number of poor essays smaller. The examiner in the two South of England Districts reports: "The writing, with very few exceptions, was excellent. The essayists, generally speaking, showed very commendable constructive ability in sentence-making.

"... In many instances the imagery used was beautifully apposite. The child point of view was always apparent, although the guiding mind of their instructors was evident throughout." The same examiner gave the following

list of authors quoted: Shakespeare, Bunyan, Wordsworth, Dickens, Tennyson and Conrad, besides many Biblical quotations.

The examiner in Scotland noted a good many unsuccessful attempts at fine writing, and considered that children should be "warned against attempting flights of rhetoric beyond their powers."

He also noticed with disappointment that those who lived on the coast did not draw on their own observation, and that their essays "differed in no respect from those of children in inland towns who had perhaps never seen the sea, and certainly never seen a Life-boat launched." All the examiners agreed in noting the number of essays which, while showing a good knowledge of the Life-boat Service, were not written on the subject set for the Competition.

A Tribute to the Teachers.

One of the examiners pays a tribute to the work of the teachers, which it is a pleasure to quote and to endorse:

"The whole of the essays reflect very great credit on those who have instructed the competitors. One felt while reading these essays that their teachers were giving evidence of their own fitness for their work of educating children. . . . They have inculcated their pupils with high ideals and aroused that keen interest in the work of the Royal National Life-boat Institution which justifies in the fullest degree the holding of these Competitions."

"Why I Admire the Life-boatman."

There can be no doubt that the boys and girls of the British Isles *do* admire him. "I admire him," says one, "in every shape and form," while another considers that if you do not admire him, so far from being "a manly human, you are a disgusting, shameful, sneaking type of animal," which is perhaps just a trifle severe. But children do not mince matters when their heroes are in question.

Many of the essayists go beyond admiration and love him as well.

"All these fine points and good qualities of which the Life-boatman is saturated will help to make him 'be-

loved among mankind." Another essayist cannot remember ever having been so deeply interested in a subject, or "feeling so filled with such lovely feelings when writing before."

"Greater than Hobbs."

One essayist calls the Life-boatman "A story book hero come to life," and another "Hero of the seven seas and master of its nefarious forces." Yet another considers him "much more of a hero than any blood-thirsty general."

But perhaps the summit of praise was reached by the London boy who wrote: "Many English lads place on the pedestal of hero-worship some great sportsman like Hobbs or Grimsdell, but surely the Life-boatman is worth ten such sportsmen."

The children of Great Britain admire the Life-boatman for his courage. "If everyone had to vote as to which type of man is the bravest, I am certain the Life-boatman would be top of the poll." They admire him because he is "gentle and tender towards those he has rescued," and because "he is the very soul of unselfishness." "His unselfish love for others beats anything." "He has the spirit of the man who has seen the valley of the shadow of death, and how black it is, and yet set his teeth to walk right through."

The Man who can Get Up in the Middle of the Night.

Many essayists particularly admire the Life-boatman for being able to get up in the middle of the night.

"Many of us find it very hard to get up at 7 a.m. on a winter morning, or visit the dentist when one has the tooth-ache, but the Life-boatman has to get up in the middle of the night, sometimes in the midst of a blinding snowstorm."

"Not everyone is ready to leave a warm bed and suck up the humours of a dank morning."

"Would the average citizen," says another, "get out of bed in the middle of the night, and in spite of terrible seas, start on a risky journey to save the lives of those on a wreck. Not likely!"

But the Life-boatman does it willingly. "He gets into his oilskins and

rushes out of his warm bed without as much as a frown."

"He Never Swanks."

His modesty is another quality on which the writers lay emphasis. "He never swanks or sticks his nose in the air as if he was somebody great." "They are not men who like a lot of publication, and who like being crowned with wreaths." They are men who do great deeds and then say no more about them, or, as one essayist excellently says, "When they come back they have a brief siesta, and the matter is speedily forgotten." "They willingly risk their lives," says another, "not to have their photos in the paper, but for the benefit of others."

Even under the greatest temptation the Life-boatman preserves his modesty. "The greatest honour for the Life-boatman is to hold converse with H.R.H. the Prince of Wales, and to be praised by him and to receive a general handshake, and to be presented the medal by the Prince is a staggerer. But he does not smirk and look down his nose; he goes quietly back to his home as a fisherman and not as a dude or a swank."

Statues in the Park.

But though they are modest men who do not like wreaths, a number of essayists consider that they ought to have statues. "I shall like to see statues of some of these brave men who have lost their lives occupying pedestals in the public parks in preference to those who perhaps have not merited the distinction half so much."

Another goes still further. "In conclusion, I may say that if statues were decreed as in ancient Greece and Rome to those who serve their country well, every Life-boatman should have one."

Courage Better than Wealth.

Some of the writers have been struck by the fact that it is not always the brave who are wealthy. "There are plenty of people making far more money than the Life-boatman who never do any heroic deeds like him."

Others, again, have no doubt how they would choose themselves between courage and wealth.

"I am not afraid to say that I would rather have the courage of a Life-boatman than the fortune of a millionaire."

The Life-boatman's Wife.

The Life-boatman's wife has not been forgotten, and her anxieties and suffering.

"A Life-boatman's wife must be a very heartbroken person."

"Their wives must be willing to let them go out late at night."

But it is recognized that he must have a wife. "A Life-boatman needs to be married, for when he comes home he needs a warm cup of tea. That is why he needs to be married."

A Partner in the League of Nations.

Several writers have realized and well expressed the international value of the Life-boat Service, and the men who man it.

"The Life-boatman has a great breadth of vision, and knows no barriers of race or colour."

"Often when I think of the Royal National Life-boat Institution, I associate with it the League of Nations, and I think of these two as partners who will succeed."

"Jesus Christ said, 'Greater love hath no man than this that he lay down his life for a friend,' but a man has twice as much love when he lays down his life for a stranger or enemy."

A Rough Exterior but Fond of His Grandchildren.

There are some quaint attempts to hit off the character and appearance of the Life-boatman.

"Although he may have a rough exterior and an unpleasant voice, he is really a kind, gentle and loving gentleman; perhaps he may have a grandchild, and if he has I am quite sure he is passionately fond of it."

"The Life-boatman is like the dogs which are trained to look for travellers who have lost their way on the Alps."

"I always imagine a Life-boatman as tall, strong, blue-eyed and very determined. With his broad shoulders, long arms, very powerful legs and coarse hands, he does the work of three ordinary men."

"When all have been saved he sets back for shore, and on the way acts the part of waiter, and does his best to cheer them up by cramming them with hot food and drink."

Buttons in the Collecting Box.

One or two writers touch on finance, and give excellent advice on the subject of contributing to the Institution.

"To put buttons in the collecting box shows disrespect for this service done by the hard-working Life-boatman."

In connexion with this admirable dictum, it is worthy of note that the Institution's bankers, who count the money collected on Life-boat Day in Greater London, have reported that this year for the first time they found *no buttons* in the boxes. On the other hand, there was such a diversity of foreign coins that even the money-changers could not identify them all.

Another example, no less admirable, comes from another essayist who writes: "I subscribe my penny towards this noble service. . . . Even if I don't require the assistance of these people, it makes no difference to my subscription."

The Best Essay in Great Britain and Ireland.

While among the eight essays which won the Challenge Shields there was none which was of outstanding merit, the judges had no hesitation in awarding the prize for the best essay in Great Britain and Ireland to Denis Butler, of the Stamshaw Boys' School, Portsmouth, for his thoughtful, well-balanced, well-written essay. We should like also to make special mention of the essay by Sydney Perfrement, which won the Shield in the South-east of England. Though Sydney Perfrement is still among the youngest of the successful competitors, this is the second year in which he has been a prize-winner. Last year he was seventeenth in the list for the South of England.

The Winning Schools.

The Stamshaw Boys' School, Portsmouth, which has the honour of winning not only the challenge Shield for the

District but the prize for the best essay, has already held a Challenge Shield. It won the Southern Shield in 1927. It is also worthy of note that for the second year running the best essay has come from the South-west. This year it comes from a boy in Hampshire. Last year it came from a girl in Somerset.

In London, the Challenge Shield has been won for the first time by a Hampstead school. In the North-west of England, a Birkenhead school has been successful, and in the North-east a Filey school. This is the first time that Filey has won a Shield. In the Midlands it is won for the first time by a Coventry school, and in the South-east of England for the first time by a Croydon school. In Scotland a school in the Orkneys has won it. The Orkneys, in fact, continue their conspicuous success in the Competition. An Orkney school won the Shield in 1928. Last year an Orkney school was runner-up for the Shield, which was won by a school in the Shetlands, and the Orkneys won seven out of the thirty-five Certificates in Scotland this year. The Orkneys, besides winning the Shield this year, have won four Certificates. The northern Islands are carrying all before them in Scotland, and the schools of the mainland must look to their laurels. In Ireland and Wales, the Lakefield Girls' School, Llanelly, has the high honour of winning the Challenge Shield for the second year in succession, and if it should succeed in winning it next year, will have the right to retain it.

Honours Divided between Boys and Girls.

The honours are fairly divided between boys and girls. A boy has won the prize for the best essay, but girls have won five of the eight Challenge Shields, and of the 280 prize-winners, 145 are girls and 134 boys.

The Awards.

Denis Butler, as the writer of the best essay, will be presented with a copy of the five-guinea edition of "Britain's Life-boats," by Major A. J. Dawson, signed by the Prince of Wales. Each of the other seven who head the lists for the Districts will receive a copy of the ordinary edition of "Britain's Life-boats" and a Certificate. The remaining 271 boys and girls in the lists will each be presented with a Certificate. The name of the winner in each district will be inscribed on the District Challenge Shield, and the School will hold the Shield for a year. Each of these eight schools will also receive, as a permanent record of its success, a copy of the Certificate awarded to the pupil.

Our Thanks to the Teachers.

We have already referred to the Institution's debt to the teachers, but we should like to offer them again our very cordial thanks for their interest and co-operation, and at the same time to express our hope that the developments which will be made next year will have their hearty support, and lead to a great many more schools entering for the Competition.

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

List of Successes in the Essay Competition.

London District (County Council Area and Middlesex).

Name.	Age.	School.
Elaine Bullard	14½	Emmanuel Girls' and Infant School, 101, Mill Lane, N.W. 6.
Myfanwy Wilding	12	Kilburn Park L.C.C. School, Willesden, N.W. 6.
Iris Speller	11½	St. Jude's Girls' School, Mildmay Park, N. 1.
Edna Cann	13	Dudden Hill Girls' School, N.W. 10.
F. Scutter	12	Warple Way L.C.C. Boys' School, Wandsworth.
Albert Tucker	11½	St. Mary's Arragon Road Boys' School, Twickenham.
William John Glover	11	The Timbercroft L.C.C. Boys' School, Flaxton Road, S.E. 18.
Frederick Sloane	13½	Vernon Square L.C.C. School, King's Cross, W.C. 1.
Violet Hall	14½	Royal Soldiers' Daughters' Home School, 67, Rosslyn Hill, Hampstead.

LIST OF SUCCESSES—LONDON DISTRICT—*continued.*

Name.	Age.	School.
Connie Vowell	13 $\frac{1}{2}$	Christchurch Girls' School, Cancell Road, S.W. 9.
Joseph Fuller	13 $\frac{1}{2}$	Perey Road L.C.C. School, Willesden, N.W. 6.
Frank Willmot	12 $\frac{1}{2}$	Ivydale Road Boys' L.C.C. School, Nunhead.
Violet Foster	13 $\frac{1}{2}$	Middle Row School, North Kensington.
Alfred Buckingham	11 $\frac{1}{2}$	Waldron Road L.C.C. School, Wandsworth.
Albert Fordham	13 $\frac{1}{2}$	Cave Road Boys' School, Plaistow, E. 13.
Joan Evalyn Baldwin	12 $\frac{1}{2}$	Council School, Barrow Hill Road, N.W. 3.
Louie Bowles	13	St. Stephen's Mixed School, Jerrard Street, Lewisham, S.E. 13.
Kate Shaere	13 $\frac{1}{2}$	Dingle Lane Girls' School, Poplar, E. 14.
James Robert Carter	13 $\frac{1}{2}$	St. James' School, Muswell Hill, N. 10.
Gertie Muscovitch	13 $\frac{1}{2}$	Myrdle Street School, Commercial Road, E.
Blossom Le Fevre	11	Hague Street Girls' School, Bethnal Green.
Ray Symonds	8	South Grove Girls' School, Mile End, E. 3.
Alice Allan	14	The Old Palace Girls' School, Bromley-by-Bow, E. 3.
Olive Nunn	11 $\frac{1}{2}$	Campbourne Girls' School, Hornsey, N. 8.
R. Turp	11	St. Stephen's Mixed School, Jerrard Street, Lewisham, S.E. 13.
Bessie Andrews	13	Bridge Road Girls' School, Willesden, N.W. 10.
Denis Amor	13 $\frac{1}{2}$	The Whittington L.C.C. School, Highgate Hill, N. 19.
Molly Stone	13 $\frac{1}{2}$	Bartram's Roman Catholic School, 238, Haverstock Hill, N.W. 3.
Lilian Ralph	12 $\frac{1}{2}$	Maidstone Street L.C.C. Girls' School, Shoreditch, E. 2.
Lilian Hutchings	13 $\frac{1}{2}$	Effra Parade Girls' School, Brixton, S.W. 2.
Gladys Whiteley	13 $\frac{1}{2}$	Credon Road Girls' School, Rotherhithe New Road, S.E. 16.
Olive Hissey	13	Crouch End Girls' School, Park Road, N. 8.
Violet Brett	14 $\frac{1}{2}$	Holy Trinity Central Girls' School, Russell Place, S.W. 1.
Stephen Cummings	13 $\frac{1}{2}$	Holy Trinity Senior Mixed School, Bridge Street, E. 3.
Florence Cant	13 $\frac{1}{2}$	Daubeney Road Girls' School, Clapton Park, E. 5.

NORTH-EAST OF ENGLAND.

Name.	Age.	School.
Alice Scotter	13$\frac{1}{2}$	Church of England School, Scarborough Road, Filey, Yorks.
Annie Armitage	13 $\frac{1}{2}$	Crookes Endowed Girls' School, Crookes, Sheffield.
George Newham	14 $\frac{1}{2}$	Scarborough Friarage Senior Boys' School, Scarborough.
John Hunter	13 $\frac{1}{2}$	Christ Church Boys' School, North Shields, Northumberland.
Reginald Kenneth Forster	14 $\frac{1}{2}$	Harehills Council School, Leeds.
Harold Goldberg	13 $\frac{1}{2}$	Cowper Street Council School, Leeds.
Joyce Wood	14 $\frac{1}{2}$	Oswin Avenue Girls' Council School, Doncaster.
William Adamson	13 $\frac{1}{2}$	Welbeck Street Boys' Council School, Castleford, Yorks.
Walter Smithwhite	13 $\frac{1}{2}$	Mortimer Road Boys' School, South Shields, Durham.
Mary Dixon	13 $\frac{1}{2}$	Western Girls' School, Penman Street, North Shields, Northumberland.
John Crutchley	14 $\frac{1}{2}$	Hugh Bell Boys' Central School, Middlesbrough.
Doreen Bertie	13	Wheatley Girls' School, Doncaster.
Eric Davies	13 $\frac{1}{2}$	Council School, Thurnscoe, near Rotherham, Yorks.
John Lavery	12	Marton Grove Senior Boys' School, Middlesbrough.
Emma Barlow	14	Braithwell Council School, Rotherham, Yorks.
Margaret Henderson	13 $\frac{1}{2}$	Holy Island School, Holy Island, Northumberland.
Albert Arras Kime	13 $\frac{1}{2}$	Oswin Avenue Boys' Council School, Doncaster.
James Ferguson	13 $\frac{1}{2}$	Hauxley Radcliffe Council School, Radcliffe, Morpeth, Northumberland.
John Teague	13 $\frac{1}{2}$	Western Boys' School, Penman Street, North Shields, Northumberland.
Albert Smith	13 $\frac{1}{2}$	Wheatley Boys' School, Doncaster.
Joseph Hodgson	12 $\frac{1}{2}$	Coxlodge Council School, Gosforth, Northumberland.
Rosamund Todd	13 $\frac{1}{2}$	Austerfield Council School, near Bawtry, Yorks.
Harold Pearson	14	St. John's National School, Goole, Yorks.
Donato Riella	14	St. Bede's Boys' School, South Shields, Durham.

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

Name.	Age.	School.
Charles Harold Hickman	14	Endowed Boys' School, Sherburn-in-Elmet, Yorks.
James Dowse	13 $\frac{1}{2}$	Eastern Boys' School, North Shields, Northumberland.
Maurice Wedgewood	12 $\frac{1}{2}$	Victoria Road Senior Boys' School, Middlesbrough.
Evelyn Learmount	14 $\frac{1}{2}$	Baring Street Girls' School, South Shields, Durham.
William Garroway	14	Senior Mixed School, Ryhope, Durham.
James William Churlish	14 $\frac{1}{2}$	Wingate Council School, Senior Boys' Department, Durham.
George Ives	14	Langley Park Council Boys' School, Durham.
Harry Richards	12 $\frac{1}{2}$	The Council School, Worsborough Dale, near Barnsley, Yorks.
Thomas Owens	13 $\frac{1}{2}$	Bowers Allerton Council School, Woodlesford, near Leeds.
Joan Sherborne	13 $\frac{1}{2}$	Wingate Road School, Armley, Leeds.
Elizabeth Henderson	13 $\frac{1}{2}$	Sugley Church of England School, Lemington, Northumberland.

NORTH-WEST OF ENGLAND.

