

# THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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## THE LIFE-BOAT FLEET

Motor Life-boats, 90 :: Pulling & Sailing Life-boats, 104

### LIVES RESCUED

from the foundation of the Institution in 1824 to  
27th November, 1930 - - - - - 62,443

## Grace Darling's Coble.

A Permanent Home at Bamburgh.

*A Maiden gentle, yet, at duty's call,  
Firm and unflinching as the Lighthouse  
reared*

*On the Island-rock, her lonely dwelling-  
place.—WORDSWORTH.*

*Years on years have withered since beside  
the hearth once thine*

*I, too young to have seen thee, touched thy  
father's hallowed hand.*

*Thee and him shall all men see for ever,  
stars that shine,*

*While the sea that spared thee girds and  
glorifies the land.—SWINBURNE.*

The boat in which, ninety-two years ago, Grace Darling performed the deed which has made her one of the heroines of the English race, came into the possession of the Institution in 1913. It was generously presented by Lady John Joicey-Cecil, the only condition attached to the gift being that it should remain in the county of Northumberland.

Since then the boat has been on exhibition at the Dove Marine Laboratory at Cullercoats. The Institution has no record of the coble before it came into its possession, but we have been informed that it has been shown at five exhibitions—at Tynemouth in

1882, London 1883, Liverpool 1886, Newcastle 1887, and Glasgow 1888. In 1924 it was proposed to bring it temporarily to London in connexion with the Centenary Celebrations of the Institution, but it was found that the boat was then too frail for this to be done without considerable risk. The idea was therefore given up, but it was found possible to move it to Newcastle-on-Tyne for the North-East Coast Exhibition, which was held there from May to October of last year. The removal had to be carried out with the greatest care, and the work was entrusted to the Crew of the Cullercoats Life-boat.

Through the kindness of the Committee and Managers of the Exhibition a free site was provided for the coble in the Hall of Engineering, and it was a strange and moving sight to see this small, frail old boat, placed close by the latest type of motor railway coach, one of the largest telescopes in the world, a full-size Diesel engine and one of the newest types of out-board motor boat.

### The Rescue.

Though Grace Darling's is a household name throughout the British race,

there are probably few who know the details of her great effort. Near the coble, therefore, was placed a short account of it.

At three in the morning of the 7th September, 1838, the steamer *Forfarshire*, with 63 men and women on board, was flung on the terrible Harcar Rocks off the coast of Northumberland. Seven of her crew launched a boat at once. By a miracle it kept clear of the rocks, and twenty-four hours later it was picked up.

Immediately after the boat got away, a tremendous sea struck the steamer, lifted her and flung her again on the rocks. She broke in half, and the after-part was swept away, with the majority of the passengers on board. They all perished.

The survivors on the fore-part of the steamer managed to get on to a small rock, and there for the rest of the night they lay, numbed with the cold and swept by the seas, in a gale so fierce that their clothes were stripped from them. Among them was a woman who was found, when help at last came, still alive, and clasping in each hand her children, a boy of eight and a girl of eleven, who had died hours before.

There, about seven in the morning, they were seen from the Longstone Lighthouse—a mile away—and Grace Darling, the daughter of the Lighthouse-keeper, was determined that an effort should be made to save them. She and her father, William Darling, launched their boat, and after a tremendous and perilous struggle, which tried their courage and strength to the utmost, they reached the rock. There were only nine survivors of the passengers and crew. Five were taken into the boat and brought in safety to the Lighthouse. Then William Darling, with two of the rescued men, put off again and the other four were saved. For this heroic service Grace Darling and her father were each awarded the Silver Medal of the Institution.

Grace Darling was only twenty-three years old at the time. She was not strong. Her health was already giving way. Her illness was hastened by the

tremendous strain of that night's heroic work. Four years later, at the age of twenty-seven, she died. But her name, and the story of her heroism are imperishable.

#### The Coble.

It is hardly possible to appreciate that story of heroism without seeing the boat in which Grace Darling and her father ventured out. It was a coble, 21 feet long by 6 feet wide, an open rowing boat, unprovided with any of those contrivances which give exceptional strength, stability and buoyancy to a Life-boat. To see it, after reading the story, is to understand the danger which Grace Darling and her father knowingly faced.

As soon as it was known that the coble would be at the Exhibition, offers of the loan of relics of the Darlings and the *Forfarshire* were received from all parts of Northumberland. Unfortunately, it was impossible for the Institution to arrange to include these relics in the exhibit, and the offers had to be declined. The boat, itself, however, needed no additional relics to attract the public. The first person to inspect it was the Prince of Wales, the Institution's President, when he came to open the Exhibition, and from then onwards, through the six months, there was a constant stream of visitors to the Institution's stand. The Exhibition Authorities themselves were astonished to see how greatly it attracted the public, but it is hardly surprising when it is remembered that Grace Darling is Northumberland's special heroine, and that every Northumbrian child knows her story.

Parties of school children from all over the North of England went to see the boat, and one schoolmistress said that of all the wonderful things which her children had seen at the Exhibition, this would be the greatest and most lasting memory. Children were continually to be seen crowding round the boat and listening to the story, and many of them afterwards put their pennies and half-pennies in the Life-boat Collecting Box. These were gifts out of the little sums saved to be spent at the Exhibition, and more than one tragic mistake was made.



**GRACE DARLING.**

From a painting by Thomas Musgrave Joy in the Municipal Art Galleries, Dundee. Reproduced by permission of the Fraternity of Masters and Seamen of Dundee.



**GRACE DARLING'S COBLE AT THE NORTH-EAST COAST EXHIBITION.**

Thus the Organizing Secretary received a letter from a schoolmaster to say that, by mistake, one of the boys had put 2s. 6d. in the collecting-box: "this half-crown has been the accumulated amount of several weeks' saving in anticipation of the visit." The half-crown was at once returned.

The exhibition of the boat at Newcastle attracted attention far beyond the North of England. The Dundee, Perth and London Shipping Company—the line to which the *Forfarshire* belonged—asked for the loan of the coble in connexion with the help which it was giving the Dundee Branch on Life-boat Day.\* The request had, with regret, to be refused owing to the fear of damaging the boat. From the Captain of a Girls' School in Kent came a request for full particulars about Grace Darling, as each house in the school had its own heroine and she was one of them. The particulars were sent and the school made a donation to the Institution.

#### Two Generous Gifts.

Towards the end of the Exhibition Messrs. Wailles Dove Bitumastic, Ltd., Newcastle-on-Tyne, the manufacturers of Bitumastic Enamels, who had a stall at the Exhibition close by the boat, asked that they might be allowed to show their appreciation of the interest which it had excited by paying the cost

\* See *The Lifeboat* for September, 1929, and September, 1930.

of having it strengthened and repaired, so that it might last for another 100 years. This generous offer was gratefully accepted by the Institution, the boat was surveyed by one of the Institution's own Life-boat surveyors, and she has now been put in as thorough a state of repair as is possible without altering her appearance.

Meanwhile, steps were taken to find a permanent home for the boat. More than one place on the Northumbrian coast claimed the honour, and it was finally decided that no more suitable spot could be found than Bamburgh. The Longstone Lighthouse on the Farne Islands lies four miles off the Bamburgh cliffs. Grace Darling is buried in Bamburgh Church, and above the tomb is her memorial window. It was thought at first that the boat might be placed in the Church itself, but as this was not found to be possible the Institution gratefully accepted a generous offer from Lord Armstrong, the owner of Bamburgh Castle, of a piece of land on his estate overlooking the sea. Here a house will be erected in which the boat will be placed, and Lord Armstrong has headed the subscription list of an appeal which he is making to provide the house. Here will be the permanent home of Grace Darling's coble, overlooking the scene of her great exploit and near by her tomb, and here all who visit Bamburgh will be able to see this historic relic of a great Englishwoman.

#### Life-boat House: Change of Address.

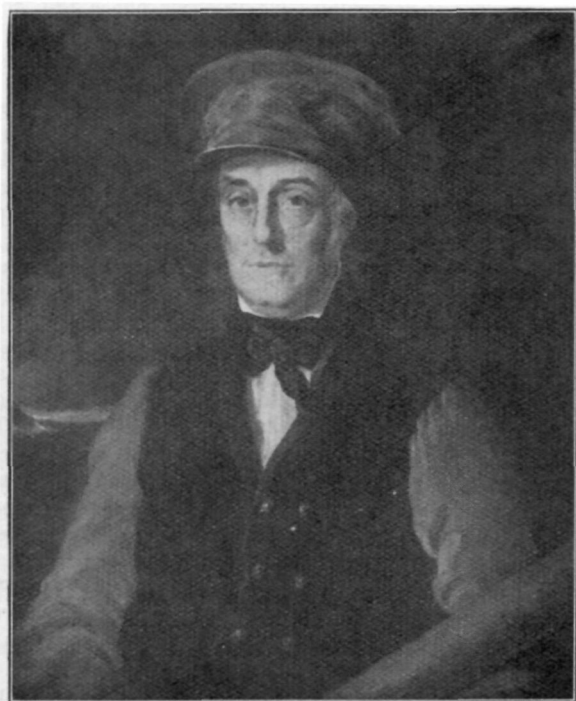
OWING to the fact that the present Headquarters at Life-boat House, Charing Cross Road, have for some years been too small for the staff required to deal with the constant expansion of the Institution's activities, the Committee of Management have for the past year been in search of more suitable premises.

They have now acquired, on favourable terms, the lease of 42 and 44, Grosvenor Gardens, S.W. 1, close to Victoria Station. It is not expected that the new "Life-boat House" will be ready for occupation until next spring, and a further announcement will be made in a later issue.

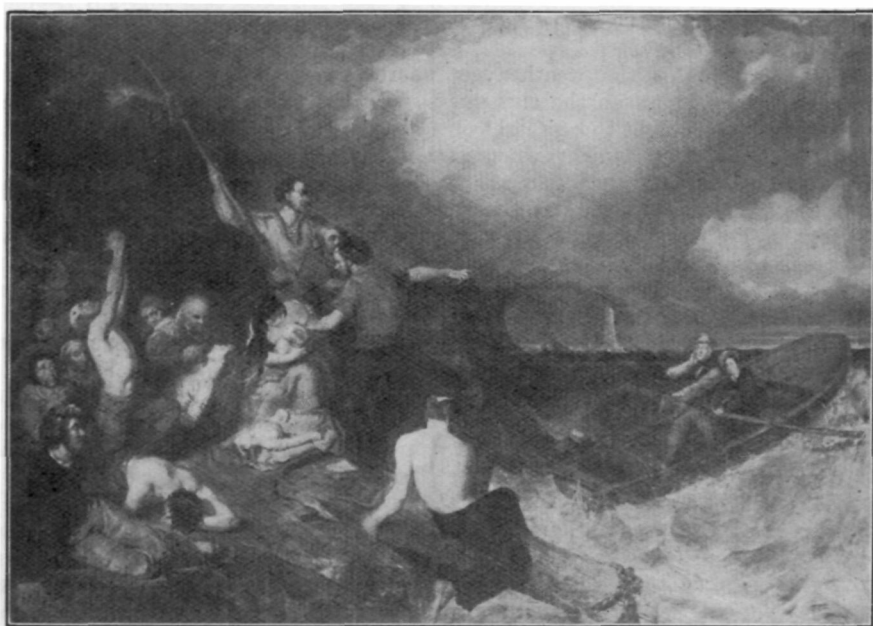
#### New Dover Motor Life-boat: A Correction.

In the description of the new Dover Motor Life-boat, which was published in the last issue of *The Lifeboat*, it was stated that the boat could travel 156

miles at her full speed of 17½ knots or 198 miles at 12 knots, without refuelling. The figures should be 78 miles at full speed and 94 at 12 knots.



**WILLIAM DARLING.**



**THE RESCUE OF THE SURVIVORS OF THE "FORFARSHIRE."**

From paintings by Thomas Musgrave Joy, in the Municipal Art Galleries, Dundee. Reproduced by permission of the Fraternity of Masters and Seamen of Dundee.

## The Wreck of the "Islander."

A TRAGIC disaster occurred on the coast of Cornwall during a severe gale which struck the coast towards the end of August, when the cutter *Islander*, of the Royal Yacht Squadron, was driven ashore in Lantivet Bay, about three miles from Fowey, on the evening of the 20th, and all on board were drowned.

The *Islander* was a yacht of 22 tons, fitted with an auxiliary two-cylinder motor of 13 h.p., giving her a speed of four knots in calm weather. On 9th August she was chartered to Commodore the Right Hon. H. Douglas King, the Member of Parliament for North Paddington, and Under-Secretary of State for Mines in the last Conservative Ministry, and set out on a cruise along the South Coast. On the 20th she had on board, besides Commodore King, five men, all familiar with the sea. She left Dartmouth that day in the hope of making Falmouth, 61 miles away, by night.

At 7.45 in the evening, half an hour before sunset, she was seen near the bell buoy which marks a very dangerous rock off Lantivet Bay.

Shortly after this the weather got very ugly, and a man on the cliff saw what at first he thought to be a light on the bell buoy, but which, when it moved, he concluded to be a flare. The news was sent by car to the Coastguard Station at Polruan, near Fowey, and was received at 9.28.

It was telephoned at once to the Fowey Life-boat Station, and nine minutes later the Motor Life-boat was under way. The wind was then blowing at gale force, varying from E.S.E. to S.S.E. A very heavy sea was running, rain was falling, and visibility was poor. About 10.10, just half an hour after launching, the Life-boat picked up the *Islander* with her search-light. The yacht was then less than 200 yards from the cliffs, and the Life-boat, 100 yards further out, was already in broken water. The Coxswain dropped anchor and veered down towards the yacht, but she was moving too fast towards the

cliffs, with every sea that broke going over her. The Life-boat's line-throwing gun was fired, but the line fell short. The Coxswain then gave the Life-boat more rope, in an attempt to get still nearer, and a second line was got ready to fire, but while this was being done, the yacht, which all the time had been getting nearer to the cliffs, struck the rocks and went down.

Meanwhile attempts had been made to rescue the *Islander's* crew from the land. The Board of Trade Rocket Apparatus had been hurried to the top of the cliffs, and about the time when the Life-boat was dropping anchor, it fired a rocket. The rocket fell short.

### A Gallant Attempt.

Two men, Mr. Roseveare and Mr. Hunt, then climbed down the cliff in the hope that they might be able to rescue the crew as the yacht came ashore. She was driving straight towards the Island Rock. Getting a rope from a boat laid up in one of the coves, they succeeded in scrambling over the rocks, and jumped on to the Island Rock itself, across a broad deep channel which separated it from the shore. There they heard cries for help, and there, still afloat, was the yacht, not more than a few feet away from the rock, in breaking sea, but still held by her anchor.

The Life-boat's searchlight was playing on her intermittently. In that light, and by the light of a torch which Mr. Roseveare carried, they could clearly see a man standing by the mast, four others crouching in the cockpit, and a sixth lying on the deck. The yacht had lost all her sails; her mast was broken; the only spar intact was the bowsprit.

Whether the men were injured or ill or simply exhausted will never be known, but only the man by the mast seemed capable of action. Mr. Roseveare and Mr. Hunt succeeded at the second attempt in getting their line to him. He made it fast to the stump of the mast and tried to reach the rock

holding on to it, but a big wave drove him back.

Those on the rock called to him to get a bigger rope. He heard them, for he called back: "Wait a minute;" found a rope, and bent it to the line. This rope Mr. Roseveare and Mr. Hunt, with the help of three other men who had joined them on the Island Rock, hauled across, and made fast to a pinnacle of the rock, but at that moment the yacht began to move. She was carried off by the seas; her bows hit a ledge close to the Island Rock; her stern was in deep water. Then a wave crashed on her deck; the six men were washed off; and the yacht sank until only the top of her mast was visible.

Even then the men on the Island Rock did not give up their efforts. They made for the water's edge, and one of them, Mr. Dunn, with a line tied round him, went into the water. For a moment a man's arm was seen, but Mr. Dunn was beaten back by a heavy sea, and the arm disappeared.

The tide was rising, and if the men on the rock were to reach the mainland in safety they must return at once. They climbed the cliff and reported that no more could be done. So ended their very gallant attempt to rescue the six men on the *Islander*.

Commodore King's body was washed ashore. The funeral service was held in London, and the body cremated. The ashes were then brought to his home at Sheringham in Norfolk, and at sunset on 26th August they were taken out to sea in the Sheringham Life-boat and there scattered.

Criticisms were made that there were

defects in the system of coast-watching, and that because of these defects the plight of the *Islander* was not seen earlier. The Board of Trade, which is responsible for the Coast-watching Force, decided at once to hold an inquiry, and this was opened at Fowey Town Hall, on 21st October. The President of the Court was Mr. A. E. Digby, K.C., who had the assistance of three assessors. Mr. A. T. Bucknill represented the Board of Trade. The Institution was represented by Captain R. L. Hamer, R.N., Deputy-Chief Inspector of Life-boats.

The inquiry lasted six days, and the Court was asked to answer thirty questions. The Court found, in fact, that there had been defects in the Coast-watching system on the night when the *Islander* was wrecked and that these defects caused delay in rendering help to the *Islander*.

With regard to the Life-boat, the finding of the Court of Enquiry was as follows:

"So far as the Life-boat is concerned, when the Life-boat succeeded in picking up the *Islander*, with her searchlight, the *Islander* was then only two hundred yards or less from the rocks and in breaking water. The Life-boat proceeded in as close as was possible in the sea then running, and then anchored, and endeavoured, by means of her Birmingham Small Arms Gun, to fire a line over the *Islander*, but this shot fell short. It was quite impossible for the Life-boat to proceed further in, and her failure to be able to render assistance was due to one thing, and one thing only, that, through no fault of her own, she arrived too late."

### Services to Old Life-boats.

Two Life-boats, the new Motor Life-boat for Ballycotton and the Pulling and Sailing Life-boat recently sent to Llandudno, both went out on their first services to the help of old Life-boats.

The new Ballycotton Life-boat, of the 51-foot Barnett (Stromness) type, reached her Station on 4th September. Thirteen days later, on the afternoon of

17th September, she was called out for the first time. A strong breeze was blowing with a rough sea and thick rain squalls. The Coxswain had seen the fishing-yawl *Boozer*, of Ballycotton, with her sails blown away; the breeze was freshening; and it was feared that the yawl would be carried out to sea. Twenty minutes after putting out the

Life-boat came up with the yawl, and brought her, and the crew of two, safely into harbour. The yawl was an old Life-boat, the *Oliver Goldsmith*, which was stationed at Ballycotton from 1880 to 1890 and rescued 21 lives. One of the two men on board the yawl was a member of the new Life-boat's Crew.

