

THE LIFEBOAT.

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Inaugural Ceremonies of Motor Life-boats.

Southend-on-Sea, Essex and The Humber, Yorkshire.

LIEUTENANT H.R.H. PRINCE GEORGE, K.G., G.C.V.O., R.N., named the Motor Life-boat which was sent last autumn to Southend-on-Sea, on 8th July last, the name given to the boat being *Greater London*. It will be remembered that just a year before, Prince George went specially to the Orkneys to name the new Stromness and Longhope Motor Life-boats.

There has been a Life-boat Station at Southend since 1879, and it has the record of 160 lives rescued from shipwreck. The present boat is the sixth to be built for the Station. She is of the Ramsgate type, specially designed in 1926 for those Stations where the Life-boats may have to travel considerable distances and to work over sands, and is a combination of the Watson, a cruising type, and the Norfolk and Suffolk, a shallow-draft type. She is 48 feet 6 inches \times 13 feet, with twin screws and two 40-h.p. engines. She has a speed of $8\frac{1}{4}$ knots and a radius of action of over 70 miles.

She is the gift of the Civil Service Life-boat Fund, which, since it was established in 1866, has contributed over £78,000 to the Institution, and is the eighth Life-boat to be provided and endowed out of the Fund. Of the eight, five are Motor Life-boats, and are stationed at Margate, North Deal, Maryport, Dun Laoghaire (Kingstown), and Southend-on-Sea. During the sixty-two years of the Fund, 1,266 lives have been rescued from shipwreck, and 54 boats and vessels saved, by Civil Service Life-boats.

Prince George, who travelled down by road from London, was received at the borough boundary by the Lord-Lieu-

tenant of Essex (Brigadier-General R. B. Colvin, C.B., T.D., J.P.), and the Mayor of Southend (Mr. R. H. Thurlow Baker). The Mayor presided at the Ceremony, and among those taking part in it were the Right Hon. Lord Southborough, P.C., G.C.B., G.C.M.G., G.C.V.O., K.C.S.I. (Chairman of the Civil Service Life-boat Fund), the Countess of Iveagh, C.B.E., M.P. for Southend, the Earl of Iveagh, C.B., C.M.G., D.L., the Bishop of Chelmsford (the Right Rev. H. A. Wilson, D.D.), the Hon. George Colville (Deputy-Chairman of the Committee of Management), Alderman Sir John Francis, J.P. (Chairman of the Southend Branch), Mr. George F. Shee, M.A. (Secretary of the Institution), and Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats). The singing was led by the Choir from Prittlewell Church and the Pier Band.

When the Prince arrived at the pier a number of presentations were made to him, including the Coxswain, Mr. George Murrell. The Prince then presented to Alderman F. Britain (Honorary Secretary of the Branch), the inscribed Binocular Glass which had been awarded to him by the Institution.

The Ceremony opened with the hymn "Eternal Father, Strong to Save," and Lord Southborough, on behalf of the Civil Service Life-boat Fund, presented the Life-boat to the Institution. In doing so he spoke of the late Mr. W. Fortescue Barratt, the Honorary Secretary of the Fund, who, even after he retired, continued to work wholeheartedly for the Life-boat Service. This new Life-boat, the first to be presented to the Institution by the Fund since Mr. Barratt's death, would carry

an inscription plate, recording the services of their friend and colleague to the Life-boat Cause. He then presented the boat to the Institution on behalf of the Civil Servants of the country, in full confidence that she would carry on the great traditions of the Life-boat Service.

In accepting the boat Mr. Colville expressed the deep gratitude of the Institution to the Civil Service. He then formally entrusted her to Alderman Francis (Chairman of the Branch), and after Captain Rowley (Chief Inspector of Life-boats) had described the boat, the Bishop of Chelmsford dedicated her to the glory of God and the service of mankind.

THE PRINCE'S SPEECH

Prince George then named the boat, breaking a bottle of wine on her bows. In doing so he said :—

“ There has always been a close and friendly link between the Royal Family and the Life-boat Service, ever since the Royal National Life-boat Institution was established in 1824, when King George IV. became the first Patron. These ties have been strengthened throughout the century, as the Institution has developed the great national service entrusted to it, and the Life-boat Crews have shown, by the constant example of their heroism and humanity, their readiness at all times to launch their boats to the assistance of those in peril on the sea.

“ At the present moment, His Majesty the King is the Supreme Patron of the Institution, and the Prince of Wales, the President, has always taken the keenest interest in the Institution and the welfare of the Service. (Cheers.)

“ This would be quite a sufficient reason why I should be pleased to be present to-day at the inauguration of this splendid Life-boat which bears the name *Greater London*. But, as a matter of fact, there are three reasons which add very definitely to my pleasure.

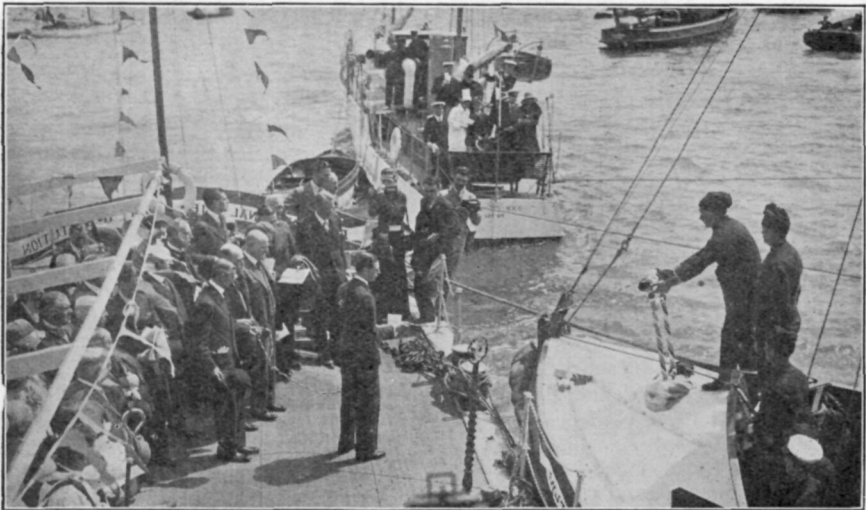
“ As a naval officer, I have been brought into close touch with the traditions of the Senior Service. I know how deeply the Royal Navy sympathise with the spirit that animates the Life-boat Crews and how much they admire

not merely the heroism of these men, but the seamanship and the skill with which they carry out their arduous duties.

“ Secondly, it fell to me last year, at the special request of His Majesty, to go from London to the Orkneys in order to name two Life-boats in those distant islands, at Stromness and Longhope—two splendid Motor Life-boats, one of them of the very latest type. In this way, I might say I was initiated into the Life-boat Service and it was, I think, a happy arrangement that I stayed in the Flagship of the Atlantic Fleet in order to carry out my pleasant duty.

“ These are, I am sure you will agree, very good reasons why I should welcome the invitation to name this fine boat to-day. But there is a third which may not have occurred to you, but which is very interesting to me. I have recently been appointed to the Civil Service and it is my privilege—and one which I value very highly—to be a member of the staff of the Foreign Office. My acquaintance with the duties of the Civil Service and my brief contact with some of its members have already confirmed the reputation which this great body of men holds in the mind of the nation for their devotion to duty and their high integrity of character. In this way I feel that I have some claim, however slender, to be here to-day as one of the great body of men and women, who, by their generosity and in the spirit of public service, have presented this magnificent boat to the Royal National Life-boat Institution. As I said on a previous occasion, I think few things are more highly creditable to the Civil Service than that they should have decided many years ago that there was one great national object, characteristic of the best qualities of our race and yet carried out on a purely voluntary basis, which deserved their steady support, namely, the Life-boat Service. (Cheers.)

“ As a result of that decision, they have, in the course of years, presented to the Institution and maintained, a little fleet of Life-boats, always the best of their respective kind and type, and always maintained by them at the highest standard of efficiency. This is



By courtesy of]

[Central News.

H.R.H. PRINCE GEORGE NAMING THE "GREATER LONDON."



By courtesy of]

[The Yorkshire Observer.

"CITY OF BRADFORD II."

Sir William Priestley at the helm. On his left, Mrs. Moss Howson; on his right, the Lord Mayor of Bradford and the Lady Mayoress; behind him, Mr. G. G. Stephenson. Lord Deramore is on the left of the picture, and Coxswain Cross on the right. In the background (wearing his chain of office) the Mayor of Bridlington.

the eighth Life-boat which the Civil Service has presented, and, like its immediate predecessors, it is a Motor Life-boat of the latest type. In this boat, which bears a great name, the *Greater London*, the Civil Service has a boat worthy of the Life-boat Service, worthy of the Crew which is called upon to man her and worthy of the great body of men and women—the Civil Service of Great Britain and Ireland—whose generosity she represents. She has already been launched on service six times and has saved four lives.

“ I have now great pleasure in naming her the *Greater London*, and I wish her and her gallant Crew Godspeed on the service to mankind to which she is dedicated.” (Loud cheers.)

THE PRINCE'S SPEECH AT THE LUNCHEON.

At the conclusion of the Ceremony, the Prince opened the new arm of the pier, and he and the principal guests were then entertained to luncheon by the Mayor. In replying to the toast of his health proposed by the Mayor, the Prince said :—

“ I much appreciate the kind way in which you have proposed my health and thank you all for the cordial way in which you have honoured the toast. This is the first time that I have visited Southend and I hope that my visit here to-day will be taken as another proof of the keen interest that all the members of my family take in the Life-boats provided by the Institution and in the splendid Crews that man them. I also hope that the naming of this boat, which has been formally pledged to the service of humanity with the blessing and the sanction of a religious ceremony, will lead to a great increase of interest in, and support for, the Life-boat Station at Southend.

“ Indeed, I venture to go a little further and to hope that my visit may lead to the boys and girls of the Southend schools entering with fresh zest into the essay competition which is held every year throughout Great Britain and Ireland, and in connexion with which six challenge shields are presented. I am encouraged in this hope by what has followed on my visit to the

Orkneys last summer. In that year the challenge shield for Scotland was won by a girl in the Orkneys, and two boys from Orkney schools won certificates, only thirty-five of which are given in each of the six districts. (Applause.) This year, I hear, the Challenge Shield for Scotland has been won by a boy in the Shetlands, and the Orkney schools have won no fewer than seven of the thirty-five certificates awarded. I am very glad to hear that my visit to the Orkneys has aroused so much interest and healthy ambition among the boys and girls, not only in the Orkneys, but in the Shetlands. For such an interest is not only very welcome to the Institution, but I am sure you will all agree with me that there are few better examples that we can put before British boys and girls as the model of everything that a good citizen should be than the men who man our Life-boats. (Applause.) And if this is the case with the children of the hardy islanders of the far Orkneys and Shetlands, it is probably even more true in the case of the boys and girls of a crowded and prosperous town like Southend.

“ It was this that the Institution had in mind when it set the subject for the competition this year. The subject was ‘ What are the qualities of the Life-boatman which make him an example of good citizenship ? ’ I wonder how many of us here would like to have suddenly to write an essay on that subject. I doubt if I should. But it had no terrors for the boys and girls and, even without being a patron of letters, one can enjoy the amusing and clever and even wise things which some of them wrote. One of the writers sums it up in a way which will appeal to the Mayor and town councillors of Southend. ‘ He is a man,’ writes this essayist, ‘ who gives his services to the public the same as borough councillors do.’ (Laughter and Applause.) Speaking in the presence of so distinguished a number of borough councillors, I feel that praise can hardly go further than this, and, although there is, perhaps, some difference between the Life-boatman and the borough councillor, I think we can all say we admire them both. (Laughter and Applause.)

Before resuming my seat, I must thank you, Mr. Mayor, for your kind hospitality, which I much appreciate." (Loud applause.)

The toast of the Royal National Life-boat Institution was proposed by Councillor H. W. Richardson (Chairman of the Pier Committee). In responding, Mr. Colville described the developments being made by motor power in the Life-boat Service, and the consequent great increase in the cost of maintaining it. He congratulated Southend on carrying out an excellent Life-boat Day, but said that it had not a very good list of annual subscribers, and he appealed to more of its population of over 100,000 to contribute 5s. a year. Mr. Colville then proposed the toast of the Mayor.

Before returning to London, Prince George visited Shoeburyness, where he opened the Children's Convalescent Sunshine Home.

The Humber (Yorkshire).

As a special Centenary gift to the Institution in 1924 the City of Bradford raised £10,000, in addition to its annual contributions to the general funds, and this gift was used to provide a 45-foot Watson Motor Life-boat for the Station at Spurn Point, on the Humber. This Boat was built in 1923, and was named *City of Bradford*. It has since been decided that the Humber should be provided with a boat of the improved and more powerful Watson Cabin type. This new boat was completed and went to the Station this year, while the other boat is the first Motor Life-boat to be put in the Institution's Reserve Fleet.

The new Humber boat has been built out of another special gift from Bradford amounting to £4,800, combined with a legacy of £5,000 received from the late Mr. Moss Howson, of Harrogate. She is named *City of Bradford II*, while the boat in the Reserve Fleet will now be called *City of Bradford I*.

As Spurn Point is very remote, the Inaugural Ceremony was held at Bridlington on 6th July. The Lord Dera-more, T.D., J.P. (Lord-Lieutenant for the East Riding of Yorkshire), presided, and among those taking part in the ceremony were the Lord Mayor of Brad-

ford (Alderman H. Thornton Pullan), who was accompanied by the Lady Mayoress, Sir William Priestley, J.P. (a Vice-President of the Institution and Chairman of the Bradford Branch), Sir Henry Sutcliffe-Smith (Honorary Secretary of the Bradford Branch), the Mayor of Bridlington (Alderman C. H. Gray, J.P., Joint Honorary Secretary of the Bridlington Branch), the Rural Dean of Bridlington (the Rev. J. Topham), the Rev. G. V. Britton (President of the Free Church Council of Bradford), Mrs. Moss Howson, Mr. H. Royal Dawson (Joint Honorary Secretary of the Bridlington Branch), Mr. G. G. Stephenson (Honorary Secretary of the Harrogate Branch), and about 150 members of the Bradford Branch and Ladies' Life-boat Guild. The singing was led by the Excelsior Prize Silver Band.

The Ceremony opened with a hymn, followed by prayer by the Rev. G. V. Britton. The Lord Mayor of Bradford then presented the Life-boat to the Institution in the name of the two donors, Mr. Moss Howson and the City of Bradford. In doing so he said that they were all proud of what Bradford had done for the Life-boat Service. The trade of their city was largely a foreign trade, dependent on ships and the brave men who manned them. Remembering that, they were glad to do all that they could to support those who were ever ready to help their comrades in peril on the sea.

In accepting the Life-boat on behalf of the Institution, Sir William Priestley said that besides making this special gift the Bradford Branch was fifth in the list of Branches in its contributions to the general funds of the Institution. So long as Bradford existed it would do everything possible to support the Life-boat Service.

The Rural Dean of Bridlington dedicated the Life-boat, and after the singing of a hymn Lieut.-Commander P. E. Vaux, D.S.C., R.N., District Inspector of Life-boats, described her.

Mrs. Moss Howson then named the Life-boat *City of Bradford II*.

A vote of thanks to Mrs. Moss Howson was proposed by the Lord Mayor of Bradford and seconded by Sir Henry

Sutcliffe Smith. Mr. G. G. Stephenson (Honorary Secretary of the Harrogate Branch) replied on Mrs. Moss Howson's behalf. He recalled that though Bradford claimed Mr. Moss Howson as a Bradford man, he had lived at Harrogate for thirty-five years, so that Harrogate claimed him also. He had been one of the earliest subscribers to the Harrogate Branch, and it was many years ago that he had first discussed leaving the Institution a legacy to provide a Life-boat.

A vote of thanks to the chairman was proposed by Canon William Barker and seconded by Councillor Victor Waddilove. In replying, Lord Deramore

spoke of the splendid record of the Yorkshire coast in life-saving. It had fifteen stations, and six of them—Redcar, Scarborough, Whitby, Filey, Bridlington and Spurn—had been in existence for over a century. Since complete records of lives rescued had begun to be kept in 1850, Yorkshire Life-boats had rescued 2,300 lives.

A vote of thanks to the Mayor of Bridlington was proposed by Mr. J. G. Hutchinson and seconded by Miss Nora Grainger (Assistant Secretary of the Bradford Branch). The Life-boat then went for a short cruise with a number of the visitors on board, and they were then entertained to tea by the Mayor.

The End of Steam.

Record of the Six Steam Life-boats and the "Helen Peele" of Padstow.

LAST spring, when the Motor Life-boat *Princess Mary* was sent to Padstow, the larger of the two Pulling and Sailing Life-boats at that station, and the Steam Tug, *Helen Peele*, were withdrawn from service, while the smaller Life-boat will, later on, be replaced by a light Motor Life-boat. With the *Helen Peele*, the last of the steam-driven boats in the Institution's Fleet has gone. For nearly forty years steam has played an important, though restricted, part in the Life-boat Service, and now that it has given way entirely to petrol, it should receive its valedictory notice in the Institution's Journal.

The first Steam Life-boat, the *Duke of Northumberland*, was completed in 1890, being stationed first at Harwich,

then at Holyhead, and then at New Brighton, returning later to Holyhead. Altogether six Steam Life-boats were built, although there were never more than four in service at the same time, for the size and weight of these boats necessarily confined their use to those Stations where they could be safely kept at moorings.

The last of these Life-boats was the *James Stevens No. 3*, built in 1898. She remained on service at Holyhead until the autumn of last year, when she was withdrawn to make way for a Motor Life-boat. Thus for thirty-eight years there were Steam Life-boats in the Institution's Fleet. They went out on service 468 times. They rescued 673 lives. These figures show the

Name.	Period of Service.	Stations.	Launches.	Lives Rescued.
<i>Duke of Northumberland.</i>	1890-1923	Harwich, Holyhead, New Brighton.	175	295
<i>City of Glasgow</i>	1894-1901	Harwich, Gorleston	26	32
<i>Queen</i>	1897-1924	New Brighton	81	196
<i>James Stevens No. 3</i>	1898-1928	Grimsby, Gorleston, Angle, Totland Bay, Dover, Holyhead	83	54
<i>City of Glasgow No. 2</i>	1901-1917	Harwich	99	87
<i>James Stevens No. 4</i>	1899-1900 (wrecked)	Padstow	4	9
			468	673

value of their work, restricted though it was, in the years before the coming of the internal-combustion engine gave the Life-boat Service mechanical power in a form which could be adapted to its general needs. The table on page 310 shows their individual record.