Name.	Age.	School.
Winnie Knaggs	14	Our Lady's Girls' School, Cavendish Street, Birkenhead, Cheshire.
Albert Stanley Kelly	13	Demesne Boys' School, Douglas, Isle of Man.
Lilian Jones	14	St. Werburgh's Girls' School, Birkenhead, Cheshire.
Janie Strickland	14	Central Girls' School, Egremont, Cumberland.
Kenneth Campbell	13	Clint Road Council School, Liverpool.
Robert W. Molyneux	13	St. George's Church of England School, Everton, Liverpool.
Annie Brundrett	13	Chancel Lane Church of England School, Wilmslow, Cheshire.
Heddal Murphy	14	St. Francis Xavier's Senior Girls' School, Liverpool.
Walter Fletcher	14	Cloughton Higher Grade School, Birkenhead, Cheshire.
Dorothy Slack	14	The Central School for Girls, Macclesfield, Cheshire.
Pearl Ellam	14	The Parade School, Hoylake, Cheshire.
Winifred Brown	14	Wilmslow Modern School, Cheshire.
Sidney Rothwell	13	Minor Street Council School, Failsworth, Manchester.
Alec Jones	14	Wilmslow Modern School, Cheshire.
Ernauld Harvey	13	Alder Grange School, Rawtenstall, Rossendale, Cheshire.
Dorothy Travis	13	St. Thomas' Girls' School, Pendleton, Lancashire.
Amy Walmsley	13	Springfield Senior School, Sale, Cheshire.
Arthur A. Golds	10	St. George's Church of England School, Macclesfield, Cheshire.
Will Kelly	13	Rushen Central Classes, Port St. Mary, Isle of Man.
Margaret Pickles	13	Duke Street Council School, Chorley, Lancashire.
Victor Fairclough	14	St. Augustine's Council School, Liverpool.
Hilda Lord	13	Clifton Council School, near Manchester.
Frank Swift	13	Springfield Senior School, Sale, Cheshire.
Daisy Brown	12	Northway Council School, Wavertree, Liverpool.
Horace Phillips	13	Broadgreen Boys' School, Liverpool.
Gladys Davies	14	Bold Heath Church of England School, Lancashire.
John McBride	13	Maryport National School, Cumberland.
Marion Moorhouse	13	St. Simon's School, Russell Street, Liverpool.
Stanley Parr	14	Boys' Central School, Macclesfield, Cheshire.
Alexander Moore	14	St. Anne's Church of England School, Stanley, Liverpool.
Sylvia Costain	11	Rushen School, Port St. Mary, Isle of Man.
Bessie Horne	14	Crompton Central School, Shaw, Lancashire.
Catherine Priestnell	12	Lapstone Road Girls' School, Millom, Cumberland.
E. Eric Purser	13	Seedley Council School, Salford.
George Johnson	8	Tiber Street Junior Council School, Liverpool.

MIDLANDS.

Name.	Age.	School.
George Dix	13 $\frac{1}{2}$	Spon Street Boys' School, Coventry.
Gilbert William Southway	12 $\frac{1}{2}$	Parson Street Senior Mixed School, Bedminster, Bristol.
Dora M. Lee	13	Breadsall Church of England School, Derbyshire.

LIST OF SUCCESSES—MIDLANDS—*continued.*

Name.	Age.	School.
Vera Bromley	12 $\frac{3}{4}$	Florence Mixed School, Longton, Stoke-on-Trent.
Joyce Booth	12 $\frac{1}{2}$	Eastwood Vale Girls' Council School, Hanley, Stoke-on-Trent.
Jack Greenland	13 $\frac{1}{2}$	Mina Road Council School, Bristol.
Thomas Bradley	14	Clarence Street Boys' Council School, Hanley, Stoke-on-Trent.
Septimus Neave	13 $\frac{3}{4}$	Wesleyan School, Coxhill, Lincs.
Harry Travers	13 $\frac{1}{2}$	Dresden Church of England Boys' School, Longton, Stoke-on-Trent.
Thomas Bird	13	High Street Senior Boys' School, Tunstall, Stoke-on-Trent.
George Miller	14	St. Nicholas with St. Leonard's Mixed School, Bristol.
Lily Shenton	12 $\frac{1}{2}$	Grove Senior School, Hanley, Stoke-on-Trent.
Barbara Cobb	13	Hotwells Girls' Council School, Bristol.
W. R. Norfolk	14	Mapperley Plains Council School, Nottingham.
Martin Walsh	12 $\frac{3}{4}$	Council School, Tuxford, Newark, Notts.
Sylvia E. Dodworth	13 $\frac{3}{4}$	Mapperley Plains Council School, Nottingham.
Fred Ward	13 $\frac{1}{2}$	The Council School, Chilvers Coton, Warwickshire.
Harry Jones	13 $\frac{3}{4}$	Alma Street Boys' School, Birmingham.
Richard Rowell	14 $\frac{1}{2}$	Epperstone Church of England School, Notts.
L. Mountford	13 $\frac{1}{2}$	Grove School, Hanley, Stoke-on-Trent.
Alice Walker	13 $\frac{1}{2}$	Netherfield Lane Council School, near Mansfield, Notts.
Joseph Arthur Hill	13	The Council School, Malvern Link, Worcestershire.
Maud E. May	14 $\frac{1}{2}$	Old Whittington Council School, Chesterfield, Derbyshire.
Marjorie Hann	13	St. Mary Redcliffe Girls' School, Ship Lane, Redcliffe, Bristol.
Leslie Smith	13 $\frac{1}{2}$	Shelton Church of England Mixed School, Stoke-on-Trent.
Ivy Gilbert	14	St. Patrick's Church of England School, Highgate Street, Birmingham.
Mollie Weaver	13 $\frac{1}{2}$	Blue Coat Girls' School, Walsall, Staffs.
Vera Thompson	13 $\frac{3}{4}$	Brampton Senior Girls' School, Chesterfield.
Nellie Preston	13 $\frac{3}{4}$	Senior Girls' School, Alfreton, Derbyshire.
Elsie Davies	13	Shelton Church of England School, Stoke-on-Trent.
Dorothy Allen	13 $\frac{3}{4}$	Church of England School, Wigston Magna, near Leicester.
Kathleen Walker	13 $\frac{3}{4}$	Middleton-by-Wirksworth Church of England School, Middleton, near Derby.
Winnie Sanders	13 $\frac{3}{4}$	St. Paul's School, Mount Pleasant, Stoke-on-Trent.
W. Rodney Sanders	10	Rowington Church of England School, near Warwick.
Nellie Hood	14	Amington School, Tamworth, Staffs.

SOUTH-EAST OF ENGLAND.

Name.	Age.	School.
Sydney Perfrement.	11 $\frac{1}{2}$	Rectory Manor Boys' School, West Croydon, Surrey.
Ernest W. Geltens	14	Alexandra Senior Mixed School, Judge Street, Watford, Herts.
Harry Lainson	13 $\frac{1}{2}$	Upper Beeding Council School, West Sussex.
Peggy Watson	13	Piccott's End Council School, Hemel Hempstead, Herts.
Clifford Marjoram	11	Tannington School, Woodbridge, Suffolk.
Freda Hawes	14	Girls' Council School, Broadstairs, Kent.
Reggie Scott	14 $\frac{1}{2}$	Central School, Melton Constable, Norfolk.
Rosie May Ridley	12 $\frac{1}{2}$	Alexandra Senior Mixed School, Judge Street, Watford, Herts.
Lily Storton	14	Church of England School, Sandy, Bedfordshire.
Donald Mackrow	7 $\frac{3}{4}$	Highlands Junior School, Ilford, Essex.
Alan C. Saville	14 $\frac{3}{4}$	The Reedham Orphanage, Purley, Surrey.
Gladys M. Ellis	13 $\frac{3}{4}$	Haversham Council School, near Wolverton, Bucks.
Edgar Gladwell	13	Senior Council School, Stowmarket, Suffolk.
Eileen Whitby	14	The Reedham Orphanage, Purley, Surrey.
Doris Holm	13 $\frac{1}{2}$	Christchurch Girls' School, Ilford, Essex.
C. Dawes	14	The Portland Boys' School, South Norwood, Surrey.
Doris Blyth	14	Cleveland Girls' School, Ilford, Essex.
Nora L. Williams	13 $\frac{1}{2}$	Northbourne Church of England School, Eastry, Kent.
Cyril I. Newton	13 $\frac{1}{2}$	Mortlake Central School, Mortlake, S.W. 14.

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

Name.	Age.	School.
Kathleen R. Hitchings	14	Downshall Road Girls' School, Seven Kings, Essex.
Ronald Chilton	14	Church of England School, Beaconsfield, Bucks.
Norman Bagaley	13 $\frac{3}{4}$	Council School, Olney, Bucks.
Eric Harris	10 $\frac{1}{2}$	Roger Ascham School, Billet Road, E. 17.
Edith Dicker	13 $\frac{1}{2}$	East Sutton School, Maidstone, Kent.
Phyllis Norris	14	Church of England School, Beaconsfield, Bucks.
Nellie Smith	14 $\frac{1}{2}$	Mission Grove Senior Girls' School, Walthamstow, Essex.
Marie Larter	13 $\frac{1}{2}$	Girls' Central School, Ipswich, Suffolk.
Florence Gunn	13 $\frac{1}{2}$	Church of England Mixed School, Burnham, Bucks.
Eileen Webb	13 $\frac{3}{4}$	Goodmayes School, Castleton Road, Goodmayes.
Leslie Westgate	14	Hospital Boys' School, Great Yarmouth.
Winifred West	13 $\frac{1}{2}$	Longwick Church of England School, Princes Risborough, Bucks.
Mary Russell	11	Capel-le-Ferne School, Folkestone, Kent.
Annie Piggins	13 $\frac{1}{2}$	Church of England School, Cringleford, Norwich, Norfolk.
Gwendoline Sirey	13 $\frac{1}{2}$	Bromley Road Senior Mixed School, Beckenham, Kent.
Robin O. Day	8 $\frac{3}{4}$	Church of England School, Bilsington, Ashford, Kent.

SOUTH-WEST OF ENGLAND.

Name.	Age.	School.
*Denis Butler	14$\frac{1}{2}$	Stamshaw Boys' School, Stamshaw, Portsmouth.
Violet M. Badder	14	St. John Baptist Girls' School, Frome, Somerset.
Verdun Friend	14	Furzeham Boys' School, Brixham, Devon.
Percy Pencard	14	Victoria Road Boys' School, Dartmouth, Devon.
Douglas Bidmead	10 $\frac{3}{4}$	St. Mary's Roman Catholic School, Harley Street, Bath.
Betty Chalkley	13 $\frac{1}{2}$	Courthill Council School, Parkstone, Dorset.
Kenneth Sait	13 $\frac{1}{2}$	Clarence Square Council School, Gosport, Hants.
James H. Reynolds	14	Sithney Mixed School, Helston, Cornwall.
Edward Durant	13 $\frac{1}{2}$	Fratton Boys' School, Portsmouth, Hants.
Sheila Fox	13	Senior Girls' School, West Twerton, Bath.
Harold K. Mills	15	Drayton Road Council School, Portsmouth, Hants.
Marjorie E. Gwyther	13 $\frac{1}{2}$	Holy Trinity School, Taunton, Somerset.
Muriel Constable	13 $\frac{3}{4}$	Chittlehamholt School, Umlerleigh, Devon.
Marjorie Allen	14 $\frac{1}{2}$	Ludlow Road Girls' School, Itchen, Hants.
Margaret Coates	13 $\frac{3}{4}$	Church Senior Mixed School, Ilfracombe, Devon.
David Sayer	13 $\frac{1}{2}$	Clutton Council School, Bristol.
Horacó Avery	14	Paradise Road Senior Boys' School, Plymouth, Devon.
Edwin Singer	14	Courthill Road Council School, Parkstone, Dorset.
Marjorie Cook	12	Littleham and Landeross School, Bideford, Devon.
Cyril Lang	12	Blackpool School, Newton Abbot, Devon.
Fernley Small	13 $\frac{1}{2}$	"Drake's Charity" School, East Budleigh, Devon.
Gwen Trenchard	14 $\frac{1}{2}$	St. Denys Girls' School, Southampton, Hants.
Hetty Hiscock	13 $\frac{1}{2}$	Ascupart Girls' School, Southampton, Hants.
Betty E. Pope	14	Church Street Girls' School, Landport, Hants.
Sydney I. Northcott	14 $\frac{1}{2}$	Frederick Street School, Plymouth, Devon.
Joan Walkling	14 $\frac{3}{4}$	Bovington Camp School, Wareham, Dorset.
Edith Dart	13 $\frac{1}{2}$	Furzeham Girls' School, Brixham, Devon.
W. R. Williams	13 $\frac{3}{4}$	Witheridge Church School, Crediton, Devon.
Vera May Heywood	12	Loxbear Church of England School, near Tiverton, Devon.
Hugh Martin	13	Lescondjack Boys' School, Penzance, Cornwall.
Gwendoline Troake	14	"Drake's Charity" School, East Budleigh, Devon.
Percy Carpenter	14	New Road Boys' School, Portsmouth, Hants.
Mary Arnold	13 $\frac{1}{2}$	Baltonsborough School, Glastonbury, Somerset.
Kate Hext	14	Highweek Senior Mixed School, Newton Abbot, Devon.
Kathleen Turner	13 $\frac{3}{4}$	Francis Avenue Girls' School, Portsmouth, Hants.

* Awarded special prize for the best essay in Great Britain and Ireland.

LIST OF SUCCESSES—*continued.*

SCOTLAND.

Name.	Age.	School.
Elizabeth Copland	13	Brim's Public School, Melsetter, Orkney.
Jean Reid	11½	High Primary School, Kirkcaldy, Fife.
Jenny Sangster	13½	Public School, Whitburn, West Lothian.
Charles A. Fyfe	14	Tarland Public School, Aberdeenshire.
Annie M. R. Littlejohn	14	Tarland Public School, Aberdeenshire.
Edward Stewart	13½	Cleland Roman Catholic School, Lanarkshire.
Jessie Ann Groat	12	Papa Westray Public School, Orkney.
James Duncan	14	Monquhitter Public School, by Turriff, Aberdeenshire.
Wilhelmina Roberta Harcus	13	South School, Eday, Orkney.
Peggy Hall	14	Sullom Public School, Shetland.
Minnie Heatley	14	Bonnington Road School, Leith.
Ina Ramage	13½	Lamington Public School, Lanarkshire.
William McLaren	14½	Beaully Public School, Inverness.
Isa McKenna	13	St. Augustine's Roman Catholic School, Langloan, Coat- bridge, Lanarkshire.
Cathie McLennan	14½	West End School, Elgin.
John Lappin	13	St. Augustine's Roman Catholic School, Langloan, Coat- bridge, Lanarkshire.
Walter McAusland	13½	St. George's Road Advanced Central School, Glasgow, C. 3.
Eva Johnston	14	St. George's Road Advanced Central School, Glasgow, C. 3.
Ronald Knott	12	Public School, Torryburn, Fife.
Cissie F. Armstrong	13½	Catrine Public School, Ayrshire.
Archibald Black	14½	Small Isles Public School, Jura, Argyllshire.
Cyril Squires	13	Battlefield School, Langside, Glasgow.
Ida Kemp	14	Orphir Public School, Orkney.
Jack W. Mullen	14	Whifflet Primary School, Coatbridge, Lanarkshire.
Jane Mitchell	14	Letham Public School, Angus.
Isa Page	11	Dunnikier School, Kirkcaldy, Fife.
John Robb	12½	High Primary School, Kirkcaldy, Fife.
Sarah Smith	13½	Frotoft Public School, Rousay, Orkney.
William Chisholm	12	Stoneyburn Public School, West Lothian.
Peter W. Shearer	14½	West End School, Elgin.
Edith Robinson	13½	Copeland Road School, Glasgow, S.W. 1.
Samuel Leask	14	Public School, Scalloway, Shetland.
James Morgan	11	Dunnikier School, Kirkcaldy, Fife.
Joan Johnston	12	St. Margaret's School, Gallowgate, Aberdeen.
Joey Gow	13½	Melness Public School, by Lairg, Sutherlandshire.

IRELAND AND WALES

(Including Shropshire and Herefordshire).

Name.	Age.	School.
Renee Harries	11½	Lakefield Road Girls' School, Llanelly, Carmarthenshire.
Albert James McIntosh	13½	Model School, Coleraine, Co. Londonderry.
Brigid McShane	13½	Glenmornan Public Elementary School, Artigarvan, Strabane, Tyrone.
Gerald O'Connell	14	Talbotstown School, Kiltegan, Co. Wicklow.
Mary A. Tannahill	14½	Model School, Coleraine, Co. Londonderry.
Bernard Taylor	14½	Lower Bullingham Roman Catholic School, Hereford.
Fred G. Lyte	14	Coalisland Public Elementary School, Co. Tyrone.
Norman Francis	14	Sketly Council School, Swansea, Glamorganshire.
Howard Salmon	13	Council School, Abersychan, Mon.
Agnes Fay	13½	St. Malachy's Girls' National School, Dundalk, Co. Louth.
David Hodges	9	Drumtullagh Public Elementary School, Stranocum, Co. Antrim.
Mollie Tivenan	14½	Kiltycreighton National School, Boyle, Co. Roscommon.
Kathleen V. Roberts	13	Cockshutt Church of England School, Salop.
Patrick Moran	14	Derradda National School, Carrowbeg, Westport, Co. Mayo.
William J. Davies	13	Penwaun Council School, Capel Evan, Newcastle Emlyn, Carmarthenshire.
Teddy Power	11	Butlerstown, Co. Waterford.

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

Name.	Age.	School.
Anne M. Davies	13	Burry Port Girls' School, Carmarthenshire.
William Boyd	14	Limavady Public Elementary School, Co. Londonderry.
Anna F. Sweeney	13	St. John's School, Newcastle, Belfast.
Brinley R. Bennett	14	St. Helen's Boys' School, Swansea, Glamorganshire.
Thomas G. Kirkpatrick	14	Annalong Public Elementary School, Annalong, Co. Down.
William McMullan	14½	Tullybane Public Elementary School, Stranocum P.O., Belfast.
Kitty McParlin	9½	Wastelands Public Elementary School, Richhill, Co. Armagh.
Hannah Murphy	13½	Old Leighton National School, Co. Carlow.
Isobel Paisley	14	Public Elementary School, Kilnaslee Donaghmore, Co. Tyrone.
Frank A. Drayton	11½	Cwmffrwdcoerf Boys' School, Pontnewynydd, Mon.
Edith Williams	11	Parcyshun School, Ammanford, Carmarthenshire.
James McComisky	13½	Derrykerrib Public Elementary School, Portadown, Co. Armagh.
Gwilym Griffith	14	Holyhead National School, Anglesey.
Howard Davies	11	Jersey Marine Schools, near Briton Ferry, Glamorgan.
John McMurray	14½	St. John's Boys' Public Elementary School, Colinward St., Belfast.
Maurice W. Judge	14½	Belfast Model Schools, Easton Avenue, Cliftonville, Belfast.
Nora K. Forbes	11	Knockminna National School.
David G. Davies	12½	Adpar Council School, Newcastle Emlyn, Carmarthenshire.

