

THE LIFEBOAT.

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The New Dover Motor Life-boat.

Inaugural Ceremony by the Prince of Wales, K.G.

THE PRINCE OF WALES, as President of the Institution, on 10th July named the new Dover Motor Life-boat *Sir William Hillary*, after the founder of the Institution.

This new boat marks an important development in Motor Life-boat construction. The aim of the Institution in the design and construction of Motor Life-boats and their engines, which shall be suitable for the work of rescuing life from shipwreck under all conditions, has been, not high speed, but a great reserve of power. It is this reserve of power, enabling the Life-boat to maintain her speed in face of the worst conditions of weather, which may make all the difference between success and disaster at that critical moment when a Life-boat is manœuvring to get alongside or to get away from a wreck.

While there is no intention of departing from this as the general policy of construction, the Committee decided two years ago that the conditions of cross-Channel traffic made it desirable to provide a special and faster type of Motor Life-boat to be stationed at Dover. In addition to the very heavy passenger-steamer traffic across the Straits, there is now a considerable daily traffic by aeroplane, maintained in all but the worst weather. The time during which an aeroplane is exposed to the risk of coming down while over the sea is very short, but once she is down in anything but a calm sea, the time during which she will remain afloat is generally so short that the ordinary Motor Life-boat could scarcely hope to reach the casualty soon enough to rescue those on board.

To meet these special conditions, it was decided to re-open the Dover Station, which had been closed in 1922, and to provide for it a Motor Life-boat with the highest speed obtainable without sacrificing the essential qualities of a Life-boat, the chief of which are buoyancy and stability. The original proposal had been for a Motor Life-boat able to travel between 25 and 30 knots, but it was found that, unless essential Life-boat qualities were to be sacrificed, the highest speed possible was between 17 and 18 knots. This is nearly twice as high as that of any other Life-boat.

The new boat has been designed by Mr. J. R. Barnett, O.B.E., M.I.N.A., of Messrs. G. L. Watson & Co., of Glasgow, the Consulting Naval Architect of the Institution, and Messrs. John Thornycroft & Co. She has been built by Messrs. Thornycroft at Hampton-on-Thames.

The keel was laid down in September, 1928, and the boat was completed in November, 1929. Early in December she ran her trials at the mouth of the Thames, and on her way down paid a visit to Chelsea, where she was welcomed at Cadogan Pier by the Mayor of Chelsea (Lady Phipps), President of the newly-formed Chelsea Branch, Captain Basil Hall, R.N. (the Chairman), and Miss Edith Place (Honorary Secretary). Members of the Chelsea Branch and many other visitors, among them being the late Archbishop Lord Davidson and Lady Davidson, went over the boat, which was described to them by Air Vice-Marshal Sir Oliver Swann, a member of the Chelsea Committee.

After returning to Hampton for some

minor modifications, she went to her Station on 21st January, 1930.

The Hull.

She is 64 feet long and 14 feet broad, with a maximum depth of 5 feet 1 inch. Her displacement is 27 tons. The skin of the hull consists of double planking of mahogany, each planking $\frac{1}{2}$ inch thick, and her timbers, or ribs, are very close together, the space between being from 5 to 9 inches, instead of the usual 21 to 36 inches. The result is an unusually strong and elastic boat. Her keel is 12 inches deep and 7 inches thick. It was cut from an oak grown in the Tongues Wood Estate at Hawkhurst, Kent, which was felled in 1921. Its length was 48 feet and its girth over 9 feet. It was then approximately 130 years old. That is to say, it must have been planted a year or two after the first Life-boat, *Original*, was launched at Tynemouth in 1789, and was already a flourishing tree when Sir William Hillary founded the Institution in 1824. The boat has eight water-tight compartments, with steel bulkheads, and some eighty air cases. They give her an excess of buoyancy of 50 per cent. of her weight.

The Engines.

She has twin screws and is driven by two engines, also designed and built by Messrs. Thornycroft. They are each of 375 h.p., and give her a speed of $17\frac{1}{4}$ knots. The next most powerful type of Life-boat, the Barnett type, has two engines each of 80 h.p., with a speed of $9\frac{1}{2}$ knots. She carries 350 gallons of petrol in four tanks, and can travel 156 miles at full speed, or 198 miles at 12 knots, without refuelling. She is provided with two cabins, and can carry a maximum of 200 persons—not, it is hardly necessary to say, as first-class passengers.

She has a Line-throwing Gun, with a range of 80 yards, an oil-spray in the bows for use in rough water, and an electric searchlight. She is lighted by electricity. She is fitted with a Marconi receiving and transmitting wireless telephony set, with a range of over fifty miles. By means of this she can keep

in touch with the wireless stations at Lympne and Ramsgate, and with the various light-vessels in the area of the Goodwin Sands.

She has cost £18,430, and has a crew of seven men, of whom four are permanent. She has been specially designed and built to deal with casualties at sea, and is not suitable for work inshore or on the Goodwin Sands. Casualties there will continue to be dealt with by the Life-boats at Ramsgate, Deal, Walmer and Hythe.

The Dover Station was established in 1852, was closed from 1914 to 1919, during the war, was reopened in 1919, and closed again in 1922. It then had a record of ninety-eight lives rescued from shipwreck.

“Sir William Hillary.”

It was felt that no more fitting name could be given to this special new type of Life-boat than that of the founder of the Institution, Lieut.-Colonel Sir William Hillary, Bt. It is peculiarly appropriate, not only because the new boat represents the latest developments in Life-boat construction, but because she is stationed at Dover, our chief gateway to the Continent; for Sir William Hillary travelled very widely in Europe, and during the Napoleonic Wars raised a force in Essex for the defence of the south-east coast.

The Inaugural Ceremony.

As already stated, the Prince of Wales himself named the boat *Sir William Hillary*, the ceremony taking place on 10th July in the Wellington Dock at Dover.

The Mayor of Dover (Mr. E. Hilton Russell) presided, and in opening the proceedings recalled the splendid record of the Life-boat Stations on the coast of Kent—3,931 lives rescued since 1850, while eight Gold, ninety-eight Silver and two Bronze Medals have been awarded by the Institution to men of the Kentish Stations for gallantry in saving life.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, presented the Life-boat to the Dover Branch, and she was received by Dr. J. R. W. Richardson, the

Honorary Secretary. Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, described the Life-boat, and she was dedicated by the Ven. E. H. Hardcastle, M.A., Archdeacon of Canterbury. The vote of thanks to the Prince of Wales was proposed and seconded by two members of the Committee of Management, Captain the Right Hon. the Earl Howe, P.C., C.B.E., V.D., R.N.V.R., and Captain G. C. Holloway, O.B.E., R.D., R.N.R. The vote of thanks to the Mayor was proposed by Major the Right Hon. Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P., President of the Folkestone and Hythe Branches, and seconded by Colonel the Master of Sempill.

Representatives of Foreign Life-boat Services.

Foreign Life-boat Societies were represented by Vice-Admiral Lacaze, President, and Commandant Le Verger, Secretary of La Société Centrale de Sauvetage des Naufragés, Mr. H. de Booy, Secretary of the North and South Holland Life-boat Society, M. Roger Lesage, President, and Mr. S. C. Early, Vice-President of the Boulogne Life-boat Society, and Paymaster Lieut.-Commander H. S. Bradbrook, R.N.R., British Vice-Consul at Boulogne.

Two other Life-boats were present at the ceremony, the new twin-screw Motor Life-boat, *Maréchal-Foch*, which the French Society has recently stationed at Calais, and the 51-foot Barnett Cabin Twin-screw Motor Life-boat for the new Station at Lerwick in the Shetlands, which stopped at Dover on her 700 miles' journey to Lerwick from the building yard at Cowes.