The Steam Tug, *Helen Peele*, remained in the Service some months longer than the last of the Steam Life-boats, leaving it at the end of last April. She was built in 1901, specially for the conditions of Life-boat work at Padstow. The year before, the new Steam Life-boat at Padstow had capsized on service, with the loss of eight of her crew, and it had been decided not to replace her with another Steam Life-boat. At the same time some special provision had to be made for the dangerous, rock-bound coast between Land's End and the Bristol Channel. There are few places on it where Life-boats can be stationed, and it was essential that the Life-boats at Padstow should be able to cover a big stretch of coast. This, with the help of the *Helen Peele*, they have been able to do. Padstow has had two Pulling and Sailing Life-boats, both of the self-righting type, and the Tug has worked with the larger of the two, the *Edmund Harvey*. During their twenty-eight years of joint service they have rescued 78 lives, while working by herself the *Helen Peele* has rescued 10 lives. From December, 1917, to January, 1919, she was on war-service as a rescue-tug with the Grand Fleet, and during that time rescued another 11 lives—99 lives in all.

A Medal Service.

She ended her long Life-boat career with one of the finest services in her record. In the early morning of 27th November, 1928, when a gale was blowing with a very heavy sea, it was reported that a Port Isaac motor fishing boat was at sea. The *Helen Peele* went out in search of her. With the help of her searchlight she found *Our Girlie* anchored close to the shore near Port Quin, and in great danger, for if her cable had parted the heavy seas would have flung her at once on the rocks. The Master of the Tug ordered the

oil to be turned on, and this smoothed the seas considerably. He then stood boldly in to within 200 yards of the rocks, in only two or three fathoms of water, and by manœuvring the Tug skilfully rescued the crew. In the darkness and shallow water, with the heavy sea running, it was an operation of great difficulty and danger, for had the tug touched the rocks, it would have been fatal. The rescue was completed only just in time. Immediately afterwards the cable of the fishing boat parted, she was carried on to the rocks, and became a complete wreck. For this gallant service the Master of the Tug, Mr. J. Atkinson, was awarded the Institution's Bronze Medal, which was presented to him at the Annual Meeting held in London last spring.

The *Helen Peele* is classed 100 A1 at Lloyds, and has probably many years of useful service before her. She has now become a tender to the big yachts on the Clyde, but her Life-boat work will not be forgotten, nor has it entirely come to an end, for she carries a brass plate with the record on it of her Life-boat work, and also, by the kindness of her present owner, a Life-boat collecting box. By going to Scotland after nearly thirty years' service on the English coast, she is returning home. For she was designed by the late Mr. G. L. Watson, of the Glasgow firm of yacht-designers, who was the Institution's Consulting Naval Architect, and she was built at Leith. Her bell remains at Padstow, where it will hang in the Institute.

The *Helen Peele* left Padstow for the Clyde on 2nd May last, and the Honorary Secretary of the Station wrote: "I, with a large number of other people, gave her a good send-off, and as she proceeded down the river it was to many a very sad occasion, like losing an old friend. All the trawlers had their whistles going as well as the *Helen Peele*, and we watched the procession of the six trawlers, headed by the *Helen Peele*, out to sea, until she was only a speck on the horizon."

As the *Helen Peele* put to sea from Padstow for the last time, with her escort of six trawlers, steam passed out of the Institution's Fleet.

A Life-boatman's Generosity.

Mr. Richard Cowling, late *Signalman of Scarborough.*

It is not only on the seas that Life-boatmen show the fine stuff of which they are made, and we feel sure that the following story will be read with as much pleasure and pride as any story of gallantry and devotion in the actual work of rescue.

Mr. Richard Cowling, of Scarborough, retired at the end of 1928, after serving for thirty-four years as a member of the Scarborough Life-boat Crew, and then for fourteen years as Signalman. He was awarded a Life-boatman's certificate of service, and also a pension, on the usual scale, in recognition of his services as *Signalman*. These pensions, as workers for the Institution know, are given to Coxswains, Second Coxswains, Bowmen and Signalmen, that is, to those who have certain regular duties to perform in connexion with the Station, and for these duties receive a retaining fee, in addition to the rewards which they, and the rest of the Crew, receive for every service or exercise launch in which they take part. The signalman's scale of pension is 3s. for each year of service, so that Mr. Cowling's pension amounts to £2 0s. 6d. a year.

A Journal's Criticism.

In the issue of the weekly paper *John Bull* for 27th April last, an article appeared on Mr. Cowling. The facts of his service and pension were correctly given, but the writer expressed himself as shocked at the smallness of the pension, and the article was headed "Three-Ha'pence a Day for a Hero!"

Such comments are made in evident ignorance of the very great difference between pensions in the ordinary sense of the word paid to those who have given their full-time service, and the pensions paid by the Institution to men who are not its servants, who earn their livings in other ways, and who give the Institution service which in the course of a whole year, takes only a few days of their time. There is no need for us to do more than point out this difference, because Mr. Cowling's own action is the

best reply which could be made to the critic's comments.

As a result of the article, *John Bull* received anonymously a hundred pounds to give to Mr. Cowling. The paper's representative then called on Mr. Cowling and offered him the money. He replied: "I am satisfied with what the Institution has done for me. I don't want to accept this money. If you do as I wish you'll take it and give it to the Institution. That would be the best possible thing that could be done."

"The Real Bulldog Breed."

John Bull reported this reply in another article, called "The Real Bulldog Breed," and then sent the cheque to the Institution, with a letter from the Acting Editor in which he said: "I think that we should be fulfilling the wishes of the donor if we were to pay over this money to the Royal National Life-boat Institution. . . . Kindly accept my best wishes for the success of your Society, whose fine work none appreciates more than *John Bull*."

The whole Life-boat Service will feel proud of Mr. Cowling's action. It is easy to say that he did the right thing, and that to have accepted the gift would have been to associate himself with what he felt was an unfair criticism of the Institution. That is true. Yet the money had been freely offered him. He was entitled to take it. He could have taken it, while repeating that he was satisfied with what the Institution had done for him. That he refused such a large sum rather than benefit in any way by what he felt to be unfair, was an action worthy of the highest traditions of the Service—of the generosity, the honesty and the independence which the country has learnt to associate with the name of Life-boatman.

We are very glad to be able to end this story of a Life-boatman's fine action by saying that Mr. Cowling has consented to accept from the Institution a small part of the gift which has come to it through him.

The Rye Life-boat Disaster.

The Mayor of Rye's Fund; Memorials to the Seventeen Life-boatmen.

ON 22nd June a meeting was held between the Attorney-General (Sir William Jowitt, K.C.) and the Trustees of the Fund which the Mayor of Rye raised for the dependents of the 17 Life-boatmen of Rye Harbour who lost their lives when the Life-boat capsized on service on 15th November last. At this meeting the Attorney-General put before the Trustees the following scheme for the distribution of the Fund, which amounted to about £34,500.

"(1) Capital grant to be made forthwith as follows: £1,000 to each of the five widows; £250 to the parent or parents of each unmarried son lost in the disaster. This would involve a capital expenditure of £8,000, being £5,000 to widows, and £3,000 to parents.

"(2) The balance of the Fund, which will then amount to about £25,000, is to be handed over to the Public Trustee for administration by him. He will be assisted by a local committee, consisting of seven persons whose names have been previously agreed.

"(3) The Public Trustee, acting on the advice of this committee, will administer the Fund so as to secure the maximum benefits to the dependents, and to see that there is on the one hand no premature exhaustion of the Fund, and on the other hand no undue accumulation which would result in a tontine for the ultimate survivors, or any undistributed surplus.

"(4) A trust deed will be prepared defining the powers of the Public Trustee as to administration, involving the power to make further capital grants and to settle the question of who are dependents. The details of the trust deed will be settled by the Trustees in consultation with the Public Trustee and Mr. Idle [the solicitor representing some of the dependents of the Life-boatmen] with power to consult the Attorney-General should any difficulties arise."

This scheme was fully approved by the Trustees and was accepted by the dependents of the 17 Life-boatmen.

Two Memorials.

A memorial tablet made of Manx stone has been presented to Rye Harbour Church by the people of the Isle of Man. It was unveiled on 24th June by Sir Claude Hill, K.C.S.I., C.I.E., Lieutenant-Governor of the Isle of Man, and was consecrated by the Bishop of Chichester (the Very Rev. G. K. A. Bell, D.D.). A special form of service was conducted by the Vicar of Rye Harbour (Rev. H. Newton) assisted by the Vicar of Peasmarsh (Rev. E. T. Clarke, M.A., R.D.), and Lady Maud Warrender sang "O Rest in the Lord." Among those present was the Mayor of Rye (Councillor L. A. Vidler, J.P.), and the church was filled with members of the families of the seventeen men.

In unveiling the tablet Sir Claude Hill said that it was a message of love and sympathy to the people of Rye Harbour from that small island, set in the midst of the storms of the Irish Sea, which was the home of Sir William Hillary, and the birthplace of the Royal National Life-boat Institution which he had founded.

Besides this tablet at Rye Harbour, a memorial stained-glass window has been placed in Winchelsea Church. The window is the work of Mr. Douglas Strachan, who executed the stained-glass windows which were Great Britain's gift to the Palace of Peace at The Hague. It depicts a Life-boat putting out to a ship in distress, while figures on the shore watch it as it goes. The window was unveiled on 6th July by the Right Rev. R. S. Fyfe, D.D., late Bishop of Rangoon, and the ceremony was attended by the Mayors and Corporations of Rye and Winchelsea, and many relatives of the seventeen Life-boatmen.

Life-boat Emergency Committees.

A Suggestion to Stations.

WE should like to call the attention of Station Branches to an arrangement which has recently been made at Blyth, Northumberland. There are two Honorary Secretaries at this Station, but in order that their duties may be efficiently carried on if they should both be absent, and that the Coxswain or Motor Mechanic may always have someone in authority to go to for advice and help, the Committee of the Branch has set up an Emergency Committee,

consisting of three of its members. This Committee will act in the absence or illness of the Honorary Secretaries, and is composed of three practical seamen, the Harbour Master, a Pilot and a Towing Company Manager. We hope that wherever practicable other stations will follow Blyth's example. Such an arrangement should be of great help to the Honorary Secretary, and relieve him of all difficulty in delegating his duties when he is away from the Station.

The Last of the "Malvoisin."

IN the last issue of *The Lifeboat* we gave an account of the Life-boat services to the British ketch, *Malvoisin*, which, built in 1883, was wrecked last May off Calais and broke up on the rocks. To the three services to this vessel mentioned in that account a fourth should be added. On 14th March, 1914, the *Malvoisin* had her sails blown away off Harwich, in a moderate gale with a rough sea. The Harwich Steam Life-boat went out to her help and found her labouring heavily and unmanageable. The Life-boat succeeded in establishing communication between the ketch and a tug, and accompanied her while the tug towed her into Harwich. By these means the ketch and her crew of five were saved.

The full record of services to this vessel is as follows:—

January, 1905.—The Margate Life-boat rescued her crew of four at the mouth of the Thames when she had lost

her rudder, and had had her sails blown away in a gale. The ketch herself was brought in by a tug two days later.

March, 1914.—The Harwich Steam Life-boat helped to save the ketch and her crew of five when her sails had been blown away in a gale.

November, 1925.—The Deal Life-boat rescued her crew of four when she had anchored in the Downs in a gale with very heavy seas. The ketch rode out the gale and later on was brought into safety.

March, 1926.—One of the Aldeburgh Life-boats stood by her all night, when all her sails had been blown away, until, on the following morning she was taken in tow by the Fishery Protection Gun-boat and brought into Harwich.

It should be added that it was a reader of *The Lifeboat* living in California who drew our attention to the fact that we had overlooked the service in 1914.

The "Suevic."

The White Star liner *Suevic* has been sold to a Norwegian firm, and is to be converted into a floating whale-oil factory. It was from this 12,000-ton liner that Life-boats rescued 456 lives twenty-two years ago. On the night of 17th March, 1907, the *Suevic*, on her way home from Australia with 524 persons on board, ran ashore on the Maenheere Reef off the Lizard. There was a dense fog, and a strong S.W. wind was blowing, with a heavy sea. The Life-boats from Cadgwith, The Lizard,

Coverack and Porthleven were all launched. The work of rescue went on all night, in spite of the intense darkness, and by noon the next day 456 persons had been brought ashore. One hundred and sixty were women and children, and no fewer than sixty of these children were under three years old, but all were landed without accident. The remaining sixty-eight were taken in the ships' boats to tugs. Six Silver Medals were awarded by the Institution to those who took part in the service.

Centenaries of Life-boat Stations.

Presentation of Vellums signed by the Prince of Wales.

LAST year the Institution presented Vellums to seventeen Life-boat Stations which had been in existence for a century and over. Up to the end of July this year seven more Stations received the same honour,* and since then Vellums have been presented to several more, and accounts of these presentations will appear in the next issue of *The Lifeboat*.

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.

Newcastle, Co. Down.

One of the two places in Ireland at which the Institution decided, immediately after it was founded, to place Life-boats, was Dundrum Bay, the other place being Courtmacsherry. The first Dundrum Bay Life-boat was stationed at Rossglass in 1825, and in 1830 it was transferred to Newcastle. Altogether Newcastle has had seven Life-boats. They have been out on service 49 times, and have rescued 99 lives, while two Gold Medals and eighteen Silver Medals have been awarded to Life-boatmen and others for gallantry. In addition to these Medals awarded by the Institution, the French Government in 1905 presented a Gold Medal to Coxswain Foland for the rescue of the crew of a French barque.

The presentation ceremony took place

* The report of the presentation at Aberdeen in January appeared in the last issue of *The Lifeboat*.

on 13th May, the Rev. Otway Woodward (Chairman of the Branch) presiding. The presentation was made by Mr. George F. Shee, M.A. (Secretary of the Institution), who paid a tribute to the fine work done by the Station and to the gallantry of Irish Life-boatmen. The Vellum was received by Mr. Woodward, who then presented it to the Chairman of the District Council for safe keeping in the records of Newcastle.

Montrose, Forfarshire.

Montrose was one of the earliest places on the Scottish coast to have a Life-boat Station, being one of five places in Scotland for which boats were provided at the beginning of the nineteenth century, built by Henry Greathead, the builder of the first Life-boat, in 1789. The other four are Aberdeen, Arbroath, St. Andrews and Ayr.

The first Montrose boat went to her Station in 1800, and since 1869 two Life-boats have been maintained at Montrose. Altogether Montrose has had thirteen Life-boats, including the present Motor Life-boat, built in 1926, and named by the Duchess of York. They have been launched on service 259 times, and have rescued 475 lives. Fourteen Silver Medals have been awarded to Life-boatmen and others, nine of which were given for one Service in 1832. In addition to these Medals, the Norwegian Government awarded Medals and Diplomas for a service to a Norwegian vessel in 1916.

The name which constantly appears in the Life-boat records of Montrose is that of Mearns. A Mearns was one of three captains with whom Greathead had consultations in 1807, when he built a second boat for the Station. A Mearns was among the nine men who received Silver Medals for the Service in 1832. The Coxswains of the two Life-boats in 1873 were each awarded the Medal for the rescue of the crew of the brig *Henriette*, of Memel. They were William Mearns and William Mearns, junior, and the latest Medal to be

awarded in 1913, was won by David Mearns, Master of the trawler *Southesk*. There are men of the same name in the present Life-boat Crew.

The presentation of the Vellum took place on 12th July on board the Pulling and Sailing Life-boat in the presence of between 200 and 300 people. In the unavoidable absence of Major-General Sir Robert Hutchison, K.C.M.G., C.B., D.S.O., Member of Parliament for Montrose District, Provost W. D. Johnston, O.B.E. (Chairman of the Branch), presided, and the presentation was made by Mr. George F. Shee, M.A., Secretary of the Institution, in the absence of Sir Godfrey Baring, Bart., Chairman of the Committee of Management, and the Duke of Montrose, Chairman of the Scottish Life-boat Council. In presenting the Vellum, Mr. Shee gave a short history of the Station, and congratulated it on its splendid record. In accepting the Vellum on behalf of the Town Council, Provost Johnston said that it was a testimonial to the town which would be jealously guarded by the Council on behalf of the citizens of Montrose.

St. Andrews, Fifeshire.

The St. Andrews Life-boat Station, like that at Montrose, was established in 1800, and including the first Life-boat, built by Greathead, the Station had had six Life-boats in all. They have been out on Service on 72 occasions, and have rescued 140 lives. One Gold and eight Silver Medals have been awarded by the Institution to Life-boatmen and others. In addition, ex-Coxswain Chisholm, who won the Silver Medal in 1912 for the rescue of the crew of nine of the Swedish barque *Princess Wilhelmina*, was awarded a medal by the Swedish Government.

The ceremony of presentation took place on 13th July, in the presence of an audience of several hundred people, after the Life-boat had been drawn in parade through the town. Brigadier-General W. A. Oswald (Chairman of the Branch) presided, and the presentation was made by Mr. George F. Shee, M.A., Secretary of the Institution. Mr. Shee gave a brief history of the Station, paid

a tribute to the fine work of its Crews, and mentioned ex-Coxswain Chisholm, who was loudly cheered. The Vellum was accepted by Provost Boase, who said that the town was proud to place it among its archives.

Arbroath, Forfarshire.

The Arbroath Station was established in 1802, being equipped, like Montrose and St. Andrews, with one of Greathead's Life-boats. Since then it has had four Life-boats, including the present boat. The first of these four boats was built out of a fund raised by the *Dundee People's Journal*. She was called *People's Journal No. 2*, and served from 1865 to 1888. *People's Journal No. 1*, built out of the same fund, went to Peterhead. The other three Arbroath boats have been built out of private gifts or legacies to the Institution. Arbroath's Life-boats have a record of 90 launches and 43 lives rescued. Two Gold Medals have been awarded, both in March 1827, and to the same man, a Coast-guard Officer. In 1905 the Coxswain, Second Coxswain and Bowman were presented with Silver Watches by the German Emperor, for the rescue of five lives from the German schooner *Gesine*.

The presentation ceremony took place on 13th July, on board the Life-boat, in the presence of about 300 people. Ex-Provost A. M. Robertson (Chairman of the Branch) presided, and the presentation was made by Mr. George F. Shee, M.A., Secretary of the Institution, who paid a tribute to the Life-boatmen of Arbroath. In the absence of Provost Chapel, on account of illness, the Vellum was accepted by Bailie Sherriffs on behalf of the town, who spoke of the gallantry of the fishermen of Arbroath, from whom their Life-boat Crews were drawn.

Cromer, Norfolk.