The Best Essay.

By DENIS BUTLER (aged 14½), of Stamshaw Boys' School, Stamshaw, Portsmouth.

Why I admire the Life-boatman.

WHEN we consider the higher qualities with which men are endowed, we find that we admire them most of all when they are used for the highest purpose.

It is sometimes not so difficult to be brave, or cheerful, or faithful, when we know for certain that courage is sure to bring its reward; or that a good heart will have a certain recompense, or that loyalty will prove justified. But how much harder it must be to venture our whole lives with no certainty of gain, certainly no reward, and a fair chance of losing in the end, all we have staked.

This is what the Life-boatman does, so far as I can see, and that is, firstly, why I admire him more than I admire the picturesque heroes of battle and adventure. These latter have their thrills, their discoveries and applause, but the hardy fisherman goes out with no excitement into the unknown. He knows too well what are the dangers into which he is called, he knows also that what was stolen from the sea at one time may well be claimed this. Secondly, only those who live on and near the sea ever really know anything of it. A storm at sea; a wreck; a vessel in distress; a relative on the ocean, these cannot mean so much to dwellers far inland as they mean to sailors and the people of the coasts.

And so the people who live in the country cannot visualise either what hazardous risks the Life-boatman takes when he launches into the deep. So his work remains admired and

understood by only a part of these for whom he works; perhaps this in itself would not matter, but people never give their earnest help or their sympathy where they do not wholly understand. So I admire him because he has not perhaps with him the understanding and real help of the whole of his debtors. Thirdly, the Life-boat service is wholly voluntary. Perhaps it is the only voluntary service whose servants are really efficient, since they still work at their expert tasks, for volunteer firemen or amateur policemen would not quench many fires or solve many mysteries.

I should be sorry if the Institution ever became a State or professional thing, for then its highest quality would be lost. Again, the experiment of the State Life-boat service does not seem to have been a success, at least in four countries. So I admire the Life-boatman again because his work or duty does not call him to his danger, like the soldier's or fireman's, but his motive is the forgetting of himself in service to those who need his help. Further, he has accomplished his task in real fact; therefore I admire his skill.

It cannot be easy to save lives every week of the year, and the eleven alternatives mean death almost certainly. There are tales of the wonderful handling of apparatus and boats by Life-boatmen that need sailors to appreciate the skill shown by these men. Surely if people who travel on the seas could think of the things from which they are protected by

the Life-boatmen, those alone could provide ample funds for the best possible boats and gear for them!

Perhaps in years to come a small tax may

be imposed on each shipping-ticket, so that every traveller who might have to claim the help of the Life-boatman shall help in his own preservation.

Bridlington Memorial Service.

ON 10th February, 1871, an unusually severe gale burst upon the North-East coast of England, and at Bridlington there was the terrible spectacle of no fewer than seventeen ships ashore at the same time, rapidly breaking up. There were, at that time, two Life-boats at Bridlington, a 32-feet self-righting Life-boat stationed there by the Institution, and a smaller boat, not self-righting, locally built and locally owned, which was not considered suitable for work in a heavy sea.

Both Life-boats were launched, and did most gallant work. The Institution's Life-boat rescued three crews, and then for two hours was struggling unsuccessfully to reach a vessel which in the end turned completely over, with the loss of her whole crew. By this time the Life-boatmen were so exhausted that some of them had to be carried up from the boat.

Meanwhile, the small Life-boat had rescued five crews. She had then put out again to the help of two more vessels, but in getting alongside of them she was capsized, and six of her crew were drowned.

The record of this terrible day was that five crews were rescued and six of

the rescuers lost their lives. Both for its glory and its tragedy that day in 1871 has never been forgotten in Bridlington.

It deserves, in fact, to be remembered, in the history of the Life-boat Service, with the day at Whitby in 1861, when, after saving the crews of no fewer than six vessels, the exhausted Life-boatmen put out for a seventh time; the boat capsized; all but one were drowned; and then, when yet another vessel drove ashore, another Crew came forward at once, manned an old Life-boat, and went to the rescue.

Each year a procession and memorial service are held at Bridlington in honour of the six men who lost their lives. In this tribute to the dead the whole town takes part, but this year a wider tribute was paid. The service was broadcast, and both sound films and silent films were taken of the procession. Thus, thousands who have never been to Bridlington, heard the story told of that day of courage and sacrifice, and did honour to the memory of the gallant men who risked their lives, and the six who lost them, sixty-nine years ago, in what is still called in Bridlington "the Great Gale."

Centenaries of Life-boat Stations.

Presentation of Vellums signed by the Prince of Wales.

THREE presentations of Centenary Vellums to stations have taken place since last summer—at Sunderland and Hartlepool last October, and at Newhaven in April of this year. The total of such Vellums presented is now thirty-three.

Each Vellum is signed by the Prince of Wales and bears a record expressing the Institution's appreciation of the voluntary work of the Officers and Committee and of the devotion and courage of the Life-boat Crew.

The number of lives rescued and of medals awarded (as given in the follow-

ing reports) is up to the date of the ceremony, but it is not in every case possible to give the total of lives from the date of the establishment of the Station, as the early records are not always complete. The medals are in each case all medals awarded to Life-boatmen and others from the foundation of the Institution in 1824.

Sunderland, Durham.

Sunderland is mentioned in the first Annual Report of the Institution, published in 1825, in a list of places at

**A STORMY DAY AT BRIDLINGTON,
October 28th, 1929.**

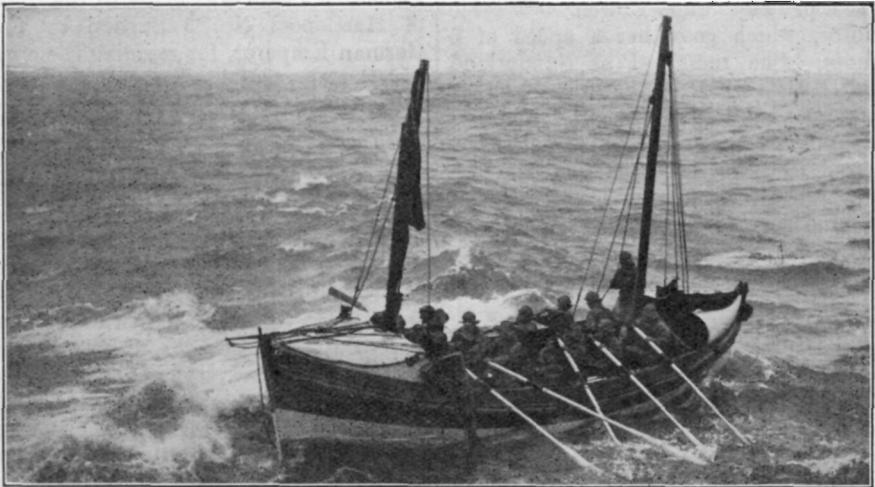


The Life-Saving Apparatus ready for action.

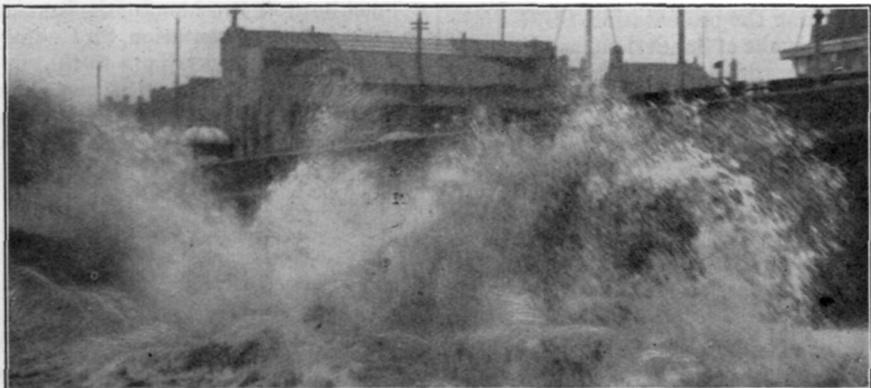
On the left is a line-throwing gun, mounted on a carriage. The man next to it is carrying a spare line and projectile. On the right is a cliff ladder.



The Fishing-smack *Fortunatus*, which sank after striking the pier.'



The Life-boat puts out.



By courtesy of]

Waves breaking on the sea-wall.

[The "Yorkshire Herald."

which Life-boats were maintained by local bodies or private individuals, but of the early days of the Station the Institution has no record. The Institution took it over in 1865, and since then there have been at Sunderland, at various times, seven Life-boat Stations. Of these only the Motor Life-boat Station, established in 1911, now remains. The first Motor Life-boat was the *J. McConnell Hussey*, which had previously been stationed at Folkestone and Tynemouth. This boat is of historic interest, for she was the first experimental Motor Life-boat in the Institution's Fleet. She was built in 1893 as a Pulling and Sailing Life-boat, and in 1904 she was converted into a Motor Life-boat, being fitted with a 12 h.p. Fay and Bowen two-cycle motor, which gave her a speed of 6 knots. She remained at Sunderland until 1914. In 1918 the present Motor Life-boat, the *Henry Vernon*, previously stationed at Tynemouth, was transferred to Sunderland. Sunderland has had altogether fifteen Life-boats, including the present Motor Life-boat, and they have rescued 187 lives since 1865. Four Silver Medals have been awarded to Life-boatmen and others.

The presentation of the Vellum was made on October 25, 1929, by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, at a meeting held in the Town Hall. The Mayor of Sunderland, President of the Branch, was in the chair, supported by Alderman Sir Walter Raine, Chairman of the Branch. In making the presentation, Sir Godfrey Baring spoke of Sunderland as being one of the strongholds of the Life-boat Service. Sir Walter Raine received the Vellum on behalf of the Branch, and in doing so spoke of the pioneers of Life-boat work on the North-East Coast. He also referred to the devoted work of the late Mr. W. J. Oliver, for twenty-six years the Honorary Secretary of the Station, and one of the first to be elected an Honorary Life Governor of the Institution, when these Governorships were instituted as the highest honour which the Institution could bestow on its honorary workers. Sir Walter

Raine then presented the Vellum to the Mayor, who said that it would be hung in a place of honour in the Town Hall.

Hartlepool, Durham.

Hartlepool, like Sunderland, appears in the first Annual Report of the Institution, published in 1825, as already having a Life-boat Station. There have been, at different times, three Stations at Hartlepool itself, and two at West Hartlepool. The two West Hartlepool Stations were taken over by the Institution in 1869, and the three Hartlepool Stations in 1875. Since 1850 the number of lives rescued is 277. Seven Silver Medals have been awarded to Life-boatmen and others; and in 1902 a monetary award was made to the Crew of Hartlepool No. 3 Station by the German Emperor, for rescuing the crew of a German vessel. One of the remarkable features of the Station's work is the record of its Honorary Secretaries. It has only had two since it was taken over by the Institution in 1875. Mr. H. S. Belk held that position until 1883, when he was succeeded by the present Honorary Secretary, his brother, Mr. Alfred Belk, who has thus served for forty-seven years, and has twice received presentations from the Institution in recognition of his services.

The Vellum was presented on 26th October, 1929, by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, at a meeting held in the Council Chamber. The Mayor presided, supported by Colonel Burdon, President of the Branch. In making the presentation, Sir Godfrey Baring paid a warm tribute to the support which Hartlepool had always given to the Life-boat Service. The Vellum was received by the Mayor, who promised that it would have a place of honour in the records of the town.

Newhaven, Sussex.

The Newhaven Life-boat Station was established in 1825. Of the work of the first Life-boat the Institution has no record, but since 1851, when the second boat was stationed there, the Newhaven Life-boats have rescued 317 lives. It

has had altogether nine Life-boats, three of which, all called *Michael Henry*, being built out of the Jewish Scholars' Life-boat Fund. These three boats served at the station from 1877 until 1912. Newhaven was one of the first Stations to be equipped with motor power, the third *Michael Henry* being converted into a motor boat in 1906. Six years later she was replaced by the present Motor Life-boat, named after Sir Fitzroy Clayton, who was Chairman of the Committee of Management from 1908 until 1911. This boat is shortly to be replaced by another and more powerful Motor Life-boat.

One Gold, six Silver and two Bronze Medals have been awarded by the Institution to Life-boatmen and others for gallantry in saving life. In addition to these awards, the present Coxswain has received an inscribed Gold Watch, and each member of the Crew an inscribed Silver Goblet from the Danish Government for the rescue of the crew of the schooner *Mogens Koch* on 7th December, 1929.

The Vellum was presented by Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the Committee of Management of the Institution, at the Annual Dinner to the Newhaven Crew on 13th December, 1929. Mr. R. W. Dewdney, Chairman of the Local Committee, presided, supported by Mr. E. H. Bennett (Chairman of the Newhaven Urban District Council), Mayor R. G. Willis (Chairman of the Seaford Urban District Council), and the Chairmen of the Newhaven and Seaford Chambers of Commerce. In making the presentation Rear-Admiral Beamish spoke in particular of the splendid rescue, a week before, of the crew of the *Mogens Koch*, in which service Coxswain Payne had been so severely injured that he was unable to be present at the dinner. The Vellum was received by Mr. Bennett, who spoke of Newhaven's pride in its Life-boat, recalling the names of its distinguished Coxswains, and referring to the services of Mr. J. J. Lines, who had been Honorary Secretary for nearly thirty years.

Life-boat Conferences.

North-Eastern and South-Western Districts.

A CONFERENCE of Branches in the North-Eastern District was held at Harrogate on the 25th October, 1929.

Many of the delegates attended a reception given by the Mayor and Mayoress in the Royal Spa Concert Rooms on the evening of the 24th, and representatives of thirty-three Branches and Guilds were welcomed by the Mayor on the opening of the Conference. Sir Godfrey Baring, the Chairman of the Committee of Management, presided, supported by Mr. George F. Shee, M.A., the Secretary of the Institution, and the District Organising Secretary.

The Chairman thanked the Mayor for the very kind reception which Harrogate had given to the Conference, and spoke on the work of the Institution in general. The Secretary then gave a brief survey of the notable part that the counties of Durham, Northumberland and Yorkshire had played in the foundation and development of the Life-boat Service.

A general discussion then took place on various items of propaganda and publicity, during which the following points were made:—

The value of the personal and the handwritten appeal as distinct from the typewritten appeal, and the importance of applying for the renewal of contributions at the same time each year. The best time for making appeals for subscriptions was considered to be the latter part of October or the beginning of November.

The value of small family parties, Whist Drives, Dances and Concerts in small places. In this connexion, the flags and bunting supplied by Headquarters had been found to be a great attraction.

House-to-house Collections were generally agreed to be excellent ways of raising funds. In this appeal the collector was brought into personal touch with the householder. Several Branches

held house-to-house collections in conjunction with the Flag Day, having the former on the Friday and the latter on the Saturday.

The view was expressed that Flag Days were as good as ever for raising money, particularly if the cause were popular. At Hull the experience was that the Life-boat Service was easily the most popular for street collections, and no difficulty was found in getting workers.

The value of keeping collectors together during the year was emphasised. In Hull an evening was arranged to which all workers were invited by the Lord Mayor and Lady Mayoress. In this connexion the Secretary emphasised the importance of the Guild in achieving the same object. Life-boat Day and House-to-House collectors should *all* be enrolled as members of the Guild.

The placing of Life-boat Collecting Boxes in public-houses and hotels was spoken of, and several Branches had found it very profitable.

The Secretary urged Branches to make use of existing organisations, such as Rotary Clubs, Toc H, Brotherhoods, Women's Institutes, etc., and several Branches reported that considerable help had already been obtained from one or other of these bodies.

The Chairman stated that in many places on the coast the actual residents of the town contributed very little, and the Branch relied upon visitors. It was time the residents did their share, and he instanced one Branch which had decided on a Special Effort to be held at a period of the year when there were few visitors, so as to induce the residents to support the Institution better.

The question of Life-boat Sunday was discussed, and the Secretary said that efforts had been made to get one Sunday set aside for the Life-boat Service, and the heads of the different churches had been approached, but there were difficulties because the matter was not essentially a religious one. In a large number of Branches Life-boat Sunday collections were arranged, and even where collections were not given much good could be done by asking the clergy of all denominations to mention the Institution in the sermon on the Sunday

before Life-boat Day, and to appeal to ladies to come forward and help.

South-Western District.

Conferences of Branches in Cornwall, Devon, Dorset, Somerset and Wiltshire were held at the Town Hall, Truro, on the 25th February, and in the Municipal Buildings, Taunton, on the 27th February.

Representatives from nine Branches and five Ladies' Life-boat Guilds attended the Conference at Truro, and representatives from twenty-five Branches and eleven Ladies' Life-boat Guilds at Taunton. At each Conference an official welcome was given to the delegates by the Mayor, and the Chair was taken by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, supported by Mr. George F. Shee, M.A., the Secretary of the Institution, and the District Organising Secretary.

The Chairman thanked the delegates for their presence, and expressed the Committee's warm appreciation of the help which Honorary Secretaries and workers had given during the past year. Mr. Shee then gave a survey of the work of the Institution, and particularly of the part played by the counties in the South-West of England.

A general discussion followed on various items of propaganda and publicity, during which the following points were made:—

The great value of the Ladies' Life-boat Guild, even in places where results were already very good.

The extension of Branch activities by the inclusion of villages round a town.

The importance of annual subscriptions. In this connexion the value of the personal touch was strongly emphasised by many delegates, while it was agreed that a postal appeal, if sent out on the right lines, could also be made effective.