The Pulling and Sailing Life-boat *Sara Jane Turner*, which had previously been stationed at Montrose, was sent to Llandudno during the summer to replace the *Theodore Price*, which after twenty-eight years in the Life-boat Fleet, had been sold out of the service. On 4th October, the old boat, converted

into a cabin-cruiser, fitted with an engine and now named *Marelli*, was coming over from Conway to be inspected by her former Crew. The new Life-boat was to be launched to salute her as she came in, but she did not come. Instead a message was received that a boat had been seen drifting in distress in the Conway Estuary. The new Life-boat was launched—her first launch on service—and arrived to find that the boat had been taken in tow by a passing vessel. Her engineer had collapsed, and there was no one on board who could manage the engine. The boat was the old *Theodore Price*.

### The Rescue of Two Dogs.

On 22nd March last, two dogs were rescued from drowning by the Coxswain of the Hoylake Life-boat and a Coastguard Officer. The dogs were a spaniel and a terrier. They had run on to a sandbank and remained there until cut off by the tide. They were seen by the Coastguard Officer, and he and the Coxswain put off in a boat. The dogs were then swimming about terrified. The spaniel was mad with fright, and it was a long time before the men could get him into the boat. By that time

the terrier was being carried out to sea, and was a long way off. The men pulled towards him shouting.

"We pulled hard," said the Coastguard Officer, "and when he heard us he swam to us like a real youngster. The look in his eyes was enough reward for our effort." Both dogs were exhausted and were given first aid.

A lady who subscribes to the Institution, on reading an account of the rescue in a paper, sent a donation to the Institution and gifts for the two men.

### False Alarms.

#### A Warship's Experiments : A Picnic Party's Fire : A Message in a Bottle.

THREE more have to be added to the many and varied false alarms which have called out Life-boats.\* On 25th August last, the Motor Life-boat at Selsey and Bognor was launched just after nine in the evening, in response to a message from the Coastguard that a series of red flares had been seen about eight miles away. A moderate breeze was blowing, with a moderate sea running, and the Life-boat was out for an hour and a half. It was found that the rockets had been fired by a warship

which was experimenting with them, and the Commander-in-Chief at Portsmouth expressed his regrets to the Institution. The rockets were also seen at Bembridge, and believed to be signals of distress. The Crew assembled, one of those waiting to go out in the Life-boat being Captain D. W. Gunston, M.C., Member of Parliament for the Thornbury Division of Gloucestershire. The Life-boat was just about to be launched when a message came explaining what the flares were.

On the same day, the Tenby Motor Life-boat was launched at 9.30 p.m. as the Coastguard had reported a flare at the foot of Monkstone Cliffs. The Life-boat

\* See *The Lifeboat* for November, 1925, November, 1926, September, 1929, and November, 1929.





*By courtesy of]*

*[Norman K. Harrison, Clacton-on-Sea.*

**MARGATE MOTOR LIFE-BOAT ON SERVICE.**

Rescuing the Captain and Mate of the S.S. "Treport," of London, which struck submerged wreckage at the mouth of the Thames on 19th September, and sank after being beached on the Girdler Sands. The crew had been taken off earlier by a motor boat.



*By courtesy of]*

*[ "Snaps," Bridlington.*

**BRIDLINGTON LIFE-BOAT ON SERVICE.**

Standing by fishing cobbles in a heavy sea on 19th September last.

was out for an hour, searching along the cliffs for several miles, but could find nothing. It was discovered later that the flare was a fire which had been lighted by a picnic party, died down, and then been revived by other people on the beach.

The third is a hoax rather than a false alarm. On 24th February a bottle was washed up at Weston-super-Mare with a message, "Stranded on Steep Holme without food. Send boat at once." Steep Holme is an uninhabited island ten miles away. The message was sent by the District Officer of Coastguard to the Coxswain of the Life-boat, and, as no motor boat was available, he launched

at 1.50 P.M. On reaching the island he landed eight men and thoroughly searched it, but could find no trace of anyone having been on it recently. It was not until 6.30 in the evening that the Life-boat reached her Station again. There is no doubt that the message was a hoax. This hoax cost the Institution over £20 in the rewards paid to the Crew, and—what is much more important—the Life-boat was away from her Station for nearly five hours and therefore not available had her help been needed elsewhere.

We would not envy the feelings of the perpetrator of this hoax had lives been lost as a result of the absence of the Life-boat.

## Two Scottish Inaugural Ceremonies.

**Campbeltown (Argyllshire) ; Troon (Ayrshire).**

DURING September the Inaugural Ceremonies took place of two new Motor Life-boats on the West Coast of Scotland, at Campbeltown, Argyllshire, and Troon, Ayrshire.

There are now three Motor Life-boats protecting the Clyde and its approaches, and a fourth is under construction for Girvan, Ayrshire. All four Life-boats are gifts from Glasgow. The new Troon boat has been provided out of a legacy from the late Lady Richmond of Glasgow, and a very generous gift from her daughter, Mrs. John Fairlie. The greater part of the cost of the Motor Life-boat stationed at Port Patrick, Wigtownshire, in 1929, has been defrayed by a legacy from the late Mrs. Agnes Colquhoun of Glasgow. The Girvan boat is a gift from Mrs. Lawrence Glen of Glasgow; and the new Campbeltown Motor Life-boat has been named *City of Glasgow* as a mark of the Institution's appreciation of the magnificent financial help received from its Glasgow Branch in recent years. Since 1926, when it raised £2,390, Glasgow has more than doubled its contribution. Last year it raised £5,152, easily beating both Manchester and Liverpool, and being second only to the City of London, which contributed £9,930 (while the whole of Greater London contributed over £20,000). This

year it has contributed over £13,000, and, in addition, the Institution has received over £4,000 from Glasgow in the form of legacies. In a later issue of *The Lifeboat* the usual comparison of the contributions from leading Branches will be published, but it can be said now that Glasgow's £13,000 is the highest sum ever received from a Branch, with the exception of £19,854 received from the Manchester, Salford and District Branch in 1924, the Centenary Year of the Institution, this contribution including £11,003 raised as a special centenary gift by a three-days' bazaar.

### The Campbeltown Ceremony.

The new Campbeltown Life-boat is a Barnett Motor Life-boat, a sister boat to the new Stromness Life-boats at Stromness and Stornoway. She is 51 feet by 13 feet 6 inches, is divided into eight watertight compartments, and has 160 air cases. She is driven by two 60 h.p. engines, giving her a speed of nearly 9 knots, and she carries enough petrol to be able to travel 120 miles at full speed without refuelling. She carries a searchlight and a line-throwing gun, is fitted with sprays for spraying oil on the waves, and can take 100 people on board in rough weather.

Campbeltown has had a Life-boat

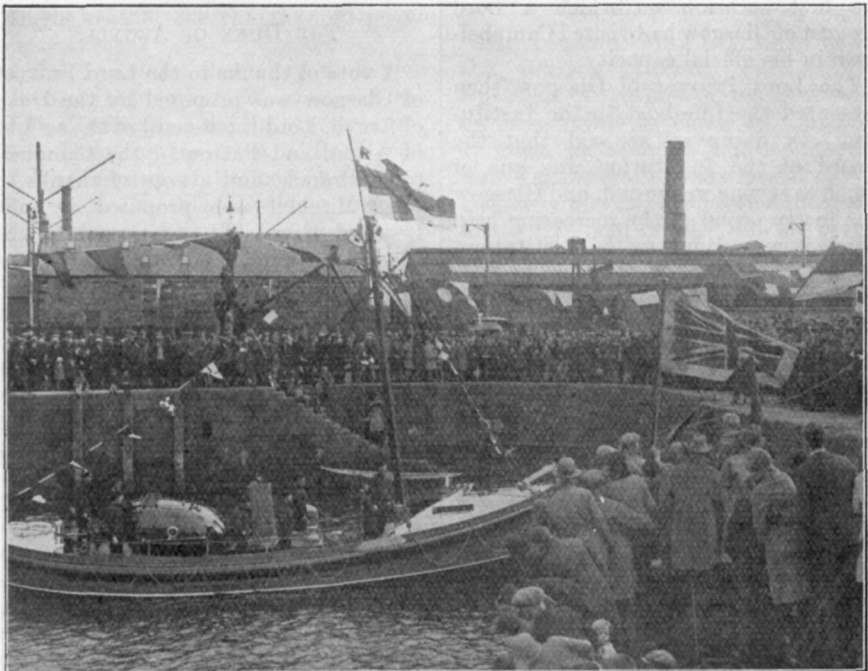


*By courtesy of*

*[George Outram & Co., Ltd.]*

**THE CAMPBELTOWN INAUGURAL CEREMONY.**

The Lord Provost of Glasgow speaking. On the right of the table the Duke of Montrose and the Duke of Argyll.



*By courtesy of*

*[George Outram & Co., Ltd.]*

**THE TROON INAUGURAL CEREMONY.**

Station since 1861, and its Life-boats have rescued 114 lives from shipwreck.

The Ceremony took place on 3rd September. The Anchor Line, of which Mr. William Henderson, Hon. Treasurer of the Glasgow Branch, is the Managing Director, very kindly put at the disposal of the Branch its tender *Paladin*, which brought the Lord Provost of Glasgow, the Duke of Montrose (Chairman of the Scottish Life-boat Council), Mr. Leonard Gow, J.P. (Chairman of the Glasgow Branch), and about a hundred members of the Branch from Wemyss Bay to Campbeltown. The Ceremony took place on board the *Paladin*, about 250 members of the Campbeltown Branch joining the representatives of the Glasgow Branch on board, while there was a large crowd at the harbour side.

#### THE LORD PROVOST OF GLASGOW.

Ex-Provost Hugh Mitchell, J.P., President of the Campbeltown Branch, was in the chair, and Provost John Smith, J.P., of Campbeltown, introduced the Lord Provost of Glasgow (Mr. Thomas Kelly), saying that it was the first occasion on which a Lord Provost of Glasgow had visited Campbeltown in his official capacity.

The Lord Provost of Glasgow then presented the Life-boat to the Institution. In doing so he said that the record of the Institution was one of which everyone was proud, and Glasgow was justly proud of the increasing help which it was giving to the Institution. He felt sure that the honour done to Glasgow by the naming of this Life-boat after her would be an incentive to still greater effort in Glasgow and throughout Scotland, in support of the Life-boat Service.

#### THE DUKE OF MONTROSE.

The Life-boat was received by the Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council, who paid a warm tribute to the generosity of Glasgow and to the work of the Campbeltown Station.

Ex-Provost Mitchell, in accepting the Life-boat, said that the Campbeltown Branch would do its best to deserve the

confidence which the Institution had shown in it by entrusting it with such a magnificent Life-boat. Mr. Mitchell then paid a very warm tribute to Mr. J. A. Gardiner, Honorary Secretary of the Station from 1899 to 1929, and an Honorary Life-Governor of the Institution. The Branch had been very fortunate in having such a liberal citizen and such a brave and skilful seaman as its Honorary Secretary, and to him was chiefly due the efficiency of the Station.

Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats, then described the Life-boat, and proposed a vote of thanks to Mr. William Henderson, Managing Director of the Anchor Line, for his kindness in placing the tender *Paladin* at the disposal of the Glasgow Branch for the ceremony. It was only the latest of many generous acts of help for which the Branch was indebted to the Anchor Line.

The Rev. T. S. Macpherson, of Campbeltown, dedicated the Life-boat, and Mrs. Hugh Mitchell, of Seafield, named her *City of Glasgow*.

#### THE DUKE OF ARGYLL.

A vote of thanks to the Lord Provost of Glasgow was proposed by the Duke of Argyll, Lord Lieutenant of the county of Argyll and Patron of the Campbeltown Branch, and a vote of thanks to Mrs. Mitchell was proposed by Mr. Leonard Gow, J.P., Chairman of the Glasgow Branch, and a Vice-President of the Institution.

The singing was led by a choir conducted by Miss Jen. Brown, L.R.A.M., and among those present were Mrs. M'Creddie, daughter of the Lord Provost, Bailie Swan, Bailie Armstrong, Lord Dean of Guild Robertson, Sir John Samuel and Sheriff J. Macmaster Campbell, C.B.E., all of Glasgow; Mr. J. W. Harper Gow (Hon. Secretary of the Glasgow Branch), Mrs. Hourston, O.B.E. (Joint Hon. Secretary of the Glasgow Ladies' Life-boat Guild), the Campbell of Saddell, the Campbell of Lochnell and Major G. M. Duncan, O.B.E. (Hon. Secretary of the Campbeltown Branch).

**Troon (Ayrshire).**

The new Troon Motor Life-boat is of the Watson type, and is 40 feet 6 inches by 11 feet 8 inches. She is one of a much improved type of 40-foot Watson Boat of which the first went to Weymouth last year. This improved type is 6 inches longer, and it has been found possible to give it an extra 8 inches of beam, which means that it is more stable, but this increased stability has been obtained without any sacrifice of speed. The free board is  $8\frac{3}{4}$  inches, in service conditions—an increase of over 5 inches—and this, combined with higher ends, makes a much drier boat. The Troon boat is driven by a 50 h.p. engine, which gives her a speed of  $7\frac{1}{2}$  knots, and she carries enough petrol to be able to travel 115 miles at full speed without refuelling. She is divided into six water-tight compartments, and is fitted with 160 air cases. Her greatly increased stability and buoyancy are strikingly shown by the fact that with the old type of 40-foot boat, 56 men on board would bring the deck awash, while the new type can take 160 men on board before the deck is awash. In rough weather she can take 40 people on board.

The Inaugural Ceremony took place on 27th September, Mr. James Clark, J.P., Chairman of the Branch, presiding. The Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Scottish Life-boat Council and Vice-President of the Institution, presented the Life-boat to the Branch. In doing so he paid a tribute to the memory of Sir David Richmond of Glasgow, after whom the Life-boat was to be named, and whom he himself remembered as Lord Provost of the city and as a man with a high sense of public service.

**THE DUKE OF MONTROSE.**

The Duke then gave a review of the work of the Institution in Scotland and of the support which the Scottish people gave to the Institution. Scotland had 41 Life-boats, and of these 18 were modern Motor Life-boats. To maintain them—apart from the heavy capital expenditure—cost nearly £18,000 a year.

Before the Scottish Life-boat Council was formed, Scottish subscriptions were only £11,000 a year, but in the last four years, thanks largely to the generosity of Glasgow, under the chairmanship of Mr. Leonard Gow, the Scottish contribution had been increased to £15,000 a year. This was a considerable increase, but he would never be satisfied until the Scottish people contributed enough to maintain the Life-boats on their own coasts. The Duke also read a telegram received from Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, which expressed the Institution's gratitude to Mrs. Fairlie and the citizens of Glasgow.

Mr. James Clark accepted the Life-boat and in doing so expressed the gratitude of Troon to Mrs. Fairlie, and said that Troon would continue to give its best services to the Life-boat Cause.

Lieut.-Commander J. M. Upton, R.N.R., District Inspector of Life-boats, then described the boat, and the Rev. Robert Smith, of Troon Old Church, dedicated her.

**MR. LEONARD GOW.**

Mr. Leonard Gow, J.P., Chairman of the Glasgow Branch and a Vice-President of the Institution, then called on Mrs. Fairlie to name the Life-boat. It must, he said, be a proud day for Mrs. Fairlie, and it was a proud day for all Glasgow citizens who were interested in the Life-boat Service, for the Service owed this boat to the generosity of two Glasgow ladies, and it would bear the name of a distinguished Glasgow citizen.

Mrs. Fairlie then named the Life-boat *Sir David Richmond of Glasgow*.

A Vote of Thanks to Mrs. Fairlie was proposed by Provost D. McAlister, and a Vote of Thanks to Mr. James Clark and those who had taken part in the Ceremony was proposed by Mr. Robert Clark.

The singing was accompanied by the Troon Burgh Band, conducted by Mr. William Elder, and was led by the joint Church Choirs. After the Ceremony, Mrs. Fairlie, the Duke of Montrose and others went for a cruise in the Life-boat.

## Centenaries of Life-boat Stations.

### Presentation of Vellums signed by the Prince of Wales.

TEN presentations of Centenary Vellums to Stations have taken place during the past summer, making the total of such Vellums presented forty-three. Nine of these ceremonies were reported in the last issue of *The Lifeboat*, and the tenth, at Guernsey, is described below.

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 following 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.

We also give some additional interesting facts about the history of the Stations at Cromer and Blyth, which we have received from the Honorary Secretaries of the Stations since their Vellums were presented in July, 1929, and November, 1928, respectively.

#### Guernsey (Channel Islands).

The first Life-boat Station on the Island was established in 1803 at St. Sampson and it was provided with a Life-boat built by Henry Greathead, the builder of the *Original*, which was stationed at Tynemouth in 1789. In 1861 the Station was taken over by the Institution, which, in 1881, closed the St. Sampson Station and opened the present Station at St. Peter Port. Since 1861 there have been six Life-boats, including the present Motor Life-boat, which went to St. Peter Port last year. From 1916 to 1929, while the Life-boat was still provided by the Institution, the States of Guernsey held themselves responsible for the employment and payment of the Crew. With the arrival of the New Motor Life-boat—a fifty-one feet Barnett (Stromness) boat—the States of

Guernsey agreed to make a voluntary contribution of £300 per annum towards its upkeep. The Institution has no records of the first Life-boat, but there have been nineteen launches since 1861, and eight lives have been rescued. Six Silver Medals have been awarded. The ceremony of presentation took place on board the Life-boat on 20th September, in the presence of over 2,000 people, who lined the quay; the speeches being relayed by loud speakers. Commander S. B. Mainguy, M.V.O. (Jurat and Vice-President of the Branch) presided, and presented the Vellum to the Lieutenant-Governor (Major-General the Lord Ruthven, C.B., C.M.G., D.S.O.). In doing so he gave a history of the Station, referred to the interest shown in it by the Lieutenant-Governor, and said that the Vellum would be hung on the outside of the administrative block of buildings on the New Jetty.

In accepting the Vellum, the Lieutenant-Governor said that he had always taken the keenest interest in the Service, and had been a member of the Crew of the Life-boat near his home in Scotland. He then handed the Vellum to the Lieutenant-Bailiff, Colonel R. F. McCrea, who received it on behalf of the Bailiff, and the people of Guernsey. The Motor Life-boat then went for a trip, with the Lieutenant-Governor on board, and the public were allowed to go over her. On the same day the first Life-boat Day was held in Guernsey, £116 being raised. Among those present at the Ceremony were Lady Ruthven, and several of the Jurats of the Royal Court, Captain J. Penstone Franklin (Harbourmaster of St. Peter Port), Mrs. Sylvester (Hon. Secretary of the Ladies' Life-boat Guild), together with members of the Guild, and Mr. W. Frampton (Honorary Financial Secretary of the Branch).