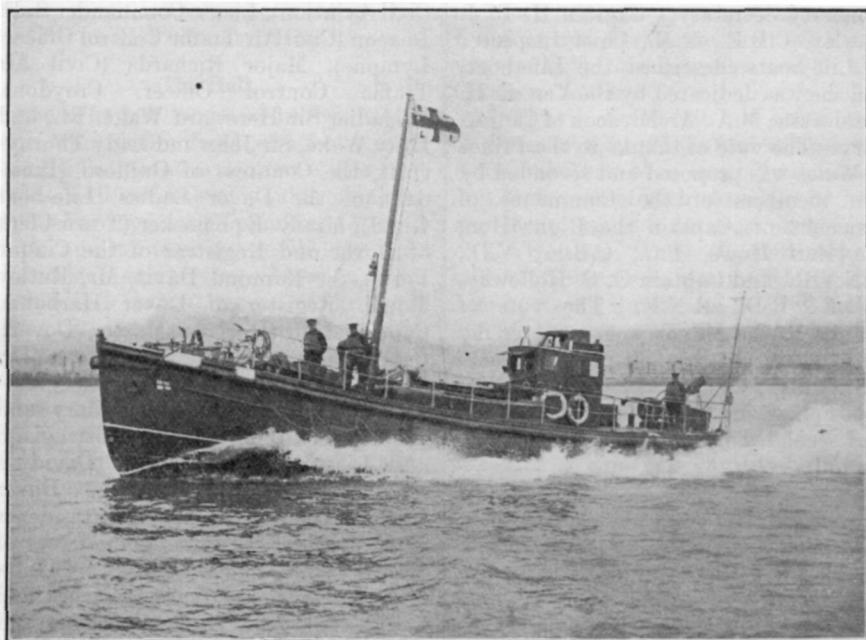
Among the many people present were the Mayoress of Dover, Mr. F. Montague, M.P. (Under-Secretary of State for Air), Sir William Crundall (Chairman of the Dover Harbour Board) and Lady Crundall, Captain H. J. M. Rundle, O.B.E., R.N. (Deputy Chief Inspector of Coastguard, representing the President of the Board of Trade), Captain A. L. Strange, R.N. (Inspector of Coastguard for the S.E. Division, representing the Mercantile Marine Department of the Board of Trade), Mr. F. G. L. Bertram, C.B.E. (Deputy Director of

Civil Aviation), Lieut.-Commander S. E. Deacon (Civil Air Traffic Control Officer, Lympne), Major Richards (Civil Air Traffic Control Officer, Croydon), Brigadier Sir Hereward Wake, Bt., and Lady Wake, Sir John and Lady Thornycroft, the Countess of Guilford (President of the Dover Ladies' Life-boat Guild), Mr. R. E. Knocker (Town Clerk of Dover and Registrar of the Cinque Ports), Sir Edmund Davis, Mr. Rutley Mowll (Register of Dover Harbour), Captain Iron (Harbour Master, Dover), Canon Elnor (Vicar of Dover), Dr. C. A. Preston-Hillary (great-great-grandson of Sir William Hillary and Deputy Chairman of the Nottingham and District Branch), Miss Davidson (Honorary Secretary of the Dover Ladies' Life-boat Guild), Vice-Presidents and Members of the Committee of Management, representatives of Life-boat Stations, Financial Branches and Ladies' Life-boat Guilds in Kent and Sussex, Mr. J. R. Barnett, O.B.E., M.I.N.A. (Consulting Naval Architect to the Institution), and Mr. George F. Shee, M.A., *Secretary of the Institution*. The singing was led by a choir under the direction of Mr. H. J. Taylor, F.R.C.O., the Borough Organist, and accompanied by the Band of the 2nd Battalion, Lincolnshire Regiment, by kind permission of Lieut.-Colonel A. H. Hopwood, D.S.O. The Prince was received by a guard of honour of fifty men of the British Legion.

The Prince's Speech.

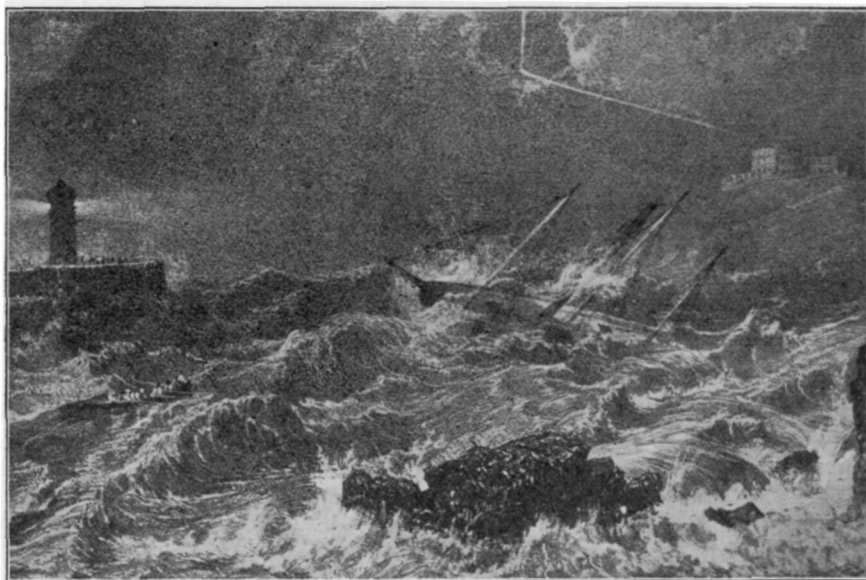
Before naming the Life-boat, the Prince of Wales said: "I should like first to extend my very cordial welcome to Vice-Admiral Lacaze, the President, and to Commandant Le Verger, the Secretary of La Société Centrale de Sauvetage des Naufragés, as well as to the representatives of the Boulogne Life-boat Society, which celebrated its centenary five years ago, and to Mr. de Booy, an old friend of the Institution, who represents the North and South Holland Life-boat Society, which is almost as old as our own Institution. (Cheers.)

"The launch of a Life-boat must, in any case, be a singularly happy incident.



"SIR WILLIAM HILLARY."

The new Dover Motor Life-boat.



AN EXPLOIT OF SIR WILLIAM HILLARY.

The rescue of 62 lives from the *City of Glasgow* on the night of 19th October, 1825, when Hillary himself was washed overboard, and had his chest crushed and six ribs broken. This was one of three services for each of which he was awarded the Institution's Gold Medal for his gallantry.

For it is an occasion on which a vessel is dedicated to her humane and heroic service, with the blessing of religious authority and the good wishes of mankind; and the fine spirit of the sea is embodied perhaps more in a Life-boat than in any other ship, because those who man a Life-boat do so knowing full well that the chances are that they will be in danger whenever they have to be called out. But there are circumstances present here to-day which mark the ceremony which I am to perform as something unique in the annals of the Life-boat Service. (Cheers.)

"First there is the Boat herself. She is the largest, swiftest and finest Motor Life-boat in the world, the last word in design, workmanship and material.

"Then there is her double purpose. She is here, at England's chief gateway to the Continent, to guard against casualties to the heavy passenger steamer traffic, and also to the aeroplane traffic—a new object of concern to the Life-boat Service, for it is daily increasing in volume and in the variety of aircraft. The risk of casualty to aircraft is limited to a very short space of time over the Channel, but should a casualty occur time is the essence of the matter if life is to be saved. So you will be glad to know that the most complete arrangements have been made with the Air Ministry, the Board of Trade and the Lightships of Trinity House for the immediate mobilisation of this Life-boat in the event of a wireless S.O.S. being received from a pilot during his passage across the sea. (Cheers.)

"Then we come to the name, *Sir William Hillary*. As President of the Institution, I should like to congratulate the Committee of Management on having chosen to name this Life-boat after Colonel Sir William Hillary, that fine English soldier, sailor, scholar, philanthropist and greatest of Life-boatmen. After serving in the Napoleonic Wars, he settled in the Isle of Man, and at once turned his attention and his wonderful energies to the question of saving life from shipwreck. He saw many terrible wrecks in Douglas Bay. This led him to make his 'Appeal

to the British Nation on the humanity and policy of forming a national Institution for the preservation of life and property from shipwreck,' and this, again, resulted in the Institution being founded in the City of London in 1824. Sir William himself played an active and heroic part in saving life from shipwreck in Douglas Bay. He was actually concerned in the rescue of 305 lives, and three times received the Gold Medal of the Institution for gallantry. (Cheers.)

"Finally, I turn to the last circumstance which justifies my reference to this ceremony as a happy occasion. You will see in the harbour two other Life-boats. One is the new 51-foot Barnett Motor Life-boat, which is on her way to her far station at Lerwick, in the Shetlands. Then, we have here that fine boat, which is the newest and most powerful Life-boat belonging to the French Central Society, and she bears the glorious name of *Maréchal-Foch*. While, of course, we cannot compare the position in history of the modest English soldier, the founder of the Life-boat Service, with the great French leader whose renown has added fresh lustre to the arms of France, and whose memory we, too, greatly cherish, I cannot help thinking that both men were typical of the character of their peoples, and that they would both rejoice to see their names linked to a cause which represents the chivalry of the sea." (Loud Cheers.)