Cromer was first provided with a Life-boat in 1829, but of this boat's service the Institution has no particulars. A second boat was sent there in 1858, and since 1923 Cromer has had a Motor Life-boat, at the same time retaining its last Pulling and Sailing Life-boat as an emergency boat. Its Life-boats have been launched on Service 165 times and

have rescued 366 lives. Two Gold, one Silver and twenty-four Bronze Medals have been awarded to Life-boatmen of Cromer, all these awards being made for two Services in recent years, which rank among the most arduous and gallant in the history of the Institution. These were the service in 1917 to the Swedish steamer *Fernebo*, which had been blown in half by a mine, and the service in 1927 to the Dutch steamer *Georgia*, which had broken in half on the Haisborough Sands. In addition to these twenty-seven Medals to Coxswain and Crew, the Silver Medal was awarded to a soldier who played a very gallant part in the service to the *Fernebo*. Coxswain Henry Blogg, who received the Gold Medal for each service, is the first Life-boatman since 1848 to be twice awarded this, the V.C. of the Life-boat Service, for conspicuous gallantry.

In addition to these Medals, Coxswain Blogg was awarded an inscribed Gold Watch, and each Member of the Crew an inscribed Silver Watch by the Government of the Netherlands for the Service to the *Georgia*.

The presentation ceremony took place on 19th July, in the Parish Hall, which was packed with people. Alderman D. Davison, J.P., Chairman of the Urban District Council and Chairman of the Branch Committee, presided, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, the Dowager Lady Suffield, the High Sheriff of Norfolk (Mr. Stanley Christopherson), the Vice-Consul for the Netherlands at Great Yarmouth, and Mr. F. H. Barclay, J.P., Honorary Secretary of the Branch.

In opening the meeting, Alderman Davison read a message from Lord Suffield, expressing his regret that he could not be present, and referred to the fact that Lord Suffield had succeeded his father and grandfather as President of the Branch. He gave a brief history of the Station, and spoke of Cromer's pride not only in its Life-boatmen, but in the wives and mothers of the men. Their courage also deserved the gratitude of all who had at heart the welfare of the Life-boat Service.

In presenting the Vellum, Sir Godfrey

Baring paid a warm tribute to the magnificent record of the Cromer Life-boat Crews, and in particular to Coxswain Henry Blogg, whom they might justly claim to be not only a national, but an international celebrity. He asked that the Vellum which he presented should be placed in the Town Hall as a lasting memorial of the heroism of Cromer men, and a small mark of the gratitude of the Institution to all who had been and were connected with the work of the Life-boat Station.

After Alderman Davison had accepted the Vellum, the Vice-Consul for the Netherlands at Great Yarmouth presented the Watches on behalf of the Netherlands Government. He presented them, he said, as a mark of the gratitude of the Queen of Holland and the Dutch people and with the heartfelt thanks of the captain and crew of the *Georgia*.

Alderman Davison then presented a Medal which had been awarded to a corporal of the Cromer Division of the St. John's Ambulance Brigade for fifteen years' service. In doing so, he said that two members of the Life-boat Crew were qualified ambulance men, and he would like to see the whole Crew members of the Brigade.

Teignmouth, Devon.

Teignmouth is mentioned in the first report of the Institution, issued in March, 1825, as one of those places on the coast where Life-boats had been placed by individuals or associations other than the Institution. Including the boat stationed there some time before 1825, Teignmouth has had altogether five Life-boats. Of these, the second, which served from 1862 to 1880, was built out of a fund raised in Hong Kong and Shanghai, and was called *The China*. Teignmouth Life-boats have been out on service 60 times and have rescued 128 lives. Four Silver Medals have been awarded for gallantry. Two of these were awarded in 1907, one to Coxswain George Rice, who died in March of the present year, and the other to the present Honorary Secretary of the Station, Mr. W. J. Burden, for an arduous and gallant service in 1907, when the crew

of a Finnish schooner were rescued. The Russian Government made a present to the Crew in gratitude for this service.

The presentation ceremony took place at a meeting of the Urban District Council on 30th July, at which Mr. G. S. Young presided. Mr. W. J. Burden, the Honorary Secretary, presented the

Vellum to the Council, and in doing so, gave the record of the Station. Mr. Young, in accepting the Vellum, thanked the Institution for the way in which it had recognised the services of Teignmouth to the Life-boat cause, and paid a warm tribute to the work which Mr. Burden had done for the Station.

Life-boat Calendar for 1930.

Reproduction of a Painting by Mr. Charles Dixon, R.I.

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

The 1930 calendar will have on it a reproduction in colours of one of a series of five paintings which Mr. Charles Dixon, R.I., has very kindly done for the Institution called "Ships the Life-boats Serve," and it shows a Motor Life-boat which has just rescued the crew of a small steamer.

The calendars will be 11½ inches long

by 9 inches wide, and they can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope with each calendar. It will weigh, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars can do so at once, and they will receive them at the end of November or beginning of December. They should apply to the Secretary, Royal National Life-boat Institution, Life-boat House, 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, and it will help materially if orders are sent at once.

False Alarms.

Two more false alarms have to be added to those which were mentioned in an article in *The Lifeboat* in November 1926. On the evening of 1st August, an aeroplane passed over Selsey, and a parachute was seen to drop from it and fall into the sea about a mile and a half from the shore. The Motor Life-boat was launched and cruised about for nearly an hour, but found no trace either of a man or the parachute. She returned

to shore to find that the parachute had been sent down with a dummy attached.

A similar incident occurred off the Isle of Wight on 12th August. The Yarmouth Motor Life-boat was warned, but before it put out enquiries were made by telephone to the seaplane station at Calshot and it was found that airmen were practising dropping parachutes with dummies.

How Can I Help the Institution?

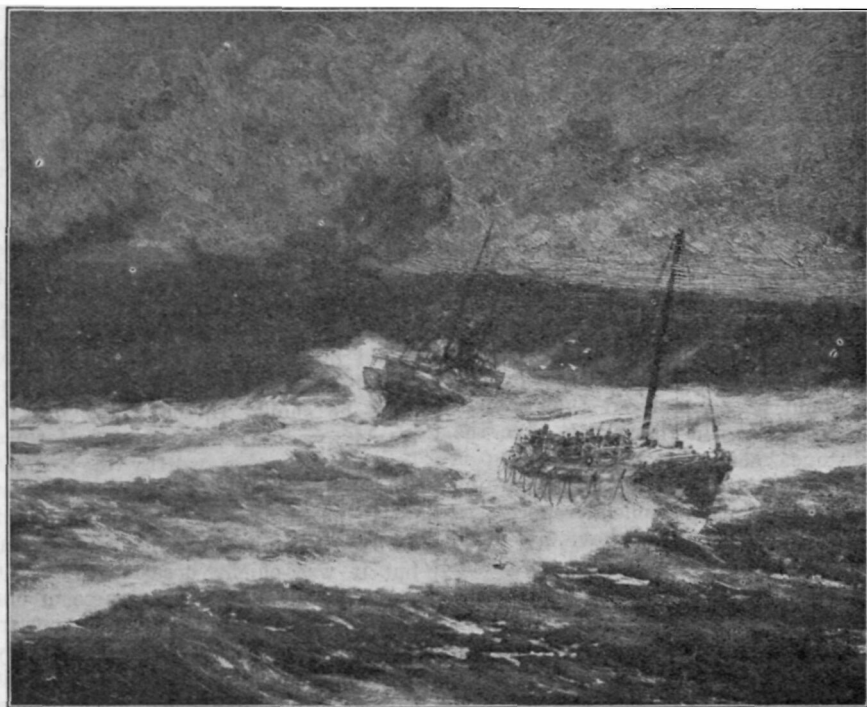
The continuation of the article "How can I help the Institution? A Note for keen Honorary Secretaries and Workers," by Mr. George F. Shee,

Secretary of the Institution, will appear in the November issue of *The Lifeboat*. The first part of this article appeared in the June issue.



THE LIFE-BOAT CREW AT ST. MARY'S, ISLES OF SCILLY.

(Photograph taken by Mr. George F. Shee, Secretary of the Institution.)



THE LIFE-BOAT CALENDAR, 1930.

ALL SAVED!

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

The Founding of the Institution.

The Report of the first Meeting.

THE Institution was founded at a meeting held in the City of London Tavern on 4th March, 1824, with the Archbishop of Canterbury (Dr. Manners Sutton), in the chair. The twelve resolutions which called the Institution into being and laid down the broad lines on which it should work, are recorded in the Institution's first Annual Report. So, too, are another nine resolutions, of thanks to the King, the Royal Family, the Archbishop, the Prime Minister, Sir William Hillary, as the Institution's founder, Mr. Thomas Wilson, M.P., who became its first Chairman, and others who had given their help. A short report of the meeting appeared in *The Times* for 5th March, 1824, and this was quoted in *The Lifeboat* for June, 1924, and again in the issue for last November, in Major Evan Fyers' article "Some Unpublished Letters of Sir William Hillary, Bt."

So far, however, no report has appeared in any publication of the Institution of the speeches which the Archbishop, Mr. Wilberforce, and others made at the meeting. We have now obtained a copy of the *Morning Chronicle* for 5th March, 1824, in which a much fuller report appears than in *The Times*, and this report we give below as being the fullest report which, so far as we know, exists of the historic meeting at which the Institution was founded.

We have reproduced the report as it appears in the *Morning Chronicle*, but it should be pointed out that though the resolutions in this report give the substance correctly, their wording is in only one case the same as the wording in the Institution's official report. In some cases the names have not been correctly caught by the reporter, and the necessary correction is made in a footnote in each case.

*Extract from "The Morning Chronicle,"
London, Friday, March 5th, 1824.*

**National Institution for the Relief of Persons
suffering by Shipwreck.**

Yesterday, a Meeting of Noblemen and Gentlemen took place at the City

of London Tavern, at one o'clock, for the purpose of establishing a National Institution for the preservation of lives in cases of Shipwreck, affording such relief as the necessities of the persons may require, and bestowing reward on those who may exert themselves in saving the lives of their fellow-creatures. His Grace the Archbishop of Canterbury took the Chair at a quarter past one o'clock, and was attended by several Noblemen and Gentlemen of distinction, among whom we noticed the Bishop of Chester, the Bishop of London, Mr. Wilberforce, M.P., Mr. Warre, M.P., Mr. Gooch, M.P., Mr. Manning, M.P., Mr. Thomas Wilson, M.P., Sir Charles Flower, Bart., Mr. Alderman Thompson, Mr. Alderman Bridges, the Rev. Dr. Blomfield, and several other distinguished persons; but the assembly was not very numerous.

THE ARCHBISHOP OF CANTERBURY.

On his Grace taking the Chair, the Secretary, Mr. Thomas Wilson, read the advertisement for calling the Meeting, and the Most Rev. Chairman then rising, adverted in the first place, to the honour conferred on the Society by his Majesty having consented to become the Patron. His Grace then went on to say that the Meeting had heard the advertisement read, and the substance of the Resolutions which would be read, would put them fully in possession of the object for which they were assembled, he should therefore say only a very few words. They were to form a Royal Institution worthy of a great nation, and a nation which was the first maritime power of the world; this might be partly owing to our insular position, but it was chiefly occasioned by the spirit of the people, the source of our national wealth and national power. Though we might be proud, and justly boast of our maritime pre-eminence, it carried with it, like every pre-eminence, corresponding duties. If it were true, that in consequence of this pre-eminence we visited every part of the tempestuous ocean, leaving no corner



THE BUILDING WHERE THE INSTITUTION WAS FOUNDED

London Tavern, 123, Bishopsgate Street Within.

This famous Tavern was built in 1765, and finally closed in 1876, when it was sold to the Royal Bank of Scotland. It is thus described by Wheatley in his "London Past and Present":—

"An excellently managed establishment, famous for its dinners, wines and turtle. As many as 355 could dine with comfort in the large room on the upper floor. The large room was greatly in request for public sales, political and public meetings, and the meetings and elections of religious and benevolent societies."

unexplored which could afford new objects for science, or new sources of wealth, inviting all people, and men of all languages to communicate with us, and to take part in all our transactions; if this were true, it must be our duty to provide the best means in our power to secure them against the dangers and sufferings of shipwreck. Not only our own countrymen, but the people of every other nation came on our coast for the purposes of commerce, or some other laudable purpose. We were also bound, under the influence of honourable and charitable feelings, to hold out assistance (in cases of shipwreck) to our bitterest enemies as well as to our best friends. This was the ground on which the Institution was to be established, the details (his Grace said) he would leave to the Secretary to make known to the Meeting. In one word, the purposes of this Institution would be as free and unbounded as charity itself. He moved the first Resolution, namely, "That a National Institution be formed, for the preservation of the lives of those persons who suffer shipwreck on the coast of the United Kingdom."

Captain BOWLES, R.N., seconded the Resolution, which was carried unanimously.

MR. WILLIAM WILBERFORCE, M.P.

Mr. WILBERFORCE accounted it a great honour to be called on by his Grace the Most Reverend Chairman to submit a motion to the meeting—a call from him which he (Mr. Wilberforce) was ever ready to answer, as such calls were never made but for the best purposes of Christian charity. The appeal of his Grace had been so powerful, clear and urgent, as to leave him very little to add. Although, from circumstances not difficult to understand, this project had been only slowly brought forward, and the meeting now was not so numerous as many other meetings he had attended on similar occasions; yet he trusted, as the society was only now in its infancy, it was the infancy of a Hercules, and would grow large and powerful to a degree corresponding to the greatness of the design and the

affluence of the country. The motives stated by the Most Reverend Chairman were such as men, as Britons, and as Christians, must all approve of; and he should be unworthy of the regard of mankind, lost to all proper feeling, forgetful of the character of his country, if he could be deaf to a voice, raised to call for aid on an occasion like this to suffering humanity.

The object of an Institution like this seemed so natural to this country—so necessary, indeed, to its welfare, that he was astonished it had not long before this period been established—that it was left to this day, and to his Grace of Canterbury, to establish it, and publicly to recognise it, as justly claiming our warm and undivided support. It was our duty, also, to do away the reproaches which had for many years been cast upon us. He would not go back to very ancient times, and had no occasion to remind the Right Reverend Bishops near him, of the time when the Britons were described as the enemies of every man. It was not long since, when ships were wrecked on our coast, that the crews were more liable to be plundered than to be relieved. In establishing this Institution, we were in some measure paying a debt, and atoning for the crimes of those who had gone before us.

It would tend to diffuse benevolence through the country; and inducing the more affluent districts to contribute to the assistance of those whose misfortunes were more frequent, and the means of relieving it less, would connect the whole country in one bond of benevolence, and was deserving of universal encouragement and support; when it was considered what claims the country had to respect for its benevolence, and how much we were indebted to Providence for the manifold blessings we enjoyed, it could scarcely be thought that the country would be deserving of its reputation, or we of the continuance of those blessings, if we failed to do everything in our power in a cause like this. As was truly and properly said by his Grace, we had a duty to perform to others, and to ourselves, and we were not at liberty to choose whether we could perform it or not; we were

urgently bound, both by duty and justice, to give the Institution the best support in our power. It was a part of this duty to encourage others in the performance of acts of courage and benevolence and to give them motives for braving dangers.

With this view the Resolution had been drawn up which he held in his hands, and which was "That medallions or pecuniary rewards be given to those who shall rescue the lives of others in cases of shipwreck." To us it might seem that no stimulus was wanting to engage in so laudable a work, but let us place ourselves in the situation of those persons who have to expose their lives to peril and hardship, and who may at a moment of danger, though never thinking of themselves, be somewhat slow in risking their lives, if they are to leave behind them their families unprovided for, and who would cheerfully hasten to brave storms and mountain waves when called by the voice of distress, and when conscious that their wives, though widowed, would not be forsaken — and that their children, though fatherless, would not be forsaken orphans. For such it was their duty, the duty of the opulent, to provide; for they who discharged public duty were public officers, and deserved public rewards.

There was no service more full of dangers, or more deserving of marks of honour, such as medallions, than this. They were bestowed on all great and deserving occasions, and had, perhaps, contributed to that greatness of character, and that splendour of exertions which distinguished our country. It was great by its naval, its military, and its civil glories. If we had our Nelson and our Wellington, we had, also, men equally great in the discharge of important civil duties. There was one at the present day, who had stood at the head of the administration of justice, for upwards of twenty years, and who had been so impartial in his decisions, so equitable in his high office, that his conduct had extorted the respect of the country, and, though he might have enemies, not one of them could cast a stain on his name.* When it

* Lord Eldon, the Lord Chancellor.

was recollected that the services for which these medallions were to be bestowed, were performed amidst dangers and darkness, with every thing to appal and nothing to encourage, but a sense of duty to God, and a desire to benefit suffering man, it was surely right to encourage them in the performance of those services, by the honours and rewards of a grateful country.

The Honourable Gentleman then took occasion to compliment Captain Manby, who was in the room, as the individual who had first directed the attention of the public to the subject. From his efforts this new Institution had grown up. It was the blessed effect of benevolence to increase its powers in its progress, till it diffused its blessings, like the sun in its glory and strength, over all the world.

Mr. Wilberforce concluded by complimenting his Grace of Canterbury for coming forward on this as on all other occasions, and trusted that under his auspices, and the auspices of their more august Patrons, the Institution would rapidly extend, and diffuse its benefits over the whole country. He sat down by moving the Resolution.

Captain DUNDAS † seconded the Motion, and it was unanimously carried.

THE BISHOP OF LONDON.

The Bishop of LONDON felt himself honoured by being called on to move a Resolution; and after the appeal and address they had heard, he had very few words to say. He had, however, great satisfaction in lifting up his voice in favour of an Institution which was to save the lives of some, and give comfort to the families of others. It was worthy of the country in which it originated, and confers honour on the proposer; it gives protection to that hardy and adventurous class of men whose occupations are on the great deep, and who are exposed to the perils of the tempest. Such persons were exposed to numerous disasters, and if they were not assisted they must frequently perish. To remedy that was

† Captain Deans-Dundas, R.N., in the Institution's report.

the great object of the Institution, and more particularly of the Resolution which he had to propose, namely, "That such immediate assistance be afforded to persons rescued from shipwreck, as their case may require." This assistance would be indiscriminately administered. The benefits of such an Institution would be felt on all the coasts of the country—habits of rendering assistance, would render foreigners neighbours and friends. He would not trespass longer on their attention. His Lordship sat down by moving the Resolution he had read.

Alderman BRIDGES seconded it in a few words. He was surprised that an institution of this nature had not before been established, and trusted that benevolent hearts and powerful arms would always be found to give effect to their humane project. The motion was put and carried unanimously.

THE BISHOP OF CHESTER.