#### Cromer, Norfolk.

A Centenary Vellum was presented to Cromer on 19th July, 1929, and in the report of the Ceremony, which appeared



*By courtesy of]*

*[Guernsey Evening Press.*

**CENTENARY OF THE GUERNSEY STATION.**

The Lieutenant-Governor (Major-General Lord Ruthven) with the Life-boat's Crew.



**DUNBAR CENTENARY.**

An account of the presentation of the Centenary Vellum appeared in the last issue of *The Lifeboat*.



**A FLAMBOROUGH AWARD.**

Presentation of the Thanks of the Committee inscribed on Vellum to Coxswain Chadwick for the rescue of the crew of sixteen of the S.S. "Rosa" on 28th April. The Coxswain is in the middle of the front row with Dr. R. C. Field, Chairman, on his right. In the back row is Miss Bessie Bayes, to whom a special award was made for her help on this service. On her left is Mr. J. W. Bayes, Hon. Secretary.

in *The Lifeboat* for September, 1929, it was stated that Cromer was first provided with a Life-boat in 1829, but of this boat the Institution had no particulars. Since then the Hon. Secretary at Cromer has heard from Mr. B. T. Rust, a member of a very old and prominent Cromer family, which has always been interested in the Life-boat Station, that he has found references in a notebook of his great-grandfather to a Life-boat service at Cromer in 1810, and to a subscription for a Life-boat in 1804. The latter simply says, "December 3rd, 1804, Subscription towards a Life-boat, £2 2 0." The record of a Life-boat service in 1810 is as follows: "November 3rd, 1810. A stout Brigg came on shore at Runton, and the hands, including one woman, were saved by the Life-boat from Cromer." There is also an entry under the previous day of the rescue of the crew of a schooner by firing the mortar.

#### Blyth, Northumberland.

A Centenary Vellum was presented to Blyth on 21st November, 1928. In the report of the Ceremony in *The Lifeboat* for June, 1929, it was stated that a Life-boat Station was established at Blyth in 1826, when the Newcastle Branch Association applied to the Institution for a Life-boat. The Hon. Secretary at Blyth has since written to say that he has seen papers at the Ridley Estate Office which have only just been discovered, and these show that, as a result of great loss of life from shipwreck in 1808, a subscription list was opened by Sir Matthew White Ridley to provide a Life-boat, and that Henry Greathead, the builder of the *Original*, at Tynemouth, in 1789, was invited over to give advice and to tender for a Life-boat. It appears that a 30-foot ten-oar boat, weighing a ton, was bought.

### Brightening Village Life.

It has long been the basis of the Institution's appeal for support that there is not a man or woman in these islands—dependent as they are on overseas trade for their prosperity—who does not directly or indirectly benefit by the Life-boat Service. But there are more ways than one in which they benefit—more ways than we had ever suspected. An Honorary Secretary of an inland Branch writes: "I would

like to point out to you that raising money as we do, by such means as whist and bridge drives, and dances, cuts two ways. It certainly helps us to get some money, but, on the other hand, as several people have said to me, it also gives them a pleasant evening together which they wouldn't get if it wasn't for the R.N.L.I."

So the Institution is not only saving life on the coast, but helping to brighten life inland as well!

### Antwerp Maritime Exhibition and Life-saving Congress.

AN International Maritime and Colonial Exhibition has been held at Antwerp this year, from April to October, on the occasion of the Centenary Celebrations of the Declaration of Belgian Independence. Great Britain was one of the principal signatories to the Treaty of Belgian Independence, and it was in defence of this Treaty that she declared war on Germany in 1914. The British Government accepted the invitation of the Belgian Government to take part in the Exhibition, and a British Section was arranged by the Department of Overseas Trade. At the request of the

Department, the Institution sent to Antwerp, for exhibition in the British Section, two Life-boat paintings and five models, the latter showing the development of the Life-boat from the *Original*, built in 1789, to the Watson Cabin type of Motor Life-boat of to-day.

In connexion with the Exhibition, the Royal Belgian Life-saving Society, of which King Albert is the Patron and H.R.H. the Duke of Brabant President, held in August an International Life-saving and First Aid Congress, lasting three days. As it was impossible for the Institution to send a delegate to



the Congress, it was represented by M. Jansen, Secretary-General of the Royal Belgian Life-saving Society.

The Baron de Santa Maria, Commissary-General and Delegate of the Congress for England, has very kindly sent the following report of the references made at the Congress to the Institution's work :—

“The meeting of the section of the Congress dealing with Life-saving on Water met on 11th August with M. Carpentier, Senator, the President of the Fédération des Sociétés de Sauvetage de Belgique, in the chair.

“M. Jansen, who, on rising, was received with applause, said that it gave him great pleasure to have the honour of representing that noble British Society, the Royal National Life-boat Institution, and he only regretted, as did all his colleagues, that it was not possible to welcome some of its officials, and particularly the devoted and tireless Secretary, Mr. George F. Shee. M. Jansen observed that the Institution was the pattern and forerunner of all similar societies in the world, and said that the splendid results of the Institution's work, the large number of lives saved from the sea every year, the heroism of its Life-boat Crews and the excellence of its *matériel*, made it one of the greatest public bodies in Great Britain. After giving details of the

number of Life-boats of various kinds in use in the British Isles, and the crews rescued in the past fourteen years, he stated, amidst cheers, that in five years the Institution's boats had saved the crews of five vessels flying the Belgian flag, the last being a motor vessel from Ghent, whose crew were rescued by the Ramsgate Life-boat, in January, 1930—a famous boat in the annals of life-saving on the dreaded Goodwins. He evoked memories of some of the Coxswains of the past, and sat down amidst renewed applause.

“At the plenary meeting of the Congress, on the proposition of M. Schram, a vote of thanks was accorded by acclamation, to the Royal National Life-boat Institution, coupled with the name of the President.

“At the official banquet in the presence of M. Segers, Minister of State, the Burgomaster of Antwerp, the Generals of the Garrison and the Consular Corps *au grand complet* M. Jansen proposed the toast of the Institution. In doing so he said that the gallant men who manned its Life-boats were indeed ‘the friends of all nations,’ and showed by their undaunted courage that they were men of the Viking breed. The toast was drunk, with applause, and the British National Anthem was played by the band of the 5th Regiment of the Line.”

### Fire Extinguishers at Life-boat Stations.

THERE are two types of fire extinguishers in use at Life-boat Stations. The one is the liquid type, charged with carbon tetrachloride, the other is the “Total” extinguisher which is a dry powder machine. This type was first adopted by the Institution in 1928, as it was considered that in some circumstances it would be more effective than the liquid type, and practically all Life-boat Stations are now supplied with both. The “Total” extinguisher is charged with powdered bicarbonate of soda, in the middle of which is fitted a small steel flask containing CO<sub>2</sub> gas under high pressure. When the handle at the top of the extinguisher is turned this gas is liberated, and, escaping through pipes

with a spiral motion, it ejects the powder through the nozzle of the extinguisher. In addition to the CO<sub>2</sub> gas contained in the extinguisher, large volumes of this gas are generated from the bicarbonate of soda when it comes in contact with the flames, and, by excluding the oxygen, the gas extinguishes the fire.

The efficacy of this type of extinguisher is shown by the following incident, reported by the District Inspector for Ireland. It should be of interest to all Honorary Secretaries of Stations.

On September 2nd the Inspector was at the Boat-house at Campbeltown, Argyllshire, with the Coxswain and Motor Mechanic. A member of the

crew of a motor fishing skiff in the harbour, who was working in the skiff's engine-room, struck a match and the petrol in the bilges caught fire. The man tried to extinguish it with water, but the water spread the fire. The skiff was moored among about fifteen other skiffs, and the men on board them tried, but without success, to extinguish the fire by means of their liquid-throwing extinguishers.

Hearing the shouting and seeing

smoke coming from the skiff, the Inspector sent off the Coxswain and Motor Mechanic in a dinghy (which only held two) with two "Total" extinguishers. By the time they arrived, about twenty liquid extinguishers had been used with very little effect. The Motor Mechanic went down into the engine-room and got the fire under at once, this not only saving the skiff, but preventing the fire from spreading to the other boats.

### Foreign Lifeboat Services. I.

WE have, for some years past, noted from time to time the progress of the Life-boat Organizations in other countries which have established a Service of this character, whether under the State or, as in our case, on a voluntary basis. In the last few years we have been fortunate in being able to present to our readers accounts of all these Services, supplied by the representatives of the respective countries themselves.

Of the fifteen other countries which have national Life-boat Services there are only four in which it is maintained by the State, namely, the United States, Denmark, Belgium and Turkey; for the paper read by Mr. Lachkevitch, Legal Adviser to the Embassy in Paris of the Union of Socialist Soviet Republics in Russia, at the Second International Life-boat Conference, held in Paris in June, 1928, indicates that the State Service which replaced the old voluntary Life-boat Society in Russia, after the Revolution in 1917, has now developed a kind of voluntary service, albeit under Government supervision and control. It is, however, not clear whether the funds are provided by the State or by voluntary contributions.

#### The United States (State Service, 1848).

In 1916 and 1918 we gave a brief account of the United States Service, which had recently adopted a new system, under which the Coastguard operates under the Treasury Department in time of peace and as part of the Navy in time of war. In the December, 1923, issue of *The Lifeboat* we published

a full survey of the United States Coastguard, to which is entrusted the Life-saving Service, from the pen of Rear-Admiral W. S. Reynolds, Commandant of that Service. That article showed that the Life-saving Service grew out of a series of enactments of Congress, dating back to 1848, and leading to the inauguration, in 1871, of a definite Life-saving system, although a separate and distinct organization for that purpose was not established until June, 1878. It was also pointed out in that article that the duties of the United States Coastguard are extraordinarily multifarious, embracing such different activities as the destruction or removal of wrecks; giving medical aid to American vessels engaged in deep-sea fisheries; the protection of the Customs revenue; the enforcement of law and regulations governing anchorage of vessels; the enforcement of law regarding quarantine and neutrality; the suppression of mutinies on merchant vessels; the enforcement of law to provide for safety of life during regattas and marine parades; the protection of game and the seal fisheries in Alaska, and the highly responsible duty of the International ice patrol in the vicinity of the Grand Banks off Newfoundland.\* All this in addition to rendering assistance to vessels for the saving of life and

\* This task was undertaken at the instance of the maritime countries and with their financial co-operation as the outcome of the terrible *Titanic* disaster on 19th April, 1912, when over 1,500 persons lost their lives as the result of the great liner running on a submerged ice-floe.—ED. *The Lifeboat*.

property and "operating as part of the Navy in time of war."

It will readily be understood that, with such vast responsibilities, the United States Coastguard Service has a considerable fleet, including a number of fairly large cruisers and cutters intended for deep-sea patrol work.

As has been indicated in previous articles on the subject of the United States Life-boat Service, the fact that it is part and parcel of the Coastguard Service makes it quite impossible to ascertain the cost of the Life-boat Service itself. But the cost of the whole Coastguard Service for 1929 was £5,773,000.

THE INTERNATIONAL CONFERENCES.

In 1924, the year of the Centenary of the Institution, Rear-Admiral Reynolds did us the honour of visiting the Institution, and the United States Coastguard was represented at the First International Life-boat Conference, held in that year, by Commander Harold D. Hinckley. Since that date the relations between the Institution and the United States Coastguard have become much closer owing to the fact that the United States Service took a very active part in the second International Conference, which was held in Paris in 1928, when the Service was represented by Vice-Admiral Frederick C. Billard, Commandant of the United States Coastguard, Mr. Oliver M. Maxam, Chief of the Division of Operations, and District-Commander Martin W. Rasmussen. Following upon the Conference these officers visited Denmark, Germany, France and Holland in order to make themselves acquainted with the position of the Life-boat Service in these countries, and concluded their visit to Europe by a close inspection of some of the most prominent Stations in the United Kingdom.

In these circumstances, the Institution always looks with interest to receiving the Annual Reports of the United States Coastguard, which give a survey of the activities of that Service throughout the year. From the Report for 1929, which is before us, and which is signed by Rear-Admiral Billard, we note

that the Commandant is entirely satisfied with the work carried out. "The accomplishments," he writes, "along the lines of its customary humanitarian endeavour are especially gratifying and noteworthy. Its primary work in saving life and property from the perils of the sea . . . continues to show substantial gains, as is evidenced by . . . a review of the record for the fiscal years 1915 to 1929 inclusive, a period of 15 years.

Fiscal year.	Lives saved or persons rescued from peril.	Fiscal Year.	Lives saved or persons rescued from peril.
1915	1,507	1923	2,792
1916	1,216	1924	2,462
1917	2,153	1925	2,484
1918	1,250	1926	3,037
1919	2,081	1927	3,313
1920	2,417	1928	3,983
1921	1,621	1929	4,375
1922	2,954		
		Total ..	37,645 "

Thus the Coastguard is able to claim "this notable achievement: lives saved or persons rescued from peril, 37,645."

VALUE OF VESSELS HELPED.

The Report also claims that the value of the vessels assisted, including cargoes, was nearly £99,130,000, and states: "This is a record to which all members of the Service can point with justifiable pride . . . and a distinguished contribution to the Life-saving annals of the world." The Report refers to "the ever-exacting, responsible, serious duties connected with the law-enforcement operations of the Service having to do with the prevention of smuggling of intoxicating liquor into the United States from the sea. These operations are but another kind of war—a war with a lawless element who seek, both covertly and openly, by all sorts of devices to violate the laws of the country. . . ." It is very interesting to note the statement that "these law-enforcement operations were not permitted, in any way, to interfere with,

hamper or retard the usual normal duties of the Service in the saving of life and property."

An important part of the Report deals with the very responsible duties carried out by the Coastguard in the observation of "ice and the ice patrol to promote safety at sea." This service was carried out by the Cutters *Tampa* and *Modoc*, based on Halifax, Nova Scotia, with the Coastguard Cutter *Mojave* as an auxiliary vessel. Another interesting activity of the Coastguard consists in the winter cruising in the season of severe weather, from 1st December to 31st March, in order to afford assistance to distressed navigators. No less than 12 cutters were allocated to this Service in 1929, and the Commandant refers to the Service as "always accompanied by very gratifying results" and as "one of great importance and usefulness to commerce."

#### SEAPLANES FOR LIFE-SAVING.

A further aspect of the manifold activities of the American Coastguard has now developed in connexion with aviation. Five seaplanes were acquired by the Service in 1927, and they have been found extremely valuable in locating floating derelicts, searching for wrecked aircraft, assisting in the repair of disabled aircraft, and searching for missing vessels and boats. On 1st May, 1929, the Coastguard established the first link to the coastal checking system, designed to assist all aircraft using the coastal routes, and particularly to note the departure and arrival of aircraft making extended flights over the coastal estuaries. As the Report states: "Prior to the date named, airplanes engaging in long over-water flights made these flights generally without having cognisance of the existence of any agency capable of affording immediate assistance in case of disablement. Through the system inaugurated . . . any pilot or owner may have a plane or planes under almost continuous observation from New York to Miami, Florida, provided the planes follow the coastal route, and be assured that in case of accident, prompt assistance would be rendered by the nearest Coastguard Station."

It is somewhat of a shock to those accustomed to the strictly peaceful work of the British Life-boats to find the Report proceeding, quite neatly and without the flicker of an eyelash, to emphasize the fact that nine vessels of the Coastguard, including the five new cutters, now carry five-inch guns; but the statement is certainly convincing evidence of the fact that "this materially increases the military value of these vessels as a part of the Navy in time of national emergency."

#### THE PERSONNEL.

Turning to the personnel, we find that in June, 1929, the Coastguard consisted of 400 Officers, 73 Cadets, about 450 Warrant Officers, 400 temporary Warrant Officers, and about 11,000 enlisted men, a total of about 13,000. It is, of course, impossible without special enquiry to make any estimate as to what proportion of this personnel is occupied solely or mainly in the Life-saving Service proper, as distinct from the ice-patrol, winter cruises and preventive services. But, with a Service provided and maintained by the State from men enlisted as Naval personnel, it is natural that a much larger number would be required than in the case of a Service like our own, where Life-boats are only placed at such Stations on the coast where a Life-boat Crew can be obtained by voluntary means from the fishermen and longshoremen who earn their livelihood at such places.

As our readers are aware, the number of men who form the Crews of our Life-boats amounts to about 3,000, while another 3,000 men and women are normally occupied as helpers and launchers.

#### THE FLEET.

The summary of the vessels belonging to the Coastguard shows that there were 21 cruising cutters of the first class—the dimensions are not given—and 15 of the second class; 24 Coastguard destroyers, 38 harbour cutters, 33 125-foot patrol boats, 13 100-foot patrol boats, 75 cabin picket-boats, and 32 open picket-boats. These are exclusive of the boats primarily intended

for Life-saving purposes, although all the vessels mentioned would be regarded as available for Life-saving services while performing the duties for which they are specially designated.

The passage in the Report which has a very special interest for the Institution is, naturally, that under the heading of "Life-boats." The Commandant expresses the opinion that Stations at "highly exposed, dangerous and strategic points . . . should have the best and ablest Life-boats that it is possible for the Government to furnish. There should be no hesitating when it comes to Life-boats." He proceeds to refer to the example of "the older maritime countries of the world with coastlines no more dangerous than our own," as "a wise and prudent one. They do not stop long to measure the cost when it comes to building a Life-boat with which their boats' crews must do battle with all seas to rescue the shipwrecked."

He quotes the Prince of Wales, as President of the Royal National Life-boat Institution—"a time-honoured Service of 105 years that has given an enduring lustre to the life-saving annals of the world"—as saying that for the great purpose of saving life, "it is the aim of the Institution, as it has been for a century past, to provide for the Life-boat Crews round our 5,000 miles of coast the very best Life-boats, Boathouses and Slipways which science can devise and money can supply."

There were 252 Coastguard Life-saving Stations in 1929, including 115 Motor Life-boats, 104 of which were 36 feet by 9 feet 6 inches, the others being 34 feet in length. In addition there were 165 Motor Self-bailing Surf Boats (25 feet 6 inches by 5 feet), and 260 Self-bailing Surf Boats without motive power.