The Launch

On the conclusion of his speech the Prince pulled a coloured ribbon, releasing a bottle of champagne, which broke across the Life-boat's bows. He then cut another ribbon, which released the boat herself, and she ran down the slipway while the band played the National Anthem.

The Prince then went on board the *Sir William Hillary*, the *Maréchal-Foch*, and the Lerwick Life-boat, and the three crews were presented to him. After the ceremony the representatives of the foreign Life-boat Services were entertained by the Mayor of Dover.

Padstow's New Motor Life-boat.

Inaugural Ceremony by H.R.H. the Duke of Gloucester, K.G.

THE new Padstow Motor Life-boat was named on 21st July by H.R.H. the Duke of Gloucester, K.G., the name given to her being *Princess Mary*.

The new boat is a gift to the Institution, through the Earl of Inchcape, from the Peninsular and Oriental group of shipping companies, and was the first response to the appeal which the Prince of Wales made to shipping companies in 1928 to present Motor Life-boats. She is of the Barnett Twin-Screw Cabin type, and is one of the largest and most powerful Motor Life-boats on our coasts. She is 61 feet by 15 feet, with 14 water-tight compartments, and 70 air-cases. She is driven by two 6-cylinder 80-h.p. engines, which give her a speed of $9\frac{1}{2}$ knots, and she carries enough petrol to be able to travel 310 miles at full speed without refuelling. She can take 130 persons on board in rough weather. She has two cabins, a searchlight, line-throwing gun, life-saving net and sprays for pouring oil on the waves.

A Dangerous Coast.

This Motor Life-boat replaces the Steam Tug *Helen Peele* and the large Pulling and Sailing Life-boat which were previously stationed there. The Tug had been specially built in 1901 for Padstow to meet the special conditions of the dangerous rock-bound coast between Land's End and the Bristol Channel. There are few places on this coast 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 Steam Tug, they were able to do.* For the same reasons Padstow has now been equipped with a Motor Life-boat of the most powerful type. Besides the Tug and the large Pulling and Sailing Life-boat, Padstow has also

had a smaller Pulling and Sailing Life-boat for working the inner waters of the Bristol Channel, and this boat remains at the Station for the present. She will later be replaced by a light Motor Life-boat, 35 feet 6 inches long.

Padstow has a long and distinguished record as a Life-boat Station. Its first Life-boat was placed there in 1827, and since 1856 its boats have rescued over 400 lives. No fewer than twenty-three silver and one bronze medal have been awarded by the Institution to Padstow men for gallantry in saving life from shipwreck. These lives have not been rescued without loss. In 1901, a Steam Life-boat which had just been stationed there capsized and eight of her crew were drowned. It was following this disaster that the decision was taken to build a Tug for Padstow.

At the Inaugural Ceremony on the 21st, Colonel C. R. Prideaux-Brune, President of the Branch, presided, and, on behalf of the Peninsular and Oriental group of shipping companies, Viscount Glenapp, the Earl of Inchcape's son, presented the Life-boat to the Institution.

Captain Howard F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, then gave a full description of the boat, and she was received by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, who then presented her to the Padstow Station. In doing so, he recalled the splendid Life-boat record of Cornwall—2,931 lives rescued from shipwreck, and 5 Gold, 113 Silver and 18 Bronze Medals awarded by the Institution to Cornishmen for their gallantry.

Colonel Prideaux-Brune accepted the Life-boat on behalf of the Station, and she was dedicated by the Ven. M. B. Williamson, M.A., the Archdeacon of Bodmin. The Rev. Charles Plank, the Vicar of Padstow, the Rev. S. Brown, of the Wesleyan Church, and the Rev.

* A full account of the services of the *Helen Peele* appeared in *The Lifeboat* for September, 1929.

A. Knight, of the United Methodist Church, also took part in the religious ceremony.

The Duke's Speech.

Following the dedication, the Duke of Gloucester named the Life-boat *Princess Mary*. In doing so, he said :

"I am very glad to have this opportunity of associating myself with the great work carried out by the Institution which provides and maintains the whole of the Life-boat Service around our 5,000 miles of coast. This task has been carried out since 1824 by the voluntary service of our Crews and the voluntary support of the people of these islands. It has never been more efficiently performed than in these days, when the progress of science, especially in the development of the petrol engine, has given new strength to the permanent source of all effective human effort, which lies, of course, in courage, tenacity and self-sacrifice ; and nowhere do we find these qualities more splendidly shown than among the fishing population on our coasts. (Cheers.)

"I cannot imagine the launch of any ship, great or small, which better embodies the noblest aim of man than that of a Life-boat, to use the strength and skill acquired after many years of earnest training, in order to go to the help of fellow-men in peril of the sea, without asking or caring whether they be fellow-countrymen or not ; and of the perils on this coast the names of Doom Bar and Hell Bay are eloquent proof.

"I must now draw your attention to the fact that we owe this Life-boat to the generosity of the great shipping group which operates all over the world under the chairmanship of Lord Inchcape. As Lord Glenapp has reminded us, Lord Inchcape was the first to respond to the Prince of Wales's appeal, and the generosity of the response was in harmony with the traditions of the P. & O. Company and the other great lines associated with that name. (Cheers.)

"When Lord Inchcape gave this Boat he thought that she could not have a better name than that of my

sister, *Princess Mary*. When asked, she readily consented to the Boat being called after her. She asked me the other day, on her behalf, to wish God-speed to the Boat and her gallant Crew. She feels sure that any calls that may be made upon it will be responded to with that bravery and efficiency which have characterised its predecessors. (Cheers.)

"It is a happy coincidence that this month my family are nearly all closely linked with the Life-boat Service. The other day my eldest brother named the Dover Life-boat after Sir William Hillary, the founder of the Institution. To-day I am naming the Padstow boat after my sister. On Friday next my youngest brother is naming his fourth and fifth Life-boats at Walton-on-the-Naze and Clacton-on-Sea. (Cheers.)

"It is with the greatest pleasure that I name this Boat the *Princess Mary*."

The Duke then pulled the cord which broke the bottle of wine, amidst loud cheers. When the cheers had ceased, he continued : "I wish her God-speed in her beneficent task, and I am confident that she will bring fresh lustre to the splendid record of the Padstow Crew, and link my sister's name happily with one of the noblest undertakings which has ever been dedicated to the service of mankind." (Loud cheers.)

A vote of thanks to the Duke of Gloucester was proposed by Sir Godfrey Baring and seconded by Colonel Prideaux-Brune. After the ceremony the Duke went on board the Life-boat.

During the afternoon and evening Padstow was *en fête*, the grounds of Prideaux Place being thrown open to the public by Colonel Prideaux-Brune.

Among those present at the ceremony were : The Lord Lieutenant of Cornwall (Mr. John C. Williams), the Mayors of Truro, Bodmin, St. Ives, Penryn and Lostwithiel, the Chairman of the Padstow Urban District Council, the Chairman of the Wadebridge Urban District Council, Lieut.-Colonel Sir Hugh Protheroe Smith (Chief Constable of Cornwall), Admiral Sir Stuart Nicholson,

THREE PRINCES AT*By courtesy of]**[Central News.***H.R.H. THE PRINCE OF WALES NAMING THE DOVER LIFE-BOAT.***By courtesy of]**[The Western Morning News.***H.R.H. THE DUKE OF GLOUCESTER AT THE PADSTOW CEREMONY.**

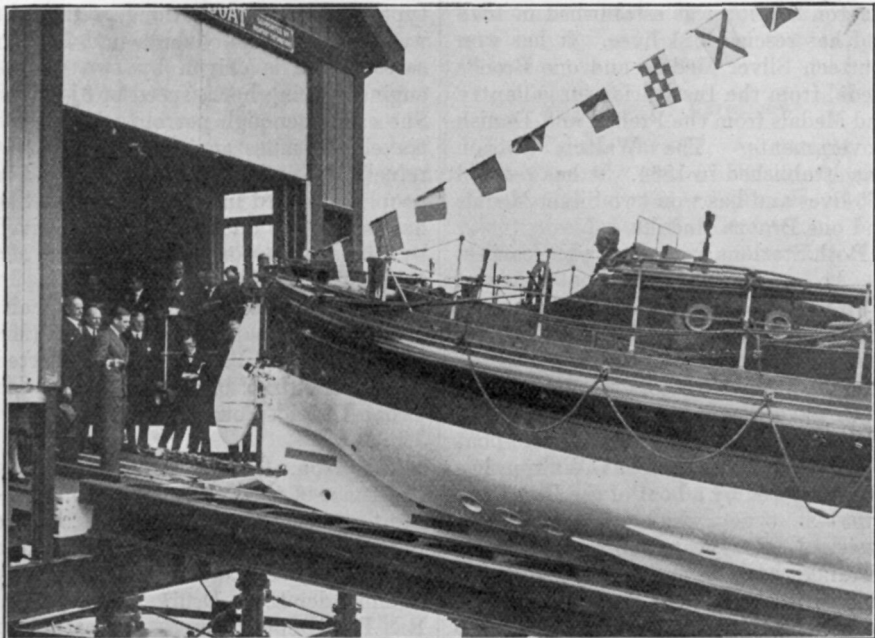
LIFE-BOAT CEREMONIES.