The importance of sending out applications for the renewal of all contributions.

The value of house-to-house collections, bridge drives and jumble sales.

The value of collecting boxes in hotels,



THE NEW BRIGHTON LIFE-BOAT RESCUING THE CREW OF THE *EMILE DELMAS*, 24th NOVEMBER, 1928. THE FINEST SERVICE OF THE YEAR.

(It should be noted that in ordinary circumstances the mast would not be lying across the net, but the Coxswain was compelled to stow it, as both steamer and Life-boat were rolling heavily.)

This is a reproduction of a painting by Mr. William McDowell, which is for sale at £150. The artist proposes to give £30 of this sum to the Institution.

shops and public-houses was referred to, and Branches urged to make more use of this form of collecting.

The Chairman urged the value of the Street Collection as reaching the "smaller" contributors, and appealed to Branches to do everything possible to obtain a date for a Life-boat Day. The Secretary pointed out the value of getting clergy of all denominations to refer to the Institution and its work in the sermon on the Sunday before Life-boat Day, and of obtaining the help of existing Societies, such as Rotary Clubs, British Legion, Women's Institutes, Boy Scouts and Girl Guides, Brotherhoods, etc., etc.

The Secretary spoke of the splendid

support received from shops, works, factories, etc., all over the country, but stated that in the South-West of England the response had been disappointing. He urged Honorary Secretaries to do all they could in this direction, especially by sending to the District Organising Secretary a list of the firms in their area which employed a number of people, so that the general appeal for an annual collection could be sent to them.

The Chairman emphasised the value of a properly organised Annual Meeting. Such a meeting should be made as attractive as possible, and should be held in the evening, when more people would be free to attend than in the afternoon.

The French Life-boat Society.

The New Motor Life-boat for Calais.

LIKE the Institution, La Société Centrale de Sauvetage des Naufragés publishes in its second half-yearly Report for 1929 a preliminary survey of the activities and progress during that year, and we think it will interest our readers to have a brief summary thereof. For, although the French Life-boat Service was not established until 1865, it has, from the first, shown a vigour in action and an eagerness in progress that are eminently characteristic of a brave people which has made such notable contributions to the march of science, especially in mathematics, physics and applied mechanics.

The Society's latest and most powerful Motor Life-boat, bearing the glorious name of *Maréchal Foch*, is to be placed at Calais. She is a 42 feet 6 inch by 11 feet 4 inch twin-screw twin-engine boat with a speed of $8\frac{1}{2}$ knots. A full description of this important boat, with a summary of the principles which the Society aims at in its programme of construction, appears in the Report under review; but we can only note here the decision in future to provide Motor Life-boats of this and larger sizes with twin-engines, and, if possible, twin-screws, the single engine with single screw being confined, as in the case of the Institution, to the smaller boats, which are

provided with full sail power in addition, as it is not held to be safe to rely upon one engine only. The *Maréchal Foch* is due to reach her Station about the end of June. She will be carried on davits placed on a carriage resting on a trolley, which will move on rails by electric power. Twin-screw boats have been, or are being, placed also at Camaret, near Brest, at St. Carro and Dieppe.

The French Society has, for a long time, been faced with a special problem in dealing with the frequent wrecks, mainly of fishing vessels, which occur in the enormous area of shallows which cover the delta at the Bouches du Rhône. Vessels in distress in these waters call for the promptest action by Life-boats with a very small draught. The Society is, therefore, building a light flat-bottomed boat, weighing a little under 4 tons, with a Castelnau motor, the propeller being so constructed that it can be raised when in the shallows, a device which the American Life-saving Service has long since adopted for some of the light Motor Life-boats launching off a beach. This boat will be placed at St. Louis du Rhône.

The Reibel Rocket Apparatus, a full account of which was given in the Report on the Second International Life-boat Conference, held in Paris in June,

1928, has greatly improved the means of rescue by this method, which is essentially intended for use from the shore or from the decks of ships. This means of rescue is provided by the Society, who train the *personnel*. This *personnel*, however, consists of the Customs officers, who operate the apparatus on the whole of the French coast; and there is the same close co-operation between these officials and the French Life-boat Society as there is between the Board of Trade, which provides and has charge

of the Rocket Apparatus on our coasts, and this Institution.

At the present moment the French Society has 108 Life-boats, of which 28 are Motor Boats. In addition, there are 422 Life-saving posts, of which 72 are provided with Mortars or Rocket Apparatus. The Society has assisted 1,898 boats and vessels, and has rescued by Boats, Rocket Apparatus and other means, over 28,000 lives since its foundation.

Life-boat Days.

IN the article called "A Roam Through the Annual Report," which appeared in the last issue of *The Lifeboat*, it was stated that the number of places in which Street Collections had been held in 1928 was nearly 800, and that in this way £43,000 had been raised. The figures for 1929 are almost the same. There were about 850 Days, and the sum raised was £44,000. Those figures are in themselves a sufficient justification of Life-boat Days. But if anything further need be said, it is admirably said in an article on Flag Days in the *Nottingham Journal and Express* for the 28th April, written from the point of view not of the charity, but of the public.

"The official flag-day season in Nottingham opened on Saturday. . . . It may come somewhat as a shock to the tight-fisted fraternity to learn that, with the exception of the 9th August, every Saturday from now until October, will see an appeal of this

nature made to the citizens of Nottingham."

There follows a list of twenty-four street appeals, ending with "Poppy Day" in November. The article continues:—

"Critics of flag-days would do well to remember that 1*d.* per week—the tight fisted need not give more!—is a small sum to pay for the satisfaction of knowing they are associating themselves with practically the whole of the fine work done by the charities of the city. We ought to be *proud* of the opportunity."

If anything needs to be added to that excellent reply to the critics, it is that any one who, for the sum of two shillings, has obtained the right to say that he has given his help to every local and national charity of importance, should be one of the strongest supporters of a *system of appealing which enables him to fulfil his charitable duty at such small cost to himself.*

Obituary.

**Sir William Milligan, M.D., LL.D., J.P.,
of Manchester.**

By the death of Sir William Milligan, on 19th December, 1929, at the age of 65, the Manchester, Salford and District Branch has lost its Chairman, the Institution one of its Vice-Presidents, and the whole Life-boat Service one of its most generous and devoted friends. The Branch was singularly fortunate in having as its Chairman a man of such

pre-eminence in his own profession—his reputation as an ear and throat specialist was world-wide—who combined with his great professional skill such high gifts for administration and public service. Sir William Milligan became the Chairman of the Branch in 1920, and during the nine years of his Chairmanship, busy man though he was, he was never too busy to give his help to the Branch. He took a par-

ticularly active part in the organisation of the Centenary Bazaar of the Branch, which in three days raised over £10,000, this special gift to the Institution being used to provide the Motor Life-boat, *Manchester and Salford*, stationed at Douglas, in the Isle of Man. Sir William Milligan was always ready with suggestion, advice and personal service, and his unflinching courtesy and kindness, and the value of his help, will be remembered with deep gratitude and affection by all who worked with him in Manchester and Salford for the Life-boat Cause.

Beyond the work of the Branch he was always ready to serve the Institution. He represented it on numerous occasions, and was known in many places in the North of England as a Life-boat speaker. Some months before his death he had a serious operation. He promised, not long afterwards, to represent the Institution at the presentation of the Centenary Vellum awarded to the Station at Ramsey in the Isle of Man. His doctor warned him that he ran considerable risk in taking a sea-passage. Sir William saw the Institution's Organiser in the North of England, and told him what the doctor had said. He added that he had promised to go, and that he would go, risk or no risk, if it were too late to find someone to take his place. If, however, he did not go to Ramsey, there was another Life-boat Centenary at which he had been asked to represent the Institution on the same day at Whitby, and he would attend that instead. That incident was characteristic of his fine spirit, his loyalty and devotion. When he spoke at the Annual Meeting of the Institution in London in 1928, at which the Prince of Wales presided, he began his speech with the words: "The Institution has a very warm corner indeed in the hearts of the people of Northern England; and well it may, considering the part which the North has played in its fortunes and vicissitudes." None showed the warmth of that feeling more truly than Sir William Milligan himself, and he will always be honourably remembered for his own generous share in the fortunes of the

Life-boat Service in the North of England.

**General Sir Charles Monro, Bt., G.C.B.,
G.C.M.G., G.C.S.I**

The Committee of Management also deeply regret the loss of another colleague, General Sir Charles Monro, Bt., G.C.B., G.C.M.G., G.C.S.I., who became a member of the Committee of Management in 1921. Two years later he was appointed Governor and Commander-in-Chief at Gibraltar, but he remained a member, and resumed his duties on the Committee when he returned to England a year before his death.

Mrs. Brandreth Gibbs, of Leigh-on-Sea.

By the death of Mrs. H. Brandreth Gibbs, of Leigh-on-Sea, who died on 22nd November, 1929, at the age of 85, the Institution has lost one of its oldest workers. She became a Life-boat worker more than sixty years ago. As far back as 1869 she was presented with a framed photograph for her work in connexion with an appeal at Exeter. Her interest in the Institution continued right through her long life. In 1918 she undertook the organisation of the Life-boat Day at Leigh-on-Sea for the Southend-on-Sea Branch, and continued this work, with great enthusiasm and success, for eight years, until obliged by serious illness to give it up in 1926. She was then awarded the Gold Brooch, which is given only for distinguished honorary services.

Miss E. M. Jordan, of Dover.

The Institution has lost, by the death of Miss E. M. Jordan, of Dover, in April of this year, one of its latest, but one of its most enthusiastic honorary workers. She became the Honorary Secretary of the Dover Ladies' Life-boat Guild in December, 1928, the Guild being formed as a result of the decision to re-open the Dover Station, and to place there the special fast Motor Life-boat, which was completed and sent to the coast only this year. Miss Jordan took up the work with such enthusiasm that by the following month over 130 members had been enrolled, and in 1929, while the new

boat was still under construction, the Guild raised £94.

By the deaths of ex-Coxswains James Cable, of Aldeburgh, ex-Coxswain

James Chisholm, of St. Andrews, and Coxswain George Taylor, of Hauxley, the Institution has lost three distinguished Life-boatmen. It is hoped to give an account of their services in the next issue of *The Lifeboat*.

Gifts in Gratitude for Services.

On the 28th September, 1929, the Thurso Motor Life-boat rescued the crew, twenty in number, of a cutter belonging to H.M.S. *Marlborough*. In appreciation of this service the Canteen Fund of H.M.S. *Marlborough* has given £22 to the Institution and £1 to each of the eight members of the Life-boat Crew.*

On the 15th November, 1929, the St. Helier, Jersey, Life-boat was launched, and stood by the tug *Pernis* and a barge which were in difficulties. The Owners, the Netherlands Harbour Works Co., have given the sum of £20 to the Institution.

On the 26th November, 1929, the Angle Motor Life-boat, at her third attempt, rescued twenty-eight survivors from the s.s. *Molesey*, of London, which had been wrecked on the coast of Pembrokeshire on the previous day. The St. David's Motor Life-boat was also launched. The owners, Britain Steamships Co., Ltd., Messrs. Watts, Watts & Co., have given a donation of £105 to the Institution as a "small recognition of the fine work" done by the Life-boats.†

* An account of this service appeared in *The Lifeboat* for November, 1929.

† A full account of this service appeared in the March issue of *The Lifeboat*.

On the 7th December, 1929, the Bembridge Motor Life-boat saved the ketch *Silent*, of Cowes, and rescued her crew of two. The Institution has received a donation of £5 from the owner, Mr. Leonard J. Souter.

On the 5th February, 1930, the Hauxley Life-boat brought ashore from the Coquet Island Lighthouse a keeper who was very ill. The Life-boat was used, as, owing to the bad weather, no other suitable boat was available, and the Trinity House have remitted to the Institution the expenses amounting to £18 5s.

On the 6th February, 1930, the Whitby Motor Life-boat put out in response to a wireless message, and landed the Chief Engineer of the s.s. *Brandon*, who was ill with appendicitis. The owners, Messrs. C. Salvesen & Co., who are subscribers to the Institution, expressed a wish to pay the expenses, and have sent a contribution of £9 6s. 6d.

On the 16th February, 1930, the Clacton-on-Sea Motor Life-boat rescued Mr. G. F. Burnley, of New Southgate, and his brother, when their cutter *Elizabeth* was wrecked on the Gunfleet Sands. The Institution has received a donation from Mr. Burnley, together with his "sincerest and deepest thanks," and the promise of a larger contribution later.

Summary of the Meetings of the Committee of Management.

Tuesday, 31st December, 1929.

PAID £17,250 15s. 3d. 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.

Thursday, 16th January, 1930.

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

Decided to close the Huna Life-boat Station. Reported the receipt of the following special contributions:—

	£	s.	d.
King George's Fund for Sailors, (additional donation)	1,000	0	0
"A. W." (additional donation)	100	0	0
Cunard S.S. Company (subscription)	100	0	0

	£	s.	d.
White Star Line Steamers' Charity Fund (additional donation)	100	0	0
Mr. Herbert Jones and Mrs. Jones (subscription)	100	0	0
Anonymous (additional donation)	50	0	0
Anonymous, for a Line-Throwing Gun, etc., for the Ballycotton Life-boat	45	0	0
Mr. Alfred Barrett, J.P. (additional donation)	26	5	0
A Derbeian	20	0	0
Mr. W. H. A. Wharton (subscription)	20	0	0
<i>To be thanked.</i>			

PAID £14,866 18s. 4d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Produced the report of the Committee appointed by the Board of Trade to inquire into the question of the use of Kapok. The Committee did not recommend any alteration in the present design of the Life-belts supplied by the Institution to the Crews of its Life-boats.

Voted the Silver Medal of the Institution, together with a copy of the Vote inscribed on Vellum and framed, and an additional monetary reward to Richard Payne, Coxswain of the Newhaven Motor Life-boat, in recognition of the judgment and high courage with which he handled the Life-boat, when, on the 7th December, she rescued the crew, ten in number, of the Danish schooner *Mogens Koch*, of Ronn , which was wrecked at Cuckmere, in severe weather. The Thanks of the Institution inscribed on Vellum, together with an additional monetary reward, were granted to each of the other members of the Crew—Willie Clark, Second Coxswain; Frederick Payne, Bowman; Ernest Cantell, Motor Mechanic; Charles Holder, Assistant Motor Mechanic; Frederick Jones, Richard Lower, and Benjamin J. Clark.

(A full account of this service appeared in *The Lifeboat* for March, 1930.)

Voted £139 3s. 3d. to pay the expenses of the following Life-boat services during December, 1929, and January, 1930.

Dec. 7.—The service of the NEWHAVEN Motor Life-boat to the *Mogens Koch* (described above).—Expenses, £18 16s. 6d.

Dec. 7.—THE BEMBRIDGE Motor Life-boat was launched during a whole westerly gale, with a very heavy sea, and saved the ketch *Silent*, of Cowes, laden with oil cake and grain, and rescued her crew of two. Information that the vessel was showing signals had been received at about 8 A.M., and the Life-boat put off and found the vessel off Fish House in a sinking condition, with her boat gone and her head sails blown away. The Captain declined to leave her, so the Life-boat assisted her to Wooten Bridge. The owner of the *Silent*, Mr. Souter, gave a donation of £5 to the funds of the Institution in appreciation of the services of the Life-boat.—Expenses, £10 1s.

Dec. 22.—THE WHITBY Motor Life-boat was launched at 11.30 A.M., in a moderate S.E. breeze, with a moderate sea, and stood by the motor fishing coble *W. H. Gladstone*. Earlier in the morning several cobbles had put out, but by 11.30 all had returned with the exception of the *W. H. Gladstone*, and, as the seas were breaking dangerously at the harbour mouth, it was thought advisable to send out the Life-boat. The coble was met a mile out to sea and accompanied to safety.—Expenses, £10 3s. 6d.

Dec. 24.—THE WHITBY Motor Life-boat stood by the motor fishing boat *Pilot Me*. At 7.30 A.M. the *Pilot Me* had gone off to the fishing grounds, the only boat to go. As there was a very heavy sea, though only a moderate W.S.W. breeze blowing, the Life-boat was launched at 11.40 in case her help should be

required. About 1 P.M. the fishing boat was seen approaching, and the Life-boat went to her and warned her skipper of the dangerous conditions on the harbour bar. He decided to try and make harbour with the Life-boat in attendance. The *Pilot Me* struck the East Pier, but the strong tide carried her clear of the rocks, and she was safely beached.—Expenses, £9 6s. 6d.

Jan. 3.—THE SHERINGHAM Life-boat was launched at 3.45 P.M., in a moderate W. to N.W. gale, with a moderate sea, and rain squalls, and rendered assistance to the s.s. *Lestris*, of Bruges, which was in difficulties near the Blakeney Bell Buoy, while bound for Bo'ness with a cargo of iron ore. The Life-boat found the vessel with her cargo shifted, and her engines broken down. Two Life-boatmen went aboard and the captain asked them to take a cablegram ashore, saying that he would require no further assistance. This was done, the boat returning to her station about 9.15 P.M., having been out for six hours.—Expenses, £55 8s. 9d.

Jan. 6.—THE NEWHAVEN Motor Life-boat was launched at 10 P.M., in a strong W. breeze, with a rough sea, on information received from the Coastguard, and saved the motor fishing boat *Mispah*, of Brighton, rescuing her crew of three. The boat was found with her engines broken down, and the Life-boat towed her into Newhaven.—Expenses, £16 3s.

Jan. 7.—THE CULLERCOATS Life-boat was launched at 12.45 P.M., in a strong S.W. gale, with a rough sea, to the coble *Providence*, which was found with her engine broken down, and shipping water heavily. The coble and her three occupants were towed safely into the harbour. The crew of the *Providence* was the Coxswain of the Life-boat, his son, and the Life-boat's Bowman.—Expenses, £19 4s.