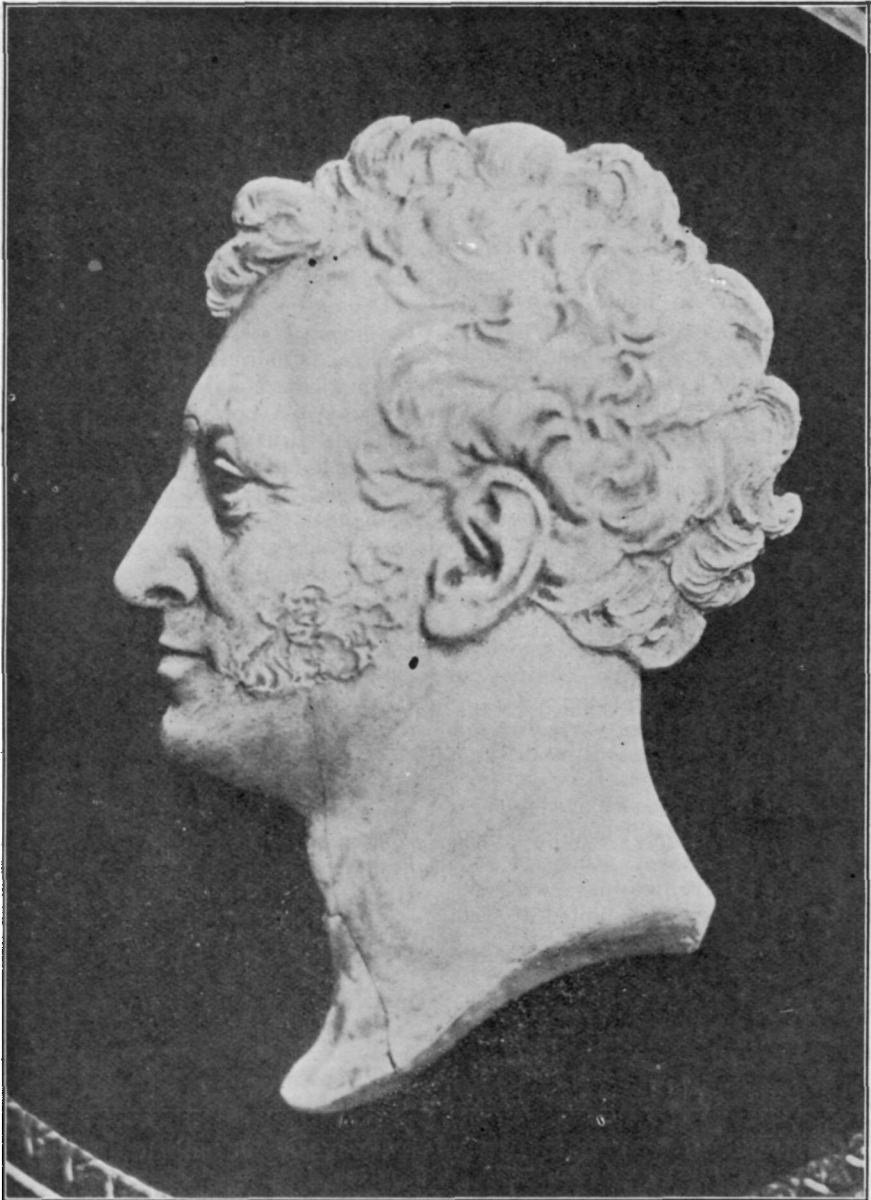
The Bishop of CHESTER had great pleasure in acceding to a request to propose for the adoption of the Meeting, a Resolution which had for its object to provide for the families of those who perished in endeavouring to save others. It was this—"That relief be supplied to the widows and families of persons who may perish in their attempts to save the lives of others." Though our mariners, continued the Right Rev. Prelate, were brave and humane, and had no fears on their own accounts, they must feel for their families; but if they knew that they were to be provided for, they would go forth undaunted at the calls of humanity, or the calls of their country. They would know, that whatever might befall them, their widows would not be left destitute, and their children would not have to beg their bread. The utility of this Resolution could not be doubted; he himself indeed had seen occasions when it would have been most valuable. It was his practice, his Lordship said, to spend some part of every summer on the coast of Cheshire, not far from Liverpool, and opposite a dangerous sand bank; he had seen vessels sunk on it, and the crew take refuge in the shrouds, where every wave threatened to wash them away. Their

feelings in such a situation would have been indescribable, if they had known that a boat, properly prepared, was ready to come to their rescue.

At present, on the whole coast between Liverpool and Whitehaven, there were no means of saving shipwrecked persons established, and no man could hesitate, under such circumstances, in saying that the present Institution was necessary, and would be useful if established. It was dictated not only by policy but gratitude to the British navy. The valour and enterprise of British seamen had placed Great Britain in her present commanding situation, and they surely required and deserved every protection and every kindness from the rest of their countrymen. If the Institution should only save the crew of one vessel, they might all rejoice in their exertions; but how much more might they then both as men and as Christians be grateful for the power of saving many crews. He had great pleasure, the Right Rev. Prelate concluded by saying, in moving the Resolution.

MR. WILLIAM MANNING, M.P.

Mr. MANNING seconded the Resolution, and after complimenting his Grace the Reverend Chairman, said, the meeting he was sure might, if their own funds should not be sufficient, confidently look to the Government for support. Within a short time that Government had sent 58 sets of mortars to various parts of the coast, at an expence of 6000*l.* He was quite sure, however, the Institution would flourish under the Presidency of his Grace. He was happy also to see in the room many of those naval officers, who, after having bravely defended their country by their valour in war, were always ready to promote its honour and happiness, by their benevolence in peace. They were the main stay of that other Institution, the Seamen's Hospital Society, of which he was a Member. Nine-tenths of all shipwrecks were of merchant vessels, and he was quite sure an appeal would not be made in vain to the mercantile classes of this country. It was an act of benevolence, in which other countries would partake. That our country,



LIEUT.-COLONEL SIR WILLIAM HILLARY, BT., FOUNDER OF THE INSTITUTION.

From a photograph of a cast of an alabaster medallion of Hillary by Wyon, engraver of the King's Seals, who also designed the Institution's Medals. After Hillary's death in 1847, his grand-daughters presented the medallion to Mr. J. H. F. Spencer, of the Isle of Man. It is now in the possession of Mr. Spencer's grand-daughter, Mrs. Sugden, who has kindly had the photograph taken for the Institution.

amongst its numerous claims to approbation, was not forgetful of foreigners, was proved by the fact, that at the very moment he was speaking there was a Committee sitting in another room of the same Tavern, to dispose of annuities in favour of foreigners in distress. He begged leave to second the Resolution, which was unanimously carried.

CAPTAIN JOHN FOULERTON.

Captain FULLER * moved the next Resolution. The skill of British seamen, he said, surpassing that of other nations, they were not so liable to be shipwrecked as those of other nations, and, therefore, the Resolution which he should have the honour to propose would make the benefits of the Institution be more felt by foreigners than by our own sailors. He then moved, "That the Subjects of all Nations be equally the objects of this Institution, as well in War as in Peace : that the same rewards be given for their rescue as for the rescue of British subjects ; that Foreigners saved from Shipwreck, and being in a state of destitution, be placed under the care of their respective Consuls, or forwarded to their own country."

Alderman VENABLES seconded the Resolution, in a few words, and it was carried unanimously.

Mr. JOSHUA WALKER † moved the next Resolution, which was "That medallions be conferred on the authors of such inventions to save lives in case of shipwreck, as were best adapted to that purpose."

Mr. BUCKLE seconded this Resolution, and it was carried unanimously.

Mr. ATWOOD † moved that the affairs of this Institution be placed under the management of a President, Vice-President, forty Committee-men, a Treasurer, three Auditors, etc., etc.

Mr. WILKINSON seconded the Resolution, which was unanimously carried.

Mr. BLADES moved the eighth Resolution, that the following Gentlemen, whose names were read, be the Members of the Committee for the next two years ; and that afterwards six be elected at

every Annual Meeting, in the room of those six who shall have attended the smallest number of times.

Mr. MARSHALL seconded this Resolution, and it was carried unanimously.

Mr. PULLEY moved the next Resolution, "That Donations and Annual Subscriptions be now entered into and solicited, for carrying the object of this Institution into effect." It was seconded by Mr. Atkins, and carried unanimously. A List of the donations and subscriptions already received was then read.

Captain MANBY was introduced to the notice of the Meeting by the Most Reverend Chairman, and moved, "That the maritime counties and districts, the principal sea ports and inland towns, and the British islands, be earnestly invited to form District Associations, as branches of the Institution, and to promote donations and subscriptions to carry its general object into effect."

Mr. GOOCH, M.P., seconded the motion, and recommended that copies of their Resolutions should be sent to the Admiralty, to the Trinity House, and Lloyd's, and inserted in several provincial papers.

A Resolution, purporting that it be recommended to such district associations to have the same form of government as the principal Institution, and to communicate with it, was moved by Captain SOMERS, † seconded by Mr. RICHARDSON, and carried unanimously. Alderman BRIDGES § moved a Resolution, empowering the Committee to draw up rules for the regulation and management of the society.

It was seconded by Mr. CARRUTHERS, a member of Lloyd's, who took occasion to praise the exertions of that body in behalf of shipwrecked seamen.

Mr. URQUHART explained that Lloyd's would do more if their funds were larger. ||

A GENTLEMAN then presented some Papers to the Most Reverend Chairman,

‡ Captain Richard Saumarez, R.N., in the Institution's report.

§ A Member of Parliament.

|| When the Institution was founded there were thirty-nine Life-boats on the coast. To this work Lloyd's had largely contributed, in May, 1802, by setting aside 2,000 guineas

* Captain John Foulerton in the Institution's report.

† A Member of Parliament.

which we understood to say contained documents to prove that there was at Lloyd's a very large surplus revenue, one half of which he had proposed should be devoted to decayed Members of that body, the other half to shipwrecked seamen. His Grace declined receiving them, as foreign to the business on which the Meeting had been called together.

Mr. HERRIES * moved that a Copy of the Resolutions be transmitted to the Ambassadors, Consuls, and other Representatives of Foreign States residing in this Country.

Mr. CASENOVE seconded the motion, and, like all the others, it met no opposition.

Sir CHARLES FLOWER, Baronet, moved that his Grace the Archbishop of Canterbury be requested to convey to his Majesty the deep and grateful sense which the Meeting entertain of the distinguished honour conferred on them by his Majesty becoming the Patron of the Institution.

Seconded by Mr. WALCOT, and carried unanimously.

The Thanks of the Meeting were then moved and voted to the Dukes of York, Sussex, and Gloucester, † for the honour they had conferred on the meeting by becoming the Vice-Patrons of the Institution. The Thanks of the Meeting were also voted to the Earl of Liverpool, ‡ for taking on himself the office of President of the Institution. The Thanks of the Meeting were then cordially bestowed on his Grace the Archbishop of

for the construction of Life-boats. During the first few years of the Institution's work Lloyd's contributed £200 a year. This was increased later to £400, and then to over £700 annually. In 1868, however, Lloyd's ceased to contribute. They started to contribute again in 1910, through the City Branch, and have continued to do so every year since then. Until 1923 the contribution varied between £100 and £280, but in 1924, the Institution's Centenary Year, it was greatly increased, and since then has averaged over £1,500 a year. Two years before this increase was made, the Chairman of Lloyd's had accepted an invitation to the position of *ex-officio* Membership of the Committee of Management of the Institution.

* Mr. Harris in the Institution's report.

† Brothers of the King.

‡ The Prime Minister.

Canterbury, and the other Noble Lords who have patronised the Institution.

His GRACE returned thanks for the honour.

Sir WM. HILLARY was then thanked as the Father of the Institution. On this occasion Mr. GOOCH observed, that however great might be Sir W. Hillary's merits, the formation of such a society as the present had been recommended long ago by Captain Manby. §

The Archbishop of CANTERBURY observed, that this was a very honourable competition, and he had no doubt the thanks of the Meeting would be given to both. ¶

The Thanks of the Meeting were also very cordially voted to Mr. T. Wilson, ¶ M.P., for his exertions, as Secretary, who said, in returning thanks, he had only done a small part of his duty, as the Representative of the first commercial city of the world. He was the servant of the public, and felt himself bound, from the first moment his friend, Mr. G. Hibbert, had mentioned this subject to him, to devote his time and attention to the Institution. His Grace having left the Chair, the Thanks of the Meeting were voted to him for his able conduct as Chairman; and at half-past three o'clock the Meeting broke up.

§ Captain Manby was the inventor of a life-saving apparatus for firing a line from the shore to the wreck. On 10th March, 1825, he received the fifth Gold Medallion awarded by the Institution. It was awarded as "a public testimony of the great utility of his life-saving apparatus." The other four had been awarded to the King, the Duke of York, the Archbishop of Canterbury and Sir William Hillary, so that Captain Manby was the second to receive it for actual services towards the rescue of the shipwrecked.

¶ The resolution proposed by Mr. George Lyall, and seconded by Mr. Thomas Wilson, M.P., was "That the best thanks of this meeting are due to Sir William Hillary, Bart., for his patriotic efforts in bringing this subject before the public, and for his zealous endeavours to promote the establishment of the Institution." The Gold Medallion which he received the following year was awarded him "as the Founder, and for his subsequent co-operation and assistance."

¶ Mr. Thomas Wilson, Member of Parliament for the City of London, was the co-founder with Sir William Hillary of the Institution. He became its first Chairman, holding that post for over 28 years until his death in 1852 in his eighty-fifth year.

Life-boat Conferences.

South-East of England.

A CONFERENCE of Life-boat workers was held at Folkestone on 2nd May. The delegates were welcomed by the Mayor of Folkestone and Major Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P., Under-Secretary of State for Air, and President of the Folkestone Branch. In the absence of Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, the chair was taken by Mr. George F. Shee, M.A., Secretary of the Institution.

Delegates were present from the following Branches: Aldeburgh, Ashford, Aylsham, Bishops Stortford, Brighton and Hove, Brill, Cambridge, Canterbury, Chelmsford, Colchester, Dorking, Dover, Eastbourne, Egham, Folkestone, Felixstowe, Goodwin Sands and Downs, Hastings, Hythe, Lewes, Littlehampton, Margate, New Romney, Ramsgate, Walton-on-Thames and Windsor.

The Secretary gave a survey of the work of the Institution during the year, and dealt in particular with the changes to be made in the Life-boat Stations on the coast of the District. The District Organising Secretary then gave a report of the work of the District, pointing out that at the cost of the Life-boat Service was 1½d. per head of the population, and that if the District was to contribute at that rate, it would have to increase its contribution from £11,000 to £23,000. A satisfactory feature of the work was the increase in the number of Life-boat Days. There were 43 in 1927, and 51 in 1928. In 1929 he hoped that there would be 70.

Delegates then gave reports on the work of their Branches.

At the afternoon session addresses were given by a number of Honorary workers.

Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-boat Guild, spoke on the organisation of Life-boat Days.

Mr. Capel, of Watford, through the

Organising Secretary, described the success that he had had by getting the three cinemas in the town to show Life-boat films for a week before Life-boat Day, and to allow collecting. The collectors wore oilskins, and a considerable sum was raised.

Colonel Skey, Chairman of the Margate Branch, emphasised the importance of propaganda in the schools, through the Essay Competition and the organisation of visits of children to Life-boat Houses.

Mrs. Johnson-Smyth, B.A., Honorary Secretary at Canterbury, gave an address on "The Art of Cadging," and emphasised the need for personal work and the personal following up of all letters of appeal.

Miss Hopkins, the Honorary Secretary of the Folkestone Women's Auxiliary, said that most of the help obtained was from women who had to work for their living. She was anxious to know how to get the help of women of leisure, who were not giving the support they should.

Mr. T. W. Gomm, Honorary Secretary at Margate, described the methods by which £440 had been collected in the Margate Boat-house last year. Here again it was personal work which was essential. Mrs. Gomm had devoted herself throughout the summer to interesting visitors, of whom 50,000 had come to the Boathouse.

After the Conference the Folkestone Life-boat was launched, and some of the delegates went afloat in her.

Forthcoming Conferences.

A CONFERENCE of London workers will be held at the Westminster City Hall on 9th October, a Conference of North-Eastern workers at Harrogate on 24th and 25th October, and Conferences of South-Western workers at Taunton on 29th October, and at Truro on 31st October.

A Swedish Life-boatwoman.

All Life-boat workers, and particularly those women who help in the actual launching of Life-boats, will be interested to know that there is now in Sweden a woman who is a regular

swain had a daughter who had, from the very earliest age, when it was possible to take her along in a boat at all, accompanied her father in all weathers both in hunting and fishing, and under his



THE SWEDISH LIFE-BOATWOMAN.

Miss Naemi Sjöberg of Enskär.

member of a Life-boat Crew—Miss Naemi Sjöberg, of Enskär. How she has become a member of the Crew is described in the 1928 Annual Report of the Swedish Life-boat Society:—

“Immediately after the Station came into operation, one of the Life-boatmen left the place, and no other suitable man was obtainable. The gap was, however, filled easily enough, because the Cox-

experienced guidance received a boat training which many fishermen and seamen might envy. To Miss Naemi Sjöberg, our new Life-boat comrade, we extend our welcome. Her entry into active Life-boat service has further increased the debt of gratitude which the Life-boat Society owes to women, who not only carry on a big work in the ‘Lifebuoy’ [the Swedish Ladies’ Life-

boat Guild] and similar associations, but also take an active part in the work of rescue."

We are sure that all the women

launchers on our own coasts and the members of the Ladies' Life-boat Guild will send their good wishes to Miss Naemi Sjöberg, Life-boatwoman.

New President of the Swedish Life-boat Society.

Mr. Edvard Lithander, President of the Swedish Society for Saving the Shipwrecked, who was one of the Swedish delegates at the International Life-boat Conference in London in 1924, has been compelled through pressure of business and parliamentary duties to resign the Presidency. His resignation is a great loss not only to the Swedish Life-boat Service, but to the International Life-boat Cause, for in London in 1924, and again at the Paris Conference last year, he took a prominent and valuable part in the discussions.

Mr. Lithander was succeeded at the

beginning of the year by Captain William Gibson. Captain Gibson belongs to a family which emigrated from Scotland to Sweden about 150 years ago. He served in the Navy and retired with the rank of Captain to join his father's business, of which he is now Chairman of Directors. He became a member of the Committee of the Swedish Life-boat Society in 1913, and was elected Vice-President a few years ago.

We cordially welcome as the President of the Swedish Life-boat Service a Naval officer with such British names.

The Bedford Rotary Club's Pageant.

£386 Contributed to the Institution.

ONE of the most original and successful efforts on behalf of the funds of the Institution was carried out at Bedford on 27th June. It was an historical pageant organised by the Bedford Rotary Club, and was followed by a military tattoo. The proceeds of the pageant were devoted to the Bedford Branch, and those of the tattoo, in the evening, to the Bedford County Hospital.

In arranging and carrying out the pageant the Rotary Club had the help of the Mayor and Corporation, officers and men from the 2nd and 5th Battalions and the Depôt of the Bedfordshire and Hertfordshire Regiment, the O.T.C.'s of Bedford School and Bedford Modern School, the Bedford Rugby Union Club, Athletic Football Club, Swimming Club and Amateur Operatic Society and the Bedford Fire Brigade. Thus the whole town gave its help.