**France (Voluntary, with a Subsidy from the State. Established 1865).**

In the June issue of *The Lifeboat* we gave a review of the operations of the Société Centrale de Sauvetage des Naufragés during the past year. At the end of July our sister Society sustained a very serious loss in the death of

its President, Vice-Admiral Touchard, who died in his eighty-seventh year. From the obituary notice in *The Times* of the 26th July it appears that Admiral Touchard entered the French Naval Academy in 1860, took part in the ill-fated expedition to Mexico in support of Maximilian's claim to the throne of that country, was in Paris during the siege of 1870, and served with the Tonkin Expedition. He retired from the Navy in 1908, and was then appointed Ambassador in St. Petersburg, where he remained until 1910. He had for many years been President of the Société Centrale de Sauvetage des Naufragés, and those of us who had the privilege of attending the second International Life-Boat Conference, held in Paris in June, 1928, will remember the ability and the charm of manner with which he conducted the proceedings at this Conference, at which eighteen nations were represented. Vice-Admiral Touchard had resigned the Presidency of the French Society only a few weeks before his death, and was succeeded by Vice-Admiral Lacaze, whom we had the pleasure of welcoming with the Secretary, Commandant Le Verger, at the Inaugural Ceremony of the Dover Life-boat on the 10th July last.

**Norway (Partly State, 1854; partly Voluntary, 1891).**

The Norwegian Society for the Rescue of the Shipwrecked has 28 sailing ketches, each manned by a crew of four. These ketches form a cruising fleet which keeps constant watch on the Norwegian coast in the winter. They attach themselves to the Norwegian fishing fleet, for the rescue of fishermen who are unable to reach land and to assist and take in tow fishing and other vessels in distress.

The 28 Life-boats and Life-saving Stations of the Life-boat Society in 1929 rescued 5 boats and 17 persons, and towed in and assisted into port 824 boats with 2,239 men on board, while 5 vessels with 42 men were piloted in. Thus, in 1929, direct aid was afforded to 2,298 men. Since the first of these boats began to work in 1893, the Life-

boats and Life-saving Stations have rendered aid to a total of 92,000 persons, of whom 2,715 are considered as rescued.

In addition to the 28 Life-boats maintained by the Society, there are 10 Life-saving Stations provided by the State. All these are equipped with a Rocket Apparatus or Line-Throwing Gun, and three of the Stations also have Life-boats with full crews. Thus, Norway has at the present moment 31 Life-boats, the majority of which are, however, cruising Life-boats, which carry out a constant patrol service throughout the winter.

The receipts of 1929 have gone up somewhat to £19,186 13s. as against £18,681 9s. 5d. in the previous year. The expenses have also gone down somewhat, to £19,103 5s. 2d., as compared with £19,159 0s. 8d. in the previous year.

The Society received more last year from seamen and whalemens for the operation of the boats than in previous years. It also received contributions from fishermen, chiefly from the herring trawlers round about Haugesund and others who pay a fixed yearly contribution, but less from the remaining portion of the fishing fleet. The Report states that in many parts of the country the contributions from the latter are very far from being in proportion to the benefit which the fishermen derive from the Life-boats, the demands they make on them and the resulting expenditure of the Society.

#### THE FIRST NORWEGIAN MOTOR LIFE-BOAT.

The Report of the thirty-ninth Annual Meeting of the Norwegian Society includes the following interesting description of the first Norwegian Life-boat to be fitted with a motor, the boat carrying in addition a full complement of sails. The boat was built by the boat-builders, K. Christensen & Co., of Moen, near Risør, and is 53 feet long by 16 feet 5 inches broad. Colin Archer's \* line-drawings

\* Colin Archer was a Norwegian of British parentage who designed the Norwegian sailing ketches, which are regarded as splendid Life-boats. He also designed the Japanese fishing boats.—ED. *The Lifeboat.*

of the Russian Life-boats have been used, but the hull is somewhat fuller astern below water, having regard to the weight of the engine. The boat is of oak practically throughout, and is unusually solidly built. It is copper-fastened to the waterline, with a 5-ton iron keel placed forward in order to balance the motor which is aft, and, in addition, has several tons of ballast inside.

The motor compartment is just in front of the wheel-house, which gives access to it. The motor compartment is provided with a large skylight. The companion-way to the cabin is forward of the motor compartment and runs straight down, with a door leading to the latter and to the cabin; there are also cabins on both sides of the passage, and a spacious sail locker to port, which can also serve as a spare fo'castle, and a W.C. to starboard. The cabin equipment is entirely of oak, a present from the boat-builder to the Life-boat Society; the cabin is a little more spacious than in the old boats, and is made particularly comfortable and light, with both skylight and deck glass as on the others. It is probable, however, that the skylight will have to be covered in the winter months. The crew's quarters forward are longer than on the other boats, the watertight bulkhead being done away with and the space extended to the fo'castle. All the work is well and neatly carried out.

The motor was supplied by M. Haldorsen & Son, Rubbestadneset, who have also shown great consideration to the Life-boat Society. It is a 2-cylinder, 2-stroke, 50/80 h.p. Wickmann engine, with two-bladed propeller which can be raised when the sails are used. The tank has a fuel capacity for 72 hours. The exhaust passes up through the mizzen-mast, which consists of a weldless steel tube, and there is a small mast aft for the sail. All manœuvring of the boat is effected from the wheel-house when it is well under weigh. As the exhaust runs up so high there is no trouble from noise, and hearing is exceedingly good in the wheel-house.

**Sweden (Partly State, 1855 ; partly Voluntary, 1907).**

The State Service was founded in 1855, when a number of Life-boats were built, mainly on the model of the Danish boats. The Service was placed under the Pilotage Board, which established 21 Life-boat Stations, 6 of which have, however, been closed since 1907. In this year those interested in the matter, and deeply concerned at the great loss of life on the coast, decided to form a Voluntary Society, which has now become very influential, and actually supplies a larger number of boats than the State itself. Moreover, the Swedish Society recognised that prevention was better than cure, and it has devoted a great deal of energy and a considerable part of its financial resources to the provision of cruising or patrol boats. Thus, in unfavourable weather conditions, a patrol service comes into being along the most dangerous part of the coast, in order to come to the help of drifting vessels which, owing to fog, may be unable to find their bearings. Of course, the Life-boats also come to the assistance of ships which are driven ashore. The Society has two large Motor Life-boats of a special type, which is a modification of the British Watson boat.

The last Annual Report of the Swedish Society shows that it has 17 Life-boats, of which 10 are Motor Life-boats ; while the State provides 18 boats. It is not stated how many of the latter are Motor Life-boats.

**THE HELP OF SHIPPING.**

Among large contributors to the funds the Report mentions the Shipowners Company of Aldebaran—£116 15s. 6d. ; the Mutual Land and Sea Insurance Company—£56 5s. ; and the Swedish Flag Day Association—£33 15s. The last-named amount is to be funded, and the interest applied to flags on Life-boat Stations and Life-boats.

It is a special pleasure to the Board to mention the valuable assistance which has for many years been rendered by the Captains of the Swedish-America Line. By fêtes, etc., on board the passenger vessels of the Line, for the

benefit of the Society, considerable amounts have been received yearly.

All steamship owners in Helsingborg have undertaken to contribute for five years the amount of 25 Kr. (£1 8s. 1½d.) per vessel *over and above the so-called tonnage due, which is collected by the ships' clearing-agents in the Swedish ports.* The Board expresses the hope that this self-sacrificing interest in the work of the Society may prove an effective example.

**Denmark (State Service, 1852).**

The Danish Life-boat Service is one of the four which are provided and maintained by the State, and it operates under the general administration of the Navy. It was established in 1852, after a very thorough inquiry into the British Service had been made by an expert. The Annual Report for the year ending the 31st March, 1930, shows that there were 62 fully-manned Life-boat Stations and 10 Auxiliary Stations, where crews are not always maintained. Of the fully-maintained Stations, 36 have Life-boats and Rocket Apparatus, 11 are provided with Boats only, and 15 possess only the Rocket Apparatus. All the Supplementary Stations are provided with Pulling and Sailing Boats except those at Skagen-havn and Anholt-havn, where there are Motor Life-boats.

The Danish Service now has 16 Motor Life-boats. Two of these are 38-foot Boats with a 50-h.p. engine by the Ferry Engine Co. (late Dickson Bros. and Hutchison), one is a 38-foot Boat with a 40-h.p. Tylor engine, the rest are smaller Boats, ranging from 34 feet to 30 feet in length.

Thirty-eight lives were rescued in the year under review, 18 by Life-boats and 20 by the Rocket Apparatus. The total number of lives rescued since the establishment of the Service in 1852 amounts to 10,974.

It is hoped to publish in the next number of *The Lifeboat* summaries of the Reports of the Dutch, German, Belgian and Spanish Services, for which, unfortunately, there is not room in the present issue.

**Life-boat Calendar for 1931.****THE LATE COXSWAIN WILLIAM STANTON, OF DEAL.**

THE Life-boat Calendar for 1931 is now ready. In previous years the calendars have reproduced paintings of Life-boat rescues. This year it is the portrait of a Life-boatman—a reproduction of a pen and ink drawing of the late Coxswain William Stanton, of Deal. Stanton has been chosen not only because of his great record of heroism (he held both the Silver and Bronze Medals of the Institution for gallantry, and won the latter for going out on service in command of the Life-boat when he was seriously ill in bed and waiting to go to a London hospital for an operation for cancer in the throat), but because his face magnificently expresses the qualities of the men who man the Life-boats round our coasts.

The calendar is  $11\frac{1}{2}$  inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It weighs, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars should apply at once to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2, and *should enclose with their order a postal order or stamps*. Only such orders can be dealt with.



## Life-boat Essay Competition, 1930.

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

At the Caxton Hall, Westminster, on the 20th October, the Mayor of Westminster (Captain J. F. C. Bennett) presided at the presentation of the Challenge Shield and other awards won in the 1930 Life-boat Essay Competition in Greater London (consisting of schools in the London County Council area and Middlesex) and also of the Challenge Shield for the South East of England. The presentations were made by Colonel the Master of Sempill, a member of the Committee of Management of the Institution. The Mayor was supported on the platform by the Mayor of Croydon, Mr. George F. Shee, M.A., Secretary of the Institution, and Lieut.-Colonel C. R. Satterthwaite, O.B.E., the Deputy-Secretary.

After the presentation Mr. Arthur Cranmer sang five sea songs.

#### The Mayor of Westminster.

In opening the proceedings the Mayor of Westminster said: "I count myself very fortunate that this is one of the things which falls to the lot of the Mayor of Westminster, and particularly that I have had the pleasure of doing it twice. This is the tenth year of this very valuable Competition, and more schools have taken part in it this year than last year, due, no doubt, to the interest which the Education Officers and the teachers have taken in the Competition. Credit is also due to the parents, who have probably said a few words at home. I always think parents are rather left out of education. As a matter of fact, their help and interest in all the children are doing is very valuable, and I am confident that in a matter like this the parents have had a good hand in it. (Applause.) I do not know what you all wrote about, but I think it is not at all unlikely that some of you spoke about the Life-boat which we saw at Chelsea last year, which is the fastest Life-boat in the world, and is now stationed at Dover to look after any aircraft which may be in trouble. But, whatever you wrote, you have been very successful, and I congratulate you all very heartily.

"The London Shield has been won by Hampstead, and I am very sorry that the Mayor was not able to come to-day. He himself was for seventeen years in the Naval Service and was a member of the Dover Patrol which did such wonderful work during the war. The Shield for the South-Eastern District was won by Croydon, and fortunately we have the Mayor of Croydon here to-day.

"Last year you received your prizes from Major-General Seely, who is, as he told you, a member of the Life-boat Crew at Brooke, in the Isle of Wight. The previous year it was Coxswain Swan, a Life-boatman who holds the Gold Medal of the Institution, which is looked upon as the Victoria Cross of the Life-boat Service. This year Colonel the Master of Sempill, who is a distinguished airman, is going to present the prizes to you, and I think that you are very lucky in again receiving them from a man who is able not only to talk to you about doing brave things, but to tell you how they are done. (Applause.)

"I will now ask Colonel the Master of Sempill to present the prizes."

#### Colonel the Master of Sempill.

After presenting the Shields and other awards, Colonel the Master of Sempill said: "I take it as a very great privilege to have been appointed by the Committee of Management to present the Shields and Certificates to-day, and I would like to congratulate all those who have received them. I would like also to say, on behalf of the Committee of Management, how very grateful we are to their Worshipships the Mayor of Westminster and the Mayor of Croydon for coming here to-day to participate in this ceremony. Wherever the work of the Life-boat Institution is being carried on we always find the Mayor leading that work in an energetic and whole-hearted manner."

After giving a brief history of the Competition and referring to the developments for 1931, which were described in the issue of *The Lifeboat* for last June, Colonel the Master of Sempill quoted some extracts from the essays. He then proceeded:

"I have recently had a good deal of experience around the coasts of many lands. I have been all round the Baltic States, Norway, Sweden, and round the coasts of Great Britain, and I can assure you that no other country is so well provided with splendid equipment in the shape of Life-boats, Life-boat houses and launching facilities as are the coasts of Great Britain.

"The Chairman referred to the new Dover Life-boat, which was recently christened *Sir William Hillary* by the Prince of Wales. She is the fastest Life-boat in the world, with a speed of over twenty miles an hour, which she obtains from two engines of nearly four hundred horse-power each. It was thought necessary to have such a Life-boat stationed at Dover because there was so much traffic up and down the Straits, and also because of the aircraft which pass over the Straits all day and in certain cases, at night. In the case of airplanes which might be in distress and come down into the water it is important that the Life-boat should be able to get to the wreck at

once. An airplane is a flimsy structure. It is quite strong enough for its work in the air, but if it should hit the water it would break up very quickly and sink. Therefore the Life-boat must get to the scene very quickly.

"What would happen would be this. All airplanes travelling to and from this country are in touch by wireless telephone with the aerodromes in England, at Croydon and Lympne, and also with the aerodromes in France or Belgium to which they may be travelling. The pilot is sending out information all the time to say where he is, what he is doing, the state of the weather and if everything is going all right. He is also receiving by wireless all the movements which are going on in connexion with other machines, so that he may be on the look-out in the air for them. When he comes to the coast he tries to get as much height as he possibly can so that, in the event of an engine-failure he can glide down, but if the clouds are very low it may not be possible for him to climb to a great altitude.

We will assume that a pilot of a twin-engined machine is passing over Dover or Dungeness and he signals that he is passing over and that he is making for Cape Grisnez, in France. He cannot get higher than a thousand feet. He looks to starboard and then to port to see the gauges which tell him the behaviour of the two engines on which the safety of the craft depends. He finds from them that the engines are working properly. Therefore he is perfectly content to set off at a thousand feet, since it is not possible to get higher. We will assume that he travels fifteen miles and suddenly the oil pressure drops in the starboard engine. There is a tremendous noise. The pilot's first action is to grasp the throttle which is by his right-hand side and which controls that engine. He closes it down to, prevent further damage, though, as a general rule, in a major trouble of that kind no further damage is done. He is thus deprived of 50 per cent. of his power and therefore tries to fly to the nearest point of land.

The machine is heavily loaded, so that he cannot maintain height on one engine. He immediately sends a message to Lympne and tells them of his position. He tells them that he is gradually dropping and asks them to inform the Life-boat at Dover that he will shortly be forced to descend to the water. Then as he continues to lose height he sees that he must come down in the water. He keeps up communication with the shore, and asks them to send assistance as quickly as possible. The sea is rather rough, and he knows the machine will not last long. They have got his position, and the Life-boat at Dover sets out with the greatest possible speed. If the pilot handles his machine skilfully it may float for a matter of fifteen minutes, but it depends upon the weather and the state of the sea. The passengers have life-belts, but it is essential that the Life-boat should reach them at the greatest possible speed, and that is the reason why the Institution proceeded with the construction of this Life-boat." (Applause.)

After speaking of the financial needs of

"one of the finest, perhaps the finest, of the voluntarily supported Institutions of which the country is so proud" (Applause), the Master of Sempill concluded: "I should like to congratulate those boys and girls who have entered this Competition, and particularly those who have won prizes. I hope that next year with the amended scheme there will not only be 1,700 schools competing, but much more like 3,000." (Cheers.)

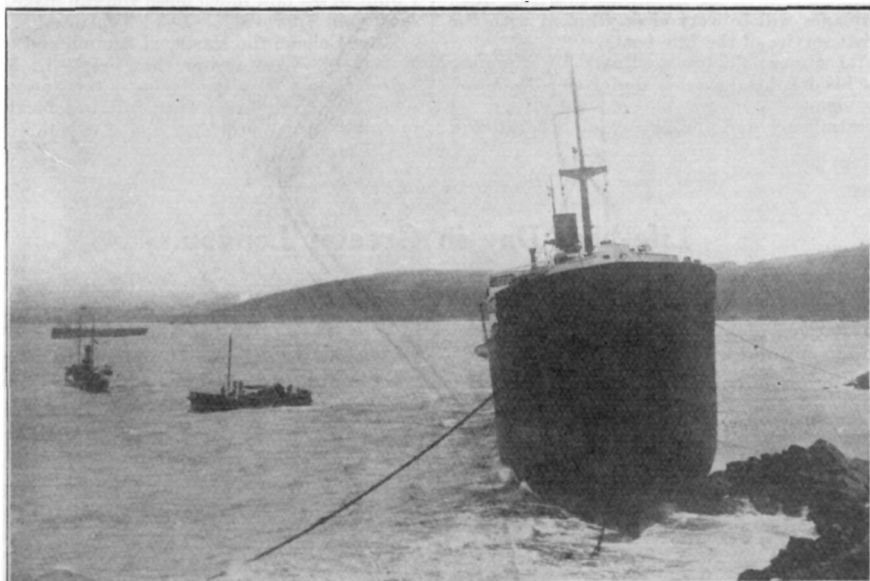
Mr. Arthur Cranmer then sang "Devon, O Devon," "Johnny Come Down to Hilo," "Shipmates O' Mine," "What shall we do with the Drunken Sailor," and "Come My Own One," accompanied at the piano by Master Philip Cranmer, the audience joining in the choruses of the second and fourth songs.

#### Mr. George F. Shee.

Mr. George F. Shee, M.A., the Secretary of the Institution, in proposing a Vote of Thanks said: "We feel we are greatly indebted to you, Mr. Mayor, for presiding, because this is the second time you have presided over the presentation of prizes in connexion with the Essay Competition. But there are other and very important reasons why we appreciate the presence of the Mayor of Westminster. This Competition is national. Boys and girls from every part of Great Britain and Ireland enter for it, and it seems to me singularly fitting that when the prizes are presented to London schools it should be the Mayor of Westminster who presides, because, in some things, Westminster, with its great Abbey, can claim priority even over the City of London, and because, although the Institution was founded in the City of London, its home for many years has been Westminster.