The following services were also reported:—

Dec. 18.—THE HUMBER Motor Life-boat stood by the steam trawler *Bengal*, of Grimsby, which had stranded, during thick weather with a light W.N.W. breeze, at Holmpton, near Withernsea, while returning from the fishing grounds. The Life-boat was launched at 3.45 A.M., and remained with the trawler until the tide fell. As her services were not then required, she returned to her Station, arriving at 10 A.M. The *Bengal* had stranded the previous night, and her crew had been rescued from the shore by the Life-saving Apparatus. Later, they had returned to the steamer, and while the Life-boat stood by, an unsuccessful effort was made by the crew to refloat the steamer.—Permanent Crew, Property Salvage Case.

Dec. 29.—THE PIEL (BARROW) Motor Life-boat saved the s.s. *Apolo*, of Bilbao, and rescued her crew of thirty-four, when she ran short of fuel, while bound from Almeria to Barrow, with a cargo of iron ore, and was in danger of being disabled or blown ashore by a strong W. gale, with a very heavy sea. Information that the steamer was in need of help had been received by wireless shortly after

noon, and the Life-boat was promptly launched and went to the *Apolo*, which was in the vicinity of the Morecambe Bay Lightship. It was found that she had a very heavy list, and that the seas were making a clean breach over her. At the third attempt the Life-boat succeeded in getting alongside, and, at some risk, the Coxswain boarded the steamer. He found that she had coal to last only a few hours and decided that the best thing to do was to let her drift until there was enough water for her to cross the bar and come into harbour. Under the direction of the Coxswain, who is a Pilot, the *Apolo*, with the Life-boat in attendance, was brought safely into harbour about 10 P.M. This was a very creditable service, carried out in severe weather conditions, and one in which the local knowledge of the Coxswain was most valuable.—Property Salvage Case.

Also voted £551 1s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Appledore (Motor), Arbroath, Barry Dock (Motor), Blackpool, Bridlington, Clacton-on-Sea (Motor), Easington, Eastbourne (Motor), Fenit (Motor), Fleetwood, Great Yarmouth and Gorleston (Motor), The Humber (Motor), Ilfracombe, Llandudno, Longhope (Motor), Lowestoft (Motor), Margate (Motor), Newhaven (Motor), North Deal, Padstow (Motor), Penlee (Motor), Ramsgate (Motor), St. Mary's (Motor), St. Helier, St. Peter Port (Motor), Shoreham (Motor), Stonehaven, Stromness (Motor), Tenby (Motor), Troon (Motor), Tynemouth (Motor), and Walton-on-the-Naze (Motor).

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

Granted £26 14s. to men for injury in the Life-boat Service at Caister and Padstow.

Voted a further sum of £26 for the benefit of the last survivor of the Crew of the Ramsgate Life-boat who took part in the rescue of the *Indian Chief* in 1881.

Voted a compassionate grant of £2 to PETER SINCLAIR, who had been a member of the Crew of the Irvine Life-boat for thirty years, and who was now an invalid and in very straitened circumstances.

Voted a compassionate grant of £3 to the widow of LEWIS ROBERTS, who had been a member of the Holyhead Life-boat Crew for upwards of fifty years.

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

Voted 115s. to WRIGHT GRIGGS, JR., a member of the Hythe Life-boat Crew, and another man, for putting off in a small rowing boat at Hythe, on the 24th December, with a westerly wind blowing, and a heavy ground

swell, and rescuing two men from a small seaplane which had come down and capsized about two miles off shore.

Voted £4 10s. to twelve men, for rescuing the crew, five in number, of the fishing boat *Marjory Brown*, at Gourdon, on the 7th January, during a moderate S.S.W. gale, with a fairly heavy sea, when the fishing boat, while entering Gourdon Harbour, was caught by two seas in rapid succession, driven on the rocks at the foot of the harbour breakwater, and badly holed.

Directed that a Letter of Appreciation be communicated, through the Rector of Littlehaven, to R. M. LOCKLEY and five other men, for putting off from Marloes, Pembrokeshire, in a rowing boat, during a strong S.W. gale, with a very heavy sea, and rain, with the intention of helping those on board the s.s. *Molesey*, of London, ashore on Middle Island, on the 26th November. (The survivors on the *Molesey* were rescued by the Angle Motor Life-boat. See *The Lifeboat* for March, 1930.)

Voted £1 5s. to five men, for saving the motor fishing coble *Topsy*, when her engine had broken down, and rescuing her crew of three, at Whitby, on the 1st January. Also granted 5s. for fuel consumed.

Thursday, 20th February, 1930.

SIR GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
Mr. William Nuttall (donation)	250	0	0
Mrs. Parry, in memory of the late Miss H. M. Chynoweth (donation)	25	0	0
Miss Edith B. Gibson (donation)	20	0	0
Mr. Charles Barnett (donation)	10	0	0

To be thanked.

Paid £24,959 8s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted £202 3s. 3d. to pay the expenses of the following Life-boat Services during December, January and February, 1930.

Dec. 25.—THE FLEETWOOD Life-boat rescued six men from the s.s. *Tchad*, of Havre, during a moderate westerly gale, with a very heavy sea. The steamer was in the Lune Deepes waiting to proceed to Morecambe to be broken up, when her anchors dragged, and distress signals were sent up. These were seen by the Coxswain, and the Life-boat was launched at 6.30 P.M. In going alongside the steamer, the Life-boat was badly damaged, but she was able to take the crew off and sail back to Fleetwood, which was reached at 10.15 P.M.—Expenses, £37 4s. 6d.

Jan. 12th, 1930.—THE WEYMOUTH Motor Life-boat, as a result of information received from the Coastguard, rescued the crew of seven

of the s.s. *Forester*, of Cardiff, which had struck Portland Breakwater and turned turtle while bound from Poole to Swansea, in ballast. A whole W. gale was blowing, with a very heavy sea. The Life-boat found that the men had managed to scramble on to the breakwater and after considerable difficulty, and with the aid of two of the Life-boatmen who got on to the breakwater, the whole crew were got safely into the Life-boat and taken to Weymouth. One man, who was injured, was afterwards taken to Hospital.

This was a good service, and the Committee of Management directed that a Letter of Appreciation be addressed to the Life-boat Crew.—Expenses, £19 3s.

Jan. 12th, 1930.—THE TORBAY Motor Life-boat was launched at 5.15 P.M., in a whole W.N.W. gale, with a very heavy sea and heavy rain squalls, and rendered assistance to several vessels. The schooner *Katie*, of Padstow, had been seen to be drifting close to Brixham Breakwater, and the Life-boat stood by her, returning to harbour at 6.15. Immediately on her return, however, the *Katie* sent up a distress signal, and the Life-boat once again went to her and took off her crew of four. While she was taking the rescued crew to harbour the ketch *Reine des Cieux*, of Paimpol, was seen drifting rapidly out to sea broadside on to the breakers, so the Life-boat went in pursuit and rescued her crew of three. After landing the two crews the Life-boat put off yet again and rendered assistance to the yacht *Westward*, and the trawlers *Hermes*, and *We'll Try*, and stood by all three vessels until they made Brixham Harbour safely.—Expenses, £16 16s.

Jan. 22nd, 1930.—THE ABERDEEN No. 2 Life-boat, after being taken 6½ miles overland, was launched at 7.50 A.M., in a strong S.W. breeze, with a rough sea, and rescued the crew of ten of the trawler *John G. Watson*, of Aberdeen, which had stranded while returning laden from the fishing grounds to Aberdeen. The No. 1 (Motor) Life-boat had previously been launched at 3.0 A.M., but owing to the fact that the vessel had bumped over a reef, she was unable to get sufficiently close to effect a rescue, and so returned for the No. 2 Life-boat. The latter found that the Coastguard Life-saving Apparatus Brigade had been successful in firing a rocket line aboard the wreck, but owing to the darkness, this had not been seen. When rescued, the shipwrecked men were in an exhausted condition, having been hanging in the rigging all night.—Expenses, £27 8s. 9d.

Jan. 29th, 1930.—THE DUNMORE EAST Motor Life-boat was launched at 12.20 P.M., in a moderate S. to S.W. gale, with a rough sea and rain, and rescued the crew of three of the ketch *Bernard*, of Bridgewater, which on the previous morning had foundered about 20 miles south of Mine Head while bound from Bridgewater to Cork, with a cargo of pottery. The men had taken to the ship's boat, and after remaining at anchor all that day and part of

the night, had tried to make Waterford, but were too exhausted to pull the boat, so the skipper had let her run before the wind, steering with an oar. The Life-boat Coxswain saw the boat drifting and in grave danger of being blown on to the rocks, so the Life-boat put off and brought the boat and crew into Dunmore. The rescued men were in a very exhausted condition after having been in their small boat for 31 hours, one man being unconscious.—Expenses, £4 0s. 6d.

Feb. 3rd, 1930.—THE WHITBY Motor Life-boat was launched at 4.10 P.M., in a moderate S.W. breeze, with a very rough sea as the motor fishing boats *Pilot Me* and *Fortunas* had put off at 6.15 A.M. to haul crab pots and had not returned, as expected, at 3 P.M. The Life-boat came up with the boats about 1 mile north of Whitby, and escorted them to Whitby and safely across the harbour bar over which heavy seas were breaking.—Expenses, £13 18s. 9d.

Feb. 5th, 1930.—THE HAUXLEY Life-boat was launched at the request of the Master of Pilots, and landed from Coquet Island Light-house a keeper who was seriously ill. A very strong N.E. breeze was blowing, with a rough sea and snow showers, and no other boat was able to get to the Island on account of the weather.—Expenses, £18 5s.; refunded to the Institution by Trinity House.

Feb. 6th, 1930.—THE WHITBY Motor Life-boat was launched at 11.40 A.M. in a moderate Easterly breeze with a heavy sea and escorted into harbour the motor fishing coble *Topsy*. While the Life-boat was thus engaged a message was received by wireless from the s.s. *Brandon*, of London, that she was making for Whitby as the Chief Engineer was suffering from appendicitis, and in need of immediate medical attention. A doctor and three ambulance men were notified, and when the Life-boat came in they boarded her and went off to meet the *Brandon*. The difficult and dangerous work of getting the man into the Life-boat was successfully carried out, and he was brought ashore and taken to hospital. Shortly afterwards the Life-boat put off again and escorted home another small fishing coble, and later went out a fourth time and stood by several motor fishing vessels as they made harbour.

The Owners of the s.s. *Brandon*, Messrs. C. Salvesen & Co., who are already subscribers, sent a donation of £9 6s. 6d. to cover the expenses of the service to their vessel.—Expenses, £23 5s. 3d.

Feb. 6th, 1930.—THE SCARBOROUGH Motor Life-boat was launched at 2.40 P.M., as the fishing cobbles *Kingfisher* and *Bonny Lad* were out crab-fishing, the sea was rough and growing worse, and a moderate N.E. wind was blowing. The *Kingfisher* was met first, and after Life-belts had been handed to her crew, she was escorted into harbour. The Life-boat then went out again and stood by the *Bonny Lad*, whose crew were also given life-belts in case of need.—Expenses, £22 12s.

Feb. 10th, 1930.—The MARGATE Motor Life-boat was launched at 1.25 P.M. in a moderate N.E. gale, with a heavy sea, in response to signals for assistance from the Norwegian steamer *The Lab*, which was lying in the Margate Roads. She found that the Margate motor boat *Thanet Queen*, manned by two men, had gone out to take off a Pilot, but had been stove in by collision with the vessel. The three men had managed to get aboard the steamer from which they were brought ashore in the Life-boat.—Expenses, £10 16s. 6d.

Feb. 16th, 1930.—The CLACTON-ON-SEA Motor Life-boat rescued the two occupants of the yacht *Elizabeth*, of Colchester, which stranded on the Gunfleet Sands during a strong N.N.W. breeze with a rough sea, while bound from East Mersea to Southend. Information that the yacht was ashore had been received, through the Coastguard, at 9.25 A.M., from the Gunfleet Lighthouse Keeper, who later reported that she had hoisted a signal of distress. The yacht became a total wreck.

The Owner, Mr. G. F. Burnley, of New Southgate, who was on board with his brother, expressed appreciation of the services of the Life-boat and gave a donation to the Institution.—Expenses, £8 12s.

The following service was also reported:—

Jan. 10th, 1930.—The RAMSGATE Motor Life-boat was launched at 1.55 A.M., in a fresh S.W. gale, with a rough sea, and rain squalls, on receipt of a message from the North Foreland Wireless Station received through the Coastguard, saved the s.s. *Scheldesop*, of Ghent, and rescued her crew of thirteen. The steamer had stranded three miles west of the East Goodwin Lightvessel while bound from Bruges to Littlehampton with a cargo of stone. The Life-boat could not immediately get alongside the steamer and anchored until 4.30 A.M., when four Life-boatmen boarded the vessel and with their aid she was got off the sands and taken safely into Ramsgate Harbour.—Property Salvage Case.

Also voted £523 11s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Aberdeen No. 1 (Motor), Barry Dock (Motor), Buckhaven, Clogher Head, Cloughy, Cromer (Motor), Easington, Eastbourne (Motor), Filey Flamborough No. 1, Fowey (Motor), Hastings, Hilbre Island,

Lowestoft (Motor), Lyme Regis, Margate (Motor), The Mumbles (Motor), Newcastle, North Deal, Padstow (Motor), Padstow No. 1, Penlee (Motor), Ramsgate (Motor), Selsey and Bognor (Motor), Sheringham, Southend-on-Sea (Motor), Stornoway (Motor), Sunderland (Motor), Walmer, Weymouth (Motor), and Whitby No. 2.

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

Granted £73 12s. to men for injury in the Life-boat Service at Llandudno, Newhaven, Swanage and Winterton.

Decided to make a weekly allowance of 10s., as an expression of sympathy, to T. S. MURPHY, ex-Motor Mechanic of the Shoreham Life-boat, who broke a wrist while engaged on Life-boat work, this allowance being in addition to the 30s. a week paid under the Workmen's Compensation Act.

Decided that a special weekly allowance be made until May to JAMES BULTITUDE, a member of the Crew of the Caister Life-boat, who was injured at a launch of the Life-boat in November, 1929.

Voted a compassionate grant of £3 to JOSEPH HOARE, who had been a member of the crew of the Ballycotton Life-boat for forty-five years, and was in very poor circumstances.

Directed that a Letter of Appreciation be addressed to the Second Coxswain of the Weymouth Motor Life-boat, for a successful service on the night of the 12th January.

Voted £3 to three men for towing into harbour on 11th November, 1929, at some risk to themselves, the old Caister Life-boat, which, while being taken from Caister to Cowes, after being withdrawn from the Station, encountered difficulties in making Folkestone Harbour. Also granted £5 for gear lost in rendering assistance.

Voted £3 15s. to five men for putting off on 9th January in a strong S.S.E. gale, with a choppy sea, and rescuing the two occupants of a motor fishing boat at Peterhead, which when returning to harbour had fouled her propeller, and become unmanageable, and was driving rapidly towards the rocks. Also granted 2s. 6d. for fuel consumed

Awards to Coxswains and Life-boatmen.

MISS TAYLOR, of Hauxley, has been presented with the Coxswain's Certificate of Service which would have been awarded to her late father, GEORGE TAYLOR, Coxswain at Hauxley for twenty years, on his retirement, had he not, unfortunately, been drowned at sea, in November, 1929.

To JAMES SMITH, on his retirement, after serving 17 years as Coxswain, 9 years as Second Coxswain, and previously 3 years as Bowman of the Port Patrick Life-boat, a

Coxswain's Certificate of Service, and a Pension.

To WILLIAM T. HAMMOND, on his retirement, after serving 15½ years as Coxswain, 18½ years as Second Coxswain, and previously 11 years as a member of the Crew of the Walton-on-the-Naze Life-boat, a Coxswain's Certificate of Service, and a Pension.

To FREDERICK J. EAGLES, on his retirement, after serving 10 years as Coxswain, and

previously 11½ years as Second Coxswain of the Plymouth Life-boat, a Coxswain's Certificate of Service, and a Pension.

To ROBERT STEPHENSON, on his retirement after serving 7½ years as Coxswain of the Alnmouth and Boulmer Life-boats, 5½ years as Second Coxswain of the Boulmer Life-boat, and previously 30 years as a member of the Crews of the Alnmouth and Boulmer Life-boats, a Life-boatman's Certificate of Service, and a Pension.

To DANIEL DAVIDSON, on his retirement, after serving 14½ years as Second Coxswain, and previously 2 years as Bowman of the Donaghadee Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To FRED HOPPER, on his retirement, after serving 36 years in the Crews of the Spurn and Easington Life-boats—during 13 years of which he occupied the position of Second Coxswain of the Easington Boat—a Life-boatman's Certificate of Service, and a Pension.

To JAMES C. HOMYER, on his retirement, after serving 4 years as Second Coxswain, and previously 41 years as a member of the Crew of the Lyme Regis Life-boat, a Life-boatman's Certificate of Service.

To HENRY J. BLANN, on his retirement, after serving 12½ years as Bowman, and previously 27½ years as a member of the Crew of the Worthing Life-boat, a Life-boatman's Certificate of Service, and a Pension.

Pensions have been granted to the following Shore Signalmen who have retired, the figure after their names being their years of service :—

WILLIAM DUNCAN (14½), St. Andrews.
J. R. HOPPER (10), Bridlington.
THOMAS KENNISH (38), Ramsey.
SAMUEL PENDER (24½), Sennen Cove.
CHARLES TOMS (31½), Looe.
EDWARD TOUZEL (41), St. Helier.
MATTHEW TURNER (20½), Boulmer.
JOHN WARD (14½), Port Patrick.
WILLIAM WILLIS (20), Ifracombe.

To DANIEL MURPHY, on his retirement, after serving 16 years as Coxswain of the Dun Laoghaire (Kingstown) Life-boat, a Certificate and a Pension.

To CHARLES D. MANN, on his retirement, after serving 12 years as Coxswain and previously 14 years as Second Coxswain of the Aldeburgh Life-boat, a Certificate of Service and a Pension.

To THOMAS JAMES, on his retirement on the closing of the Station, after serving 4 years as Coxswain and previously 6 years as Second Coxswain and 17 years as a member of the Crew of the Rhoscolyn Life-boat, a Life-boatman's Certificate of Service and a Pension.