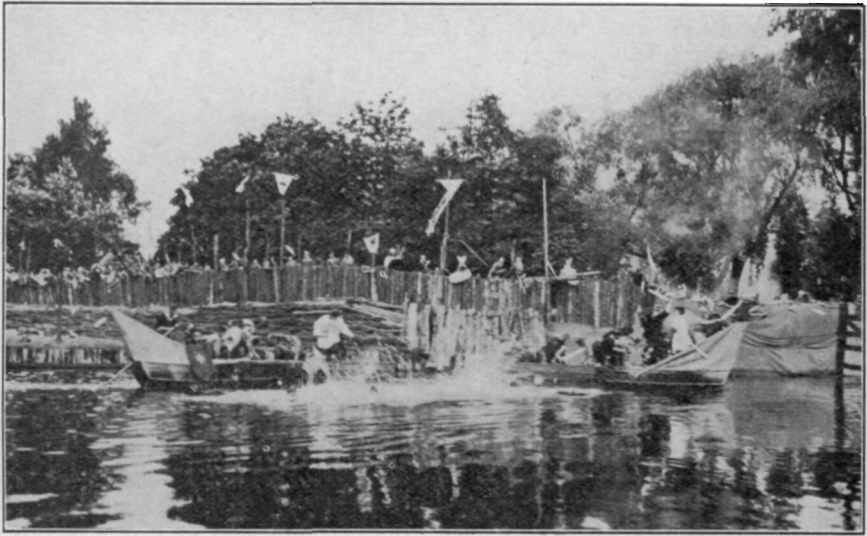
Bedford has a very old history. It was a frontier town between Saxon and Dane when the latter held all the eastern and northern part of England, and it was incidents in the warfare between

Saxon and Dane which the pageant depicted. It showed Edward the Elder, son of Alfred the Great, and his sister Ethelfleda, wife of the Ealdorman of Mercia, meeting at Bedford to discuss their military operations against the Danes, and welcomed with games and a joust. This pageant of pleasure was followed by a Danish attack on Bedford, the Danes coming up the Ouse from Huntingdon in their boats.

It was a pageant partly on water and partly on land. It depicted incidents in that long warfare, between two of the peoples from whom the English are descended, in which the sea-spirit of the English was first shown. As such it was very appropriate that the pageant should have been in aid of the Life-boats; and the past and present of this ancient sea-spirit met on the Ouse, for on that same afternoon the Danish galleys came up to attack Bedford, and a modern Life-boat, after taking part in a procession through the town, was launched in the river.

It is not all towns that have so old a

1,000 YEARS OF THE SPIRIT OF THE SEA.
THE BEDFORD HISTORICAL PAGEANT.



By courtesy of]

TENTH CENTURY.

Sinking of a Danish Galley.

[G. A. Gearey, Bedford.



By courtesy of]

TWENTIETH CENTURY.

A Life-boat collecting in the streets.

[G. A. Gearey, Bedford.

history as Bedford, nor all whose history could be so appropriately staged to help the Life-boats, but we hope that others may follow the fine and generous example of the Bedford Rotary Club, and hold similar pageants in honour of their past and in aid of the Life-boat Service.

The exact sum received by the Bedford Branch was £386 18s. 5d., and we take this opportunity of publicly recording the hearty thanks which have been conveyed to the Rotary Club.

Belfast's Life-boat Fete.

FOLLOWING the two balls which were organised by the Belfast Ladies' Life-boat Guild in the winter and spring, a Fête, lasting a fortnight, was held in June in the Bellevue Gardens, Belfast, which had been kindly lent to the Institution by the Corporation. It had been intended at first that the Fête should last a week, but as there was heavy rain for five days it was kept open for another week. During the second week it was a little, though only a little, more fortunate, for three days were wet. The net receipts amounted to £4633s. 6d., and no doubt would have been very much larger had the weather been better.

Before the Fête began there was a procession, with bands, a Life-boat drawn by a tractor, and decorated vehicles from most of the big shops. The Fête was opened by the Lady Mayoress (Lady Coates), supported by the Lord Mayor and Sir William and Lady Turner (ex-Lord Mayor and Lady Mayoress), Mr. and Mrs. T. Richardson, and the officers and Committee of the Branch. Speeches were made by the Lord Mayor, Lady Mayoress and Sir William Turner. The Band then played the National Anthem, and the Park stentorphone the new song, "The Life-boatman."

A number of regimental and other bands, which generously gave their services, played throughout the fortnight, and the attractions included a boxing competition between the West Yorkshire Regiment and the Royal Inniskilling Fusiliers, a trapeze act, a "gymnastic ape" and equilibrists. The two chief attractions came at night: a high-diving act, from a height of 75 feet into a tank 6 feet deep, carried out in a blaze of fire-works, and a shipwreck and rescue by a Life-boat. This last was prepared and carried out by Captain Gordon Park, and we give a picture of it—by day. By night it was described by the Belfast Press as "very realistic, conveying to city folk an impression of the hazardous work done by those who man the Life-boats of the Institution."

The scene opened by moonlight, with a calm sea, and the sound of the song, "The Life-boatman," coming from cottages on the cliff. Suddenly sky and sea changed to storm; the steamer's distress signal was seen; the maroon was fired; the Life-boat put out; the steamer's crew were rescued; the Life-boat returned in safety. Then every light went out and the National Anthem was played in the darkness.

A Cry from the Heart.

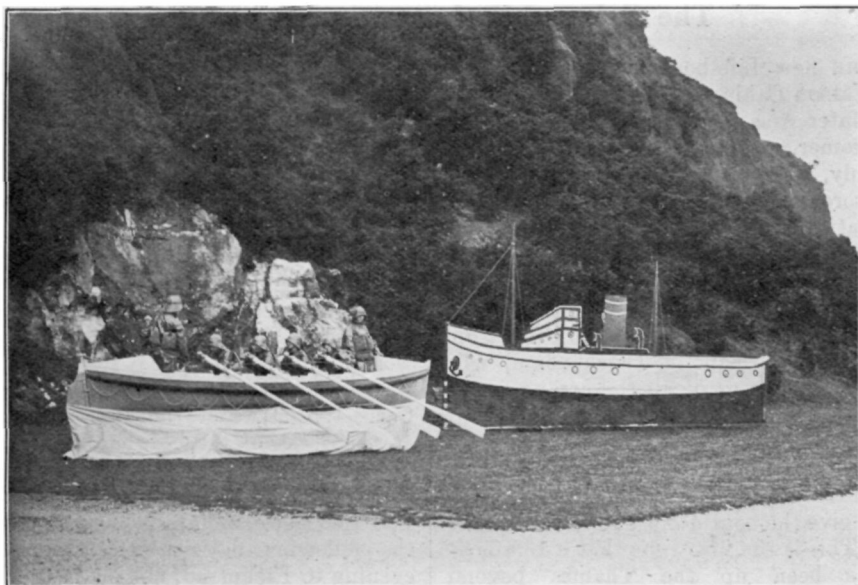
THE Organising Secretary for Greater London was the guest of the Stoke Newington Rotary Club, on October 3rd. The Vice-President of the Club was in the chair, as the President was that day crossing to Belgium. During

the lunch the following message was received from the President, then halfway between Dover and Ostend: "Greetings. Rotary motion of Belgian steamer makes me sympathetic to any service that returns humanity to dry land."

Held Over.

THE following regular features of *The Lifeboat* are held over until the November issue:—"Awards to Coxswains and

Life-boatmen," "Awards to Honorary Workers," "Gifts from Life-boat Crews," and "Gifts from Owners."

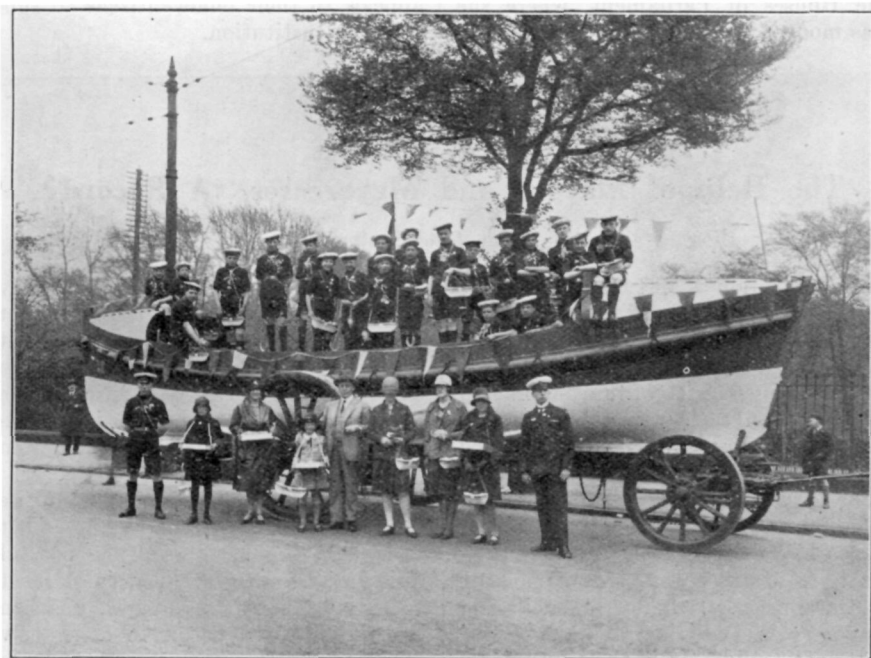


By courtesy of]

[W. and G. Baird, Belfast.

BELFAST LIFE-BOAT FETE.

The Life-boat and Steamer used in the Rescue Scene.



SEA SCOUTS HELP ON NOTTINGHAM LIFE-BOAT DAY.

The Selsey Life-boat on the Thames.

THE new Life-boat for Selsey—of the Watson Cabin type—which during last winter was on temporary service at Cromer, made a trip up the Thames in July, after undergoing overhaul at the Storeyard, before she went to her station. She was manned by Coxswain Barnes and the Selsey Crew, and the Selsey Honorary Secretary, Mr. Arnell, was also on board.

The suggestion for the trip came from Mr. A. Forman, of Twickenham, who very kindly made all the arrangements on the river, while the Rotary Club at Twickenham made the arrangements for the visit to Twickenham, printing posters and tickets and doing everything to give the boat a big public welcome.

This is the first time that a Life-boat has been up the Thames beyond London since the present Teesmouth Life-boat, also a Watson Cabin boat, went as far as Oxford in 1924.

On the afternoon of 26th July the Selsey boat went up the river to the Houses of Parliament, where she was moored at the Speaker's Steps, and

was inspected by Mr. Charles Ammon (Parliamentary Secretary to the Board of Admiralty, and a member of the Committee of Management), and by other members of Parliament.

With the Mayor and Mayoress of Twickenham on board, she then went up to Richmond. Here she remained during the following morning, and was formally welcomed by the Mayor (Mr. Sydney Gladwell). In the afternoon she went on to Twickenham. Here too she was welcomed by the Mayor (Councillor Carus-Wilson), and the Life-boat lay at the steps of the Newborough Club until nine o'clock in the evening. She then went on to Kingston, and lay alongside the Queen's Parade the whole of the following day, returning in the evening to Richmond, and so down the Thames, and by sea to her Station. At all three places many people went aboard her, and both the Mayor of Richmond and the Mayor of Twickenham, in their speeches of welcome, made special appeals to their fellow-citizens to support the Institution.

The Help of Mayors and Mayoresses. A Record?

The Example of Southport.

THE Institution is fortunate in having in a large number of its Branches, particularly in the North of England, the support, and very often the active personal help as well, of the Mayors and Provosts and their wives. It happens also in some cases that after vacating office the Mayor and Mayoress continue to give their help. This has been notably so in the case of Southport, Lancashire. Here the Mayor, during his term of office, serves as a member of the Branch Committee, while the Mayoress is President of the Ladies' Life-boat Guild. It is their invariable practice to continue to take a practical interest in the Branch when their year

of office is over, and at Life-boat Day held on 22nd June last, the Branch not only had the active help of the present Mayor and Mayoress, but had no fewer than five ex-Mayors and five ex-Mayoresses engaged either in collecting in the streets or counting money in the Town Hall.

This is a splendid example of the way in which work for the Life-boat Cause can become one of the natural civic duties of a town. We think it must be a record, but if any other Branch can beat it, or equal it, or, in fact, show anything like the same measure of civic help, we shall be very glad to publish its record in *The Lifeboat*.



IN A HEAVY SEA OFF THE LONGSHIPS.

The "Mona" of Antwerp, on October 27th, 1928. Her cargo of coal had shifted and she had heavy list. The Penlee Motor Life-boat stood by until she got into Mount's Bay.



THE MAYOR OF RICHMOND AND THE SELSEY COXSWAIN.

Dundee Life-boat Day.

The Help of the Dundee, Perth, and London Shipping Co.

THE Dundee Life-boat Day this summer was an outstanding event. The Honorary Secretary, Mr. Lindsay, and his Life-boat Day Sub-Committee had the very generous help of Mr. Ralph C. Cowper, the General Manager of the Dundee, Perth and London Shipping Co., who spared nothing to make the Day a success, and, for some weeks before had a large part of his staff engaged in making arrangements for the appeal. The day before the Day the Shipping Company gave a luncheon party on board one of its vessels at which seventy guests were present, including the Lord Provost (Sir William High) and Commander the Hon. A. D. Cochrane, D.S.O., Vice-Chairman of the Scottish Council, who gave a short address. At this luncheon £100 was subscribed.

On the Day itself, through the influence of Mr. Cowper, the offices of the shipping companies were specially decorated, as were also the steamers of the Dundee, Perth and London Shipping Company in the harbour, while a number of shops had Life-boat pictures and models in their windows. The

Montrose and Broughty Ferry Motor Life-boats gave a demonstration off the esplanade. This was followed by a procession through the town in which the Arbroath Life-boat (brought over at the expense of the Dundee, Perth and London Shipping Company) took part, and afterwards the Tay Boat Clubs held a regatta in King William Docks.

In short, the whole city took part in the Day, and that no one might miss the opportunity of contributing, a special appeal had been made in the Press by the President of the Branch, asking all who might be absent on the Day, to contribute in advance.

The Day was easily a record. It raised over £700, while last year the total collection of the Branch and the Guild for the whole year was £385.

It only remains to say that the Dundee, Perth & London Shipping Company, to whose generous help this success was so largely due, were the owners of the *Forfarshire*, wrecked off the Northumberland coast in 1838, whose nine survivors, out of sixty-three, were rescued by Grace Darling and her father.

The Fishwives of Cullercoats.

THE fishwives of Cullercoats carried out their eighth consecutive collection on behalf of the Institution on 3rd August, when the Cullercoats Life-boat held its quarterly road exercise and launch. As in previous years, they had the help of the Newcastle Highland Pipe Band, which again generously gave its services free. This year they had also the help of the Coliseum Picture Hall at Whitley. Collections were made outside the Coliseum each evening in the week, and on the day itself an appeal was made from the stage, a Life-boat film was shown, and a collection taken inside the house.

Altogether over £146 was collected, £9 more than in 1928. The collection started in 1922, when the result was £58. In only one year since then have the fishwives failed to collect more than in the previous year, and in the eight years they have collected over £898.

Mrs. Polly Donkin, who each year has easily headed the list, this year beat her last year's record by £7. She collected £52! Many Branches of the Institution collect less in the whole year than this one fishwife, and we look forward confidently to seeing her get into three figures.

Singing for the Life-boats.

THE following account of how visitors from Bolton contributed to the funds of the Fleetwood Branch, appeared in the *Bolton Journal and Guardian* on 12th July.

"A number of Boltonians on holiday at Fleetwood last week contributed direct to the Life-boat funds there as the result of a novel form of entertainment. Assembling on the lower promenade on several evenings, they sang hymns, patriotic choruses, etc., including the grand old hymn that never fails to

impress by its significance, "Eternal Father, Strong to Save." Fleetwood folk, apart from other visitors, were so impressed that they gathered round and joined in. Then someone had the happy idea of taking a collection for the local Life-boat funds, and there was such a willing response that by the end of the week the sum of £2 12s. 8d. had been handed over. It was duly acknowledged, and there is every prospect that the venture will be repeated during the September holidays."

Special Gifts.

From a Submarine Depot-ship.

H.M.S. *Cyclops*, the submarine depot-ship, when she was paid off at Chatham in the spring, sent a gift of £30 to the Institution from her canteen funds.

From Two Children.

Two London children, aged eleven and eight, have sent us three shillings, which they got by selling small articles which they had made themselves during their holidays. Their mother wrote that the idea and the work were entirely their own.

From San Fernando, Trinidad.

Three residents in San Fernando, Trinidad, have sent gifts to the Institution as a thank-offering for the King's recovery. One of them writes: "'God save the King' is no empty song, and now there is much joy in many lands. There are many ways of showing the spirit of thankfulness. As for me, I mark out the Royal National Life-boat Institution for a gift in honour of the heroes who, unmindful of their own safety, rush to the rescue of others."

100 Years Ago.

Two Gold Medal Services on the Same Day.

THE brig *Aurora*, coal laden, was wrecked near the mouth of the Tees, on the night of the 14th August, 1829, in a heavy gale and tremendous sea; and the crew, consisting of ten persons, were saved by the intrepid conduct of Lieutenant Pym, R.N., and the boat's crew who went off with him; the sea frequently made so complete a breach over the boat that they were in such danger of being washed overboard as to be obliged to lash each other to their seats. In this case, the "Gold Medallion" was presented to Lieut. Pym, and £13 to the men, who had received also £13 from the Life-boat Committee at Whitby.

At 4 A.M. on the 14th August the brig

Duke was driven on shore near Sandy Cove, Ireland, in a violent gale at East; and the crew and passengers, consisting of three women, three children and five men, saved by Lieut. William Hutchison, R.N., of Kingstown, and a boat's crew, who went off with him through a tremendous surf, and with great risk of having the boat dashed to pieces on the rocks and against the vessel: immediately after they got the people out of the brig, the mainmast went by the board, and the vessel soon after went to atoms. In this case the "Gold Medallion" was presented to Lieut. Hutchison, the men having already received £13 13s. from the Corporation for preserving the Port of Dublin.

Obituary.

Mr. R. B. Scott, Motor Mechanic at New Brighton.