By courtesy of]

[Sport & General.

H.R.H. PRINCE GEORGE NAMING THE WALTON-ON-THE-NAZE LIFE-BOAT.



By courtesy of]

[Sport & General.

H.R.H. PRINCE GEORGE NAMING THE CLACTON-ON-SEA LIFE-BOAT.

C.B., M.V.O., D.L. (Hon. Secretary of the Bude Branch), Major and Mrs. Denys Prideaux-Brune, Miss Prideaux-Brune, Lord and Lady Ravensworth, Captain E. P. Hutchings (Hon. Secretary of the Padstow Branch), Lady Humphreys (Chairman of the Plymouth

Ladies' Life-boat Guild), Mr. George F. Shee, M.A. (Secretary of the Institution), and representatives of many other Branches and Ladies' Life-boat Guilds.

After the Ceremony Colonel Prideaux-Brune had the honour of entertaining the Duke of Gloucester to luncheon.

New Motor Life-boats at Walton and Clacton.

Inaugural Ceremonies by H.R.H. Prince George, K.G.

H.R.H. PRINCE GEORGE, K.G., named the new Motor Life-boats at Walton-on-the-Naze and Clacton-on-Sea on 25th July. These are the fourth and fifth Life-boats which Prince George has named. In 1928 he travelled specially to the Orkneys to name the new Motor Life-boats at Stromness and Longhope, and last year he named the new South-end Motor Life-boat. There are three Life-boat Stations on the Essex Coast—at Walton, Clacton and Southend. They have now all been equipped with Motor Life-boats, and all three boats have been named by Prince George.

Both Walton and Clacton have very distinguished records in life-saving. The Clacton Station was established in 1878 and has rescued 581 lives. It has won fourteen Silver Medals and one Bronze Medal from the Institution for gallantry and Medals from the French and Danish Governments. The Walton Station was established in 1884. It has rescued 375 lives and has won two Silver Medals and one Bronze Medal.

Both Stations were among the earliest to be equipped with motor-power. Walton has had a Motor Life-boat since 1906 and Clacton since 1910, both being originally Pulling and Sailing Life-boats, in which motors were installed. Both have done excellent service. The 43-foot Norfolk and Suffolk Life-boat with a 32-h.p. engine at Walton has been replaced by a boat of the Ramsgate type—a type which was specially designed a few years ago to travel long distances and, at the same time, to be able to work over the sandbanks which lie off the south-east coast. She is 48 feet 6 inches long; has seven water-tight compartments, and 140 air cases; is

driven by two 40-h.p. engines, giving her a speed of nearly $8\frac{1}{2}$ knots, and carries enough petrol to be able to travel over 114 miles at full speed without refuelling. She can take ninety people on board in rough weather. She has been built out of four legacies received by the Institution from the late Mr. Isaac Dewhurst, of Elland, Yorkshire; Miss Hannah Yates, of Southport; Mr. Robert Barnes, of St. John's Wood, London, and Miss Jane E. Watkins, of Ryde, Isle of Wight.

The 45-foot Watson Life-boat with a 40-h.p. engine, stationed at Clacton since 1910, has been replaced by a Motor Life-boat of the Watson Cabin type, 45 feet 6 inches long, with eight water-tight compartments and 142 air cases. She is driven by two 40-h.p. engines, giving her a speed of $8\frac{1}{4}$ knots. She carries enough petrol to be able to travel 116 miles at full speed without refuelling, and can take ninety-five people on board in rough weather. She has been built out of a legacy received by the Institution from the late Mr. Edmond Dresden, of London.

At the Ceremony at Walton the Chairman of the Urban District Council (Mr. George Snare, J.P.) presided, supported by the Chairman of the Frinton-on-Sea Urban District Council (Mr. J. B. Conly, J.P.).

The Hon. George Colville, Deputy Chairman of the Committee of Management, presented the Life-boat to the Branch on behalf of the donors and the Institution, and she was described by Commander E. D. Drury, O.B.E., R.D., R.N.R., Deputy-Chief Inspector of Life-boats. Mr. J. W. Eagle, J.P., C.C., Chairman of the Branch, accepted the

Life-boat, and she was dedicated by the Rural Dean (the Rev. Canon Tollinton, D.D.).

Prince George's Speech.

Prince George then named the Life-boat *E.M.E.D.*, these being the initials of the names chosen by the four donors, the full names being inscribed inside the boat. In doing so the Prince said :—

"It is a very great pleasure to me to be present to-day to name the splendid Motor Life-boat which the Royal National Life-boat Institution has stationed here.

"This is the fourth occasion on which I have named a Motor Life-boat, and I am very glad to think that, with each new ceremony, I am increasing my first-hand knowledge of this great Service. Wherever I go, I find two things the same. The first is that, following the tradition of over a hundred years, the Institution is never satisfied unless it gives its crews the very best in Life-boats and equipment. The second is, that the Crews, wherever they live, are men showing the same courage and devotion, and the same splendid spirit of self-sacrifice. (Cheers.)

"You at Walton-on-the-Naze have a magnificent record. Since your Station was established in 1884, your Crews have rescued 375 lives. Two of your Coxswains have earned the Silver Medal for conspicuous service, and your present Coxswain, J. C. Byford, earned the Bronze Medal in connection with the rescue of ninety-two persons, many of them women and children, from the s.s. *Peregrine*, of London, which was wrecked on the Long Sand, in a gale and a very heavy sea, in December, 1917. That is a record of which the Crew, the Branch, and the whole people of Walton, have every right to feel proud. (Cheers.)

"You have now a powerful Motor Life-boat of one of the latest types, specially designed for work on this part of our coasts. With it, I am confident you will win new laurels. It is a gift from four donors. The names they chose are inscribed in the boat. They will share in the work you do and the honours you win.

"I have now great pleasure in naming the Life-boat *E.M.E.D.*, and I wish her and her gallant crew God-speed." (Loud cheers.)

A vote of thanks to Prince George was proposed by the Lord Lieutenant of Essex (Brigadier-General R. B. Colvin, C.B., T.D.), and seconded by Mr. P. J. Pybus, C.B.E., M.P. for the Harwich Division.

Among those present were Brigadier-General K. J. Kincaid-Smith, C.B., C.M.G., D.S.O. (Deputy Lieutenant), Brigadier-General J. T. Wigan, C.B., C.M.G., D.S.O. (High Sheriff), the Mayor of Harwich, the Mayor and Mayoress of Colchester, the Mayor-Deputy of Brightlingsea and Mrs. Howard, Admiral Sir T. S. Jackson and Miss Jackson, Lieut.-Colonel Sir Albert Stern, K.B.E., C.M.G., and Lady Stern, Sir Frederick and Lady Rice, Captain Unett, D.S.O. (Chief Constable of Essex), Mr. J. F. Graham (late Honorary Secretary), Captain W. J. Oxley (Honorary Secretary), Mr. and Mrs. A. E. Hillary, Mr. W. Hammon (Ex-Coxswain of the Life-boat), Mr. George F. Shee, M.A. (Secretary of the Institution) and representatives of Branches and Ladies' Life-boat Guilds in Essex. The singing was led by the choir of All Saints' Church.

The Clacton Ceremony.