To WALTER E. HAYLETT, on his retirement, after serving 11 years as Second Coxswain, and previously 21 years as a member of the Crew of the Caister Life-boats, a Life-boatman's Certificate of Service and a Pension.

To CHARLES BATE, on his retirement, after serving 7 years as Second Coxswain of the Padstow No. 2 Life-boat, a Gratuity.

To EDWARD OWEN, on his retirement on the closing of the Station, after serving 17 years as Bowman and previously 13 years as a member of the crew of the Rhoscolyn Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN WILLIAMS, on his retirement, after serving 24 years as a member of the Crew and afterwards 21 years as Shore Signalman of the Aberystwyth Life-boat, a Life-boatman's Certificate of Service and a Pension.

To NATHANIEL ENGLAND, on his retirement, after serving 35 years as a member of the Crew of the Padstow Life-boats, A Life-boatman's Certificate of Service.

To WILLIAM H. MITCHELL, on his retirement, after serving 11½ years as Second Coxswain, and previously 32 years as a member of the Crew of the Cadgwith Life-boat, a Life-boatman's Certificate of Service and a Pension.

To ROBERT DAVIDSON, on his retirement, after serving 21½ years as Coxswain, and previously 6½ years as Second Coxswain of the Stonehaven Life-boat, a Coxswain's Certificate of Service and a Pension.

To EDWARD J. BEATTIE, on his retirement, after serving 10½ years as Shore Signalman of the Falmouth Life-boat, a Pension.

To JOSEPH ARTHUR, on his retirement, after serving 11½ years as Coxswain, 15 years as Second Coxswain, and previously 1½ years as Bowman of the Cadgwith Life-boat, a Coxswain's Certificate of Service and a Pension.

To PETER BRIEN, on his retirement, after serving 25½ years as Second Coxswain, and previously 4 years as a member of the Crew of the Kilmore Life-boat, a Life-boatman's Certificate of Service and a Pension.

To GEORGE W. MURRELL, on his retirement, after serving 14½ years as Coxswain, 8½ years as Second Coxswain, and previously 10 years as Bowman of the Southend-on-Sea Life-boat, a Coxswain's Certificate of Service and a Pension.

To ROBERT THOMSON, on his retirement, after serving 26 years as Bowman, and previously 4 years as a member of the Crew of the Buckhaven Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN OWEN, on his retirement, after serving 12½ years as Coxswain, 10½ years as Second Coxswain, and previously 3 years as

Bowman of the Llandudno Life-boat, a Coxswain's Certificate of Service and a Pension.

To ARCHIBALD MATHIESON, on his retirement, on the closing of the Station, after serving 16½ years as Coxswain, 3 years as Second Coxswain, and previously 12½ years as a member of the Crew of the Southend (Cantyre) Life-boat, a Coxswain's Certificate of Service and a Pension.

To CHARLES GALL, on his retirement, on account of ill-health, after serving 15 years as Coxswain of the Broughty Ferry Life-boat, a Coxswain's Certificate of Service and a Pension.

To WILLIAM GILCHRIST, on his retirement, on the closing of the Southend (Cantyre) Station, after serving 16½ years as Second Coxswain, and 3 years as Bowman, a Life-boatman's Certificate of Service and a Pension. He was in all a member of the Crews of the Southend and Campbeltown Life-boats for 31 years.

To WILLIAM GALBRAITH, on his retirement, on the closing of the Southend (Cantyre) Station, after serving 16½ years as Bowman, a Life-boatman's Certificate of Service and a Pension. He was in all a member of the Crews of the Southend and Campbeltown Life-boats for 35 years.

To ALEXANDER JOHNSTONE, who had retired after serving 49 years as a member of the Crew of the Longhope Life-boat, a Life-boatman's Certificate of Service.

To GEORGE JOHNSTONE, who had retired after serving 29 years as a member of the

Crew of the Longhope Life-boat, a Life-boatman's Certificate of Service.

To JAMES HUNTER, on his retirement, on account of ill-health shortly after his appointment as Coxswain, after serving 6½ years as Second Coxswain, 6½ years as Bowman, and previously 23½ years as member of the Crew of the Port Patrick Life-boat, a Life-boatman's Certificate of Service and a Pension.

To JOHN DUNNET, on his retirement, on the closing of the Station, after serving 25½ years as Bowman, and previously 21½ years as a member of the Crew of the Huna Life-boat, a Life-boatman's Certificate of Service and a Pension.

To DONALD LAIRD, on his retirement, on the closing of the Station, after serving 2 years as Second Coxswain, and previously 9 years as a member of the Crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

Life-boatmen's Certificates of Service have been awarded to the following men on their retirement on the closing of the Huna Life-boat Station, the figure after the names being their years of service :—

DONALD GULLOCH (28).

ANGUS MCLEOD (24).

JOHN SMITH (23).

JAMES DUNNET (23).

ALEXANDER NICOLSON (19).

JOHN STEVEN (11).

To JOHN R. PARE, on his retirement, after serving 22 years as a member of the Crew, and afterwards 26 years as Shore-Signalman of the Blackpool Life-boat, a Life-boatman's Certificate of Service and a Pension.

Awards to Honorary Workers.

Mr. H. C. WHITEHEAD, has been appointed an Honorary Life Governor of the Institution in recognition of the valuable services he has rendered as Honorary Secretary of the Appledore Life-boat Station for 28 years; and has been presented with a copy of the Vote, inscribed on Vellum and signed by H.R.H. The Prince of Wales, K.G., the President.

Major ARTHUR WHEWELL has been appointed an Honorary Life Governor of the Institution, in recognition of the distinguished services which he has rendered to the Life-boat Cause in Dublin for over thirty years, first as a representative of the Irish District on the Central and Executive Committees of the Life-boat Saturday Fund, and latterly as Chairman of the Special Effort Committee of the City of Dublin Branch of the Institution. He will be presented with a copy of the Vote inscribed on Vellum, and signed by H.R.H. The Prince of Wales, K.G., as President.

To the Rev. COURTNEY SHAW, on his retirement, after 20 years' service as Honorary

Secretary of the Brooke Branch, the Thanks of the Institution inscribed on Vellum.

To Capt. L. A. VIDLER, on his retirement, after 18½ years' service as Honorary Secretary of the Rye Harbour Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. J. F. GRAHAM, on his retirement, after 13 years' service as Honorary Secretary of the Walton-on-the-Naze Branch, the Thanks of the Institution inscribed on Vellum; also a Binocular Glass bearing a suitable inscription.

To Mr. R. P. ANDERSON, on his retirement, after 10 years' service as Honorary Secretary of the New Romney Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. LEWIS B. ROSS, J.P., in recognition of his long and valuable co-operation as Honorary Secretary of the North Sunderland Branch, an Aneroid Barometer, suitably inscribed.

To Mr. JAMES A. GARDINER, on his retirement after 30 years as Honorary Secretary of the Campbeltown, Machrihanish and Southend Branch, with the Thanks of the Institution inscribed on Vellum.

To Commander HUBERT B. BOOTHBY, D.S.O., R.N.R., on his retirement after 19 years as Honorary Secretary of the Grimsby and Cleethorpes Branch, the Thanks of the Institution inscribed on Vellum.

To Capt. FRANCIS S. SYMONS, on his retirement after 12 years as Honorary Secretary of the Ramsgate Branch, the Thanks of the Institution inscribed on Vellum.

To Capt. W. J. OLIVER, M.C., on his retirement after 9 years as Honorary Secretary of the Sunderland and District Branch, the Thanks of the Institution inscribed on Vellum.

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

Mr. W. H. GAERDE, J.P. (Ballycotton).

Mr. D. KENNEDY (Newcastle, Co. Down).

Mr. T. MOLONEY, Dungorvan Bay).

Mr. R. W. MORRIS (Dunmore East).

Mr. A. H. TEARE, M.H.K. (Ramsey, Isle of Man).

To The Lady FLORENCE PERY, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild, the Gold Brooch and the Record of Thanks.

To Mr. JOHN T. SWAN, ex-Coxswain of Lowestoft, in recognition of his services in Broadcasting a Wireless Appeal from London on the 2nd March, and in assisting the Institution in other ways, the Gold Pendant and Record of Thanks.

In recognition of long and valuable co-operation, the Gold Brooch or Pendant and the Record of Thanks have been awarded to the following Honorary Officials of Branches and Guilds and other honorary workers :

Mr. H. P. F. DONEGAN, Honorary Secretary, Cork.

Miss AMY EDWARDS, Honorary Secretary, Clevedon.

Mrs. GOLDIE, Honorary Secretary, Bath.

Miss HARVEY, collector, Tenby.

Mr. JAMES HENDERSON, Honorary Secretary, Sheffield.

Mrs. F. L. HEYN, President, Holywood.

Mrs. HOLDING, Honorary Secretary, Leamington.

Mrs. McMORRIS, Life-boat Day Organiser, Portrush.

Mrs. ELSIE M. MARKS, J.P., Vice-President of Ladies' Life-boat Guild, Llandudno.

Miss MORROW, Honorary Secretary, Larne.

Mr. A. J. PHILLIPS, for many years Honorary Secretary and now Chairman, Newport, Mon.

Mrs. ARTHUR REED, Chairman of the Branch and Ladies' Life-boat Guild, Exeter.

Mrs. WALTER, Honorary Secretary, Southampton.

Mrs. B. WOOLFELD, Honorary Secretary, Ladies' Life-boat Guild, Kessingland.

Framed Photographs of a Life-boat going out to a vessel in distress have been awarded to the following :

Mrs. ALAN CARSON, Honorary Secretary, Holywood.

Mrs. DUDLEY, Life-boat Day Worker, Stourbridge.

Mrs. HILL, Life-boat Day Organiser, Drogheda.

Mr. C. HARTLY HODDER, Honorary Secretary, Bristol.

Miss EDITH JORDAN, Honorary Secretary, Kenilworth.

Mr. DUNCAN MACKINTOSH, Honorary Secretary, Inverness.

LADY NASH, President of the Ladies' Life-boat Guild, Limerick.

Mrs. PEARSON, President, Ennis.

Mrs. ROBINSON, Honorary Secretary, Lisburn.

Mrs. STEVENS, Honorary Secretary, Woodford and Epping.

Mrs. TARR, Honorary Secretary, Ladies' Life-boat Guild, Swansea.

In recognition of valuable co-operation, Framed Records of Thanks have been awarded to the following ladies at Leeds :—

Miss E. E. CLARKE.

Mrs. B. L. LEIGH.

Miss E. M. LISTER.

Mrs. E. MARSHALL.

Mrs. A. E. H. SMITH.

Mrs. E. P. WILLIAMS.

Records of Thanks have been awarded to the following Managers of Birmingham Theatres who have allowed collections on behalf of the Institution :

Mr. F. A. JOLLY, Grand Theatre.

Mr. J. W. KILGOUR, Hippodrome Theatre.

Mr. H. RAYMOND, Empire Theatre.

Mr. L. SALBERG, Alexandra Theatre.

Mr. C. WILLIAMS, Scala Theatre.

Rosslare Harbour : A Correction.

Under the picture of the Rosslare Harbour Life-boat Crew in the last issue it should have been stated that the photograph had been taken by

Messrs. J. Barrett & Co., of Bannow, Co. Wexford, and was reproduced by their kind permission.

Special Gifts.

From Mid-Atlantic.

WE have received a donation of ten shillings with the following letter, which has no other address than "on the Atlantic":—

"While a passenger on the Freighter *Raby Castle*, I have read with interest your Journal, and as I see that you do not despise the day of small things, I would like to add this small donation to your fund for the Institution. With great admiration."

One Week's Old Age Pension.

An anonymous gift has come with the message, "Enclosed please find Treasury note for 10s., one week's O.A.P."

From a Dead Midshipman.

A lady in Berkshire has sent a gift of old coins which she found when going through some things belonging to her brother who had been drowned in the Bay of Tunis in 1864, when serving as a midshipman.

From a Volunteer Life-boatman.

Sergeant Duignan, of the Civic Guard in the Irish Free State, went out as a member of the Crew of the Life-boat at Skerries, Co. Dublin, on the night of 24th November, 1929, when she rescued the crew of four of the ketch *Ivy P.*, of Ipswich. He was sent the same award, £1 17s. 6d., which was given to the other members of the Crew, but returned it as a donation to the Institution.

From the Chocolate Firms.

A gift of ninety tins of chocolate has been received from Messrs. Cadbury, Messrs. Fry, and Messrs. Rowntree. All Life-boats carry chocolate for the use of the rescued, and as an emergency ration for the Life-boat Crews

themselves, and each year each of these three firms presents thirty tins as its contribution to the Life-boat Service.

From the Sale of Christmas Cards.

A lady in Essex, besides her annual subscription of one guinea, has sent £1 4s. 8d., the profit made by the sale of Christmas cards and calendars. She hopes to do the same again next Christmas, and to send still more.

From Boys and Girls.

We have had a number of very touching gifts from boys and girls.

The Brownies of the 6th Crouch End Pack have sent a gift from their Farthing Fund.

The Petersfield (Hampshire) Junior School have sent a gift out of their own Christmas Party Fund.

The boys of Raywood Street L.C.C. School, Battersea, after hearing, in the Essay Competition Lecture, that 1½d. per head of our population was needed to maintain the Life-boats, themselves proposed having a "whip round" for the Life-boats.

The children of Barnton Brunner Council School, Northwich, Cheshire, also held a collection, in which the staff joined, when they heard that if every one gave 1½d. a year it would maintain the whole Service.

The boys of Bedford Junior School have taken the Lowestoft Life-boat Station under their special protection, and have sent several gifts to the Honorary Secretary.

The boys of Heath Brow School, Hemel Hempstead, after hearing a lecture by Mr. Greene, the Honorary Secretary at Herne Bay, made a collection among themselves, although, as is the rule with all lectures to schools, no appeal was made.

Gifts from Crews.

On the 4th February, 1928, the Ramsgate Motor Life-boat helped to save the steam trawler *Cyclone*, of Boulogne, and rescue her crew, sixteen in number. Out of the salvage money received for their services the Crew have given the Institution £5.

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On the 21st March, 1929, the Longhope Motor Life-boat saved the schooner *J. H. Barrow*, of Lancaster, and rescued her crew of four. Salvage money was received by the Life-boat Crew, and they have given £3 14s. as a donation to the Institution.

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On the 3rd September, 1929, the Clacton-on-Sea Motor Life-boat saved the motor launch *Princess Olga*, of Burnham-on-Crouch, and rescued her crew of three. The Life-boat Crew received salvage and out of this have made a donation of £1 1s. to the Institution.

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On the 3rd November, 1929, the Ramsgate Motor Life-boat rendered assistance to the

s.s. *Llandilo*, of London, when she stranded on the Goodwin Sands. Salvage money was received by the Life-boat Crew, and they have given £2 10s. to the Institution.

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On the 26th November, 1929, the Angle Life-boat Crew rescued twenty-eight survivors from the s.s. *Molesey*, of London, which was wrecked on the coast of Pembrokeshire. The Coxswain and Crew received donations in appreciation of their services, and gave to the Institution £1 out of the money so received.

* * * * *

On the 16th and the 18th March, 1930, the Walton-on-the-Naze Motor Life-boat—no other suitable boat being available—took out Lloyd's Agent and others to the s.s. *Ament*, of Sunderland, which had been wrecked on the Long Sand. The Crew gave a donation of £2 to the funds of the Institution out of the payments they received for these services.

News from the Branches.

1st January to 31st March.

Greater London.

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

CHINGFORD (ESSEX).—Bridge and Whist Drive. Address by the Assistant District Organizing Secretary.

CROYDON (SURREY).—Special meeting, with the Mayor presiding. Speaker: Colonel The Master of Sempill, a Member of the Committee of Management.

DEPTFORD.—St. Catherine's Fellowship. Talk by Mr. Norton.

FINCHLEY.—Whist Drive.

FULHAM.—Life-boat Day.

HAMMERSMITH.—Special meeting, with the Mayor presiding. Speaker: Colonel The Master of Sempill, a Member of the Committee of Management.

HAREFIELD (MIDDLESEX).—Concert, with Lantern Lecture by the District Organizing Secretary.

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

MITCHAM (SURREY).—Drawing-room Meeting. Branch formed.

NEW MALDEN (SURREY).—Address to the Rotary Club by the District Organizing Secretary.

SUTTON (SURREY).—Life-boat Day and Theatrical Performance with talk by the District Organizing Secretary.

Bridge Drive.

TWICKENHAM (SURREY).—Address to the Rotary Club by the District Organizing Secretary.

WALTHAMSTOW (ESSEX).—Concert. Address by the District Organizing Secretary.

WESTMINSTER.—Presentation of the London District Challenge Shield and Certificates in the Life-boat Essay Competition by Major-General the Rt. Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., a Member of the Committee of Management, with the Mayor of Westminster presiding. (A full report appeared in the last issue of *The Lifeboat*.) Wardrobe sale.

WOODFORD AND EPPING (ESSEX).—It was stated in the last issue that the

Annual Meeting of the Woodford Ladies' Life-boat Guild had been held, the amount collected being £280 as compared with £176 in the previous year. This should have been "Woodford and Epping" Guild.

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

North-West of England.

ACCRINGTON (LANCS.)—Annual Meeting on the 19th February. Amount collected last year £183, as compared with £150 in the previous year.

Whist Drive, arranged by the Ladies' Life-boat Guild.

BLACKPOOL (LANCS.)—Annual Meeting of the Branch held on the 6th March. Amount collected last year £594, as compared with £560 in the previous year.

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

BOLTON (LANCS.)—American Supper, arranged by the Ladies' Life-boat Guild.

BURNLEY (LANCS.)—Annual Meeting on 24th January. Amount collected last year £36, as compared with £140 in the previous year.

CARLISLE (CUMBERLAND).—Annual Meeting on 7th February, the Deputy Mayor (Mr. T. G. Charlton) in the chair. Amount collected last year £328, as compared with £297 in the previous year.

Whist Drive.

CARNFORTH (LANCS.)—Annual Meeting on 21st January. Amount collected last year £93, as compared with £73 in the previous year.

Whist Drive.

COLNE (LANCS.)—Whist Drive and Dance.