By the death, on 23rd July at the age of sixty-two, of Mr. Ralph Brown Scott, Chief Motor Mechanic of the Life-boat at New Brighton on the Mersey, a Life-boatman with a very gallant record has passed away. Mr. Scott was in the Life-boat Service for thirty-one years. In 1898 he was appointed Second Engineer of the Steam Life-boat *City of Glasgow*, which was stationed at Harwich, and in 1910 he became Chief Engineer of the Steam Life-boat *James Stevens No. 3*, which was at Angle, Pembrokeshire. He served with her at Angle, Totland Bay, Isle of Wight and Dover until 1922, when the Dover Station was closed and the Life-boat transferred to Holyhead. Then, after being trained in the handling of internal combustion engines, he was appointed, in 1923, Chief Motor Mechanic of the first Motor Life-boat of the Barnett Twin Screw type, which had just been completed. This Boat, the most powerful Motor Life-boat in the world, and the first of our Motor Life-boats to be provided with cabins, was stationed at New Brighton, but before going there she made a trip round Great Britain. During that trip Mr. Scott broke a small bone in his arm, but he refused to leave the boat, and remained in charge of her engines until the end of the trip a month later. He gave still more signal proof of his courage and devotion in November, 1928—it was

his last service—when the New Brighton Life-boat rescued the crew of the French steamer *Emile Delmas*. This was the finest service of the year, carried out in a very heavy gale with a very heavy sea, blinding rain-squalls, and gusts of wind at 100 miles an hour. Scott himself was ill, waiting for a bed in the hospital, and faced with the probability of a serious operation. In spite of this he answered the call and was in charge of the engines throughout the service, which lasted nearly six hours. Five days later he was taken to hospital, but it was decided not to operate, and he got much better, being present at the Annual Meeting of the Institution in April to receive the Bronze Medal which he had been awarded, as had each member of the Crew (the Coxswain receiving the Silver Medal), for the service to the *Emile Delmas*. He fell ill again shortly afterwards, underwent an operation in June, and died just six weeks later.

A Correction.

WE deeply regret that in the last issue of *The Lifeboat* we incorrectly announced the death of one of our oldest Life-boat workers, Mrs. Brandreth Gibbs, of Leigh-on-Sea, at the age of nearly ninety. The error was caused by the fact that we were informed of the death of another lady of the same name and same age.

Life-boatmen in the Empire Pageant.

ON Empire Day, 24th May last, twenty Life-boatmen took part in the Empire Day Festival and Procession of the Empire organised by the *Daily Express* in Hyde Park. The procession was led by the massed bands of H.M. Brigade of Guards, and an address by the Prime

Minister was broadcast. The twenty Life-boatmen, who were in full dress, came from Ramsgate, Newhaven and Worthing, and were led by two medalists of the Institution, Coxswain Thomas Read of Ramsgate, and Coxswain Richard Payne of Newhaven.

The Annual Report: A Correction.

WE regret that in the list of holders of the Gold Badge in the abridged Annual Report for 1928, the name of Mr. B. J. Kirkham, Honorary Secretary at New Brighton, was unfortunately

omitted. The omission was pointed out in time to be corrected in the full Report, but as the abridged report is much more widely circulated, we should like to correct the mistake in *The Lifeboat* as well.

Summary of Meetings of the Committee of Management.

Thursday, 17th January, 1929.

SIR GODFREY BARING, Bt., in the Chair.

Decided to forward to the South Holland Life-boat Society a message expressing regret and sympathy in connexion with the loss of the Hook of Holland Steam Life-boat *Prins der Nederlanden* and her crew of eight men on 16th January.

Reported the receipt of the following special contributions:—

	£	s.	d.
Anonymous	1,000	0	0
King George's Fund for Sailors	1,000	0	0
Alexander O. Joy, Esq., Towards cost of a new Life-boat	1,000	0	0
Cunard S.S. Co., Ltd.—			
Subscription	100	0	0
Donation	100	0	0
Herbert Jones, Esq.	100	0	0
James Van Allen Shields, Esq., (Donation)	100	0	0
Messrs. John & E. Boshier (Subscription)	63	0	0
W. B., Lloyd's (Donation)	53	0	0
Anonymous (Additional Donation)	50	0	0
Alfred Barrett, Esq., J.P. (Donation)	26	5	0
The Hon and Rev. Edward V. R. Powys (Additional Donation)	26	5	0
Mrs. Allen (Additional Donation)	25	0	0
A. N. Garland, Esq. (Donation)	25	0	0
H. W. Kolle, Esq. (Additional Donation)	25	0	0
<i>To be thanked.</i>			

Paid £21,958 3s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £528 5s. to pay the expenses of the following Life-boat Service:—

Life-boat.	Vessel.	Lives Rescued.
Ballycotton	S.S. <i>Celtic</i> , of Liverpool.	8
	Stood by vessel.	
Boulmer	Five fishing cobles, of Boulmer.	5
	Stood by cibles.	
Filey	Motor coble <i>Dorothy</i> , of Filey.	
	Stood by coble.	
Filey	Sixteen motor cibles, of Filey.	
	Stood by cibles.	
Flamborough No. 1	Three fishing cibles, of Flamborough.	
	Stood by cibles.	
Lowestoft	Steam trawler <i>Elnet</i> , of Ymuiden.	
(Motor)	Stood by vessel.	
Moelfre	Ketch <i>Henrietta</i> , of Killeel.	
	Landed 3.	
Moelfre	Schooner <i>Mountblairy</i> , of Plymouth.	
	Landed 4.	

Life-boat.	Vessel.	Lives Rescued.
Montrose No. 1 (Motor)	Steam trawler <i>Chimaera</i> , of Grimsby	8
Padstow (Tug)	Motor fishing boat <i>Our Girlie</i> , of Port Isaac	5
Palling No. 2	S.S. <i>Hurseley</i> , of Hull.	
	Stood by vessel.	
Ramsgate	The <i>East Goodwin</i> Light-vessel.	
(Motor)	Stood by vessel.	
Scarborough	Five fishing cibles, of Scarborough.	
(Motor)	Escorted cibles into harbour.	
Swanage	S.S. <i>Grosvenor</i> , of Newcastle.	
(Motor)	Rendered assistance.	
Teesmouth	Schooner <i>Orne</i> , of Svendborg.	
(Motor)	Stood by vessel.	
Torbay (Motor)	Schooner <i>Jane Banks</i> , of Fowey	5
Walmer	S.S. <i>Dione</i> , of Hamburg.	
	Stood by vessel.	
Whitby No. 2	Six motor fishing boats, of Whitby.	
	Escorted boats into harbour.	
Whitby (Motor)	Six fishing boats, of Whitby.	
	Escorted boats into harbour.	
Whitby (Motor)	Motor fishing boat <i>Diligence</i> , of Whitby.	
	Escorted boat into harbour.	

The Walton-on-the-Naze (Motor) Life-boat saved the S.S. *Duris*, of Newcastle, and rescued from shipwreck her crew of fourteen.

Also voted £301 14s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberdeen No. 1 (Motor), Buckie (Motor), Dunbar, Eastbourne (Motor), Holyhead No. 2, Hoylake, New Brighton No. 2 (Motor), North Deal, Pwllheli, Ramsgate (Motor), Teesmouth (Motor), Teignmouth, Thurso, Wells and Wicklow (Motor).

Passed a further £59 13s. 8d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Caister, Eastbourne, Rhoscolyn and Whitby.

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

Voted a compassionate grant of £5 to George Morris, who, after fifteen years' service with the Hoylake and Hilbre Life-boats, is now incapacitated permanently by illness and in very poor circumstances.

Awarded a Binocular Glass, suitably inscribed, to Mr. W. M. Friskney, Honorary Secretary at Teesmouth, for going out in the Motor Life-boat on service on the 26th and 31st December, 1928.

Directed that a Letter of Thanks be sent to Captain J. T. Shaw, Honorary Secretary at Redcar, for going out in the Teesmouth Motor Life-boat on service on the 28th December, 1928.

Granted additional rewards to the crew and helpers of the Teesmouth Motor Life-boat for an arduous service launch on 31st December, 1928.

Directed that a Letter of Thanks, specially mentioning the work of the mechanics, be sent, through the Honorary Secretary, to the Coxswain and Crew of the Lowestoft Motor Life-boat in recognition of the fine service on 30th December, 1928, when the Life-boat stood by the Dutch trawler *Elnet*.

Reported that the Board of Trade had expressed its appreciation of the assistance given on this service to the Life-saving Apparatus Company by the Life-boat Coxswain in playing the searchlight on the wreck.

Directed that a Letter of Thanks be addressed to ex-Coxswain W. Stephenson, of Boulmer, who took charge of the Life-boat on 9th January, when she was launched, in the absence of most of the regular members of her crew, to the aid of the local fishing boats.

Also directed that a Letter of Thanks be addressed to Mr. H. B. Stephenson, Honorary Secretary, who went out in the Life-boat on the same occasion.

Voted £5 to two men and a boy for rescuing four men, belonging to Gweesalia, Co. Mayo, on 13th October, 1928. The men were taking rushes in a boat across the Owenmore River from Coolaba to Pullahada, but the boat was over-loaded, and they came to grief about three-quarters of a mile from land. With the help of oars and the rushes, the men supported themselves until rescued. Moderate risk was incurred by the salvors in getting the men into their 16-foot boat.

Granted £2 to cover the expenses of two motor fishing boats which put out from Whitby to search for the motor fishing boat *Diligence*, on 28th December, 1928.

Thursday, 21st February, 1929.

SIR GODFREY BARING, Bt., in the Chair.

Passed a Vote of Thanks to H.R.H. The Prince of Wales, K.G., for his appeal to the Shipping Companies, which had resulted in the White Star Line, the Royal Mail Steam Packet Company and the Union Castle Mail Steamship Company defraying the cost of new Motor Life-boats for Fishguard and Weymouth.

Reported the receipt of the following special contributions :—

	£	s.	d.
White Star Line, for the new Fish-guard Motor Life-boat to be named <i>White Star</i> (Donation)	8,500	0	0

	£	s.	d.
Royal Mail Steam Packet Co. and Union Castle Mail Steamship Co., for the new Weymouth Motor Life-boat to be named <i>Lady Kylsant</i> (Donation)	6,500	0	0
"A W." (Additional Donation)	100	0	0
Celbridge (Co. Kildare) Collegiate School (Collection)	50	0	0
<i>To be thanked.</i>			

Paid £20,977 4s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £426 15s. to pay the expenses of the following Life-boat launches :—

Life-boat.	Vessel.	Lives Rescued.
Blyth	S.S. <i>Delaware</i> , of London. Stood by vessel.	
Berwick-on-Tweed.	Motor drifter <i>Cissie</i> , of Eyemouth. Stood by vessel.	
Dungeness No. 1.	S.S. <i>Ravelston</i> , of Grangemouth. Stood by vessel.	
Dungeness No. 2.	S.S. <i>Daftla</i> , of Liverpool. Stood by vessel.	
Kessingland	Steam trawler <i>Cyclamen</i> , of Lowestoft. Escorted vessel into safety.	
Lowestoft (Motor)	Sailing trawler <i>San Toy</i> , of Lowestoft. Stood by vessel.	
Lowestoft (Motor)	Steam trawler <i>Newhaven</i> , of Lowestoft. Rendered assistance.	
Newhaven (Motor)	Steam trawler <i>Crabe</i> , of Boulogne	15
Newhaven (Motor)	Ketch <i>Kate</i> , of Gloucester. Stood by vessel.	
North Sunderland.	Steam trawler <i>St. Louis</i> , of Hull. Rendered assistance.	
Scarborough (Motor)	Fishing boat <i>Sceptre</i> , of Scarborough. Escorted boat into harbour.	
Southwold (Motor)	Steam trawler <i>Cyclamen</i> , of Lowestoft. Stood by vessel.	
Staithes	Five motor fishing boats, of Staithes. Stood by boats.	
Teignmouth	Motor drifter <i>Princess Mary</i> , of Teignmouth. Stood by vessel.	
Thurso	Steam trawler <i>Edward VII.</i> , of Grimsby	10
Torbay (Motor)	Motor fishing boat <i>Torquay United</i> , of Torquay. Saved boat and rescued	2
Whitby (Motor)	Motor fishing boats <i>Guide Me</i> and <i>Remembrance</i> , of Whitby. Escorted boats into harbour.	

Life-boat.	Vessel.	Lives Rescued.
Whitby (Motor)	Fishing boats <i>Mizpah, Irene, Remembrance, Guide Me</i> and <i>Pilot Me</i> , of Whitby. Escorted boats into harbour.	1
Whitby No. 2.	[Fishing boats <i>Irene, Remembrance, Guide Me</i> , and <i>Pilot Me</i> , of Whitby. Stood by boats.	

The Great Yarmouth and Gorleston (Motor) Life-boat rendered assistance to the S.S. *City of Malines*, of Yarmouth; the Holy Island No. 1 (Motor) Life-boat assisted to save the steam trawler *St. Louis*, of Hull; and the Palling No. 1 Life-boat assisted to save the barge *Will Everard*, of London, and rescue from shipwreck her crew of three.

Also voted £761 7s. to pay the expenses of the following Life-boat launches, assemblies of Crews, etc., with a view to assisting persons on vessels in distress:—Aberdeen (North Pier Life-saving Apparatus), Abersoch, Aldeburgh No. 2, Appledore (Motor), Berwick-on-Tweed, Brighton, Caister No. 1, Clovelly, Donna Nook, Dunbar, Dungeness No. 2, Easington, Eyemouth, Flamborough No. 1, Flamborough No. 2, Great Yarmouth and Gorleston (Motor), Hastings, The Humber (Motor), Hythe, Ilfracombe, Lynmouth, Newbiggin, North Deal, Pwllheli, Scarborough (Motor), and Stromness (Motor).

Passed a further £104 7s. 8d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Caister, Holyhead, Johnshaven, Moelfre, New Brighton, and Port St. Mary.

Granted £90 12s. 4d. to men for injury in the Life-boat Service at Cardigan, Eastbourne, Hoylake, North Deal, Walmer, Wicklow and Winterton.

Voted an *ex-gratia* grant of £4 to the widow of William Robinson, Coxswain of the Newbiggin-by-the-Sea Life-boat, who died on the day he was to retire after fourteen years' service as Coxswain.

Voted a compassionate grant of £5 to the widow of Samuel Evans, the ex-Coxswain of the Skerries Life-boat, who was left in poor circumstances. Had Evans lived a few more days he would have been entitled to a year's pension as an ex-Coxswain.

Voted a compassionate grant of £5 to David Fleming, who is in distressed circumstances. He had been connected with the Dunmore East Life-boat for thirty years, and in the latter years of his service had occupied the positions of Second Coxswain and then Coxswain.

Voted a compassionate grant of £5 to Lewis Roberts, who resigned from the Holyhead Life-boat Crew about five years ago on account of age, after fifty years' service, and who is

now ill and in very indigent circumstances, with a wife to support.

Awarded the Silver Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, to James Sim, Second Coxswain of the Fraserburgh Life-boat, in recognition of his initiative, leadership and courage in jumping into the sea at great personal risk and taking prompt action, which led to saving the lives of the crew of the steam trawler *Clio*, of Dundee, which was wrecked on Cairnbulg Briggs in a very heavy sea in the middle of the night of 14th January, 1912. Andrew Ritchie, Alexander Ritchie and James Mitchell also jumped from the Life-boat and helped in the rescue, and their services were recognised by the award of the Thanks of the Institution inscribed on Vellum and framed. In the case of James Mitchell, the Vellum was presented to his widow, as he had died before the award was made. In each case a monetary award was also made.

Owing to the illness of the Honorary Secretary at the time of the service, the case was not then fully reported to the Institution. (A full account of this service appeared in *The Lifeboat* for last March.)

Awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed to Joseph Atkinson, Master of the Padstow steam tug *Helen Peele*, in recognition of his meritorious conduct and skilful seamanship when the tug under his command rescued the crew, five in number, of the fishing boat *Our Girlie*, of Port Isaac, which was totally wrecked on a rocky shore near Port Quin in a moderate N.N.W. gale with a very heavy sea, on 27th November, 1928. The Thanks of the Institution inscribed on Vellum and framed was presented to the other members of the crew:—Frederick J. Mabley, Mate; William Watson, Acting Chief Engineer; William J. Pope, Acting Second Engineer; William A. Bray, Lawrence Nugent, Edgar Stone, Nathaniel England, Alfred Peacock, Charles G. Brinham, Harry T. Honey and William French.

A Barometer, suitably inscribed, accompanied by a Letter of Thanks, was awarded to Captain E. P. Hutchings, Honorary Secretary of the Station, for his zeal on this occasion.

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

Awarded a Silver Watch, suitably inscribed, to John Matthews, Coxswain of the Moelfre Life-boat, for his devotion to duty when the Life-boat broke from her moorings and was wrecked in a very heavy N.E. gale on the night of 11th February, 1929. Also granted monetary awards to him and other men who assisted in the salving of the Life-boat.

Granted an additional reward to the Crew of the Newhaven Motor Life-boat in recognition of a meritorious service on 29th January, 1929, when the crew, fifteen in number, of the French trawler *Crabe*, were rescued.

Granted an additional reward to the Crew of the Clovelly Life-boat for an arduous service launch on 15th February, 1929.

Directed that a Letter of Thanks be addressed to Captain J. W. Heatley, a member of the Local Committee at Blyth, for going out in the Life-boat on service on 2nd February, 1929.

Reported that letters had been received conveying the Sincere Thanks of the Government of the Netherlands to the Crew of the Lowestoft Motor Life-boat for their services on the occasion of the wreck of the Ymuiden trawler *Elnet*, on 30th December, 1928.

Awarded the Bronze Medal of the Institution accompanied by a copy of the Vote inscribed on Vellum and framed to William H. B. Cotton, in recognition of his courageous conduct in plunging into the sea at considerable personal risk in order to render help to the crew of the S.S. *Kendy*, who were in great danger in the ship's boat after their vessel had foundered off Porthcawl, Glamorganshire, on 27th August, 1928.

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

Voted the Thanks of the Institution inscribed on Vellum and framed to the steam trawler *Epinard*, of Grimsby—Captain Samuel Aldred—in recognition of the meritorious services of her master and crew on 22nd December, 1928, during a strong N.W. gale with a very heavy sea, when they saved the sole survivor of the motor fishing boat *J.B.B.*, of Wick, after his two companions had been washed overboard and the boat disabled off Dunnet Head, Caithness-shire. The small boat was driving ashore, and Captain Aldred took his vessel to within a few yards of the rocks in order to rescue the man, as no time could be lost. An attempt was also made to save the boat, and she was taken in tow, but she broke adrift and was lost in the darkness.

Voted £1 10s. to two men for rescuing the two occupants of the fishing smack *Progress*, of Pwllheli, on 18th December, 1928. Also granted 2s. 6d. for petrol used. The salvors were fishing about seven miles south of Pwllheli when they saw smoke and a signal from the *Progress*. A moderate southerly wind was blowing, with a choppy sea. The smack was found to be on fire, and the two men on board were taken off and landed.

Voted £2 to four men for putting out from Carnarvon in a motor-boat with the intention of helping another motor-boat which appeared to be in difficulties off Carnarvon Bar during a S.S.W. gale with a heavy sea, on 12th November, 1928. Also thanked the owner of the boat used, and granted him £1.