The Prince then drove straight to Clacton, where the Chairman of the Urban District Council (Mr. H. Percy King) presided at the Ceremony. The Hon. George Colville, the Deputy-Chairman of the Committee of Management, presented the Life-boat to the Branch on behalf of the donor and the Institution. Commander E. D. Drury, O.B.E., R.D., R.N.R., Deputy-Chief Inspector of Life-boats, described the Boat. She was received by Mr. H. J. Grant (President of the Branch), and the Rural Dean (the Rev. Canon Tollinton, D.D.), dedicated her. Before the actual naming ceremony the Lord Lieutenant of Essex (Brigadier-General R. B. Colvin, C.B., T.D.), proposed, and Mr. P. J. Pybus, C.B.E., M.P. for the Harwich Division, seconded, a vote of thanks to Prince George.

Prince George's Speech.

Prince George then named the Life-boat *Edward Z. Dresden*. He said:—

"I have just come from naming the new Motor Life-boat at Walton-on-the-Naze. Last year I named the new Southend-on-Sea Motor Life-boat, the *Greater London*. The coast of Essex has now three Life-boat stations. There is a modern Motor Life-boat at each of them, and when I have named your boat I shall have had the pleasure of naming them all. (Cheers.)

"This Station was established in 1877, and your Life-boats have rescued 584 lives. That is a wonderful record, and when one remembers not only the 584 lives rescued, but all the others—the families, the women and children—who have been saved from unhappiness and want, the people of this town may well feel both thankful and proud at the recollection of what their Life-boats have done. (Cheers.)

"In the pride of your record, the whole county of Essex shares. The Life-boats of the county have rescued altogether nearly 1,500 lives. Its men have won from the Institution thirty-nine Medals for gallantry, and of these, fifteen have been won by Clacton. You have also received rewards for your gallantry from more than one foreign country and you well deserve the thanks and congratulations of us all. (Cheers.)

"Your last Motor Life-boat was the gift of the Freemasons of England and bore, I am happy to recall, the name of my grandfather, King Edward VII.

She rescued 277 lives—a record which your new boat will find hard to beat, but I am confident that she and her Crew will carry on the great traditions of this Life-boat Station.

"With these words I name your new boat *Edward Z. Dresden*, and wish her and her gallant crew God-speed." (Loud cheers.)

The Prince then broke the bottle of wine on the bows of the Life-boat and launched her down the slipway.

Among those present were Brigadier-General K. J. Kincaid-Smith, C.B., C.M.G., D.S.O. (Deputy Lieutenant), Brigadier-General J. T. Wigan, C.B., C.M.G., D.S.O. (High Sheriff), the Mayor and Mayoress of Colchester, Sir Frederick and Lady Rice, Captain J. A. Unett, D.S.O. (Chief Constable of Essex), Mr. J. E. Ball (Vice-Chairman of the Urban District Council), Dr. Coxhead Cook (Chairman of the Branch), Mr. A. W. Kerry (Honorary Treasurer), Mr. Charles B. Hearn (late Honorary Secretary), Mr. John S. Potter (Honorary Secretary), Mr. George F. Shee, M.A. (Secretary of the Institution), and representatives of Branches and Ladies' Life-boat Guilds in Essex. The singing was accompanied by the band of the 2nd Battalion, the Northamptonshire Regiment, by kind permission of Lieut.-Colonel W. D. Barber, M.C., with Mr. Treyton Adams conducting.

After the Ceremonies Brigadier-General Kincaid-Smith had the honour of entertaining Prince George to luncheon.

Other Inaugural Ceremonies.

Hythe, Rcsslare Harbour, Berwick-on-Tweed, St. Mary's, Campbeltown and Troon.

BESIDES the four Inaugural Ceremonies, already described, in which members of the Royal Family took part, five Ceremonies of new Motor Life-boats have been held during the summer, at Hythe (Kent), Rosslare Harbour (Co. Wexford), Berwick-on-Tweed, St. Mary's (Isles of Scilly), Campbeltown (Argyllshire) and Troon (Ayrshire).

Hythe (Kent).

The new Hythe Motor Life-boat is a gift to the Institution from the City and

County of Nottingham. A special Fund was started in 1922, and completed in 1925, by which time £5,588 had been raised, in addition to the annual contributions of the Branch to the general funds of the Institution. The Fund owed much to the late Mr. Herbert F. Lancashire, a member of the Committee of Management and Chairman of the Nottingham Branch, and to Mr. A. E. Heazell, the Honorary Secretary of the Branch. The Life-boat is of the light type, which

can be launched off the open beach, is 35 feet 6 inches by 8 feet 6 inches, and with all her gear weighs $6\frac{3}{4}$ tons. She has 8 water-tight compartments, and 115 air-cases, and is driven by a 35-h.p. engine, giving her a speed of $7\frac{1}{2}$ knots. She carries enough petrol to be able to travel 116 miles at full speed without refuelling. If a wave breaks on board she can free herself in about twelve seconds, and if she were capsized, even with a hole in her bottom, she would right herself in four seconds. In rough weather she can take 30 people on board.

The Hythe Station was established in 1876, and has a record of 41 lives rescued. The present Coxswain, Harry Griggs, jun., won the Institution's Silver Medal for gallantry during the gales last November, when the Pulling and Sailing Life-boat, which has been replaced by the *City of Nottingham*, rescued the crew of the Rochester barge, *Marie May*.

The Inaugural Ceremony took place on 21st May. Colonel the Master of Sempill, a member of the Committee of Management, presided, and formally accepted the boat which was presented to the Institution by Lieut.-Col. F. Rayner, D.S.O., T.D. (Chairman of the Nottingham and District Branch).

The Master of Sempill, after accepting the boat, presented her to the Branch, and she was received on its behalf by Brigadier-General G. G. Cunningham, C.B., C.B.E., D.S.O., Deputy Mayor. The Rev. Chastel de Boinville, Vicar of Hythe, assisted by Brigadier Boot of the Salvation Army, dedicated the Life-boat; and she was described by Lieut.-Commander P. E. Vaux, D.S.C., R.N., Inspector of Life-boats for the Eastern District.

The Lord Mayor's Speech.

The Lord Mayor of Nottingham then named the Life-boat *City of Nottingham*. In doing so he said:—

"We in Nottingham, far removed from the sea coast, can hardly grasp the day by day dangers which the sea-faring folk have to face, but we do realise that from the time we get up in the morning until we go to bed at night there is

hardly an article we use or enjoy for which we are not indebted to the sailor who has brought it to us.

"To-day my duty is to ask that not only will you accept the gift of our Life-boat, but that you will allow it to bear the name of the *City of Nottingham*.

"The name of the City of Nottingham is not an unhonoured name. Like Hythe, we are an ancient city. We boast of a long and honourable historic record. Of late years Nottingham has grown into a great industrial centre, and now I am proud to say that it is looked upon as one of the most attractive of the provincial cities. (Cheers.)

"The last ship that bore the name of Nottingham was a war vessel. It was christened with great pride by the City of Nottingham a year or two before the war. During the war it played an honoured part, and finally it went down, honoured, and fighting bravely in the cause. (Cheers.)

"Now you can understand with what feelings it is that, as Lord Mayor, I give the name of Nottingham to this new vessel. For while the last was devoted to the destroying of life, this vessel will be devoted to saving it. (Applause.) We honour the brave fellows who served in the *Nottingham* and who now lie beneath the sea. They live in our hearts constantly. But we are hopeful that every ship that will now bear the name of Nottingham will be for the saving of life. (Loud applause.)

"I name this beautiful ship the *City of Nottingham*, and I hope you are as proud of its name as the City of Nottingham is proud of its Life-boat." (Applause.)

A vote of thanks to the Lord Mayor was proposed by Major F. W. Butler, M.C., and seconded by Admiral J. P. Rolleston, D.S.O., and a vote of thanks to the Chairman was proposed by Dr. C. W. Preston Hillary (Deputy Chairman of the Nottingham and District Branch) and seconded by Mr. A. E. Heazell (Hon. Secretary of the Nottingham and District Branch). The Lord Mayor then launched the Life-boat.

Among those present at the Ceremony were the Sheriff and Town Clerk of

Nottingham and Mr. C. H. Niven (Hon. Secretary of the Hythe Branch). The singing was led by the choir of St. Leonard's, Hythe, and accompanied by the Hythe Town Band. Before the Ceremony the Lord Mayor of Nottingham, and the representatives of the Nottingham and Hythe Branches and of the Institution were the guests at luncheon of Major the Right Hon. Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P. for Hythe, and President of the Branch, who was prevented from being present himself by another engagement.