"And now I would advise you, boys and girls, to take a good look at the Master of Sempill, and for this reason. You have heard of the 'Elusive Pimpernel.' Well, he is more elusive than that. He is not often down at our level at all. He visits the earth infrequently, and his visits, like those of the angels, are few and far between. You have seen him speaking with great courtesy and charm, and yet he has got into the habit of 'looking down' on the majority of his fellow-creatures. Therefore it is extraordinarily kind of him to 'condescend' to come here to-day. He is a very distinguished airman, as you probably know, not only during the war, but ever since, and spends most of his time in the air. You will remember how Peter Pan always flew into the bedroom to call on his little friends Wendy and Michael. Imagine the joy of being the Master of Sempill's children, who have flown almost as soon as they could crawl. The Master, as he has told you, has flown right round our Islands and visited nearly every Life-boat Station in that way. What a lesson in geography! I think there are several of you who would like to learn their geography lesson in that way. (Laughter and Applause.)

"We are most grateful to the Master of Sempill for paying this 'flying visit' and telling us something about the noble service with which the science of flight will be more



*By courtesy of]*

*[Western Morning News.*

**ASHORE NEAR PLYMOUTH.**

The S.S. "Umberleigh," of London, ashore at Bovisand Bay on 20th September last. The Plymouth Motor Life-boat, which stood by in a whole gale and landed eighteen of the crew, can be seen on the left of the steamer.



*By courtesy of]*

*[L.N.A.*

**LIFE-BOAT ESSAY COMPETITION.**

Colonel] the Master of Sempill presenting the Challenge Shields for Greater London and the South East of England. On the Master of Sempill's left is the Mayor of Westminster

and more closely connected. For I cannot help thinking that we are advancing to a time when airplanes will be very closely linked with the great service of the Life-boats.

"I also would like to thank Mr. Cranmer for his delightful singing, and I would ask you to signify your gratitude to the Mayor of Westminster and the Master of Sempill, and

also to Mr. Cranmer, by your hearty applause. I want to see how much noise you can make to show your approval." (Loud Applause.)

After Colonel the Master of Sempill and the Mayor of Westminster had replied, Mr. Arthur Cranmer led the singing of the National Anthem. A small Life-boat gift was handed to each boy and girl as they left the hall.

## Life-boat Day in Greater London.

### The "Splendid" Poor.

LIFE-BOAT Day was held throughout Greater London on 20th May, except in Ealing, where it was held on 27th September. The Day was organized by the Central London Women's Committee of the Ladies' Life-boat Guild in the City, Westminster and St. Marylebone and by the Branches throughout the area, and they had the help of many of the Mayoresses of the London boroughs, well-known society people, actors and actresses. The Lady Mayoress herself collected in the streets in the City; the Mayoresses of Acton, Bermondsey, Chelsea, Croydon, Deptford, Ealing, Fulham, Greenwich, Ilford, Kingston, Lambeth, Paddington, Richmond and Westminster either organized or personally helped in the appeal in their own boroughs; and actors and actresses from five companies in the West End collected in the streets.

### Exhibition of Models.

The Science Museum at South Kensington arranged a special exhibition of its Life-boat models—sixteen being shown, illustrating the development of Life-boats from the pulling boat *Original*, built in 1789, to the Motor Life-boats of to-day—and this exhibition was continued for the week.

Life-boats were stationed at Croydon Town Hall and at Tottenham Town Hall, where the Chairman of the Tottenham Council organized the appeal, and the public were allowed to go over the boats.

During the week the Mayor of Hammersmith made a special and personal appeal at the theatres and cinemas in Hammersmith, which he visited with

Mr. John T. Swan, Coxswain of the Lowestoft Life-boat from 1911 to 1924, who holds the Institution's Gold Medal for gallantry, its Silver Medal with a Second Service Clasp, and the Medal of the Order of the British Empire. Coxswain Swan spoke at eight theatres and cinemas, and was also on board the Life-boat stationed at Tottenham Town Hall.

At Ealing on 27th September a Life-boat was stationed outside the Town Hall. Colonel the Master of Sempill, a member of the Committee of Management, took part in the Day, being received by the Mayor and Mayoress, and spoke from the Life-boat.

The total sum raised on these two days was £5,378, as compared with £4,567 in 1929.

### No Buttons.

Not only was the contribution larger, but this year, for the first time, the Institution's bankers reported that they found no buttons in the collecting boxes when they counted the money! On the other hand, there was such a variety of foreign coins that the money changers themselves were unable to identify all of them.

One collector, who was stationed in the hall of one of the most expensive hotels, reported that a man staying in the hotel gave her half a crown—and asked for 2s. 4d. change! But the spirit in which the public responded is best shown in a letter from another collector who wrote: "Some of the really poor have been just *splendid*. For that reason I'd rather do East London than any part."



*By courtesy of]*

*[J. Shaw, of Whitley Bay.*

**MRS. POLLY DONKIN.**

A fish-wife of Cullercoats, Northumberland, 73 years old, awarded the Institution's Gold Brooch. During the past eight years she has collected £272 out of the £1,055 which the fish-wives of Cullercoats have collected at the summer exercise of the Life-boat.

## The Services of Old Age.

Workers of 85 and 95 years.

It is no very uncommon thing to find Life-boatmen able to continue on active service until they have passed the three score years and ten; but it is not only in the Life-boats that old age shows an active and effective interest in the work of the Service.

In October last the Institution had a letter from its Honorary Secretary at Southampton, Mrs. Walter, in which she said that she had called a meeting of the Ladies' Life-boat Guild to ask for their help in carrying out a Life-boat sale of work. The Guild, however, preferred to organize a whist drive, so Mrs. Walter carried out the sale of work herself, and raised over £30. She wrote of it, "it was a labour of love, and I am never idle a minute; but, being 85 years old, I shall not be able to do quite so much."

The latest member of the Ladies' Life-boat Guild is Mrs. A. Barber, of Hindhead, Surrey, who is now in her 96th year. Mrs. Barber is a subscriber not only to Headquarters, but to the Alnmouth and Boulmer Branch, in

which she takes a special interest, as she is Northumbrian by birth, and lived in Northumberland for forty years. She writes of those early days: "I have been interested in the North since I once lived there, and one day at Tynemouth, 75 years ago, there was a storm, and we ran to see the ships go into the Tyne. There were no piers then, and we saw one suddenly go back into the open sea. The Life-boat put off from the house, and I can see her now pulling over the great waves, and, alas, all in view, the boat went down with all hands before they could rescue it. Excuse me telling you this, but old people do not forget, and even here last week my nurse was reading of the storms at sea. It may interest you to know that I saw Queen Victoria, Prince Albert and Edward Prince of Wales open a Station in 1849. I have no power to collect except by writing, but I am planning a quite promising means of raising some more money and interest for the beloved Life-boat Service."

## In Gratitude for Life-boat Services.

On the 8th May, 1930, the Great Yarmouth and Gorleston Motor Life-boat saved the sailing yacht *Billikat*, and rescued her two occupants. Mr. H. L. Loring, the owner, has become a subscriber of £2 2s. to the Institution.

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On the 23rd June, 1930, as reported elsewhere, the Sennen Cove Motor Life-boat attempted to rescue two young men bathing off Land's End. Both were drowned. Their father, Mr. J. B. Bulmer, of Holyhead, has sent a donation of £10 10s. and become a subscriber of £1 1s. in appreciation of the prompt efforts of the Life-boat.

\* \* \* \* \*

On 23rd August last, with a strong breeze blowing and a rough sea, the Humber Motor Life-boat rescued the two occupants of the auxiliary sloop *Dakar*, of Hull, which had stranded while loading gravel on the banks. The Master and Owner of the *Dakar* has sent a donation of £5 5s. through the Humber Station, in gratitude for this service.

\* \* \* \* \*

At eight on the morning of 2nd October last, the Exmouth Life-boat was launched to the

help of the m.v. *Ben Johnson*, of London, which had gone ashore on the Pole Sands, three-quarters of a mile from the Station. Wind and sea were moderate, but there was a heavy swell on the sands. The crew of the *Ben Johnson* would not leave her, so the Life-boat stood by until five in the afternoon. She then returned to her Station, but put out again at midnight, as the waves from the heavy swell were breaking over the vessel, and stood by until daybreak. As the weather looked bad, she again stood by in the afternoon, and again during the night, until the wind shifted. Altogether she was standing by for over twenty hours. In gratitude for this service the National Benzole Company, the owners of the vessel, have sent a donation of £5 5s.

\* \* \* \* \*

On the afternoon of 25th October last the Motor Life-boat at Walton-on-the-Naze went out to the help of a small open boat, which could be seen far out at sea, and in difficulties. A nasty sea was running, with heavy squalls blowing. The Life-boat found the boat with two men on board. She was quite unmanageable, being already half full of water and in

danger of sinking. The Life-boat took off the two men and brought them into Clacton. A few days later the Institution received a letter from one of the two men, expressing his gratitude for the rescue of himself and his son. He wrote: "I am an ex-naval chief petty officer with seven children, and in all probability I should have lost my son and myself

but for the timely help of the Walton Life-boat. After my 23 years at sea in the Royal Navy, I now feel quite a greenhorn, and I can now realise the wonderful organisation and value to all poor and distressed brothers on land and sea. With my heartfelt thanks and my wife's and family's, I beg to remain, ever yours in gratitude."

## Special Gifts.

### From Brazil.

A GIFT of £5 has been received from the staff of the Western Telegraph Company at Maranhao, in Northern Brazil.

### Australian's Gift from a Sweepstake.

A gift of £40 has been received from a passenger, coming from Australia to England, on board the R.M.S. *Rangitiki*. This was the proceeds of a sweep on the day's run

which he had won, and when the steamer arrived at Southampton, he sent it to the Institution, saying that he would always do anything he could for the Life-boat Service.

### From Petersfield Junior School

The children of Petersfield Junior School sent 10s. out of the proceeds of a sale which they hold on their Prize-giving Day to enable the whole school to have a Christmas party.

## Reviews.

### The Missions to Seamen.

"At the Sign of the Flying Angel." By G. A. Gollock. (Longmans, Green & Co. 5s. net.)

It was 107 years ago that Sir William Hillary, in his Life-boat Appeal, wrote of our seamen that "for ages they have been the acknowledged support of our splendour and power," and that "we shall be wanting in our best duties to them, to our country and to ourselves" until we do everything possible for their safety. Miss Gollock's very interesting book is the story of one of the many agencies—the Church of England's Missions to Seamen—by which, during the past 100 years, the country has slowly but increasingly fulfilled its duty to its seamen, of whom there are now in the sea-going mercantile marine about 200,000. She describes the conditions under which they lived ashore and afloat 100 years ago, when there was certainly nothing in their lives to make them realize that they had anything to do with the "splendour and power" of Great Britain. She gives an account of the crimping and robbery in the days when, in San Francisco alone, those who preyed on the sailor got from him £40,000 or £50,000 a year of his wages.

She traces the growth of the Mission to Seamen, which began with the work of one man in the Bristol Channel in 1835, became a Society in 1856, and now has 113 stations and 161 churches and institutes all over the world, from Vancouver and Valparaiso to Kobe and Auckland. Finally, she gives some account of the men who have done the work of the Missions, men who have had to be seamen as well as chaplains, and as ready with their hands as their tongues. Of the names she mentions among the workers for the Missions, two will be very familiar to readers of *The Lifeboat*. One is Lieut.-Commander Gartside-Tipping, R.N., for many years a member of the Committee of the Missions to Seamen, who had been a District Inspector of Life-boats, and then a member of the Committee of Management of the Institution. He volunteered for active service in 1914, at the age of sixty-six, and was killed in action. The other is the Rev. T. Stanley Treanor, for many years Chaplain of the Missions to Seamen in the Downs, Honorary Secretary at the same time of the Institution's Deal Branch, and the author of "Heroes of the Goodwin Sands." It has been well said of the Institution and the Missions to

Seamen that one rescues the sailor from the dangers of the sea and the other from the dangers of the land.

#### Pioneers of Progress.

“Pioneers of Progress: Stories of Social History, 1750-1920.” By C. S. S. Higham. (Longmans, Green & Co. 2s. 6d. net.)

Mr. Higham's aim has been to tell very briefly and simply the stories of the most important social changes of the last two centuries. The freeing of the slaves, the reform of the prisons, the development of the roads, the building of lighthouses, the establishment of the Police Force, penny postage, the Factory Acts, hospital nursing and, last, but not least, the establishment of the Life-boat Service are among the great social and humanitarian achievements about which he writes. In his Life-boat Chapter (illustrated with a portrait of Sir William Hillary, while the first Life-boat, the *Original*, provides the frontispiece to the book) he has admirably carried out his aim of giving a

short and simple account which yet includes the principal events in the founding of the Institution and its development during more than a century. Its concluding paragraph is in itself so excellent and true a summary of the history of the Service and of the men associated with it, that we must quote it in full:—

“As we come to the end of our story we can picture to ourselves the chain of Life-boat Stations all round the coast. . . . We see the crews, fisherfolk and boatmen, always ready to venture their lives when the signal goes. And there passes before us a great pageant of those who have made the Service. Lukin the coach-builder and Wouldhave the painter, who designed the early boats; Henry Greathead and Thomas Beeching, the famous boat-builders; Sir William Hillary, the founder, who actually saved more than three hundred lives as a member of a Life-boat's Crew himself. But, finest of all, is the endless stream of sturdy Coxswains and their gallant Crews, the nameless heroes of the bravest service in the world.”

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

Thursday, 26th June, 1930.

SIR GODFREY BARING, BT., in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
The Annie Ronald (of “Oaklands,” Paisley) Memorial Fund (donation) . . . . .	2,000	0	0
Dr. Rodocanachi, (donation) . . . . .	103	11	0
Anonymous, (additional donation) . . . . .	50	0	0
Capt. H. R. Newgass, (subscription) . . . . .	25	0	0
Mrs. C. A. Allen, (additional donation) . . . . .	20	0	0

To be thanked.

Paid £25,126 4s. 1d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses and Slipways, and the maintenance of the various Life-boat establishments.

Reported that the Lords Commissioners of the Admiralty had written expressing their admiration and appreciation of the gallant work of the Flamborough Life-boat in rescuing the crew, sixteen in number, of the Admiralty vessel *Rosa*, on the 28th April, 1930. (A full account of this service appeared in *The Lifeboat* for June, 1930.)

Voted £97 8s. to pay the expenses of the following Life-boat Services during May and June, 1930:—

May 25th.—The LOWESTOFT Motor Life-boat rescued the three occupants of the rowing boat *Tom Bowling*, of Lowestoft, which was in difficulties during a moderate N.E. breeze, with a moderate sea. The boat was first seen at 1.20 P.M., drifting north with the strong ebb tide in the broken water of the inner shoal of the Newcome Sands. The Life-boat was launched, but the boat drifted near the shore, and was beached with the help of the Coastguard. Three boys were on board, exhausted and seasick, and they were taken to the Coastguard's Look-out. A little later three men launched the small boat, and she again got into difficulties. This time the Life-boat took the men, together with the boat, safely into harbour.—Expenses, £16 7s. 6d.

June 1st. The EASTBOURNE Motor Life-boat rescued one survivor of the Swedish steamer *Inger*, of Helsingborg, which sank, about three miles south of the Royal Sovereign light-vessel, after being in collision with an Italian steamer, in thick weather, while bound from Swansea to Sundsvall. Information of the accident was received from the Coastguard,



and the Life-boat left for the position given at 2.50 A.M. She picked up a survivor and searched for others without success returning ashore at 7.35 A.M. Two were saved by the other vessel, but the remainder, about fifteen in number, were lost.—Expenses, £30.

June 3rd.—The WHITBY Motor Life-boat put out at 8.25 A.M., in a very thick fog with a light northerly wind, and strong ground swell, as considerable anxiety was felt for the fishing coble *St. Hilda*, which, with only one man on board, had put off to haul crab pots at 3 A.M. and had not returned. The Life-boat found the boat a mile and a half to the north of Whitby, and escorted her home. Two other boats were still out and the Life-boat remained in readiness. At 11 A.M. a fog horn was heard off the Pier ends, and on going out the Life-boat discovered the *Faith*, and escorted her into harbour. Another boat, *Irene*, was still missing, so the Life-boat put off again. The missing boat was found off Kettleless Point, and reached port at 1 P.M. Owing to the state of the tide it was not possible to re-house the Life-boat at once, and this was done at 7.30 P.M.—Expenses, £12 3s.

June 3rd.—The STAITHES Life-boat was launched at 8.30 A.M. in thick weather with a northerly wind, as the motor fishing-boats *Flora*, *Freda* and *Mizpah* found it impossible to land owing to a strong north-easterly sea. Two of the boats were found at anchor in the fog and escorted into harbour. The Life-boat then went out again to watch for the third, which was herring fishing. She came in about an hour later accompanied by the Life-boat.—Expenses, £12 12s. 6d.

June 7th.—The NEW BRIGHTON NO. 2 Motor Life-boat was called out in fine weather with a strong northerly breeze and a moderately rough sea, and rendered assistance to the motor launch *Scintus*, of Liverpool, which was in difficulties. Information that the boat was sending out distress signals, in the Rock Channel, had been received from the Coastguard, and the Life-boat left her moorings at 9.10 P.M. The *Scintus*, which had ten persons on board, was found dragging her anchors in a nasty cross sea, with her engines broken down. She was taken to a safe anchorage by the Life-boat, which also brought ashore seven of the occupants. The others remained on board.—Expenses, £9 3s.

June 10th.—The KIRKCUDBRIGHT Motor Life-boat was launched at 7.30 P.M., in a strong S.W. breeze, with a moderate sea, as the fishing boat *Cachalot*, of Morecambe, had, earlier in the day, run aground on Milton Sands. The receding tide had left her almost dry and lying broadside on to the sea. As the tide turned the Life-boat stood by her until she refloated, and escorted her over the bar into safety.—Expenses, £11 19s.

June 14th.—The RAMSGATE Motor Life-boat put out at 6.35 A.M. and stood by the steamer *Gedania*, of Danzig, which had stranded to the S.E. of the Brake Light-vessel, on the Goodwin Sands, while bound light from

Hamburg to Texas, with a crew of thirty-nine. The weather was misty with a moderate easterly breeze and smooth sea. No help was required by the vessel, but the Life-boat remained by her until she refloated. The Life-boat returned to Ramsgate at 1.30 P.M.—Expenses, £5 3s.

The following service was also reported :—

June 15th.—The CLACTON-ON-SEA Motor Life-boat saved a small motor-boat and her three occupants, when she was in distress on Whitaker Sands, having shipped several seas which had disabled her engine. Information of the boat's plight was given by the Coastguard, and the Life-boat left at 7.55 P.M., but she found that it was impossible to get alongside the motor-boat for some hours owing to the shallow water. Two Life-boatmen were then placed aboard her. She was found to be leaking badly, but eventually was taken to Brightlingsea by the Life-boat, where she arrived at 4 A.M. Property Salvage Case.