Voted £3 to six men, in two cobsles, for rescuing the crew of three of the motor coble *Nellie*, owned and worked by the Coxswain of the Boulmer Life-boat, which broke her propeller shaft while returning from the fishing grounds on 24th January, 1929. Also allowed 2s. 6d. to each boat for fuel used. Moderate

risk was incurred in towing the *Nellie* home against a strong ebb tide, northerly wind, and moderately rough sea.

Thursday, 21st March, 1929.

SIR GODFREY BARING, Bt., in the Chair.
Co-opted Lt.-Col. J. Benskin, D.S.O., O.B.E., and Mr. K. Lee Guinness Members of the Committee of Management.

Reported the receipt of the following special gifts:—

	£	s.	d.
H.R.H. The Duke of Connaught (Subscription)	15	0	0
Lloyd's, Members and Subscribers of (Collection)	1,477	11	0
Members of the Garrison and Residents at Vacoas, Mauritius, proceeds of Carol Singing (Donation)	28	7	6
Latvian Exchange (Donation)	25	0	0
Canterbury Cathedral (Collection)	16	19	8

To be thanked.

Paid £17,180 1s. 10d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £130 5s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives Rescued.
Newhaven (Motor)	S.S. <i>Tamworth</i> , of Newcastle. Stood by vessel.	
Plymouth (Motor)	S.S. <i>Deventia</i> , of Workington	10
St. Mary's (Motor)	Steam trawler <i>Rowland</i> , of Ostend. Stood by vessel.	
Scarborough (Motor)	Fishing coble <i>Jock</i> , of Scarborough. Stood by coble.	
Stromness (Motor)	Steam trawler <i>Carmania II.</i> , of Grimsby	12

The Holy Island No. 1 (Motor) Life-boat rendered assistance to the S.S. *Invergrange*, of Grangemouth; and the Robin Hood's Bay Life-boat rendered assistance to the S.S. *Elvier*, of Wallsend.

Also voted £118 5s. 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:— Blackrock, Dunbar, Girvan, Holy Island No. 1 (Motor), Hope Cove, Newbiggin, Newhaven (Motor), Scarborough (Motor), Southend-on-Sea (Motor), and Walmer.

The Cromer Motor and Palling No. 1 Life-boats were also launched.

Passed a further £252 18s. 5d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Caister, Holyhead, Johnshaven, Moelfre, Mumbles, Port Eynon, Rhoscolyn and Rye.

Granted £45 2s. to men for injury in the Life-boat Service at Caister and Plymouth.

Voted a compassionate grant of £5 to the widow of C. W. Chilvers, late Bowman of the Great Yarmouth and Gorleston Life-boat. Chilvers, who held the position of Bowman for five years and had been connected with the Life-boat for fifty years, had left his widow in very poor circumstances.

Voted the Bronze Second Service Clasp, accompanied by a copy of the Vote inscribed on Vellum and framed, together with an additional monetary award, to William Johnston, Coxswain of the Stromness Motor Life-boat, in recognition of his meritorious conduct and fine seamanship when the Life-boat under his command rescued the crew, twelve in number, of the steam trawler *Carmania II.*, of Grimsby, which was totally wrecked on the Kirk Rocks, Hoy Sound, in very cold weather, with a strong S.W. breeze and a very heavy surf on 14th February, 1929. Additional rewards were also granted to each member of the crew.

(This service was fully described in the issue of *The Lifeboat* for March last.)

Voted the Thanks of the Institution inscribed on Vellum and framed to Angus McPhail, Coxswain of the Thurso Life-boat, in recognition of his meritorious conduct and skilful seamanship when the Life-boat under his command rescued, with considerable difficulty, the crew, ten in number, of the steam trawler *Edward VII.*, of Grimsby, which stranded at Brims Ness, in very cold and thick weather, with a strong S. breeze and heavy ground swell, on 2nd February, 1929.

Letters of Thanks were also addressed to Mr. J. Miller, Honorary Secretary, and to Captain Shearer, Harbour Master and Honorary Shore Signalman. Additional monetary rewards were granted to the Coxswain and Crew.

(This service was fully described in *The Lifeboat* for March last.)

Voted the Thanks of the Institution inscribed on Vellum and framed to Frederick J. Eagles, Coxswain of the Plymouth Motor Life-boat, in recognition of his meritorious conduct and skilful seamanship when the Life-boat under his command rescued ten of the crew of the S.S. *Deventia*, of Workington, which stranded near Bolt Head, in a strong E.S.E. gale, with a heavy sea, and snow squalls, on 12th February, 1929. Additional monetary rewards were granted to the Coxswain and Crew.

(This service was fully described in the issue of *The Lifeboat* for March, 1929.)

Thursday, 18th April, 1929.

SIR GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
Latvian Shipowners' Union (Donation)	100	0	0
Alan C. Harris, Esq., (Additional Donation)	30	0	0
<i>To be thanked.</i>			

Paid £32,068 7s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £134 2s. to pay the expenses of the following Life-boat launches :—

Life-boat.	Vessel.	Lives Rescued.
Galway Bay (Motor)	A boat of Great Man's Bay. Saved boat and rescued	2
Ramsey	Schooner <i>Venus</i> of Castletown	4
Ramsgate (Motor)	S.S. <i>Chirripo</i> , of Belfast. Stood by vessel.	
Scarborough (Motor)	Motor fishing coble <i>Treasure</i> , of Scarborough. Escorted coble to safety.	
Teesmouth (Motor)	S.S. <i>Trentwood</i> , of Middlesbrough. Rendered assistance.	
Walmer	S.S. <i>Chirripo</i> , of Belfast. Stood by vessel.	

The North Deal Life-boat assisted to save the S.S. *Culmore*, of Londonderry, and the St. Mary's Motor Life-boat saved the steam drifter *Lord Haldane*, of Lowestoft, and rescued from shipwreck her crew of nine.

Also voted £481 11s. 9d. to pay the expenses of the following Life-boat launches, assemblies of Crews, etc., with a view to assisting persons on vessels in distress :—Baltimore (Motor), Blyth (Motor), Clacton-on-Sea (Motor), Cresswell, Cromer (Motor), Cullercoats, Dunbar, Dungeness No. 1, Great Yarmouth and Gorleston (Motor), Holyhead (Motor), Margate (Motor), Newburgh, Newhaven (Motor), North Deal, Palling No. 2, Ramsey, Ramsgate (Motor), Selsey (Motor), Torbay (Motor) and Worthing.

Passed a further £186 0s. 6d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange, Caister, Eastbourne, New Brighton, Padstow, Port St. Mary, St. David's and Whitby.

Granted £47 12s. 6d. to men for injury in the Life-boat Service at Ilfracombe, Moelfre and Walmer.

Voted an *ex gratia* payment of £25 to the widow of James Gorman, who had been Coxswain of the Clogher Head Life-boat for nearly thirty years.

Granted £5 towards the funeral expenses of R. Matthews, who had been a member of the Crew of the Moelfre Life-boat for fifty-five years.

Voted a gratuity of £5 to John Blyth, Caretaker of the Cromer Life-boat house during the summer months, who was compelled to resign owing to ill-health.

Directed that a letter of appreciation be addressed to Mr. A. H. Teare, Honorary Secre-

tary at Ramsey, who went out in the Life-boat on service on 1st April, 1929.

Voted £1 17s. 6d. to three men for rescuing the four occupants of the yacht *Lizzie*, of Rochester, on 1st April, 1929. Also granted 6s. 11d. for stores consumed. While bound from Pin Mill to Rochester, the *Lizzie* met a

north-westerly gale with a rough sea, which flooded her engine room. She attempted to make Brightlingsea, but was unable to make headway. In response to her signals for help, the salvors went to her aid, finding it impossible to tow the yacht, took off the people on board and landed them at Brightlingsea. The *Lizzie* was salvaged the following day.

News from the Branches.

1st April to 30th June.

Greater London.

GREATER LONDON.—Meeting of London members of the Ladies' Life-boat Guild at the house of the Duchess of Sutherland, President of the Guild. Address by Rear-Admiral T. P. H. Beamish, C.B., M.P., a member of the Committee of Management.

Life-boat Day on 24th April.

ACTON AND CHISWICK (MIDDLESEX).—Annual Meeting. Amount collected last year £114, as compared with £82 in the previous year.

ASHFORD (MIDDLESEX).—Meeting of Life-boat Helpers. Ladies' Life-boat Guild formed. Hon. Secretary, Mrs. A. C. Hetherington.

BARNES (SURREY).—Dance.

BLACKHEATH (LONDON).—Special meeting, with Sir George Hume, M.P., in the chair. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. Branch formed. Hon. Secretary, Mrs. Field.

BRIXTON.—Address to the Rotary Club by the District Organising Secretary.

EPPING (ESSEX).—Life-boat Day.

ERITH (KENT).—Address to the Brotherhood by Lieut.-Col. C. R. Satterthwaite, O.B.E., R.E., Deputy Secretary of the Institution.

FOREST HILL (LONDON).—Visit of Life-boat Day workers to the Institution's Storeyard.

FULHAM (LONDON).—Collection on the Fulham Football Club ground.

HAYES.—Ladies' Life-boat Guild visit to Messrs. Huntley & Palmers; new members enrolled.

ILFORD (ESSEX).—Social and Whist Drive. Ladies' Life-boat Guild At-Home; address by the District Organising Secretary.

KINGSTON (SURREY).—Address to the Rotary Club by the District Organising Secretary.

LEYTON (ESSEX).—Address to the Rotary Club by the District Organising Secretary.

NEW MALDEN (SURREY).—Whist Drive.

PURLEY AND COULSDON (SURREY).—Branch formed. Hon. Secretary, Mr. G. Gray.

ST. ALBANS.—Bridge Drive.

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

WEALDSTONE (MIDDLESEX).—Lantern Lecture by the Rev. A. Peckham, Chairman of the Harrow and District Branch.

WESTMINSTER.—Collection at the Lyceum Theatre.

WOODFORD.—Concert by the Primrose League Buds.

Four Talks or Lantern Lectures were given during the quarter.

North-Western District.

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

BACUP (LANCS.).—Life-boat Day.

BARROW-IN-FURNESS (LANCS.).—Whist Drive and Fête.

BILLINGE (LANCS.).—Life-boat Day.

BLACKBURN (LANCS.).—Annual Meeting on 23rd April. Amount collected £295, as compared with £233 in the previous year.

BLACKPOOL (LANCS.).—Annual Meeting on 27th June, the Mayor of Blackpool, President of the Branch, in the chair. Special Effort of the past year: Life-boat Day. Amount collected last year £560, as compared with £431 in the previous year.

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

BRIERFIELD (LANCS.). — Life-boat Day.

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

BURY (LANCS.).—Annual Meeting on 26th March. The Mayor, President of the Branch, in the chair. Amount collected last year £150, as compared with £171 in the previous year.

Life-boat Day.

CARLISLE (CUMBERLAND).—Life-boat Day.

CHESTER (CHESHIRE).—Annual Meeting on 13th May. The Mayor in the chair. Speaker: Mr. Jerrett, F.I.C.S. Special Efforts of the past year: Mayoral Appeal for Subscriptions and Life-boat Day. Amount collected last year £310, the same amount as in the previous year.

Life-boat Day.

CHORLEY (LANCS.).—Life-boat Day.

CHURCH (LANCS.).—Life-boat Day.

CLAYTON-LE-MOORS (LANCS.).—Life-boat Day.

COLNE (LANCS.).—Life-boat Day.

COPPULL (LANCS.).—Life-boat Day.

CREWE (CHESHIRE).—Life-boat Days.

CULCHETH-WITH-KENYON (LANCS.).—Life-boat Day.

DALTON-IN-FURNESS (LANCS.). — House-to-House Collection.

DARWEN (LANCS.).—Life-boat Day.

GARSTANG (LANCS.).—Life-boat Day.

GOLBORNE (LANCS.).—Life-boat Day.

GRANGE-OVER-SANDS (LANCS.).—Café Chantant arranged by the Ladies' Life-boat Guild.

HASLINGDEN (LANCS.).—Annual Meeting on 15th April. Amount collected £42, as compared with £45 in the previous year.

Life-boat Day.

HAYDOCK AND ASHTON-IN-MAKERFIELD (LANCS.).—Life-boat Day.

HEYWOOD (LANCS.).—Life-boat Day.

HINDLEY (LANCS.).—Life-boat Day.

HOLME (LANCS.).—Annual Meeting on 16th April. Amount collected last year £11, as compared with £7 in the previous year.

HOYLAKE (CHESHIRE). — Life-boat Sunday, with procession and special service. Presentation of the Binoculars awarded by the Institution to Mr. D. W. Hesslegrave, the Honorary Secretary.

HYDE (CHESHIRE).—Annual Meeting on 4th April, the Mayor, President of the Branch, in the chair. Amount collected last year £75, as compared with £29 in the previous year. The resignation of Mr. J. W. Danby, Chief Constable, from the Hon. Treasurership, was accepted with regret. He was thanked for his past services and elected a Vice-President.

Life-boat Day.

IRLAM (LANCS.).—Life-boat Day.

LANCASTER (LANCS.).—Whist Drive arranged by Toc H. Collection at the Palladium.

LEIGH (LANCS.).—Garden Party organised by the Ladies' Life-boat Guild. Life-boat Day.

LITTLE HULTON (LANCS.).—Life-boat Day.

LITTLEBOROUGH (LANCS.).—Garden Party arranged by the Ladies' Life-boat Guild.

LYMM AND HEATLEY (CHESHIRE).—Dance arranged by the Ladies' Life-boat Guild. Life-boat Day.

LYTHAM (LANCS.).—Annual Meeting on 10th May. Special Effort of the past year: Life-boat Day. Amount collected last year £199, as compared with £207 in the previous year.

MACCLESFIELD (CHESHIRE).—Annual Meeting on 19th March. Amount collected last year £146, as compared with £133 in the previous year.

Life-boat Days.

MANCHESTER AND SALFORD (LANCS.).—Special Meeting of the Ladies' Life-boat Guild at the Manchester Town Hall, at which Lady Stanley of Alderley accepted office as Honorary Secretary in succession to the late Lady Sheffield.

Collections on the occasion of the visit of the Flotilla of Destroyers to the Manchester Docks.

Life-boat Day.

SALFORD.—Flannel Dance arranged by the Guild. The Mayor and Mayoress of Salford were present, and many of the Officers from the Flotilla of Destroyers, following a "Lancashire High Tea," given to them in the afternoon by the Mayor.

MARYPORT (CUMBERLAND).—Garden Party arranged by the Ladies' Life-boat Guild, and held at Netherhall Grounds by permission of Colonel Pocklington Senhouse, President of the Branch.

MIDDLETON (LANCS.).—Life-boat Day.

MIDDLEWICH (CHESHIRE).—Life-boat Day.

NEW BRIGHTON (CHESHIRE).—Annual Meeting on 12th June, Mr. S. S. Jerrett, Chairman of the Branch, presiding. Amount collected last year £18, as compared with £13 in the previous year, while the Wallasey and New Brighton section of the Ladies' Life-boat Guild collected £243, as compared with £314 in the previous year. Mr. Stuart Deacon (Stipendiary Magistrate of Liverpool) was elected President, in the place of Mr. Charles Livingston. The Meeting was followed by the annual hot-pot supper which the Committee give to the Life-boat Crew.

NEWTON-IN-MAKERFIELD (LANCS.).—Life-boat Day.

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

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

PEEL (ISLE OF MAN).—Annual Meeting on 29th May. Special Efforts of the past year: Life-boat Sunday, Life-boat Day, Dance and Sports. Amount collected last year £139, as compared with £147 in the previous year.

PRESTON (LANCS.).—Annual Meeting on 6th May, Alderman Durham in the chair. Special efforts of the past year: House-to-House Collection and Life-boat Day. Amount collected last year £398, as compared with £422 in the previous year.

Life-boat Day.

RAMSBOTTOM (LANCS.).—Special Meeting held on 10th May. Ladies' Life-boat Guild formed. President, Miss M. Cain; Hon. Secretary, Miss N. R. Peake.

Dance organised by the Ladies' Life-boat Guild.

RISHTON (LANCS.).—Life-boat Day.

ROMILEY (CHESHIRE).—Life-boat Days.

SHAW AND CROMPTON (LANCS.).—Life-boat Day.

SOUTHPORT (LANCS.).—Annual Meeting on 6th May, the Mayor of Southport in the chair. Special Effort of the past year: Appeal by the Lady Mayoress, Life-boat Day. Amount collected last year £457, as compared with £510 in the previous year.

Life-boat Day.

STOCKPORT (CHESHIRE).—Life-boat Day.

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

TRAWDEN (LANCS.).—Life-boat Day.

WARRINGTON (LANCS.).—Annual Meeting on 26th March, the Mayor, President of the Branch, in the chair. Amount collected last year £264, as compared with £212 in the previous year.

WEST HOUGHTON (LANCS.).—Life-boat Day.

WIDNES (LANCS.).—Life-boat Day.

WIGAN (LANCS.).—Whist Drive arranged by the Ladies' Life-boat Guild.

WORSTHORNE (LANCS.). — Annual Meeting on 7th May, the Rev. H. Stones, M.A., President of the Branch, in the chair. Special Efforts of the past year : Life-boat Day, House-to-House Collection. Amount collected last year £16, as compared with £13 in the previous year.

North-Eastern District.

BARNSELY (YORKS.). — Life-boat Day.

BEVERLEY (YORKS.).—House-to-House collection.

BLAYDON (DURHAM).—Life-boat Day.

BOLTON-UPON-DEARNE (YORKS.).—House-to-House collection.

BLYTH (NORTHUMBERLAND).—Special Meeting, with the Mayor, the President, in the chair. Mr. J. W. Hogarth elected Chairman.

BRADFORD (YORKS.).—Life-boat Day.

BRIGHOUSE (YORKS.). — Life-boat Day.

CONISBOROUGH (YORKS.).—Life-boat Day.

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

DARLINGTON (YORKS.). — Whist Drive organised by the Ladies' Life-boat Guild, the Mayor and Mayoress being present. At Home. Life-boat Day.

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

DINNINGTON (NORTHUMBERLAND).—Meeting of the Ladies' Life-boat Guild, with Lady Reed, the President, in the chair. Address by the District Organising Secretary.

DONCASTER (YORKS.).—Life-boat Day.

DURHAM.—Life-boat Day.

GATESHEAD (DURHAM). — Life-boat Day. Special Parade by Naval Reserve Men in boat on lorry. Garden Party, opened by Lady Marr, of the Sunderland Ladies' Life-boat Guild.

GOLCAR (YORKS.).—Life-boat Day.

HARTLEPOOL (DURHAM).—Life-boat Day. Ladies arranged a Fish Stall in the street.

HECKMONDWIKE (YORKS.).—Bridge Drive.

HOLMFIRTH (YORKS.). — Life-boat Day.