COPPULL (LANCS.)—Annual Concert given by the Blackpool "Unity Singers."

DUKINFIELD (CHESHIRE).—Whist Drive and Dance in the Town Hall.

HINDLEY (LANCS.)—Annual Meeting on 12th March. Amount collected last year £79.

Whist Drive. Carnival Dance.

HOLLINGWORTH (CHESHIRE).—

Annual Meeting on 28th January. Amount collected last year £66, as compared with £62 in the previous year. Annual Dance.

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

KENDAL (CUMBERLAND).—Whist and Bridge Drive.

LANCASTER.—Annual Meeting on 26th March. Amount collected last year £173, the same amount as in the previous year.

Collection at the Football Ground. Cinema Collection. Jumble Sale.

LITTLEBOROUGH (LANCS.)—Cinema Collections.

LIVERPOOL.—Annual Meeting on 4th March, Mr. Charles Livingston, Deputy Chairman, presiding in the absence of the Lord Mayor. Amount collected last year £3,346, as compared with £4,342 in the previous year.

Bootle.—Service of Seamen at Christ Church, attended by members of the New Brighton Life-boat Crew.

Wallasey.—Annual Whist Drive and Dance, arranged by the Wallasey Ladies' Swimming Club.

Rock Ferry.—Life-Boat Service on board H.M. Training Ship *Conway*.

New Brighton.—Annual Meeting on 6th March. Crew entertained to dinner by the Committee.

MACCLESFIELD (CHESHIRE).—Annual Meeting on 25th March, the Mayor, President of the Branch, in the chair. Amount collected last year £132, as compared with £146 in the previous year.

MANCHESTER, SALFORD AND DISTRICT.—Annual Meeting on the 12th February at the Manchester Town Hall, the Lord Mayor, President of the Branch, in the chair. Principal speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. Among those present were: the Mayor and Mayoress of Salford, the Very Rev. the Dean of Manchester, Mr. Saul Adler, President of the Great Synagogue, Mr. E. G. D. Liveing, M.A., North Regional Director of the British Broadcasting Corporation, and Mr. Cuming Walters, Editor of the *Manchester City News*. Amount collected last year £3,973, as compared with

£4,362 in the previous year. Captain W. C. Bacon was appointed Chairman of the Branch in succession to the late Sir William Milligan, and the Lady Mayoress of Manchester gave afternoon tea to the assembly.

Operatic Production "The Cabaret Girl" given by the South Manchester Operatic (Amateur) Society at the Opera House.

Blackley.—Special Meeting. Ladies' Life-boat Guild formed.

Cheadle Hulme.—Christmas Day collection in the Parish Church.

Fallowfield.—Junior Guild Social. Lantern Lecture at St. Chad's, Fallowfield, given by the Assistant Secretary.

Old Trafford.—Annual Dance.

Prestwich.—"Household Shower and Pedlar's Fair," arranged by the Ladies' Life-boat Guild. Miss Mona Vivian opened the proceedings, and the Chairman of the Council, Councillor J. Rowlands, J.P., was in the chair. A special feature of the afternoon was a Mannequin Parade arranged by Madame Grace Lord.

Sale and Brooklands.—Bridge Drive, arranged by the Ladies' Life-boat Guild.

Hulme.—Special Meeting. Ladies' Life-boat Guild formed.

Salford.—Annual Meeting of the Ladies' Life-boat Guild on 27th March. Amount collected last year £58, as compared with £43 in the previous year.

Swinton and Pendlebury.—Special Meeting. Ladies' Life-boat Guild reconstituted.

NORTHWICH (CHESHIRE).—Annual Meeting on 11th March. Amount collected last year £110, as compared with £177 in the previous year.

OLDHAM (LANCS.).—Annual Meeting on 10th February. Amount collected last year £295, as compared with £323 in the previous year.

Whist Drive and Dance in the Town Hall, arranged by the Ladies' Life-boat Guild.

PIEL (BARROW) (LANCS.).—Concert given by the Shipyard Orchestral

Society, arranged by the Ladies' Life-boat Guild. Whist Drive.

RISHTON (LANCS.).—Annual Ball.

ROCHDALE (LANCS.).—Annual Meeting on 22nd January. Amount collected last year £138, as compared with £125 in the previous year.

ST. ANNES-ON-SEA (LANCS.).—Annual Meeting on 14th March. Amount collected last year £127, as compared with £124 in the previous year.

STANDISH (LANCS.).—Whist Drive.

TOTTINGTON (LANCS.).—Whist Drive.

TRAWDEN (LANCS.).—Whist Drive and Dance.

TYLDESLEY (LANCS.).—American Tea, organized by the Ladies' Life-boat Guild.

WARRINGTON (LANCS.).—Annual Meeting on 19th March, the Mayor, President of the Branch, in the chair. Amount collected last year £256, as compared with £264 in the previous year.

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

WIGAN (LANCS.).—Life-boat Day.

WORKINGTON (CUMBERLAND).—Annual Dance.

North-East of England.

BARNSELY (YORKS.).—Annual Meeting. Special Efforts of the past year: Dance, Life-boat Day. Amount collected last year £70, as compared with £118 in the previous year.

Children's Ball.

BEDLINGTON (NORTHUMBERLAND).—Whist Drive.

BERWICK-ON-TWEED.—Whist Drives and Dance. Annual Supper to the Life-boat Crew, given by the Committee.

BLYTH (NORTHUMBERLAND).—Annual Meeting on 31st March, the Mayor, President of the Branch, in the chair. Special Efforts of the past year: Sale of Work, Whist Drive and Special Appeal. Amount collected last year £383, as compared with £371 in the previous year.

The Annual Meeting of the Ladies' Life-boat Guild, the Mayoress, President of the Guild, in the chair, was held on the same day.

BRADFORD AND DISTRICT.—Annual Meeting on 21st January, the Deputy

Lord Mayor presiding. Special Efforts of past year: Life-boat Day, Matinée, Concert. Amount collected last year £1,835, as compared with £1,941 in the previous year.

BRIDLINGTON (YORKS.).—Annual Meeting of the Ladies' Life-boat Guild on 14th March, the Mayoress, President of the Guild, in the chair. Special Efforts of the past year: Organ Day, Concert and Whist Drives. Amount collected last year £84, as compared with £125 in the previous year.

Whist Drive and Dance organized by Mrs. Squire. Sunday Concert and Life-boat Play.

CAWTHORNE (YORKS.).—Whist Drive.

CRESSWELL (NORTHUMBERLAND).—Whist Drive and Dance.

DARLINGTON (DURHAM).—Afternoon Tea given by Mrs. Freeman. Whist Drive.

DONCASTER.—Annual Meeting of the Ladies' Life-boat Guild on 5th March, the Mayoress, President of the Guild, in the chair. Special Efforts of the past year: Special Appeal, Life-boat Day. Amount collected last year £98.

DRIFFIELD (YORKS.).—Whist Drive.

HALIFAX (YORKS.).—Sunday Concert.

HECKMONDWIKE (YORKS.).—Bridge Drive.

LEEDS AND DISTRICT.—Annual Meeting on 9th January, the Deputy Lord Mayor presiding. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Mr. George F. Shee, M.A., Secretary of the Institution. Special Efforts of past year: Envelope Appeals, Life-boat Day, Matinée. Amount collected last year £1,231, as compared with £1,124 in the previous year. Presentations to honorary workers by Sir Godfrey Baring.

Address by Sir Godfrey Baring, Bt., at Sunday afternoon women's meeting at Cromwell Hall, at which between 500 and 600 women were present.

Whist and Bridge Drives.

MARKET WEIGHTON (YORKS.).—Whist Drives and Drawing-room meeting, organized by the Ladies' Life-boat Guild.

MELTHAM (YORKS.).—Meeting to revive Ladies' Life-boat Guild.

NEWBURN-ON-TYNE (NORTHUMBERLAND).—Jumble Sale.

ROTHERHAM AND DISTRICT (YORKS.).—Annual Meeting on 28th March, the Mayor, Patron of the Branch, presiding. Special Effort of the past year: Life-boat Day. Amount collected last year £158, as compared with £213 in the previous year.

SALTBURN (YORKS.).—Annual Meeting, the Rev. F. L. B. Knight, B.A., presiding. Special Efforts of the past year: Concert, Mile of Pennies, Life-boat Day. Amount collected last year £77, as compared with £117 in the previous year.

Vaudeville Entertainment.

SCARBOROUGH (YORKS.).—Sunday Concert. Whist and Bridge Drive.

SEAHAM (DURHAM).—Children's Ball and Whist Drive.

SELBY (YORKS.).—Annual Dance.

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

SPENBOROUGH (YORKS.).—Drawing-room Meeting. Bring-and-Buy Sale.

STAINLAND, GREETLAND AND WEST VALE (YORKS.).—Bridge Drive given by Mrs. Marshall. Bridge Drive given by Mrs. Rothwell.

STOCKTON AND THORNABY (DURHAM).—Annual Meeting of Ladies' Life-boat Guild. Amount collected last year £143, as compared with £171 in the previous year. Special Efforts of the past year: Ball, Whist Drive and Dance and Life-boat Day.

TYNEMOUTH (NORTHUMBERLAND).—Annual Meeting, the Rt. Hon. Walter Runciman, M.P., a Member of the Committee of Management, presiding. Special Efforts of the past year: Whist Drives, Shipping Appeal, Life-boat Day. Amount collected last year £205, as compared with £395 in the previous year.

Whist Drive. Annual Supper and Concert to Life-boat Crew, given by Ladies' Life-boat Guild.

WAKEFIELD (YORKS.).—Concert in Playhouse Theatre.

WEST HARTLEPOOL (DURHAM).—Annual Meeting on 6th March, the

Mayoress, President of the Guild, in the chair. Special Efforts of the past year: Whist Drives, Life-boat Day. Amount collected last year £117, as compared with £107 in the previous year.

Whist Drive.

Midlands.

ALFRETON (DERBYSHIRE).—Children's Party.

BIRMINGHAM.—Annual Meeting on 4th March, the Lord Mayor, President of the Branch, in the chair. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Special Efforts of the past year: Life-boat Day, Two Dances, Whist Drives, Theatre, Cinema and School Collections. Amount collected last year £2,428, as compared with £1,513 in the previous year.

Collection during week at Theatre Royal. One week's Collection at Empire Theatre. Life-boat Ball at Tony's Ballroom. Three Broadcast Addresses by the District Organizing Secretary. Whist Drive at Water Orton.

BLAKENEY (GLOS.).—Branch formed, Hon. Secretary, Mrs. G. Edwards.

BRISTOL.—Annual Meeting on 12th March. The Lord Mayor, Patron of the Branch, in the chair. Speakers: Mr. F. O. Wills, Chairman of the Branch, Mrs. Hartly-Hodder, Hon. Secretary of the Ladies' Guild, and the District Organizing Secretary. Special Efforts of the past year: Life-boat Day, Dance, Whist Drives. Amount collected last year £1,195, as compared with £1,142 in the previous year. Presentation, by the Lord Mayor, of Framed Photograph awarded by the Institution to Mr. Hartly-Hodder, the Hon. Secretary of the Branch.

Lantern lectures and address given in many of the schools by the District Organizing Secretary.

BURTON-ON-TRENT (STAFFS.).—Annual Meeting on 12th February, Mrs. Morris, President of the Ladies' Life-boat Guild, in the chair. Speaker: the District Organizing Secretary. Special Efforts of the past year: Life-boat Day, House-to-House collection. Amount collected last year £268, as compared with £177 in the previous year. Presentation of

Framed Photograph awarded by the Institution to Mr. W. Vaughan, Hon. Secretary of the Branch.

COALVILLE (LEICS.).—Branch revived. Hon. Secretary, Mrs. Guttridge.

DAVENTRY (NORTHANTS.).—Concert arranged by Mrs. Luck, the Hon. Secretary.

DROITWICH (WORCS.).—Dance.

GRIMSBY (LINCS.).—Dance.

KIDDERMINSTER (WORCS.).—Annual Meeting, the Deputy Mayor in the chair. Speaker: the District Organizing Secretary. Special Efforts of the past year: Life-boat Day, Whist Drives. Amount collected last year £68, as compared with £155 in the previous year.

LICHFIELD (STAFFS.).—Whist Drive and Dance.

LYE (WORCS.).—Branch formed. Hon. Secretary, Mrs. Cook.

NEW MILLS (DERBYSHIRE).—Address by the District Organizing Secretary at a meeting of the Medical Charities Committee.

NUNEATON (WARWICK.).—Collections in Scala Picture Theatre.

OWSTON FERRY (LINCS.).—Branch formed. Hon. Secretary, Miss E. Leggott. Entertainment.

PETERBOROUGH (NORTHANTS.).—Annual Meeting on 12th March, Mr. H. B. Hartley in the chair. Speaker, Mr. George F. Shee, M.A., Secretary of the Institution. Special Effort of the past year: Life-boat Day. Amount collected last year £220, as compared with £133 in previous year.

RUGBY.—Dance.

RUGELEY (STAFFS.).—Life-boat Ball.

RUSHDEN (NORTHANTS.).—Branch revived. Hon. Secretary, Miss E. Hawkins.

SCOTHERN (LINCS.).—Branch formed. Hon. Secretary, Miss M. F. Menzies. Whist Drive and Dance.

STROUD (GLOS.).—Drawing-room meeting. Address by the District Organizing Secretary.

TOWCESTER (NORTHANTS.).—Ladies' Life-boat Guild formed. Hon. Secretary, Mrs. Whitton.

WARWICK.—Life-boat Day; District Organizing Secretary spoke at the Theatre.

WOLVERHAMPTON (STAFFS.).—Dance.

WOODHALL SPA (LINCS.).—Fancy Dress Carnival and Dance.

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

South-East of England.

ALDEBURGH (SUFFOLK).—Lecture at Harleston by Mr. W. Riggs, Hon. Secretary.

ASHFORD (KENT).—Lecture by Mrs. Johnson Smyth, Hon. Secretary at Canterbury.

BIRCHINGTON (KENT).—Special meeting. Address by the District Organizing Secretary. Branch formed. Hon. Secretary, Mrs. L. K. Martin.

CAMBRIDGE.—Special Appeal in the Press, signed by the Mayor, Mrs. Giles, President of the Branch, and Miss Ackers, Honorary Secretary.

CANTERBURY (KENT).—Annual Meeting, the Mayor presiding. Speaker: the District Organizing Secretary. Amount collected last year £146, as compared with £141 in the previous year.

House-to-House Collection.

Lectures to Welfare Clinic, Women's Adult School, and other bodies, by Mrs. Johnson Smyth, Hon. Secretary of the Branch.

CHATHAM (KENT).—Branch formed. Hon. Secretary, Lieut. W. C. Batten-shaw, R.N. (Ret.).

CUCKFIELD AND HAYWARDS HEATH (SUSSEX).—Branch formed. Hon. Secretary, Miss Diana Turner. Lecture at Lindfield Women's Institute by District Organizing Secretary.

DARTFORD (KENT).—Whist Drive, and films shown at Cinema.

DISS (NORFOLK).—Lecture by Mr. W. Riggs, Hon. Secretary at Aldeburgh.

DOVER (KENT).—Address to Rotary Club by Captain Guy Fanshawe, R.N.,

a Member of the Committee of Management of the Institution.

DUNGENESS (KENT).—Presentation of the Bronze Medal awarded to Coxswain Douglas Oiller, and the Vellums awarded to the Crew for the service to the barge *Marie May*, on 11th November, 1929. Address by Captain Holloway, O.B.E., R.D., R.N.R., a Member of the Committee of Management of the Institution.

FOLKESTONE (KENT).—Annual Meeting. Amount raised last year £461, as compared with £353 in the previous year.

Lectures at Folkestone Women's Guild, Beachborough Park School, Seabrook Hall School, Morehall School, Cheriton Women's Guild, Kent College and Women's Section of the British Legion at Folkestone. Bridge Drive.

GOSFIELD (ESSEX).—Whist Drive.

GRAYS (ESSEX).—Life-boat Day. Films at Cinemas.

GT. YARMOUTH (NORFOLK).—Annual Meeting. Amount collected last year £386, as compared with £422 in the previous year.

GUILDFORD (SURREY).—House-to-House Collection in villages.

HAWKHURST (SUSSEX).—Rangers' Entertainment.

HERNE BAY (KENT).—Lecture by Mr. C. J. Greene, Hon. Secretary.

HERTFORD (HERTS.).—Address to Rotary Club by District Organizing Secretary.

HYTHE (KENT).—Presentation of the Silver Medal awarded to Coxswain H. Griggs, Jun., and the Vellums awarded to the Crew for the service to the barge *Marie May* on 11th November, 1929.

LEATHERHEAD (SURREY).—Dance, organized by the Headley Women's Institute.

LEIGHTON BUZZARD (BEDS.).—Branch formed. Hon. Secretary, Miss Brown.

LITTLEHAMPTON (SUSSEX).—Concert, and presentation to Commander H. B. Boothby, D.S.O., R.N.R., late Honorary Secretary at Grimsby, by Brig.-Gen. Sir Arthur Allen-Williams, K.B.E., C.M.G., M.I.C.E.

MARGATE (KENT).—Annual Meeting, the Mayor, President of the Branch, in the chair. Amount collected last year £817, as compared with £775 in the previous year.

MIDHURST AND DISTRICT (SUSSEX).—Branch formed. Hon. Secretary, Mrs. Denys Johnson.

NEWPORT PAGNELL (BUCKS.).—Branch formed. Hon. Secretary, Miss P. Taylor.

NEW ROMNEY (KENT).—Presentation to Mr. R. P. Anderson, Hon. Secretary of the Branch, by the District Organizing Secretary, of the Thanks of the Institution inscribed on Vellum.

NORWICH (NORFOLK).—Jumble Sale.

RAMSGATE (KENT).—Dance.

REIGATE AND REDHILL (SURREY).—Bridge Drive.

SAFFRON WALDEN (ESSEX).—Branch formed. Hon. Secretary, Miss Bell.

SANDWICH (KENT).—Ladies' Life-boat Guild formed. Hon. Secretary, Mrs. Bertram Baker. Lecture by Mrs. Johnson-Smyth, Hon. Secretary at Canterbury.