Also voted £78 19s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Caister, The Humber (Motor), The Mumbles (Motor), Newhaven (Motor), Sennen Cove (Motor), Wells, and Wick (Motor).

The Lowestoft (Motor) Life-boat was also launched.

Passed a further £319 11s. 1d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Broughty Ferry, Caister, Eastbourne, Fethard, Fraserburgh, Holyhead, Johnshaven, Moelfre, The Mumbles, New Brighton, Padstow, Port Eynon, Port St. Mary, Rhoscolyn, Rye, St. David's, Walmer, and Whitby.

Granted £43 17s. 6d. to men for injury in the Life-boat Service at Blackpool, Caister, Cardigan, Moelfre, and Newhaven.

Decided that the special weekly allowance of £1 which is being paid 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, be continued for a further six months.

Voted a compassionate grant of £5 to T. E. BRIGGS, late Second Coxswain of the Plymouth Life-boat, who had to relinquish his post on account of ill-health.

Directed that a Letter of Thanks be addressed, through the Ministry of Industry and Commerce, Dublin, to Sergeant MICHAEL WALSH, of the Civic Guard of the Irish Free State; that a Letter of Thanks and the sum of 10s. be sent to MARK DOWNING, and that a grant of 7s. be made to JEREMIAH O'SULLIVAN, in connexion with the rescue of two of the crew of the trawler *Arravale*, of Milford Haven, which was wrecked, with the loss of six of the crew of eight, at Adrigole, Bantry Bay, on the 28th March, 1930.

At 3.30 A.M. Mr. O'Sullivan reported to the

Civic Guard that the vessel was ashore on the rocks at Faha West and burning flares. Sergeant Walsh at once endeavoured to obtain a boat, but without success, and search parties were organised. Two bodies were found and artificial respiration tried without avail. At daylight two men were seen on the wreck. A strong S.W. breeze was blowing with a rough sea, but the tide was ebbing. About 7 a.m. Mr. Downing got close to the wreck, by going from rock to rock. A rope was then thrown to him, and by this means the two survivors were saved. It was then found that after the *Arravale* struck an attempt had been made by her crew to get ashore in the ship's boat, but she had capsized, and only the captain and chief engineer had succeeded in regaining the vessel.

Voted 10s. to two men, both members of the West Bay, Dorset, Life Saving Apparatus Company, for rendering assistance to the two occupants of a small boat, which was seen by the Coastguard drifting out to sea, on the 7th June; also granted 2s. for fuel consumed by the salvors.

Voted £1 to four men for rendering assistance to the four occupants of a rowing boat which was in difficulties in a rough sea off Craiglais Rocks, Aberystwyth, on the 9th June.

Voted 10s. to the Coxswain of the New Brighton Life-boat, who, with another man and the Permanent Motor Mechanic, put off in the motor boarding boat and rendered assistance to the motor-boat *Cintilla*, which was in difficulties in the Rock Channel on the 9th June, with her propeller foul and her sail blown away.

Voted 10s. to the Coxswain of the New Brighton Life-boat and another man, who, with the Permanent Motor Mechanic, went out on the 9th June in the motor boarding boat, in a moderately rough sea, and stood by the fishing smack *Tern*, of Warrington, ashore on Burbo Bank, until she floated.

Voted £1 2s. 6d. to the Coxswain of the Hoylake and Hilbre Island Life-boats and two other men for putting off in a motor-boat on the night of the 14th June, when the Coastguard reported that distress signals had been seen in the direction of Mostyn, and searching without success for a vessel in need of help. Also addressed a Letter of Thanks to Mr. D. W. HESSEGRAVE, Honorary Secretary, whose motor-boat was used for the search.

Voted £4 to eight men for putting off from Southend-on-Sea, in the motor-boat *Britannia*, and rescuing the five occupants of the yacht *Blue Bird*, on the morning of the 15th June; also granted 12s. to four men who assisted. A strong N.E. breeze was blowing, with a very rough sea, when information was received from the Pier Head that a vessel was ashore on the Nore Sands. As the Life-boat was not available the motor boat was manned and put off. The five men on board the yacht were taken into the *Britannia*, which then

towed off the yacht and took her and the five men to Southend.

Voted £1 to four men for bringing ashore on 15th June the motor-boat *Firefly* at Brighton, the engine of which had broken down when she was four miles out; also granted 2s. 6d. for fuel consumed.

Voted £1 to two men for rescuing five persons from a rock, near the South Stack, Holyhead, on which they had scrambled when the schooner *Baltic*, of Dublin, had stranded in a fog early in the morning of the 19th June. She heeled over with the rising tide, but before she did this the Master, his two daughters, and two men got on to the rock, where they remained until 7.30 a.m. when they were seen by the two salvors, who put out in their fishing boat.

#### Thursday, 17th July, 1930.

SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. THE PRINCE OF WALES, K.G., the President of the Institution, for attending the Inaugural Ceremony of the new Dover Motor Life-boat *Sir William Hillary* and naming the Boat on the 10th July, 1930.

Passed a Vote of Thanks to Rear-Admiral BEAMISH, C.B., M.P., for his action in moving an amendment to the Finance Bill, 1930, as a result of which the Chancellor of the Exchequer agreed to allow repayment of tax on petrol used by the Institution's Life-boats, Tractors and other gear.

Passed the following unanimous Vote of Thanks:—

That the most cordial thanks of the Committee of Management be accorded to Captain H. F. J. ROWLEY, C.B.E., R.N., for his long, distinguished and most valuable services to the Royal National Life-boat Institution, and that this Committee desire to place on record their high esteem and regard for Captain Rowley both as an Officer of the Institution and as a friend.

Produced a letter from the Mercantile Marine Department, Board of Trade, expressing the Board's appreciation of the services of Captain H. F. J. ROWLEY, C.B.E., R.N., in establishing and maintaining close and cordial relations with H.M. Coastguard Service, and a sense of the loss which his retirement will be to the Life-Saving Service generally.

Decided to close the Burnham, Holyhead No. 2, Palling, and Skerries Life-boat Stations; also decided that the Stronsay Life-boat Station which had been temporarily closed for some years be permanently closed.

Reported the receipt of the following special contribution:—

Mr. T. F. B. Davis (donation) . . . £25 0 0  
To be thanked.

Paid £33,539 2s. 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 £17 4s. 6d. to pay the expenses of the following Life-boat services during June, 1930 :—

June 28th.—The SEAHAM Motor Life-boat saved the motor fishing-boat *Albert* and rescued her crew of three, when she was drifting out to sea, with her engine disabled, during a strong westerly wind. She overtook the fishing boat several miles out at sea, and, taking the men on board, towed the boat back to harbour.—Expenses, £5 2s. 6d.

June 30th.—The MONTROSE NO. 2 Life-boat rescued two women and five men from the raft at Montrose Bathing Station on which they were marooned.—Expenses, £12 2s. (A full account of this service appeared in the last issue of *The Lifeboat*.)

The following service was also reported :—

June 24th.—The SELSEY AND BOGNOR Motor Life-boat assisted to save the motor yacht *Panther*, of Southampton, and rescued her crew of five, when the vessel was in difficulties through engine-trouble while bound from Southampton to Littlehampton. The weather was fine with a strong W.S.W. breeze and choppy sea. Shortly before 7 P.M. the Coastguard reported that distress signals had been observed, and a few minutes later the Life-boat was launched. She found the yacht about two and a half miles S.W. of Selsey Bill with her motor mechanic gassed and unable to work his engines. She helped her to get to Littlehampton, and then returned to her Station, arriving at 12.30 A.M. Property Salvage Case.

Also voted £36 15s. 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 :—Kirkcudbright (Motor),

Scarborough (Motor), Sennen Cove (Motor), Southwold (Motor), and Weymouth (Motor).

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

Granted £19 10s. to a man for injury in the Life-boat Service at Caister.

Decided that the special weekly allowance of £1 10s. which is being allowed to W. E. HAYLETT, 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 for a further six months.

Voted a compassionate grant of £2 10s. to W. R. CROSS, in recognition of his good services in the Walmer Life-boat for fifty-five years.

Awarded a Framed Photograph of a Life-boat going out to a vessel in distress, suitably inscribed, and the sum of £2, to Mr. LESTER GREEN, aged sixteen, for rescuing, single-handed and at considerable personal risk, the six occupants, four men and two women, of the sailing boat *Dauntless*, which was upset in Blakeney Harbour on the 28th June. The tide was ebbing with a rough sea, and the overturned boat was rapidly being carried out to sea, with the people clinging to it. Mr. Green immediately put out in an eighteen-foot sailing boat. He succeeded in getting the six persons on board his small boat, a very difficult operation, requiring considerable skill in order to be done without accident.

#### Thursday, 31st July, 1930.

The HON. GEORGE COLVILLE in the Chair.

Decided to take steps to acquire new premises for the Head Office of the Institution.

## Obituary.

### Mr. S. J. R. Legerton, of Clacton-on-Sea.

By the death of Mr. Robert Legerton on 28th September, at the age of eighty, the Institution has lost one who has been closely associated with its Clacton-on-Sea Station since its establishment fifty-two years ago, and who, as a Coxswain, had a distinguished record.

Mr. Legerton was appointed Coxswain of the first Life-boat which was sent to Clacton in 1878, and served for thirteen years, retiring in 1891. During that time the Life-boat was launched on fifty-nine occasions and rescued 169 lives. The outstanding service in which he took part was the rescue of the crew of sixteen of the lugger *Madeleine*, of Boulogne, which was wrecked on the

Gunfleet Sands on the 23rd October, 1881, in a very heavy sea. The Life-boat had to approach from windward and was flung right on the deck of the lugger. Her rudder was broken and other damage done, but she succeeded in making fast alongside, and the whole crew of sixteen was rescued. For this gallant and dangerous service Coxswain Legerton was awarded the Silver Medal of the Institution. He was also awarded a Gold Medal by the French Government, the Second Coxswain receiving the same award, and each member of the Crew a Silver Medal. Two years later Coxswain Legerton was awarded a Second Service Clasp to his Medal for his gallantry on the night of 23rd Janu-

ary, 1883, when the Life-boat capsized on service, and, though she righted herself at once, two of her crew were swept away and drowned. On his retirement in 1891 Coxswain Legerton was awarded a Third Service Clasp to his Medal.

In 1898 Mr. Legerton became Assistant Honorary Secretary of the Clacton Branch, and from 1910 until 1920 he was Honorary Secretary. He was then elected a Vice-President of the Branch, so that his connexion with the Clacton

Life-boat extended over a period of fifty-two years.

**Ex-Coxswain Evan Hughes, of Criccieth.**

Ex-Coxswain Evan Hughes, of Criccieth, died on 31st October at the age of seventy. He had served in the Criccieth Life-boat for some forty years. From 1890 to 1901 he was Second Coxswain, and from 1901 to 1926 he was Coxswain. On his retirement, at the end of 1926, he was awarded the maximum pension and a Coxswain's Certificate of Service.

### A Canadian's Legacy.

In December, 1928, the Institution received the following letter from Millbrook, Ontario, Canada:—

"In the Toronto, Can., *Globe* of Dec. 8th, I saw an interesting article about the work of the Royal National Life-boat Institution. I have known a little about your work in the past, but not for many years, and have never lost interest in it.

"Will you kindly send me some literature explaining the work more fully. While I am not a rich man (a retired Methodist Minister aged 82) still if I do not have a lingering illness before the good Lord calls me home, I hope to have enough money left to benefit one or two of the good Societies such as that you represent. It is in my thought and in my heart to leave 500 Dollars in my Will for the Royal National Life-boat Institution. My good wife is provided for, unless something unforeseen should happen to us."

The information was sent, and a little less than a year later the wife wrote to say that her husband was dead. She had found among his papers the Institution's letter referring to the proposed legacy, and asked if he had promised a gift and what the amount was. A copy of her husband's letter was sent to her. In reply she sent 500 dollars (£102 11s. 9d.), and wrote: ". . . It is with great pleasure I am able to send the cheque for the amount stated, and hope, when the time comes to follow my dear husband, to be able also to follow his example in helping this most worthy Institution."

### Awards to Coxswains and Life-boatmen.

To WILLIAM JOHNSTON, on his retirement, after serving 15½ years as Coxswain of the Stromness Life-boat, a Coxswain's Certificate of Service, and a Pension; also a special gratuity of £20 on account of ill-health, his illness having been aggravated by exposure in the Life-boat Service.

To JOHN COOMBES, on his retirement, after serving 14½ years as Coxswain of the St. Peter Port Life-boat, a Coxswain's Certificate of Service, and a Pension.

To WILLIAM SHIELS, on his retirement, on the closing of the Station, after serving 11 years as Coxswain of the Skerries Life-boat, a Coxswain's Certificate of Service, and a Pension.

To THOMAS BLACK, on his retirement, after serving 10 years as Coxswain, 6 years as Second Coxswain, 2½ years as Bowman, and previously 19½ years as a member of the Crew of the St. Andrews Life-boat, a Coxswain's Certificate of Service, and a Pension.

To WILLIAM WILLIAMS, on his retirement, after serving 7½ years as Coxswain, 4½ years as Second Coxswain, 7½ years as Bowman, and previously 30½ years as a member of the Crew of the Llandulas Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To JOHN GARRETT, on his retirement, on account of ill-health, after serving 5½ years as Coxswain, 8½ years as Second Coxswain, and previously 23 years as a member of the Crew of the Ramsey Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To THOMAS W. BLACKMORE, on his retirement, after serving 13 years as Second Coxswain, 20½ years as Bowman, and previously 5 years as a member of the Crew of the Torbay Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To THOMAS B. CUNNINGHAM, on his retirement, after serving 10 years as Second Coxswain, and previously 28 years as a member of the

Crew of the St. Andrews Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To JAMES KELLY, on his retirement, on account of ill-health, after serving 7 years as Second Coxswain, 4 years as Bowman, and previously 15 years as a member of the Crews of the Whitby Life-boats, a Life-boatman's Certificate of Service, and a Pension.

To JOHN WILLIAMS, on his retirement, after serving 9 years as Second Coxswain, 4½ years as Bowman, and previously 14 years as a member of the Crews of the Holyhead Life-

boats, a Life-boatman's Certificate of Service, and a Pension.

Life-boatmen's Certificates of Service have been awarded to the following men who have retired, the figure after the names being their years of service :—

EDWARD T. BINGHAM (49), Kingsdown.  
WILLIAM C. COOPER (53), Lowestoft.  
JAMES KINGSFORD (37), Kingsdown.  
JAMES D. LILLY (47), Kingsdown.  
WILLIAM N. ROSE (56), Lowestoft.  
HENRY TRENWITH (35), St. Mary's.  
RICHARD E. WELLARD (49), Kingsdown.

### Awards to Honorary Workers.

Sir CHARLES WILSON, LL.D., has been appointed an Honorary Life-Governor of the Institution in recognition of the distinguished services which he has rendered for very many years past, first as Honorary Secretary of the Leeds Life-boat Saturday Fund, later as a member of the Committee of the Leeds Branch, and since 1924. as its Chairman; 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.

Mr. ALFRED BELK has been appointed an Honorary Life-Governor of the Institution in recognition of the distinguished services he has rendered as Honorary Secretary of the Hartlepool Station Branch for upwards of 49 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.

Mr. W. J. BURDEN has been appointed an Honorary Life-Governor of the Institution in recognition of the valuable services he has rendered as Honorary Secretary of the Teignmouth Station Branch for upwards of 45 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. Mr. Burden was awarded the Silver Medal of the Institution for his gallantry when he took part in the rescue of the crew of eight men of the schooner *Tehwija* of Riga, in October, 1907.

To Mrs. POLLY DONKIN, in recognition of her valuable co-operation in raising funds in Cullercoats, the Gold Brooch and the Record of Thanks (see page 193).

To Mrs. SAUNDERS, in recognition of her valuable co-operation as Honorary Secretary of the Ventnor Branch, the Gold Brooch and the Record of Thanks.

To Mr. WILLIAM BERTRAM, J.P., in recognition of his valuable co-operation as Honorary Secretary of the Dunbar and Skateraw Station Branches for many years, the Gold Pendant and the Record of Thanks.

To Mr. ERNEST WOOLFELD, who is retiring, after 19 years' service as Honorary Secretary

of the Kessingland Station Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. NORMAN McIVER, on his retirement, after 10 years' service as Honorary Secretary of the Stornoway Station Branch, the Thanks of the Institution inscribed on Vellum.

To Mrs. STOCKDALE, in recognition of her valuable co-operation as Honorary Secretary of the Batley Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. GERALD BYRNE, on his retirement, after 6 years' service as Honorary Secretary of the Kingstown Station Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. R. V. PYE, in recognition of his valuable co-operation as Honorary Secretary of the St. Anne's Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. THOMAS T. BISSET, Shore Signalman of the Dunbar and Skateraw Station Branches, in recognition of his valuable services in assisting to raise funds, a Framed Photograph of a Life-boat going out to a vessel in distress.

To Mr. ALAN STAINER, in recognition of his valuable co-operation in raising funds in Newquay (Cornwall), a Framed Photograph of a Life-boat going out to a vessel in distress.

To Captain A. E. KEYS-WELLS, on his retirement, after many years' service as Honorary Treasurer of the Saltburn Branch, the Record of Thanks.

To Sir CHARLES H. RAFTER, K.B.E., Chief Constable of the City of Birmingham Police Force, and the Officers and Men of the Force, the Record of Thanks, in recognition of their services in raising funds.

To Chief Officer A. R. TOZER, and the Officers and Men of the City of Birmingham Fire Brigade, in recognition of their services in raising funds, the Record of Thanks.

## News from the Branches.

1st July to 30th September.

### Greater London.

**BALHAM.**—Special Life-boat Display at the Pavilion Theatre in connexion with the showing of the film "Atlantic" and collections organized by the Branch.

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

**EALING AND BRENTFORD.**—Life-boat Day, with Life-boat, and a speech by Colonel the Master of Sempill, a member of the Committee of Management.

**HAMPSTEAD.**—Presentation of Life-boat Essay Shield at Prize-giving at Emmanuel School. Address by the District Organizing Secretary.

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

**MITCHAM.**—Social gathering of members of the Ladies' Life-boat Guild and Life-boat Day workers, with an address by the District Organizing Secretary.

**ST. ALBANS AND HARPENDEN (HERTS.).**—Annual Meeting on 10th July, with the Mayor, Chairman of the Branch, presiding. Speaker: The District Organizing Secretary. Amount collected this year £263, as compared with £309 in the previous year.

Address by the District Organizing Secretary to the Rotary Club. Address to Tabernacle Women's Meeting by Miss Silvester, the Hon. Secretary. Life-boat Day.