HORNSEA (YORKS.).—Garden Fête. Sir Charles Wilson, M.P., Chairman of the Leeds Branch, presented Mrs. Hedley, the President, with the Gold Brooch, and Mr. Fenton, late Honorary Secretary, with the framed Life-boat picture, awarded them by the Institution.

HUDDERSFIELD (YORKS.).—Garden Party at the residence of the Mayor.

HULL (YORKS.).—Annual Meeting on 12th June in the Guild Hall, the Lord Mayor, President of the Branch, in the chair. Special Efforts of the past year : Life-boat Day, Matinée. Amount collected last year £699, as compared with £733 in the previous year.

Life-boat Day.

KEIGHLEY (YORKS.). — Life-boat Week. Drawing-room meeting, the Mayoress presiding. Address by the District Organising Secretary.

MARSDEN (YORKS.).—Annual Meeting on 11th April. Amount collected last year £23, as compared with £20 in the previous year.

MIDDLESBROUGH (YORKS.).—Annual Meeting on 10th June, the Mayor, President of the Branch, in the chair. Sir Charles Wilson, M.P., Chairman of the Leeds Branch, presented the Gold Pendant, awarded by the Institution, to the Honorary Secretary, Mr. J. H. Amos. Special Efforts of the past year : Life-boat Day, Special Appeal for Crown subscribers. Amount collected last year £352, as compared with £214 in the previous year.

NORTON (YORKS.).—Life-boat Day.

OSSETT AND HORBURY (YORKS.).—House-to-House Collections by Rovers in Horbury District.

OUTWOOD AND STANLEY (YORKS.).—Life-boat Day.

POCKLINGTON (YORKS.). — Life-boat Day.

RAWMARSH (YORKS.). — Life-boat Day. Dance.

ROTHERHAM (YORKS.).—Life-boat Day.

RYTON (DURHAM).—Annual Meeting. Amount collected last year £30, as compared with £28 in the previous year.

Life-boat Day.

SELBY (YORKS.).—Life-boat Day.

SHEFFIELD (YORKS.).—Annual Meeting, the Lord Mayor, President of the Branch, in the chair. Speakers: the Bishop of Sheffield and Sir W. H. Hadow, Vice-Chancellor of the University. Special Efforts of the past year: Life-boat Day, American Tea, and Special Appeal by the Chairman of the Ladies' Life-boat Guild. Amount collected last year £582, as compared with £588 in the previous year.

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

SPENBOROUGH (YORKS.).—Life-boat Day.

STAINLAND (YORKS.).—House-to-House collection.

STAITHES (YORKS.).—Religious service held in celebration of the anniversary of the re-opening of the Station, followed by a launch of the Boat, a Public Tea, and a Whist Drive and Dance.

SUNDERLAND (DURHAM).—Life-boat Day.

TYNEMOUTH (YORKS.).—Life-boat Day.

WAKEFIELD (YORKS.).—Two Whist Drives.

WEST HARTLEPOOL (DURHAM).—Life-boat Day.

WHITLEY BAY (NORTHUMBERLAND).—Collection in the Picture Houses, carried out by the Ladies' Life-boat Guild.

WITHERNSEA (YORKS.).—Life-boat Day.

Midlands.

ALDERWASLEY (DERBYSHIRE).—Life-boat Day.

BELPER (DERBY).—Life-boat Day.

BIRMINGHAM.—Annual Meeting, the Lord Mayor, President of the Branch, in the chair. Speaker: Mr. John Scott,

O.B.E. Amount collected last year £1,513, as compared with £1,283 in the previous year. Presentation of the Gold Pendants, awarded by the Institution to Mr. George Ward, Vice-Chairman, and Mr. H. H. Cooke, a member of the General and Executive Committees. A number of new District Presidents were appointed.

Police Concert, House-to-House collection, and Theatre collections.

BRISTOL (GLOS.).—Life-boat Day.

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

BURTON-ON-TRENT (STAFFS.).—Life-boat Day. Life-boat visited town and neighbouring villages.

CHELTENHAM (GLOS.).—Life-boat Day.

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

CRADLEY HEATH (STAFFS.).—Life-boat Day.

DAVENTRY (NORTHANTS.).—Visit of Life-boat.

DESBOROUGH (NORTHANTS.).—Life-boat Day.

FAIRFORD AND LECHLADE (GLOS.).—Life-boat Day.

GRIMSBY AND CLEETHORPES (LINCS.).—Special Meeting of the Grimsby Ladies' Life-boat Guild, when a presentation was made to Mrs. Boothby on her resignation from the Honorary Secretaryship.

The Branch has also suffered a serious loss by the resignation of Captain H. B. Boothby, D.S.O., R.N., from the Hon. Secretaryship, which he has held since 1911. Captain and Mrs. Boothby have moved to Littlehampton, where they hope to continue to help the Institution.

IRTHLINGBOROUGH (NORTHANTS.).—Life-boat Day.

LANGWITH (NOTTS.).—Life-boat Day.

LEEK (STAFFS.).—Life-boat Day.

LICHFIELD (STAFFS.).—Life-boat Day.

LINCOLN (LINCS.).—Life-boat Day.

LONG EATON (DERBY).—Life-boat Day, organised by the Fire Brigade. Visit of Life-boat.

LOUGHBOROUGH (LEICS.).—Life-boat Day.

MALVERN (WORCESTERSHIRE).—Lecture to the boys of Malvern School by Lieut.-Col. C. R. Satterthwaite, O.B.E., Deputy-Secretary of the Institution (in March).

MATLOCK (DERBY).—Life-boat Day.

NOTTINGHAM (NOTTS.). — Life-boat Day. Life-boat taken through the city.

NUNEATON (WARWICK). — Life-boat Day.

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

PERSHORE (WORCS.).—Life-boat Day.

RUGBY (WARWICK).—Life-boat Day.

RUGELEY (STAFFS.).—Life-boat Day.

SHIPSTON - ON - STOUR (WORCS.). — Life-boat Day.

STAFFORD (STAFFS.).—Addresses to Toc H and the Rotary Club by the District Organising Secretary.

STOURBRIDGE AND AMBLECOTE (WORCS.).—Life-boat Day.

STOW-ON-THE-WOLD (GLOS.).—Life-boat Day.

SWADLINCOTE (DERBY). — Branch formed. Honorary Secretary, Miss May Badkin.

UPPINGHAM (RUTLAND).—Address to Uppingham School and Members of the Ladies' Life-boat Guild, by Mr. George F. Shee, M.A., Secretary of the Institution.

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

WALSALL (STAFFS.).—Annual Meeting on 12th June, the Mayor, President of the Branch, in the chair. New Chairman, Honorary Secretary and Committee appointed. Amount collected last year £89, as compared with £42 in the previous year.

Life-boat Day.

WARWICK. — Annual Meeting. Amount collected last year £43.

WELLINGBOROUGH (NORTHANTS.).—Life-boat Day. Visit of Life-boat.

WOLVERHAMPTON (STAFFS.). — Life-boat Day, with a Life-boat taken through the streets, and a special open-air service.

WRAGBY (LINCS.).—Life-boat Day. Carnival Dance.

Seven Lectures were given by the District Organising Secretary during the quarter.

South-Eastern District.

BEDFORD (BEDS.).—Pageant organised by the Rotary Club. (See special report.)

BRENTWOOD (ESSEX). — Life-boat Day.

BRIGHTON AND HOVE (SUSSEX).—Garden Party. Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

BURNHAM (BUCKS.).—Life-boat Day.

CAMBRIDGE.—Lecture to St. Faith's School, by Mr. J. F. Lamb, a member of the Committee of Management (in March).

CHELMSFORD (ESSEX). — Life-boat Day.

CRAWLEY, THREE BRIDGES AND WORTH (SUSSEX).—Branch formed. Honorary Secretary, Miss Moorhouse.

DISS (NORFOLK).—Life-boat Day.

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

GRAVESEND (KENT).—Life-boat Day.

HASTINGS (SUSSEX).—Annual Meeting on 26th June, the Mayor, President of the Branch, in the chair. Speaker: Captain the Earl Howe, C.B.E., V.D., A.D.C., R.N.V.R., a member of the Committee of Management. Amount collected last year £288, as compared with £230 in the previous year.

HORSHAM (SUSSEX).—Life-boat Day.

KING'S LYNN (NORFOLK).—Life-boat Day.

LITTLEHAMPTON (SUSSEX).—Dance.

LETCHWORTH (HERTS.). — Life-boat Day.

LEWES (SUSSEX).—Life-boat Day.

MALDON (ESSEX).—Life-boat Day.

SANDWICH (KENT).—Life-boat Day.

SEAFORD (SUSSEX).—Life-boat Day.

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

WOLVERTON (BUCKS.). — Life-boat Day.

Two Lectures given by the District Organising Secretary during the quarter.

South-Western Districts.

BASINGSTOKE (HANTS.). — Special Meeting to re-establish the Branch. Tea provided by the Mayoress.

BATH (SOMERSET).—Life-boat Day.

BOURNEMOUTH (HANTS.).—Annual Meeting on 10th May, with the Mayor, a Vice-President of the Branch, in the chair. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Amount collected last year £940, as compared with £785 in the previous year.

BRIDPORT (DORSET).—House-to-house collection.

EMSWORTH AND DISTRICT (HANTS.). —New Branch formed. Hon. Secretary, Mr. A. L. C. Stewart.

EXETER (DEVON).—Life-boat Day.

DEVIZES (WILTS.).—Life-boat Day.

FALMOUTH (CORNWALL). —Ladies' Life-boat Guild formed. Hon. Secretary, Mrs. J. Rogers.

HENLEY (OXFORDSHIRE).—Life-boat Day.

HONITON (DEVON).—House-to-house collection.

PAIGNTON (DEVON).—Dancing Display.

PLYMOUTH (DEVON).—Life-boat Day.

READING (BERKS.).—Life-boat Day.

SOUTHAMPTON (HANTS.).—Life-boat Day.

STREET (SOMERSET).—Dancing Display.

TIVERTON (DEVON).—New Branch formed. Hon. Secretary, Mrs. Mills.

TRURO (CORNWALL).—Annual Meeting. Amount collected last year £85, as compared with £84 in the previous year.

Address by the District Organising Secretary to the Rotary Club. Life-boat Day.

Scotland.

SCOTTISH LIFE-BOAT COUNCIL.—The half-yearly meeting of the Scottish Life-boat Council was held in Glasgow on 8th May, the Duke of Montrose, Chairman of the Council, presiding. Eight new members were welcomed to the Council, and Mr. J. Ramsay Smith, Hon. Secretary of the Peebles Branch, was presented with the Gold Pendant awarded him by the Institution.

BIGGAR (LANARK).—Life-boat Day.

CARLUKE (LANARK).—Life-boat Day.

COATBRIDGE (LANARK). — Ladies' Life-boat Guild formed. Hon. Secretary, Miss C. J. Kerr.

DORNOCH (SUTHERLAND).—New Branch formed. Hon. Secretary, Mr. J. G. Phimister.

DUNDEE (FORFAR).—Life-boat Day. (See special report.)

Address to the Rotary Club by the District Organising Secretary.

DUNOON (AYR).—Ladies' Life-boat Guild formed. President, Mrs. Colin Turner; Vice-President, Mrs. McArthur Moir; Hon. Secretary, Miss Helen McLeod.

EASTER ROSS (ROSS-SHIRE).—Branch formed. Honorary Secretary, Mr. J. Macdonald.

EDINBURGH.—Life-boat Day.

ELGIN (ELGIN).—Life-boat Day.

FALKIRK (STIRLING).—Life-boat Day.

FOCHABERS (ELGIN).—Life-boat Day.

FORFAR (FORFARSHIRE).—Branch formed. Hon. Secretary, Mr. Charles Smith.

FORRES (ELGIN).—Branch formed. Hon. Secretary, Mr. Andrew McLean.

FRASERBURGH (ABERDEENSHIRE).—Presentation of the Awards made for the service to the Steam-trawler *Clio* in January, 1912. (See report of the Annual Meeting of the Institution in the last issue of *The Lifeboat*.)

GLASGOW.—Annual Meeting on 22nd May, Mr. Leonard Gow, J.P., Chairman of the Branch, presiding. Special Efforts of the past year: Life-boat Day; Reception on board the Anchor Liner *Transylvania* for the formation of Ladies' Life-boat Guild. Amount collected last year £4,148, as compared with £3,512 in the previous year. Mr. J. W. Harper Gow, the son of Mr. Leonard Gow, was elected Hon. Secretary, in place of Mr. Fred Bedford, who had resigned.

Address given by the District Organising Secretary to the Glasgow Rotary Club. Life-boat Day.

GOUROCK (RENFREW).—Life-boat Day.

GRANGEMOUTH (STIRLING).—Life-boat Day.

GREENOCK (RENFREW).—Life-boat Day.

HELENSBURGH (DUMBARTON).—Life-boat Day.

INVERKEITHING (FIFE).—Life-boat Day.

KINGUSSIE (INVERNESS).—Life-boat Day.

KIRKCALDY (FIFE).—Ladies' Life-boat Guild formed. President, Mrs. Alexander Hutchison; Vice-President, Mrs. R. W. Honeyman; Hon. Secretary, Miss J. S. Mitchell.

KIRKCUDBRIGHT (KIRKCUDBRIGHT). Entertainment by the students of Edinburgh Castle Douglas High School Club during their Easter vacation.

KIRKINTILLOCH (DUMBARTON).—Life-boat Day.

LAMINGTON (LANARK).—Life-boat Day.

LANARK (LANARK).—Life-boat Day.

MILLPORT (BUTE).—Life-boat Day.

MOFFAT (DUMFRIES).—Life-boat Day.

NAIRN (NAIRN).—Ladies' Life-boat Guild formed. Hon. Secretary, Mrs. Fleming.

Concert and Exhibition of Films.

NEWTONMORE (INVERNESS).—Life-boat Day.

PERTH (PERTSHIRE).—Life-boat Days.

ROTHES (ELGIN).—Life-boat Day.

SELKIRK (SELKIRK).—Life-boat Day.

SKELMORLIE (AYRSHIRE).—Life-boat Day.

Ireland.

ATHY (CO. KILDARE).—Branch formed. Hon. Secretary, Miss Reeves.

BELFAST.—Annual Meeting on 13th May, the Lord Mayor, President of the Branch, in the chair. Speakers: The Viscount Bangor, Col. the Right Hon. Sharman Crawford, C.B.E., D.L., P.C., and Mr. George F. Shee, M.A., Secretary of the Institution. Amount collected last year £874, as compared with £634 in the previous year.

Fancy Dress Ball. Life-boat Days. Life-boat Fête. (See special report.) Skating Carnival opened by the Lord Mayor. Broadcasting talk by the District Organising Secretary.

BOYLE (CO. ROSCOMMON).—Jumble Sale.

COLERAINE (LONDONDERRY).—Life-boat Day.

COURTMACSHERRY (CO. CORK).—Life-boat Day.

DROGHEDA (CO. LOUTH).—Life-boat Day.

DUBLIN.—Annual Meeting on 15th May, Senator the Right Hon. Andrew Jameson, D.L., Chairman of the Branch, presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Amount collected last year £1,208, as compared with £974 in the previous year.

GALWAY (CO. GALWAY).—Annual Meeting on 16th May, the Chairman of the Council presiding. Amount collected last year £91, as compared with £46 in the previous year.

Life-boat Day.

KINGSTOWN (CO. DUBLIN).—Annual Meeting on 14th May, Captain A. Fossberry Holmes, Chairman of the Branch, presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Amount collected last year £215, as compared with £181 in the previous year.

LARNE (Co. ANTRIM).—Annual Meeting, Mr. S. W. Hill, M.B., Chairman of the U.D.C. and President of the Branch, in the chair. Amount collected last year £96, as compared with £83 in the previous year.

Life-boat Day.

LISBURN (Co. ANTRIM).—Annual Meeting on 10th May. Amount collected last year £168, as compared with £141 in the previous year.

Life-boat Day.

LONDONDERRY.—Life-boat Day.

LURGAN (Co. ARMAGH).—Annual Meeting on 21st May, Mr. H. C. Malcolm, U.D.C., President of the Branch, in the chair. Amount collected last year £67, as compared with £69 in the previous year.

MIDDLETON (Co. CORK).—Life-boat Day.

PORTRUSH (Co. ANTRIM).—Life-boat Day.

TANDRAGEE (Co. ARMAGH).—Branch formed. President, Mrs. White; Hon. Secretary, Mrs. Green. Life-boat Day.

TEMPLEPATRICK (Co. ANTRIM).—Whist Drive and Dance.

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

TRALEE (Co. KERRY).—Life-boat Day.

WATERFORD (Co. WATERFORD).—Annual Meeting, the Mayor, Chairman of the Branch, presiding. Amount raised last year £10, as compared with £76 in the previous year. The reason for the fall was that Life-boat Day (£51) was not held until October, when the Branch financial year had closed.

WEXFORD (Co. WEXFORD).—Annual Meeting on 1st July, with Lady Maurice Fitzgerald, President of the Branch, in the chair. Speaker: Major-General B. J. C. Doran, C.B., Hon. Secretary of

the Station until it was closed in 1925, when the Life-boat establishment was transferred to Rosslare Harbour. Amount collected £62.

Dance.

Wales.

(Including Herefordshire and Shropshire.)

ABERTILLERY (MON.).—Annual Meeting, with Mrs. A. M. Dolman, President of the Branch, in the chair. Amount collected last year £24, the same amount as in the previous year.

Life-boat Day.

BUCKLEY (FLINT).—Life-boat Day.

CARDIFF (GLAM.).—Life-boat Day.

CÆRNARVON (CÆRNARVON).—Life-boat Day.

DENBIGH (DENBIGH).—Life-boat Day.

LLANELLY (CARM.).—Life-boat Day.

LLANGOLLEN AND CHIRK (DENBIGH).—Special meeting at which a Guild was formed, with Lord Trevor presiding. President, Lady Trevor; Hon. Secretary, Mrs. Vaughan Roberts.

NEATH (GLAM.).—Life-boat Day.

NEWPORT (SALOP).—Life-boat Day.

OSWESTRY (SALOP).—Life-boat Day.

PONTYPRIDD (GLAM.).—House-to-House Collection. Life-boat Days.

PORTH (GLAM.).—Life-boat Day.

PRESTEIGNE (RADNOR).—Life-boat Day.

SWANSEA (GLAM.).—Annual Meeting, the Mayor, President of the Branch, in the chair. Amount collected last year £242, as compared with £215 in the previous year.

Whist Drive, Garden Fête.

WELLINGTON (SALOP).—Life-boat Day.

WHITCHURCH (SALOP).—Life-boat Day.

Notice.

The next number of THE LIFEBOAT will be published in November, 1929.

When you have read this number will you kindly pass it on to a friend, unless you are keeping a complete set of the Journal?