Rosslare Harbcur (Co. Wexford).

The new Rosslare Harbour Life-boat is of the Watson Cabin type, 45 feet 6 inches long, a sister boat to the new Clacton-on-Sea boat, described on page 126, and was the first Life-boat to be fitted with wireless telegraphy. She has been provided out of four legacies received by the Institution from the late Mrs. E. P. Kirby, of Richmond, Mr. E. Kleeman, of Lewisham, Mrs. E. Dudley, of Birmingham, and Miss M. A. Potton, of Dover.

The new boat particularly distinguished herself in the terrible gales last autumn. During one month she was out on service seven times to the help of ten vessels, rescued 29 lives, and saved five fishing boats from destruction. The finest of these seven services was the rescue of the crew of five of the Plymouth schooner *Mounblairy*. For this service Coxswain Wickham received a clasp to the Silver Medal of the Institution already awarded him for gallantry, Mr. W. J. B. Moncas, the Honorary Secretary, the Bronze Medal, and each member of the Crew the Thanks of the Institution inscribed on Vellum. The Station was established in 1838. It has a record of 469 lives rescued. Two Gold, twenty-one Silver and one Bronze Medal for gallantry have been awarded by the Institution, and three Silver Medals by the King of Norway.

The Inaugural Ceremony took place on 3rd June, the Mayor of Wexford (Mr. Richard Corish, T.D.) presiding. Lieut.-Commander J. M. Upton, R.N.R., (District Inspector of Life-boats for Ireland), described the Life-boat, and

she was presented to the Branch on behalf of the donors and the Institution by Mr. George F. Shee, M.A. (Secretary of the Institution). Mr. W. J. B. Moncas (Hon. Secretary of the Branch) received the Life-boat, and the Rev. Father J. Sinnott, P.P. dedicated her.

She was then welcomed on behalf of the Irish Free State by Pdraig Mac-Giollágain (Mr. Patrick McGilligan), the Minister for Industry and Commerce. Mr. McGilligan apologised for the absence of Mr. W. T. Cosgrave, President of the Executive Council, who was under doctor's orders. He paid a tribute to the Rosslare Harbour Crew, and commended the work of the Institution to the support of the Irish people. If the people only had impressed upon them the sufferings and the dangers against which the Life-boat Service protected seafarers, they would be more ready in their response to the Institution's appeals. (Applause.)

Mrs. Patrick McGilligan then named the Life-boat *K.E.C.F.* These are the initials of the names chosen by the four donors, the full names being inscribed inside the boat.

The Mayor of Wexford presented the awards made for the service to the schooner *Mounblairy* on 20th October last, and a vote of thanks to Mr. and Mrs. McGilligan was proposed by Mr. Shee and seconded by Mr. B. H. Lloyd (Hon. Treasurer of the Wexford Branch).

Berwick-on-Tweed.

The new Berwick-on-Tweed Motor Life-boat is a gift to the Institution from the County of Westmorland, having been built out of a special fund amounting to £4,500 which was raised in the county. She is of the light type of Motor Life-boat, being a sister boat to the *City of Nottingham*, already described. Berwick has had a Life-boat Station since 1835, and its Life-boats have rescued 203 lives.

The Inaugural Ceremony took place on 12th June, with Lady Francis Osborne (President of the Berwick Branch) presiding. Captain R. L. Hamer, R.N. (Inspector of Life-boats for the Northern District), described the Life-boat, and Mr. R. B. Marriott (the

Hon. Secretary of the Westmorland Life-boat Fund), gave an account of the Fund. It had originated in 1924, the Centenary Year of the Institution, and was completed in 1929, when it amounted to £4,500. The originator of the Fund was Mr. W. G. Groves, of Windermere, who had himself given £1,000 as well as acting as the Fund's Chairman. Two other donations of £250 each had been received, one from Mr. Smalley, Hon. Treasurer of the Fund, and the other from his brother. Another £1,500 was collected in varying amounts, and then the Fund had hung fire until it had been completed through the kindness of a lady who wished to remain anonymous. He had been asked why Westmorland, a county with no coastline, should provide a Life-boat. His answer was that Westmorland was as dependent as other counties on the food supplies brought from overseas, and had an equal duty with them to help protect our shipping and its crews from the perils round our coasts. (Cheers.)

Mr. H. L. Groves, the son of the originator of the Fund, then presented the Life-boat to the Branch, and she was received by Commander H. Lillings-ton, R.N. (Chairman of the Branch).

Canon R. W. de la Hay, Vicar of Berwick, dedicated the Life-boat, assisted by the Rev. C. Hudson, Vicar of Spittal, and Miss Belk named her *Westmorland*.

A vote of thanks to Miss Belk and the donors was proposed by Lady Francis Osborne and seconded by Captain H. J. K. Todd, M.P. for Berwick; and a vote of thanks to Lady Francis Osborne was proposed by the Mayor of Berwick (Councillor J. M. Dudgeon) and seconded by Brigadier-General W. S. Swabey, C.B., C.M.G. (Organising Secretary for the North-West of England). At the end of the Ceremony the Life-boat was launched. The singing was led by massed choirs, conducted by Dr. C. T. Gauntlett. In the evening a dance was held in aid of the funds of the Branch.

St. Mary's (Isles of Scilly.)

The new Motor Life-boat at St. Mary's, Isles of Scilly, is a gift to the

Institution from the Cunard Steamship Company, being one of five Motor Life-boats which have been presented by shipping companies in response to the appeal which the Prince of Wales made to the shipping industry at the Annual Meeting in 1928. The new boat is of the Watson Cabin type, being a sister boat to the Clacton-on-Sea Life-boat, described on page 126. She has replaced another Motor Life-boat, of the Watson type, which was built in 1919. The St. Mary's Station, which was established in 1837, has rescued 230 lives.

The Inaugural Ceremony took place on 11th August. Lieut.-Commander H. L. Wheeler, R.N. (Inspector of Life-boats for the Southern District), presented the Life-boat to the Branch, on behalf of the Cunard Line and the Institution, and gave a description of her. Mr. E. N. V. Moyle, Chairman of the Branch, accepted her, and she was dedicated by the Rev. H. Jocelyn Davies, Chaplain of the Isles of Scilly, assisted by the Rev. H. Hill, of the United Methodist Church. Dr. W. B. Addison, the Honorary Secretary, then called on Mrs. Addison to name the Life-boat, and she named her *Cunard*. A vote of thanks to Mrs. Addison was proposed by Mr. F. R. Ward, J.P.

Campbeltown (Argyllshire).

The Inaugural Ceremony of the new Campbeltown Motor Life-boat took place on the 3rd September. The Life-boat, which has been named *City of Glasgow* as a mark of the Institution's appreciation for the wonderful financial help received from the Glasgow Branch in recent years, was presented by the Lord Provost of Glasgow; received, on behalf of the Institution, by the Duke of Montrose, C.B., C.V.O., V.D. (Chairman of the Scottish Life-boat Council, and a Vice-President of the Institution), and named by Mrs. Hugh Mitchell, of Campbeltown. A full account of the Ceremony will appear in the next issue of *The Lifeboat*, which will also contain an account of the Inaugural Ceremony of the new Troon Motor Life-boat, fixed to take place on 27th September.

A Mid-Winter Service.

By Major-General the Rt. Hon. John E. Bernard Seeley, C.B., C.M.G., D.S.O.

[Major-General Seeley has been a Member of the Committee of Management of the Institution for over twenty-eight years. He has been a member of the Life-boat Crew at Brooke, in the Isle of Wight, for over thirty-five years. In the whole history of the Institution he is the only man who has been a member both of the Committee of Management and of a Life-boat Crew. General Seeley has just been appointed a Vice-President. These facts give a peculiar interest to the very graphic account of a Life-boat Service which appears in his book of memoirs, well-named "Adventure," which was published at the beginning of this year by Messrs. W. Heinemann (21s.). We give this account below by the kind permission of General Seeley himself, of Messrs. W. Heinemann, and of the proprietors of the Daily Telegraph, in which paper extracts from the memoirs appeared before they were issued in book form.—Editor The Lifeboat.]