**WESTMINSTER.**—Special Life-boat Display at the Metropole Cinema in connexion with the showing of the film "Atlantic."

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

Four Lectures and Addresses were given by the District Organizing Secretary, in addition to those mentioned.

### North-West of England.

**ACCRINGTON (LANCASHIRE).**—Kitchen Shower and Pound Fair, arranged by the Ladies' Life-boat Guild. Life-boat Day.

**ABRAM (LANCASHIRE).**—Whist Drive and Dance.

**ASHTON-UNDER-LYNE (LANCASHIRE).**—Life-boat Day.

**ATHERTON (LANCASHIRE).**—House-to-House Collection.

**BAMBER BRIDGE AND WALTON-LE-DALE (LANCASHIRE).**—Annual Meeting of the Ladies' Life-boat Guild. Amount collected last year £26, as compared with £16 in the previous year.

*Tennis Tournament and Tea, organized by the Ladies' Life-boat Guild.*

**BILLINGE (LANCASHIRE), BLACKPOOL (LANCASHIRE), BLACKROD (LANCASHIRE).**—Life-boat Days.

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

**BREDBURY (CHESHIRE).**—Meeting of the Ladies' Life-boat Guild. Mrs. Beeley elected President and Mrs. P. Kenyon Vice-President.

**BURNLEY (LANCASHIRE).**—Life-boat Day. Garden Fête, arranged by the Ladies' Life-boat Guild.

**CREWE (CHESHIRE).**—Life-boat Day. Sunday Vocal and Pictorial Concert.

**CARNFORTH (LANCASHIRE), CASTLETOWN (ISLE OF MAN), CULCHETH-WITH-KENYON (LANCASHIRE).**—Life-boat Days.

**DOUGLAS (ISLE OF MAN).**—Life-boat Day. Sunday Dinner-table Collection.

**FLEETWOOD (LANCASHIRE).**—Life-boat Day, with demonstration by the Piel (Barrow) Motor Life-boat.

**GOLBORNE (LANCASHIRE), HASLINGDEN (LANCASHIRE), HINDLEY (LANCASHIRE).**—Life-boat Days.

**HOLME (LANCASHIRE).**—House-to-House Collection.

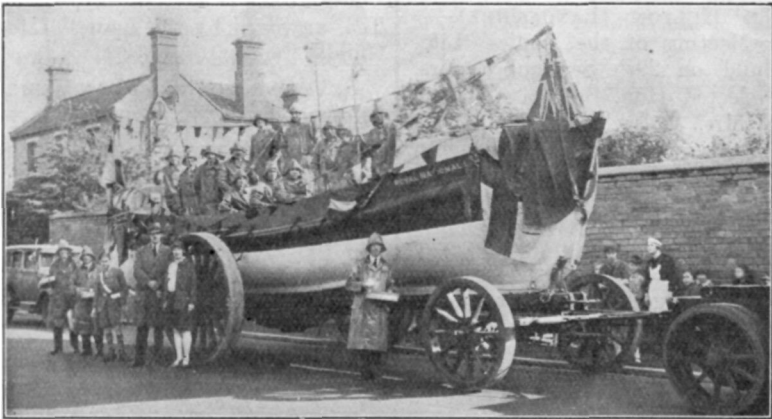
**HOLLINGWORTH (CHESHIRE).**—Fête, arranged by the Ladies' Life-boat Guild.

**HORWICH (LANCASHIRE).**—Annual Meeting of the Ladies' Life-boat Guild on 16th September. Amount collected



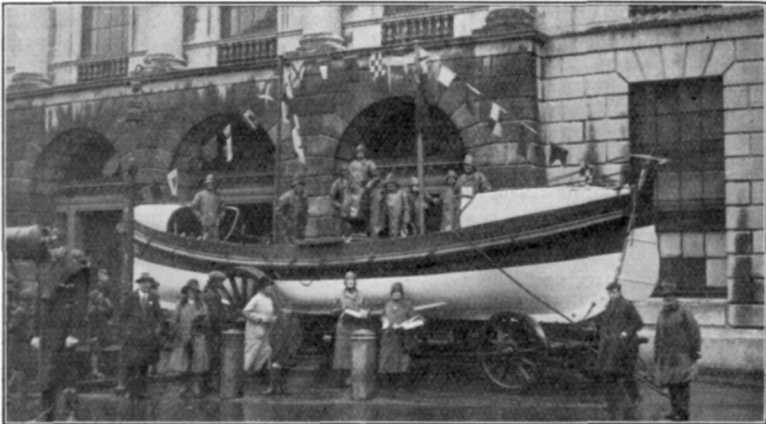
**LIFE-BOAT DAY AT FILEY.**

Launching the Life-boat on 9th August with the sons of H.R.H. Princess Mary, Countess of Harewood, on board.



**LIFE-BOAT DAY AT KIDDERMINSTER.**

With members of Toc H manning the Life-boat and members of the British Legion collecting.



**LIFE-BOAT DAY AT CHELMSFORD.**

last year £74, as compared with £71 in the previous year.

HOYLAKE (CHESHIRE).—Presentation of Centenary Vellum by Lady Stanley of Alderley. (See special report in last issue of *The Lifeboat*.)

HYDE (CHESHIRE).—Annual Meeting on 3rd September. Amount collected last year £82, as compared with £97 in the previous year.

Whist Drive organized by the Spiritualist Church Committee.

INCE-IN-MAKERFIELD (LANCASHIRE).—Annual Meeting on 10th July. Amount collected last year £30 as compared with £67 in the previous year.

LANCASTER.—Garden Fête, arranged by the Ladies' Life-boat Guild.

LEIGH (LANCASHIRE).—Life-boat Day.

LITTLE HULTON (LANCASHIRE).—Annual Meeting of the Ladies' Life-boat Guild on 29th September. Mrs. Barnes elected Hon. Secretary in the place of Mrs. J. Eccles. Amount collected last year £21 as compared with £26 in the previous year.

LYTHAM (LANCASHIRE).—House - to - house Collection.

MANCHESTER, SALFORD AND DISTRICT:—Special meeting of Officers, Presidents of Districts, Life-boat Day Superintendents and members of Collections Committee, Captain W. C. Bacon, Chairman of the Branch, presiding.

AUDENSHAW. — House - to - house Collection.

BROUGHTON. — Address by the Branch Assistant Secretary at a meeting of the Broughton Co-operative Guild, and Collection.

CHORLTON - CUM - HARDY.—Ladies' Life-boat Guild formed.

DENTON.—Collections at the Picture Palace, in connexion with the film "Atlantic."

GORTON.—Collections at the Greyhound Racecourse.

OLD TRAFFORD.—Collections at the White City Stadium.

SALFORD.—Meeting of the Ladies' Life-boat Guild in the Town Hall.

SOUTH SALFORD.—Address by the Branch Assistant Secretary at a meeting of the Co-operative Guild, and Collection.

NANTWICH (CHESHIRE). — Life - boat Day.

PEEL (ISLE OF MAN).—Sunday Life-boat Service. Life-boat Day and Gymkhana.

PIEL (BARROW).—Life-boat Day.

PORT ERIN (ISLE OF MAN).—Life-boat Day. Sunday Service. Dinner-table Collection.

PORT ST. MARY (ISLE OF MAN).—Life-boat Day. Sunday Service.

PRESTON (LANCASHIRE), RAMSEY (ISLE OF MAN), RISHTON (LANCASHIRE).—Life-boat Days.

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

ST. ANNE'S-ON-SEA (LANCASHIRE).—Life-boat Day.

SABDEN (LANCASHIRE). — House-to-house Collection.

SEASCALE (CUMBERLAND).—Life-boat Day.

STANDISH (LANCASHIRE).—"Bring and Buy" Sale, organized by the Ladies' Life-boat Guild.

TARPORLEY (CHESHIRE). — Garden Fête.

TINTWISTLE (CHESHIRE). — Annual Meeting on 10th July. Amount collected last year £24 as compared with £28 in the previous year.

TRAWDEN (LANCASHIRE).—Life-boat Day.

UPHOLLAND (LANCASHIRE).—Annual Meeting of the Ladies' Life-boat Guild on 26th September. Miss Shirlaw elected Hon. Secretary in the place of Miss Laithwaite. Amount collected last year £7, the same amount as in the previous year.

ULVERSTON (LANCASHIRE), WARRINGTON (LANCASHIRE).—Life-boat Days.

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



WHALEY BRIDGE (CHESHIRE).—Life-boat Day.

#### North-East of England.

ALNMOUTH AND BOULMER (NORTHUMBERLAND).—The Branch has suffered a serious loss by the death, at the end of September, of Mr. Arthur Scholefield, Chairman of the Branch since 1915, and before that a member of the Committee.

BATLEY (YORKSHIRE).—Life - boat Day.

BRADFORD (YORKSHIRE). — “ Bring and Buy ” Sale. Life-boat Day at Ilkley.

BRIDLINGTON (YORKSHIRE), BRIGHOUSE (YORKSHIRE), CULLERCOATS (NORTHUMBERLAND).—Life-boat Days.

CRIGGLESTONE (YORKSHIRE).—Whist Drive.

DARLINGTON (DURHAM).—Fête.

DURHAM.—House-to-house Collection.

CRESSWELL (NORTHUMBERLAND), FILEY (YORKSHIRE).—Life-boat Days.

FLAMBOROUGH (YORKSHIRE).—Presentation to Coxswain R. Chadwick and Miss Bessie Bayes of the awards made to them in connexion with the service of the Flamborough No. 1 Life-boat to the s.s. *Rosa* on the 28th April last.

GOLCAR (YORKSHIRE), GOOLE (YORKSHIRE).—Life-boat Days.

HALIFAX (YORKSHIRE).—Whist Drive.

HAUXLEY (NORTHUMBERLAND), HEBDEN BRIDGE (YORKSHIRE).—Life-boat Days:

HECKMONDWIKE (YORKSHIRE). — Tennis Tournament.

HIPPERHOLME (YORKSHIRE).—Garden Fête.

HOLMFIRTH (YORKSHIRE).—Annual Meeting. Amount collected last year £34 as compared with £35 in the previous year.

HONLEY (YORKSHIRE). — House - to - house Collection.

HUDDERSFIELD (YORKSHIRE).—Life-boat Day.

HULL (YORKSHIRE).—Annual Meeting on 24th September, the Lord Mayor. President of the Branch, in the chair,

Efforts of the past year : Life-boat Day, Matinée. Amount collected £641 as compared with £614 in the previous year.

KNOTTINGLEY (YORKSHIRE). — Life-boat Day.

KIRKBURTON (YORKSHIRE).—House-to-house Collection.

LEEDS (YORKSHIRE). — Annual Matinée in Empire Theatre.

MALTON (YORKSHIRE). — Garden Fête. Life-boat Day.

MELTHORN (YORKSHIRE).—Life-boat Day.

NEWBIGGIN (NORTHUMBERLAND). — Carnival.

NEWBURN (NORTHUMBERLAND). — Life-boat day.

NEWCASTLE-ON-TYNE.—Ladies' Life-boat Guild reconstituted. Life-boat Day.

NORTH SUNDERLAND (NORTHUMBERLAND).—Seahouses Life-boat Day.

REDCAR (YORKSHIRE). — Annual Meeting of the Ladies' Life-boat Guild, the Mayoress, President, in the chair. Amount collected last year £179, as compared with £155 in the previous year.

Life-boat Day.

ROBIN HOOD'S BAY (YORKSHIRE).—Presentation of Centenary Vellum. (See special report in the last issue of *The Lifeboat*). Life-boat Day.

ROYSTON (YORKSHIRE).—House - to - house Collection.

RUNSWICK AND STAITHES (YORKSHIRE). — Life-boat Day. LOFTUS : Life-boat Day.

SALTBURN (YORKSHIRE), SCARBOROUGH (YORKSHIRE).—Life - boat Days.

SEAHAM HARBOUR (DURHAM). — Bridge Drive.

SEATON DELAVAL (NORTHUMBERLAND).—Life-boat Day.

SHEFFIELD.—The Branch has suffered a severe loss by the death of Mr. Thomas Shelton Cole, its Chairman since 1913, and before that a member of the Committee.

Life-boat Day.

SOWERBY BRIDGE (YORKSHIRE). — Life-boat Day.

SUNDERLAND (DURHAM). — Life-boat Day in districts.

WAKEFIELD (YORKSHIRE). — Whist Drive.

WATH-UPON-DEARNE (YORKSHIRE). — Life-boat Day.

WHITBY (YORKSHIRE). — Annual Meeting. Amount collected last year £193 as compared with £205 in the previous year.

Life-boat Day.

#### Midlands.

ALFORD (LINCOLNSHIRE).—Life-boat Day.

ASHBY - DE - LA - ZOUCH (LEICESTERSHIRE).—Life-boat Day.

ATHERSTONE (WARWICKSHIRE). — Carnival.

BIRMINGHAM.—Life-boat Day with Life-boat taken through the streets. Two broadcast addresses on Life-boat work and another on Life-boat Services in other lands from the Midland Regional Station by the District Organizing Secretary. Presentation of Life-boat Essay Certificates, and addresses by the District Organizing Secretary at three schools.

Special collections in hotels and public houses. Week's collection at Adelphi Picture House.

BOSTON (LINCOLNSHIRE), BUXTON (DERBYSHIRE), CIRENCESTER (GLOUCESTERSHIRE).—Life-boat Days.

COVENTRY (WARWICKSHIRE).—Presentation by the Mayor of the Challenge Shield won in the Life-boat Essay Competition by George Dix, of Spon Street Schools.

DROITWICH (WORCESTERSHIRE). — Life-boat Day.

GLOSSOP (DERBYSHIRE).—House - to - house Collection.

GRIMSBY (LINCOLNSHIRE), HALESOWEN (WORCESTERSHIRE), KETTERING (NORTHAMPTONSHIRE), LEEK (STAFFORDSHIRE), LEICESTER, LINCOLN, LYE AND WOLLESCOTE (WORCESTERSHIRE),

MABELTHORPE (LINCOLNSHIRE), MALVERN (WORCESTERSHIRE), NORTON CANES (STAFFORDSHIRE), NORTHAMPTON.—Life-boat Days.

NOTTINGHAM.—Sunday Concert at Palais de Danse, attended by the Lord Mayor (President of the Branch) and the Sheriff.

REDDITCH (WORCESTERSHIRE). — RETFORD (NOTTINGHAMSHIRE).—Life-boat Days.

RUGBY (WARWICKSHIRE).—Address by Captain Basil Hall, R.N., to the Rotary Club. Life-boat Day.

SPILSBY (LINCOLNSHIRE).—Life-boat Day. House-to-house Collection in Coningsby.

SKEGNESS (LINCOLNSHIRE). SLEAFORD (LINCOLNSHIRE).—Life-boat Days.

STAMFORD (LINCOLNSHIRE), STOKE-ON-TRENT (STAFFORDSHIRE). — Life-boat Days.

STOURBRIDGE (WORCESTERSHIRE).—Presentation of the Framed Photograph of a Life-boat going to a vessel in distress, awarded to Mrs. Dudley, the Hon. Secretary.

SUTTON - ON - SEA (LINCOLNSHIRE).—Life-boat Day.

TOWCESTER (NORTHAMPTONSHIRE). —Whist Drive.

WALSALL (STAFFORDSHIRE), WEST BROMWICH (STAFFORDSHIRE), WOODHALL SPA (LINCOLNSHIRE), WORKSOP (NOTTINGHAMSHIRE).—Life-boat Days.

#### South-East of England.

During the first week in September, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, visited the following Stations in Kent and Sussex, with the District Inspector of Life-boats, and met the local committees: Dungeness, Hythe, Brighton, Eastbourne, Hastings, Newhaven, Selsey, Shoreham and Worthing.

ALDEBURGH (NORFOLK).—Life-boat Day, including Saxmundham and Framlingham.

ASHFORD (KENT).—Wye Life-boat Day.

BEACONSFIELD (BUCKINGHAMSHIRE).—Branch formed. Hon. Secretary—the Lady Georgiana Curzon.

BEXHILL (SUSSEX).—Dance.

BILLERICAY AND LAINDÓN (ESSEX).—Life-boat Day.

BIRCHINGTON (KENT).—Sale of Souvenirs at Minnis Bay.

BLAKENEY (NORFOLK).—Presentation of the Centenary Vellum by the Lord Lieutenant. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

BLETCHLEY (BUCKINGHAMSHIRE).—Branch formed. Hon. Secretary—Mrs. F. M. Purcell.

BOGNOR (SUSSEX).—Life-boat Day.

BRANCASTER (NORFOLK).—Life-boat Day. Collection in Thornham Village.

BURY ST. EDMUNDS (SUFFOLK) and CAISTER (NORFOLK).—Life-boat Days.

CAMBRIDGE — Annual Meeting. Speakers: Engineer Rear-Admiral E. S. Weeks, C.B., and Mr. J. F. Lamb, a member of the Committee of Management. Amount collected last year £120 as compared with £108 in the previous year.

CHELMSFORD (ESSEX).—Burnham Life-boat Day.

CHESHAM (BUCKINGHAMSHIRE).—Drawing-room Meeting, address by the District Organizing Secretary. New Hon. Secretary—Miss Glauert.

CHATTERIS (CAMBRIDGESHIRE).—Life-boat Day.

CLACTON-ON-SEA (ESSEX).—Inaugural Ceremony of the new Motor Life-boat by H.R.H. The Prince George, K.G. (See special report in last issue of *The Lifeboat*.) Life-boat Day. Life-boat Sunday.

COLCHESTER (ESSEX), CROMER (NORFOLK).—Life-boat Days.

DARTFORD (KENT).—Whist Drive.

DOVER (KENT).—Inaugural Ceremony of the new Motor Life-boat by H.R.H. The Prince of Wales, K.G. (See special report in the last issue of *The Lifeboat*.)

DUNMOW (ESSEX).—Branch formed. Hon. Secretary—Mrs. LaFrentz.

EASTBOURNE (SUSSEX).—Crew entertained to supper by the Mayor. Life-boat Day.

FAVERSHAM (KENT), FELIXSTOWE (SUFFOLK).—Life-boat Days.

FOLKESTONE (KENT).—Life-boat Day, including Cheriton and Sandgate.

GOODWIN SANDS AND DOWNS (KENT), GREAT YARMOUTH (NORFOLK).—Life-boat Days.

GUILDFORD (SURREY).—House-to-house Collection.

HASBOROUGH (NORFOLK).—Life-boat Day, including Bacton, Stalham and North Walsham. Dance.

HAVERHILL (SUFFOLK), HERNE BAY (KENT).—Life-boat Days.

HIGH WYCOMBE (BUCKINGHAMSHIRE).—Collection at High School.