SHOREHAM (SUSSEX).—Ladies' Life-boat Guild formed. Hon. Secretary, Miss Ledger.

SLOUGH (BUCKS.).—Lecture by Miss Truman, Hon. Secretary.

SOUTHWICK (SUSSEX).—Dance organized by Ladies' Life-boat Guild.

TETFORD (NORFOLK).—Entertainment.

TUNBRIDGE WELLS (KENT).—Lecture at Rose Hill School.

WADHURST (SUSSEX).—Branch formed. Hon. Secretary, Mr. G. A. Wilkins.

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

WEYBRIDGE (SURREY).—Life-boat Day.

WOKING (SURREY).—Concert by Chiddingfold Players.

WORTHING (SUSSEX).—Annual General Meeting, the Mayor presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Amount collected last

year £686, as compared with £546 in the previous year.

South-West of England.

ANDOVER (HANTS).—Life-boat Day, arranged by Mrs. Cole, at Whitechurch.

BATH (SOMERSET).—The Earl and Countess Waldegrave's Matinée at the Theatre Royal: "The Cassilis Engagement." Lady Waldegrave presented the Gold Badge awarded by the Institution to Mrs. George Goldie, the Hon. Secretary.

BRIDPORT (DORSET).—Annual Meeting on 10th May, the Mayor presiding. Speaker: The District Organizing Secretary. Amount collected last year £84. Miss Sadleir elected Hon. Secretary.

EXETER (DEVON).—Annual Meeting, the Mayor, Vice-President of the Branch, in the chair. Speakers: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and the Rev. the Earl of Devon, President of the Branch. Special Efforts for the year: Appeals, Life-boat Day, Competitions, Stalls, Dance given by the Exeter Butchers' Association, Whist Drive, Bridge Drives, and four theatrical performances arranged by Mrs. Gamble. Amount collected last year £745, as compared with £609 in the previous year. Sir Godfrey Baring presented the Gold Badge, which had been awarded by the Institution to Mrs. Arthur Reed, Chairman of the Branch and of the Ladies' Life-boat Guild. In Mrs. Reed's absence on account of illness, the badge was received by Mr. Reed.

OXFORD.—Annual Meeting on 7th February, at Corpus Christi College, the President of Corpus Christi presiding. Speaker: Sir Godfrey Baring Bt., Chairman of the Committee of Management of the Institution. Amount collected last year £680, as compared with £660 in the previous year. Presentation of certificate won by a pupil of the Cowley School in the Life-boat Essay Competition.

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

PORTSMOUTH (HANTS).—Special Meeting summoned by the Lady

Mayoress, with the Lord Mayor presiding, to develop the work of the Ladies' Life-boat Guild. Speakers: Mrs. Pollard, Chairman of the Guild, and the District Organizing Secretary. New members enrolled.

SALISBURY (WILTS.).—Social at West Moors.

SOUTHAMPTON (HANTS).—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. Special Efforts: Life-boat Day: Theatrical Performance. Amount collected last year £760, as compared with £778 in the previous year. Sir Godfrey Baring presented the Gold Badge awarded by the Institution to Mrs. Walter, the Hon. Secretary.

Performance of "Tons of Money" by the Blenheim Players.

SWINDON (WILTS.).—Annual Meeting, the Mayor presiding. Speaker: the District Organizing Secretary. Amount collected last year £64.

TAUNTON (SOMERSET).—District Conference. (See special report on p. 90.)

THAME (OXON.).—Annual Meeting. Speaker: Mr. C. J. Greene, Hon. Secretary of the Herne Bay Branch. Amount collected last year £125, as compared with £132 in the previous year. "Q Ships" film shown; about 500 people were present.

TOTNES (DEVON).—Special Meeting, the Mayor presiding, and display of films. Speaker: Lieut. Col. C. R. Satterthwaite, O.B.E., R.E., Deputy Secretary of the Institution.

TRURO (CORNWALL).—District Conference. (See special report on p. 90.)

WARMINSTER (WILTS.).—Display of Life-boat Films arranged by the Women's Section of the British Legion. Address by the District Organizing Secretary.

WEYMOUTH (DORSET).—Concert by the "Dorchester Follies."

Scotland.

ABERDEEN.—Annual Meeting on 1st February. The Lord Provost, President

of the Branch, in the chair. Speaker: Colonel the Master of Sempill, a Member of the Committee of Management. Amount collected last year £757, as compared with £736 in the previous year.

ARBROATH (FORFARSHIRE).—Annual Meeting on 5th March, Captain A. S. Edward in the chair. Amount collected last year £35, as compared with £123 in the previous year.

BATHGATE (LINLITHGOW).—Life-boat Day.

DUNFERMLINE (FIFE).—Whist Drive and Dance, arranged by the local Committee.

EDINBURGH.—Ball, arranged by the Edinburgh Ladies' Life-boat Guild, held by the kind permission of the Marquis and Marchioness of Linlithgow at Hope-toun House, South Queensferry.

Whist Drive given by Lodge Dalhousie 720, at the request of Mrs. Core-Greenshields, Vice-President of the Ladies' Life-boat Guild.

Three Lantern Lectures by Captain A. S. Balfour, O.B.E., a member of the Edinburgh Committee.

FALKIRK (STIRLINGSHIRE).—Life-boat Day.

GLASGOW.—Whist Drive on board the s.s. *California*, by kind permission of the Anchor Line, arranged by the Ladies' Life-boat Guild.

Four performances by the Anderston Church Operatic Society of "Our Miss Gibbs," arranged by the Glasgow Committee and the Ladies' Life-boat Guild.

KEITH (BANFF).—Lantern Lecture by the Rev. Kenneth J. Cameron.

KIRKCUDBRIGHT.—Annual Meeting on 24th January. Sir Charles Hope Dunbar, President of the Branch, in the chair. Speakers: Admiral Sir Alex. L. Duff and the Organizing Secretary for Scotland. Amount collected last year £128, as compared with £137 in the previous year. Ladies' Life-boat Guild formed, Officers appointed, and fifty members joined the Guild.

NEWBURGH (ABERDEENSHIRE).—

Fancy Dress Ball, arranged by the Ladies' Life-boat Guild.

PETERHEAD (ABERDEENSHIRE).—Sunday Concert, arranged by the local Committee and Ladies' Life-boat Guild. Address by the Organizing Secretary for Scotland.

ROTHESAY.—Public Meeting, Bailie Brown presiding. Ladies' Life-boat Guild formed for the Isle of Bute. Address by the Organizing Secretary for Scotland.

WICK (CAITHNESS-SHIRE).—Annual Procession on behalf of the local Hospital and Life-boat Fund.

Six lectures were given during the quarter by the Organizing Secretary for Scotland, in addition to those mentioned.

Ireland.

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

BANGOR (Co. DOWN).—Annual Meeting, Councillor Bowman presiding. Speakers: The Bishop of Kilmore, and the District Organizing Secretary. Amount collected last year £129, as compared with £112 in the previous year.

BELFAST.—Popular Ball. Children's Party. At both functions Lady Dixon, D.B.E., first Vice-President of the Belfast Ladies' Life-boat Guild, and the Lady Mayoress (Lady Coates) received the guests.

CLONMEL (TIPPERARY).—Life-boat Day.

KILLORGLIN (KERRY).—Whist Drive.

MULLINGAR (WESTMEATH).—Drawing-room Meeting, with Mrs. Hannin presiding. Speaker: the District Organizing Secretary. Branch formed.

NENAGH (Co. TIPPERARY).—Life-boat Day.

NORTH-WEST MEATH.—Four Village Concerts, with short lectures on Life-boat work.

ROSCREA (TIPPERARY).—Special Meeting, with Mrs. Murray presiding. Speaker: the District Organizing Secretary.

Income and Expenditure for 1929.

Life-boats:—	EXPENDITURE.	£	s.	d.	£	s.	d.
New Life-boats for the following stations :—On account							
—Angle, Ballycotton, Berwick-on-Tweed, Campbeltown, Clacton, Courtmacsherry, Cromarty, Dover, Fishguard, Fowey, Holyhead, Humber, Hythe, Moelfre, Newhaven, Padstow, Port Patrick, St. Mary's (Scilly), St. Peter Port (Guernsey), Selsey, Stornoway, Tenby, Troon, Weymouth, etc.							
	105,997	1	0				
Upkeep of Office and Store at Cowes							
	212	4	4				
Alterations and Repairs of Life-boats, etc.							
	11,271	7	7				
Payments on Maintenance of Steam Life-boat and Tug							
	186	3	10				
Consulting Naval Architect							
	406	14	7				
Salaries and allowances of Inspectors and Surveyors of Machinery, Surveyors of Life-boats, Assistant Surveyors, Draughtsmen, and Clerks (31 persons)							
	9,601	8	11				
Travelling Expenses							
	2,395	10	2				
Pensions and gratuity							
	590	19	1				
Contributions to Superannuation and Provident Fund							
	171	5	2				
				130,832	14	8	
Life-boat Carriages and Tractors, viz. :—							
New Tractors, etc.							
	9,408	19	11				
Repairs to Tractors							
	231	4	4				
Alterations and Repairs of Life-boat Carriages							
	158	19	4				
Salaries and allowances of Assistant Inspector and Assistant Surveyor (2 persons)							
	634	15	6				
Travelling Expenses							
	486	8	1				
Contributions to Superannuation and Provident Fund							
	36	14	9				
				10,957	1	11	
Life-boat Houses and Slipways, including Engineers' charges							
				36,656	8	3	
Life-boat Stores							
				22,407	1	3	
Life-boat Storeyard at Poplar, including Taxes, Insurance and Repairs							
	2,504	10	4				
Salaries and allowances of Deputy Chief Inspector for Stores, Storekeeper and Clerks (17 persons), and Wages of Manual Workers (56 persons)							
	13,051	19	0				
Pensions and gratuity							
	273	16	3				
Contributions to Superannuation and Provident Fund							
	46	3	10				
				15,876	9	5	
Payments in connexion with Life-boat Stations, such as Repainting and other Small Repairs to Life-boats, Life-boat Carriages, and Life-boat Houses, done locally, Conveyance of Boats, Carriages, Stores, Postages, etc.							
	12,571	13	4				
Station Centenary Expenses							
	17	1	3				
Salaries of Assistant Secretaries, etc., of Stations (17 persons)							
	243	19	7				
				12,832	14	2	
Sundry remittances to Station Branch expended, for which no detailed accounts received							
				2,157	0	5	
Life-boat Inspectors, Coxswains, Motor Mechanics, Bowmen, Signalmen and Crews, etc., viz. :—							
Cost of Wreck Services, including Rewards to Life-boat Crews and others, Special Rewards and Recognitions, Medals and Vellums							
	7,211	4	5				
Grants to men injured in the Life-boat service							
	595	4	0				
Fees of Coxswains, Bowmen and Signalmen, Wages of Motor Mechanics, etc.							
	23,685	19	6				
Payments to Life-boat Crews and Launchers for exercises, etc.							
	6,699	14	7				
Payments to permanent Crews of Steam Life-boat and Tug							
	980	3	4				
Pensions and Retiring Allowances to Coxswains, Bowmen and Signalmen							
	3,190	1	10				
Pensions and Grants to Relatives of deceased Life-boatmen and others							
	1,877	8	6				
Pensions and Gratuities to permanent Crews of Steam Life-boats							
	1,379	16	10				
				45,619	13	0	
Carried forward							
				£277,339	3	1	

INCOME.

Subscriptions, Donations, etc. :—

	£	s.	d.	£	s.	d.
General Subscriptions to Headquarters	5,988	11	2			
" " through Station Branches	6,881	1	11			
" " through Financial Branches	18,735	15	7			
" Donations to Headquarters	11,610	0	8			
" " through Station Branches	22,553	15	7			
" " through Financial Branches	54,649	9	2			
Contributions from Harbour Authorities towards upkeep of Life-boat Stations	1,837	18	4			
Contribution Boxes (Headquarters)	423	16	5			
" " (Station Branches)	6,054	10	7			
" " (Financial Branches)	776	10	7			
				129,511	10	0

Life-boat Funds :—

Civil Service Life-boat Fund, per H. A. Clark, Esq., I.S.O., in respect of the following Life-boat Establishments—Kingstown, Margate, Maryport, North Deal and Southend (additional)	3,083	17	4			
North Deal—Bevan Reward Fund (per the Charity Commissioners)	208	5	0			
Covent Garden Lifeboat Fund, per Bert J. Monro, Esq. (additional)	106	11	2			
				3,398	13	6

Income from Investments :—

Dividends and Interest on Investments	43,666	9	7			
Less Income Tax deducted	4,367	11	3			
	39,298	18	4			

Special Purposes Trust Fund Income	£	s.	d.
Account	1,569	6	8
Less Transfer to Special Purposes Trust Fund	375	2	7
	1,194	4	1

Less Transfers to Station Branch Contributions, and Financial Branch Contributions	27	1	0			
	1,167	3	1			

Income Tax recovered	4,523	6	5			
	44,989	7	10			

Carried forward £177,899 11 4

EXPENDITURE.

	£	s.	d.	£	s.	d.
Brought forward				277,339	3	1
Life-boat Inspectors, etc.—continued.						
Salaries and allowances of Inspectors of Life-boats, and Clerks (18 persons)	6,942	9	11			
Travelling Expenses of Inspectors	2,391	11	3			
Pensions	740	9	0			
Contributions to Superannuation and Provident Fund	67	0	7			
				10,141	10	9
Administration :—						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General), and Clerical Staff (30 persons)	4,743	7	0			
	£	s.	d.			
Rent, Rates, Taxes, Lighting, Heating, Insurance, etc.	1,255	8	8			
Insurance under Workmen's Compensation, National Insurance and Unemployment Insurance Acts	609	0	8			
Commissionaires and Watchman (4 persons)	546	10	6			
Telephone, Postages and Parcels	785	10	1			
				3,196	9	11
Less estimated amount chargeable to Publicity	1,500	0	0			
				1,696	9	11
Pension	49	13	0			
Contributions to Superannuation and Provident Fund	134	14	7			
Stationery, Office Expenses, Printing, Books, Circulars, Forms, etc.	1,562	14	11			
Auditors' Fee	236	5	0			
Law Expenses	809	3	0			
Repairs and improvements to the House of the Institution	239	10	1			
				9,471	17	6
Legacy Duty, etc. on Legacy from Miss Sarah Berry				392	14	8
Publicity at Headquarters and 1040 Branches :—						
One half of Salaries and allowances of Secretary, Deputy Secretary, Assistant Secretary (General) and Clerical Staff (as above), and Salaries and allowances of Assistant Secretary (Publicity) and Typist (32 persons)	5,551	10	10			
Salaries and allowances of District Organizing Secretaries, Clerks, etc. (35 persons)	6,525	19	0			
Travelling expenses of District Organizing Secretaries	2,228	7	3			
Annual General Meeting	28	16	8			
Advertising and Appeals	7,395	17	6			
Stationery, Printing, Books, Circulars, Forms, Badges, Collecting Boxes, Postages, etc.	10,497	11	9			
Printing and Binding the Annual Report and <i>The Lifeboat Journal</i>	2,439	7	7			
Salaries and Commissions of Assistant Secretaries, etc., of Branches (124 persons)	4,290	16	4			
Contributions to Superannuation and Provident Fund	267	13	8			
Estimated proportion of Administration Expenses as above	1,500	0	0			
				40,726	0	7
Total Expenditure				£338,071	6	7

INCOME.

	Brought forward	£	s.	d.
Sundry Receipts :		177,899	11	4
Sale of old Life-boats, Life-boat Carriages, Life-boat Houses, Condemned Stores, etc.	£	2,300	6	6
Sale of <i>The Lifeboat Journal</i> , Advertisements, etc.	s.	131	2	7
		<hr/>	2,431	9 1
Ordinary Income		180,331	0	5
Legacies for General Purposes		61,032	2	0
Gifts and Legacies for Special Purposes : —				
Income only available :—				
Legacies	£	380	4	0
Special Gifts	s.	20	0	0
Capital available :—				
Legacies	£	21,501	8	5
Special Gifts	s.	47,789	7	7
		<hr/>	69,691	0 0
Total Receipts		311,054	2	5
Less :—				
Transferred to Endowment Trust Fund	£	400	4	0
Do. Special Purposes Trust Fund	s.	69,290	16	0
Less Legacy Duty, etc.	£	392	14	8
		<hr/>	68,898	1 4
		<hr/>	69,298	5 4
Total Receipts available for General Purposes		241,755	17	1
Transferred from Special Purposes Trust Fund for Life-boats, etc., included in Expenditure, defrayed during the year by Special Legacies and Donations		33,545	15	10
		<hr/>	275,301	12 11
Deficit charged to General Purposes Fund		62,769	13	8

£338,071 6 7

NOTE.—This account comprises the receipts and disbursements of the Headquarters of the Institution for the year to 31st December, 1929, and of the Branches for the year to 30th September, 1929.

WESTMEATH. — Village Concert, arranged by Miss Rose Chapman, the Hon. Secretary.

Wales.

(Including Herefordshire and Shropshire.)

BARMOUTH (MERIONETHSHIRE).—Presentation by Mr. T. M. Piggott, J.P., Chairman of the Branch, of the Gold Brooch awarded by the Institution to Mrs. J. R. Heath, Hon. Secretary of the Ladies' Life-boat Guild. Speaker: the District Organizing Secretary.

NEWPORT (MON.).—Annual Meeting, the Mayor presiding. Speaker: the District Organizing Secretary. A vote

of sympathy was passed with Mr. Phillips, the Chairman, in his prolonged illness. Amount collected last year £218, as compared with £254 in the previous year.

SWANSEA.—Annual Dance at The Mumbles, organized by Mrs. W. Tarr, Hon. Secretary of the Ladies' Life-boat Guild. Dance at Swansea.

TENBY (PEMBROKE).—Special Meeting, the Mayor presiding. Presentation of the Gold Brooch awarded by the Institution to Miss Harvey for her work as a collector for many years. Speaker: the District Organizing Secretary.

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.

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

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