ONE autumn, when I was fortunately at home in the Isle of Wight, we had a shipwreck, and after we had rescued the crew, the Coxswain, a famous old Life-boatman, Benjamin Jacobs, proposed that I should be a regular member of the Crew. I was duly elected, and remain a member to this day. I can truly say that of all the posts that have been given to me, this fills me with the greatest joy.

As I have often been asked what a Life-boat launch on service in a storm is really like, I will try to describe such an episode from my own experience.

Later, one mid-winter's evening, on the Isle of Wight's south coast, the wind came on to blow hard from the south-south-west at about five o'clock, and the sea ran exceptionally high. When I went to bed, about twelve o'clock, it was blowing harder than ever, shaking the whole house.

Awakened by the Maroon.

At half-past two I was awakened by a very loud bang—the maroon which we send up to summon the Crew. I jumped

up, dressed as fast as I could, and started to run down towards the beach, just half a mile away. When I got round the corner of the house I was blown right over, and, indeed, it was with difficulty that I managed to make my way into the comparative shelter of the trees at the bottom of the garden. When I reached the little village street I started to run again. It was almost dark, but one could just see. At the Rectory, which is overshadowed by big ilex trees, it was pitch dark, and I ran bump into something woolly and warm. It was one of the ten horses which we require to pull our Life-boat on its carriage down to the beach. I followed the horses to the Life-boat house, and there found most of the Crew assembled; the rest turned up within ten minutes.

Quite apart from the howling of the wind, the sea was making so loud a roar that one had to shout into one's neighbour's ear to make him hear. The curious thing was that while we stood in the lee of the Life-boat house talking, nobody said what an awful night it was, or expressed doubts as to our fate, though I know full well that it was in the mind of every one of us. A few technical remarks about the last of the ebb helping us towards the wreck if we wasted no time in launching, were all that was said.

We could not see the wreck, but we could see her starboard light showing green at intervals. She was stuck fast on the outer ledge, about a mile and a half from where we launched.

Into the Water.

The horses pulled the Boat on its carriage down to the beach and turned her round. The wind blew so hard up the Life-boat road that it was almost impossible to stand, but we managed to get the carriage down to the water's edge. Then came three problems, easy of solution in ordinary weather, but all terribly difficult in a great storm. The first, to get the carriage far enough into

the water so that when the Boat was launched from it she would have water enough to float. The second, after we had pushed the carriage far enough into the sea, to clamber into the boat in clothes sodden from head to foot. The third problem, when the boat had been launched, was to pull hard enough to surmount the first wave.

Well, we got her in up to the axles of the wheels, but in the process waves went clean over our heads; still, we did all manage to climb in. Then we got our oars out and waited for the Coxswain to shout "Launch!" to the helpers on the shore. There are two long ropes attached to each side of the stern of the Life-boat, passed through pulleys in the forepart of the carriage, and then brought back to the shore; the helpers catch hold of these, and on the word "Launch!" run as hard as they can up the beach, thus shooting the Life-boat from the carriage out into the sea.

The Coxswain, Ben Jacobs, was a splendid man, of immense strength, and quite devoid of fear. Moreover, he had lived on the coast all his life, and knew every rock and current.

So we sat in the boat with our oars ready, waiting for the best moment to launch. Then, as now, I rowed stroke on the port side. The oars are painted white to distinguish them from the star-board ones, which are painted blue. I confess that as I sat there waiting, for what seemed like an hour, I thought our chances of getting to the wreck were almost hopeless. Nor did I think it likely that any of us would get out of the adventure alive. I had lived on the coast nearly all my life, and had never seen such a storm.

"Launch!"

At last the Coxswain chose the right moment. After a great wave had nearly lifted us off the carriage, he raised his right hand above his head and roared out "Launch." There was a rumbling sound as the Boat ran over the rollers on her way to the sea, and, with a crash, into the water we went. How we pulled! My God, how we pulled! Every man knew that it was our only chance to get enough way on the Boat to surmount

the next wave. Then it came. We could hear it roaring though we dared not look round, for we had to devote our whole mind and strength to pulling. Up went the bow, up, up, until the Boat was nearly perpendicular, but over the crest she went, and for a moment we were safe.

It is a strange thing about the sea, but it is a fact, that when you once get on to it in a boat as low in the water as a Life-boat, you get far less wind than you do ashore. I suppose the explanation is that the wind is continually swept up by the backs of the great waves, and thus most of it passes over one's head. We got over the next wave and the next. The third one was a big fellow, which fortunately broke just before we reached it. Nevertheless, it drove us back to within 50 yards of the beach, but we kept on pulling, and from that time continued to make headway. It took us nearly two hours to row that mile and a half to the wreck. The wind was dead ahead.

At last, quite exhausted, we reached the wreck. She was a great big sailing ship of between 2,000 and 3,000 tons, and her sides towered up above us. We shouted, but no one appeared, so we threw a grapnel into the rigging, which held.

Aboard the Wreck.

She rolled fifty degrees each way, and the seas broke right over her. We all shouted together, but could get no reply, so two of us had to go on board. It had always been arranged that those two should be Tom Hookey, the blacksmith, and myself, because we were the lightest and supposed to be the most agile. Tom was exactly the same age as myself, and we were lifelong and intimate friends. We both jumped into the rigging as the ship rolled over towards us, and managed to get on board. Then came the really exciting adventure of getting below between the waves without being swept overboard. By great good luck we succeeded.

Down below was a strange and melancholy sight. Three lanterns were burning in the large fo'castle. There was nearly 3 feet of water, and floating about were coats, shirts, trousers, oilskins, caps



By courtesy of]

THE BROOKE (ISLE OF WIGHT) LIFE-BOAT

[Fox Photos.



By courtesy of]

GENERAL SEELY HELPING TO HAUL UP THE BROOKE LIFE-BOAT.

General Seely is the centre figure,

[Fox Photos.

and tobacco pouches, but not a sign of human life. We clambered out, dodged a wave, and managed to get down the after-hatch. There the ship was more than half-full of water; a light was still burning, but not a soul to be seen. Above the crash of the breakers we heard a loud shout from the Life-boat, and ran to the side. Tom jumped in first, and I was about to follow when she swayed out about 20 yards from the side.

I climbed up the rigging to escape a big wave which swept along the deck below me; then ran down again, and as the boat sheered alongside, jumped. She was only about 6 feet below me when I jumped, on the crest of a wave, but she sank into the trough almost as fast as I fell, so that I should guess that I must have fallen quite 15 feet before I reached her. I fell on an unfortunate man, and really hurt him quite badly.

Just at that moment the grapnel parted, and we were swept away to leeward. All our oars on one side had been smashed to splinters, but we got out enough spars to pull her a bit to the east. Then we threw out the drogue over the stern, hoisted a jib, and flew home before the wind at a wonderful speed. What had taken us two hours to accomplish on the way out, took us

twenty minutes on the return. As we sailed home we bemoaned our melancholy fate in having no survivors to bring ashore, and vowed, amidst laughter, that on future occasions we would take a few with us.

What had happened was this: The vessel, having her sails blown away and her steering-gear broken, and being therefore quite out of control, had sent up signals of distress to a passing steamer, when about five miles from the shore. The steamer could not come alongside in that tremendous sea, so the crew all jumped for it. A few were saved, but, alas! most of them were drowned, and some of their bodies drifted ashore afterwards. As it turned out, had they stuck to their ship, probably all would have been saved.

We made a wonderful landing on a big wave, and the boat ran well up the beach. In the morning, when daylight came, there was the great ship still standing. But soon the masts, one by one, fell over the side; then swiftly she opened up like a book, and by nine o'clock there was no trace of her to be seen, only a mass of wreckage drifting ashore, all except the great spars splintered into quite little bits.

It was a hard adventure, but except for the man on whom I fell, nobody was seriously hurt; he, too, soon recovered.

Some Unusual Services.

Rescue of Bathers.

DURING the summer there have been several unusual calls made upon Life-boats, and in four cases it has been found necessary to launch them to bathers in distress. At Sennen Cove, on the afternoon of 23rd June, with a strong breeze blowing and a rough sea, a message was received from the Land's End Hotel that a man was in difficulties bathing. It took the Motor Life-boat twenty minutes to reach the spot, and by that time both the bather and his brother, who had gone in to his rescue, had disappeared.