HUNSTANTON (NORFOLK), HYTHE (KENT).—Life-boat Days.

IPSWICH (SUFFOLK).—Address to the Rotary Club by the District Organizing Secretary.

KESSINGLAND (SUFFOLK).—Entertainment. New Hon. Secretary of the Ladies' Life-boat Guild—Miss D. Wiggs.

LITTLEHAMPTON (SUSSEX), LOWESTOFT (SUFFOLK).—Life-boat Days.

MALDON (ESSEX).—House-to-house Collection.

MAIDSTONE (KENT).—Address to the Rotary Club by the District Organizing Secretary. Life-boat Day.

MARGATE (KENT), NEWHAVEN (SUSSEX), NORWICH (NORFOLK).—Life-boat Days.

PALLING (NORFOLK).—Collection on the Beach. Dance.

RAMSGATE (KENT), RYE (SUSSEX).—Life-boat Days.

ST. NEOTS (HUNTINGDONSHIRE).—Drawing-room Meeting, address by the District Organizing Secretary. New Hon. Secretary—Mrs. Richardson.

SANDWICH (KENT).—Life-boat Day.

SEAFORD (SUSSEX).—Life-boat Day. American Tea.

SELSEY (SUSSEX).—Life-boat Day.

SHERINGHAM (NORFOLK).—Life-boat Day. Bowls Tournament.

SLOUGH (BUCKINGHAMSHIRE). — Jumble Sale.

SOUTHWOLD (SUFFOLK), SOUTHEND (ESSEX), SUDBURY (SUFFOLK).—Life-boat Days.

TENTERDEN (KENT).—Branch formed. Hon. Secretary—Miss L. Findlater.

WALTON-ON-THE-NAZE (ESSEX). — Inaugural Ceremony of the New Motor Life-boat by H.R.H. The Prince George, K.G. (See special report in the last issue of *The Lifeboat*.) Life-boat Sunday. Life-boat Day.

WELLS (NORFOLK), WESTGATE (KENT).—Life-boat Days.

WINDSOR (BERKSHIRE). — House-to-house Collection.

WOODBIDGE (SUFFOLK).—House-to-house Collection and film show.

WORTHING (SUSSEX). — Life - boat Day.

#### South-West of England.

AXMINSTER (DEVONSHIRE).—Colyton Life-boat Day.

BANBURY (OXFORDSHIRE).—Life-boat Day.

BARNSTAPLE (DEVONSHIRE).—Special Meeting at the Guildhall. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Branch formed. Hon. Secretary—Mrs. Jewell. Life-boat Day.

BASINGSTOKE (HAMPSHIRE).—Special Meeting of the Ladies' Life-boat Guild and Life-boat Day Workers, the Mayoress presiding. Address by Captain Basil Hall, R.N. Address to the Rotary Club by the District Organizing Secretary. Life-boat Day.

BOURNEMOUTH (HAMPSHIRE).—Life-boat Day.

BRIXHAM (DEVONSHIRE).—Life-boat Day. Concert at the Town Hall. Presentation of Certificates in Life-boat Essay competition by Mrs. Hay Matthey.

BUDLEIGH SALTERTON (DEVONSHIRE), BURNHAM (SOMERSETSHIRE),

CALNE (WILTSHIRE), CHIPPENHAM (WILTSHIRE).—Life-boat Days.

CLEVEDON (SOMERSETSHIRE).—Presentation of the Thanks of the Institution inscribed on Vellum awarded to Miss Edwards, the Hon. Secretary. Life-boat Day.

CORSHAM (WILTSHIRE), COVERACK (CORNWALL), COWES (ISLE OF WIGHT), CREWKERNE (SOMERSETSHIRE), DARTMOUTH (DEVONSHIRE), DAWLISH (DEVONSHIRE), DURRINGTON (WILTSHIRE).—Life-boat Days.

EXETER (DEVONSHIRE).—"At Home" given by Mrs. Arthur Reed, Chairman of the Branch and the Ladies' Life-boat Guild, to the Guild Members.

EXMOUTH (DEVONSHIRE).—Presentation of Centenary Vellum. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

FOWEY (CORNWALL).—Life-boat Day. Life-boat launched.

FROME (SOMERSETSHIRE).—Life-boat Day, organized by the Rotary Club.

FORDINGBRIDGE (HAMPSHIRE), GILLINGHAM (DORSETSHIRE).—Life - boat Days.

GUERNSEY. — Presentation of Centenary Vellum. (See special report on p. 178.) Special Meeting. Speaker: The District Organizing Secretary. Ladies' Life-boat Guild formed. Hon. Secretary—Mrs. Silvester. First Life-boat Day, organized by the newly formed Ladies' Life-boat Guild.

ILFRACOMBE (DEVONSHIRE). — Fête at Watermouth Castle. Life-boat Day.

ISLE OF WIGHT.—Life-boat Days held in the villages.

LAKE (ISLE OF WIGHT), LAUNCESTON (CORNWALL), LISKEARD (CORNWALL), LIZARD (CORNWALL), LULWORTH (DORSETSHIRE), LYME REGIS (DORSETSHIRE).—Life-boat Days.

LYNMOUTH (DEVONSHIRE).—Life - boat Day. Dance.

MELKSHAM (WILTSHIRE), MERE (WILTSHIRE), MIDSOMER NORTON (SOMERSETSHIRE), MINEHEAD (SOMERSETSHIRE), NEWBURY (BERKSHIRE).—Life-boat Days.

NEWQUAY (CORNWALL). — Life-boat Day, with procession in the streets, launch of the Life-boat and concert.

NEW MILTON (HAMPSHIRE), OKEHAMPTON (DEVONSHIRE). — Life-boat Days.

PADSTOW (CORNWALL). — Inaugural Ceremony of the new Motor Life-boat by H.R.H. The Duke of Gloucester, K.G. (Special report in last issue of *The Lifeboat*.) Life-boat Day.

PAIGNTON (DEVONSHIRE), PENZANCE (CORNWALL), PENRYN (CORNWALL), PETERSFIELD AND LISS (HAMPSHIRE), POOLE (DORSETSHIRE), PORT ISAAC (CORNWALL), PORTLAND (DORSETSHIRE), REDRUTH (CORNWALL), RINGWOOD (HAMPSHIRE), ROMSEY (HAMPSHIRE).—Life-boat Days.

RYDE (ISLE OF WIGHT).—Special Meeting of the Ladies' Life-boat Guild, Lady Daly presiding. Speaker: The District Organizing Secretary. Life-boat Day.

ST. IVES (CORNWALL), SALISBURY (WILTSHIRE), SANDOWN (ISLE OF WIGHT), SEATON (DEVONSHIRE), SENNEN COVE (CORNWALL). — Life-boat Days.

SCILLY ISLANDS (CORNWALL).—Inaugural Ceremony of the new Motor Life-boat. (See special report in the last issue of *The Lifeboat*.) Life-boat Day.

SHAFTESBURY (DORSET), SHANKLIN (ISLE OF WIGHT), SHIPLAKE (OXFORDSHIRE), SIDMOUTH (DEVONSHIRE), SWANAGE (DORSETSHIRE), TAVISTOCK (DEVONSHIRE), TEIGNMOUTH (DEVONSHIRE).—Life-boat Days.

TORQUAY (DEVONSHIRE). — Special Meeting at the Town Hall, Mrs. Malcolm Patton, J.P., President, in the chair. Life-boat Day.

TOTNES (DEVONSHIRE). — Life-boat Day. First Life-boat Day in Ashburton, organised by the Chairman of the Urban District Council.

VENTNOR (ISLE OF WIGHT), WADEBRIDGE (CORNWALL), WATCHET (SOMERSETSHIRE).—Life-boat Days.

WESTON-SUPER-MARE (SOMERSETSHIRE).—Special Meeting of the Ladies'

Life-boat Guild, Mrs. Porcher, President, in the chair. Mrs. Edmond's elected Hon. Secretary. Fête. Life-boat Day.

WEYMOUTH (DORSETSHIRE). — Life-boat Day, with Life-boat display off the pier.

WILTON (WILTSHIRE), WINCHESTER (HAMPSHIRE), WITNEY (OXFORDSHIRE), WOODSTOCK (OXFORDSHIRE), YARMOUTH (ISLE OF WIGHT), YEOVIL (SOMERSETSHIRE).—Life-boat Days.

#### Scotland.

ABERDOUR (FIFE), ANNAN (DUMFRIES), ANSTRUTHER (FIFE), ARDRISHAIG (ARGYLL), AUCHENCAIRN (KIRKCUDBRIGHT), AYR (AYR).—Life-boat Days.

BANFF, MACDUFF AND WHITEHILLS (BANFFSHIRE).—Life-boat Days at Banff, Macduff, Whitehills, Cornhill, Fordyce Landward, Portsoy and Turriff.

BUCKIE (BANFF), BUCKHAVEN (FIFE), BURNTISLAND (FIFE).—Life-boat Days.

CAMPBELTOWN (ARGYLLSHIRE).—Inaugural Ceremony of the new Motor Life-boat. (See special report on p. 174.)

COATBRIDGE (LANARK), CULLEN (BANFF), CULROSS (FIFE), DUMBARTON (DUMBARTON), DUMFRIES (DUMFRIES).—Life-boat Days.

DUNBAR (HADDINGTONSHIRE).—Presentation of Centenary Vellum. (See special report in the last issue of *The Lifeboat*.) At a meeting of the Committee of the Branch, General Sir F. R. Wingate, Bt., G.C.B., G.C.V.O., G.B.E., D.S.O., the chairman proposed a special vote of thanks to Mr. William Bertram, J.P., the Hon. Secretary and Treasurer for more than 42 years, and offered him the heartiest congratulations of the Committee, on the Gold Badge awarded him as a mark of the Institution's gratitude for his services. The vote was unanimously carried.

DUNFERMLINE (FIFE). — Life-boat Service in Dunfermline Abbey, conducted by the Rev. J. A. Michell Dabb, B.D. Life-boat Day.

EASTER ROSS (ROSS-SHIRE).—Cake and Candy Sale, Provost Ross presiding. The Sale was opened by the Countess of

Cromarty. Life-boat Days in Fearn and District, Invergordon and Portmahomack.

ELIE (FIFE), FORRES (ELGIN), FORTROSE (ROSS), GIRVAN (AYR), GRANTON-ON-SPEY (EDINBURGH), HAWICK (ROXBURGH), INVERNESS (INVERNESS), INVERARAY (ARGYLL), ISLE OF ARRAN (BUTE), JEDBURGH (ROXBURGH), KELSO (ROXBURGH), KYLE (ROSS), LARGS (AYR), LERWICK (SHETLAND).—Life-boat Days.

LOHCARRON (ROSS).—House - to - house Collection.

LOCHGILPHEAD (ARGYLL), LOCHMABEN (DUMFRIES), LOCKERBIE (DUMFRIES).—Life-boat Days.

LONGHOPE (ORKNEY).—Presentation by Sir Robert Hamilton, M.P., for the Orkneys and Shetlands, and Lady Hamilton, of the Thanks of the Institution inscribed on Vellum awarded to the Longhope Crew for the service to the trawler *Braconmoor* on the 5th January last, and of the Life-boat Essay Shield for Scotland, won by Elizabeth Copland, of Brims Public School. The Ceremony was followed by a dance.

LOSSIEMOUTH (ELGIN), MARKINCH (FIFE), MONTROSE (FORFAR), NAIRN (NAIRN), NORTH BERWICK (HADDINGTON).—Life-boat Days.

OBAN (ARGYLL).—Life-boat Days at Oban, Connel Ferry and Tobermory.

PERTH (PERTH).—Life-boat Day at Blairgowrie.

PETERHEAD (ABERDEEN), SANQUHAR (DUMFRIES), SELKIRK (ROXBURGH), STONEHAVEN (KINCARDINE), STRANRAER (WIGTOWN), SUTHERLAND (SUTHERLANDSHIRE), THURSO (CAITHNESS).—Life-boat Days.

TROON (AYR).—Inaugural Ceremony of the new Motor Life-boat. (See special report on p. 177.)

#### Ireland.

ARMAGH (CO. ARMAGH).—Life-boat Day.

BALLYCOTTON (CO. CORK).—Dance.

BALBRIGGAN (CO. DUBLIN), BALTIMORE (CO. CORK), BALLYUNION (CO. KERRY).—Life-boat Days.

BELFAST.—Annual Meeting of the Ladies' Life-boat Guild, Lady Dixon, D.B.E., first Vice-President, in the chair. Speaker: The District Organizing Secretary.

Broadcast Address by the District Organizing Secretary. Life-boat Day. Week's Fête at Balmoral.

BRAY AND GREYSTONES (CO. WICKLOW).—Life-boat Days.

CARLOW (CO. CARLOW).—Special Meeting, with Canon Ridgeway presiding. Speaker: The District Organizing Secretary. Branch formed. Hon. Secretary—Miss O'Meara.

CLONES (CO. MONAGHAN), CLONMEL (CO. TIPPERARY), COLERAINE (CO. LONDONDERRY).—Life-boat Days.

CORK.—Annual Meeting of the Ladies' Life-boat Guild, Mr. J. J. Horgan, Chairman of the Branch, presiding. Speaker: The District Organizing Secretary. Life-boat Day.

COURTMACSHERRY (CO. CORK), DONAGHADEE (CO. DOWN), DROGHEDA (CO. LOUTH), ENNIS (CO. CLARE), FERMOY (CO. CORK), HOWTH (CO. DUBLIN), KILKENNY (CO. KILKENNY), DUN LAOGHAIRE (CO. DUBLIN), LARNE (CO. ANTRIM).—Life-boat Days.

LIMERICK (CO. LIMERICK), LISTOWEL (CO. KERRY), LURGAN (CO. ARMAGH), MIDLETON (CO. CORK), MILTOWN MALBAY (CO. CLARE), MILFORD (CO. DONEGAL), MULLINGAR (CO. WESTMEATH), NEWCASTLE (CO. DOWN), NEW ROSS (CO. WEXFORD), PORTADOWN (CO. ANTRIM).—Life-boat Days.

LONDONDERRY.—Annual Meeting, The Mayor, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Mrs. J. B. Kennedy and Mrs. Trimble elected Joint Hon. Secretaries. Amount collected last year £106 as compared with £182 in the previous year. Life-boat Day.

PORTRUSH (CO. ANTRIM).—Life-boat Day with launch of Life-boat.

SKERRIES (CO. DUBLIN), SKIBBEREEN (CO. CORK), TANDRAGEE (CO. ARMAGH), TRAMORE (CO. WATER-

FORD), TUAM (Co. GALWAY), TULLOW (Co. CARLOW), TRALEE (Co. KERRY).—Life-boat Days.

WATERFORD.—Annual Meeting, Mr. W. E. Jacob, Chairman of the Branch, presiding, in the absence of the Mayor. Speaker: The District Organizing Secretary.

WHITEHEAD (Co. ANTRIM).—Life-boat Day.

#### Wales.

(Including Herefordshire and Shropshire.)

ABERAYRON (CARDIGAN).—Life-boat Day.

ABERDOVEY AND TOWYN (MERIONETH).—Life-boat Day, with launch of Life-boat. Dinner Table Collection.

ABERYSTWYTH (CARDIGAN).—Life-boat Day, with launch of Life-boat. Dinner-table Collection.

ANGLESEY.—Life-boat Day at Cemaes, with launch of Life-boat.

BANGOR (BANGOR), BEDWAS AND TRETTHOMAS (MONMOUTHSHIRE).—Life-boat Days.

BARMOUTH (MERIONETH).—Life-boat Day, with launch of Life-boat. Dinner Table Collection.

BRIDGNORTH (SALOP), BUCKLEY (FLINT), CARDIFF AND PENARTH (GLAMORGAN).—Life-boat Days.

CHURCH STRETTON (SALOP).—Life-boat Day and Garden Fête.

COLWYN BAY AND RHOS (DENBIGH).—Life-boat Day. Dinner Table Collection.

CONNAH'S QUAY (FLINT), CONWAY (CAERNARVON), COWBRIDGE (GLAMORGAN), FERRYSIDE AND CARMARTHEN BAY (CARMARTHEN), HOLYHEAD (ANGLESEY), AND LEOMINSTER (HEREFORD).—Life-boat Days.

LLANDUDNO (CAERNARVON).—Life-boat Day. Dinner Table Collection.

LLANDULAS (DENBIGH).—Life-boat Day at Abergele, with launch of Life-boat.

LLANDRINDOD WELLS (RADNOR).—Life-boat Day. Dinner Table Collection.

LLANFAIRFECHAN (CAERNARVON), LUDLOW (SALOP), MOLD (FLINT), NEATH (GLAMORGAN), NEWQUAY (CARDIGAN), NEWTOWN (MONTGOMERY), OSWESTRY (SALOP), PENMAENMAWR (CAERNARVON), PORTHCAWL (GLAMORGAN), PONTYPRIDD (GLAMORGAN), PRESTATYN (FLINT).—Life-boat Days.

RHYL (FLINT).—Life-boat Day, with launch of Life-boat. Dinner Table Collection.

ST. DAVID'S (PEMBROKE).—Life-boat Day, with launch of Life-boat. Carnival.

SOUTH CAERNARVONSHIRE.—Life-boat Days, with launch of Life-boats at Criccieth and Pwllheli. Life-boat Days at Morfa Nevin and Porthdinllaen.

SWANSEA (GLAMORGAN).—Life-boat Day.

TENBY (PEMBROKE).—Life-boat Day, with launch of Life-boat. Dinner Table Collection.

WELSHPOOL (MONTGOMERY).—Life-boat Day.

## Help !

See next page for places in the South of England where help is wanted in forming new Branches.

### Where Help is Wanted.

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

#### South-East of England.

HERTFORDSHIRE.—Luton and Dunstable.

BERKSHIRE (EAST).—Ascot and Sunningdale.

BUCKINGHAMSHIRE. — Buckingham and Burnham.

CAMBRIDGESHIRE.—Whittlesey.

ESSEX.—Brightlingsea and Dovercourt.

HERTFORDSHIRE. — Baldock, Letchworth and Rickmansworth.

HUNTINGDONSHIRE.—Ramsey.

KENT.—Chatham, Gillingham, Rainham, Sittingbourne, Southborough and Tonbridge.

NORFOLK.—East Dereham.

SUFFOLK.—Beccles, Newmarket and Stowmarket.

SURREY.—Chertsey.

#### South-West of England.

HAMPSHIRE.—Alton.

BERKSHIRE (WEST). — Abingdon, Wantage and Wallingford.

SOMERSET.—Shepton Mallet and Wellington.

CORNWALL.—Camborne.

DEVON.—Torrington.

### 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 February, 1931.*