On 2nd July the same Motor Life-boat was again called out by a message

from the Land's End Hotel, that a man had fallen over the cliff into the water. The sea was rough, and when the Life-boat arrived no trace could be found of the man. The body was washed ashore later.

On 30th June the Montrose Pulling and Sailing Life-boat went out to the help of two women and five men who were on the raft of the bathing station. A strong breeze was blowing with a rough sea, the under-current was strong, and they were unable to get ashore. The boat of the bathing station had made two attempts to rescue them. At the first attempt she was swamped,

and at the second she took off two. It was then that the Life-boat was called out, as the seven people still on the raft were in great danger of being swept off by the seas. The Life-boat, in tow of a motor boat, quickly reached the raft, and took off all seven, some of them being so exhausted that they had to be lifted on board her.

On 30th August the Montrose Motor Life-boat was searching for nearly two hours for four girls who had been swept away while bathing, and were drowned.

On 9th July the Southwold Motor Life-boat was called out to a bather in distress, but she arrived to find that he

had already been rescued from the shore.

On 15th July the Hastings Motor Life-boat went out to the help of five men who were in danger off Bexhill on a pontoon belonging to the Sewerage Works. The Life-boat arrived to find that the men had already been rescued by another boat.

On 11th July a German who was giving a demonstration of gliding fell into the sea. The Scarborough Motor Life-boat was on the spot ten minutes after being called out, to find that the man had just been picked up by another boat.

Danish Awards to Newhaven.

THE Danish Government have awarded to Coxswain Richard Payne, of Newhaven, Sussex, an inscribed Gold Watch, and to each member of the Newhaven Crew an inscribed Silver Cup, in recognition of their gallantry in rescuing the crew of the Danish motor-schooner, *Mogens Koch*, which went ashore at Cuckmere on 7th December last. This rescue, which was fully described in the March issue of *The Lifeboat*, was one of the outstanding services of the terrible gales last winter. It took place on the worst day of the gales, with a very heavy sea running, heavy rain, and the wind blowing at over eighty miles an hour. The Life-boat herself was damaged. The second motor mechanic was washed out of the boat, but his feet caught on a rope and he was hauled aboard again. One of the rescued men had his thigh dislocated, and Coxswain Payne himself was seriously hurt.

The Gold Watch was accompanied by a Diploma, signed by the Danish Foreign Minister, in the following terms: "I have much pleasure in informing you that I have been commanded by

His Majesty the King to express to you the Danish Government's appreciation of the courage and gallantry which you showed when rescuing the crew of the Danish four-masted motor schooner *Mogens Koch* of Ronne on 7th December, 1929. At the same time I have the pleasure of presenting you with a gold watch with inscription in commemoration of this event."

A Diploma in similar terms accompanied each of the Silver Cups.

Coxswain Payne had already been awarded the Institution's Silver Medal, and each member of the Crew the Institution's Thanks inscribed on Vellum.

The Silver Medal and the Gold Watch were presented to the Coxswain at the Annual Meeting of the Governors of the Institution on 7th April last. The Vellums and the Silver Cups were presented to the Newhaven Crew by Captain G. C. Holloway, O.B.E., R.D., R.N.R. (a member of the Committee of Management), on 7th June last, at a demonstration at Newhaven, given by the Sussex Division of the Royal Naval Volunteer Reserve.

"Two Wrecks in the Shetlands."

IN the account of the wreck of the trawler *Ben Doran* and the courageous efforts made to rescue her crew, which appeared in the last issue of *The Life-*

boat, we quoted a passage from a letter, received from a resident in the Shetlands, in order to show the spirit of the rescuers. This letter stated that the

skipper of the *Smiling Morn* said that he was willing to lose his boat and even his own life, but he would not give up. He was determined to go on, and had to be forcibly restrained by the other men from continuing a hopeless attempt at rescue. We are now informed by Mr. Kay, the Honorary Secretary of the

Lerwick Branch, who was on board the *Smiling Morn*, that this story is "pure fiction." We very much regret that the correspondent who sent it to us, in all good faith, should have been misinformed, and that it should have appeared in the account of this service.

Hythe Life-boat at Calais.

Inaugural Ceremony of the "Maréchal-Foch."

THE Inaugural Ceremony of the Motor Life-boat *Maréchal-Foch*, which the French Life-boat Society has built for its Station at Calais, took place on 15th August. The *Maréchal-Foch* is a twin-screw twin-engine Motor Life-boat, 42 feet 6 inches by 11 feet 4 inches, with a speed of $8\frac{1}{2}$ knots. As described elsewhere, the *Maréchal-Foch* was present at the Inaugural Ceremony of the *Sir William Hillary* at Dover on 10th July.

The Institution was represented at the Calais Ceremony by the new Hythe Motor Life-boat, *City of Nottingham*, under the command of Lieut.-Commander H. L. Wheeler, R.N. (Inspector of Life-boats for the Southern District). Mr. C. H. Niven, Honorary Secretary at Hythe, was also on board. Com-

mander Wheeler, Mr. Niven and the Hythe Coxswain (Harry Griggs, jun., who won the Institution's Silver Medal last November) were the guests of the Mayor of Calais at the banquet which preceded the Ceremony. Mr. Niven took with him a letter of greeting from the Lord Mayor of Nottingham, addressed to the Mayor of Calais, and passages from this letter were read by the Mayor of Calais at the banquet. In the course of the letter the Lord Mayor said:—

"It will be the earnest and sincere hope of both cities that the two Life-boats will have a long and honourable service in the noble work of life-saving amongst the mariners and others of all nations who daily face the perils of the sea."

Bridlington Memorial Service.

IN the last issue of *The Lifeboat* an account was published of the Memorial Service at Bridlington for the men who lost their lives on 10th February, 1871, when an unusually severe gale burst on the north-east coast of England, and at Bridlington the terrible spectacle was seen of seventeen ships ashore at the same time and rapidly breaking up. The brief record of that terrible day was that five crews were rescued and six of the rescuers lost their lives. The following additional facts with regard to the Memorial Service should be of

interest. It had been held each year for some time, but then had been allowed to lapse. About twenty years ago it was revived by Mr. C. H. Gray, who has more than once been Mayor of Bridlington; has, since 1916, been the Honorary Secretary of the Life-boat Station, and has on more than one occasion been thanked by the Institution for his services. Mr. Gray has been responsible for the Service each year since he revived it, and it was due to him that this year it was broadcast and films were taken of it.

Captain Howard F. J. Rowley, C.B.E., R.N.

Retirement from the Post of Chief Inspector.

ON 14th August Captain Howard F. J. Rowley, C.B.E., R.N., to the great regret of the Committee of Management and the officers and staff of the Institution, retired from the post of Chief Inspector of Life-boats, which he had held for eleven years. He had already passed the retiring age by two years, but had continued in the post at the special request of the Committee.

Captain Rowley, who was then a Lieutenant serving on H.M. Yacht *Osborne*, as navigating officer, retired from the Navy in 1902, and in the same year entered the service of the Institution as a District Inspector of Life-boats. He was stationed first in the Western and then in the Northern District, and in 1909 became Deputy Chief Inspector. On the outbreak of War, five years later, Captain Rowley (then a Commander) returned to the Navy. He was entrusted with the important task of establishing a naval base at Inverness, which dealt with the distribution of officers and ratings, stores and mails to the Grand Fleet. It was a post calling for great organising ability. Here Captain Rowley served throughout the War as Senior Naval Officer, Divisional Transport Officer and Naval Representative for the North of Scotland Special Military Area. He was promoted Captain for his services, and made a Commander of the Order of the British Empire. He also received the American Distinguished Service Medal. In 1919 Captain Rowley returned to the Institution as Chief Inspector of Life-boats.

His twenty-eight years' service with the Institution have coincided with the period of its most important developments. When he joined the Service the whole Fleet (except for four Steam Life-boats) depended on oars and sails. Two years later the first experiments were made with Life-boats in which petrol engines had been installed. In 1909 the first two Life-boats built for motor-power were completed, and Captain Rowley, as District Inspector for

the Northern District, took them to their Stations at Stromness and Stronsay. When he returned to the Institution as Chief Inspector in 1919 there were nineteen Motor Life-boats on the coast. All construction had necessarily been suspended during the War. Upon him devolved the chief responsibility of resuming construction in the face of high costs and many difficulties with material and labour, of continuing the development of the Motor Life-boat, and of ensuring that Motor Life-boats should be stationed where they would be most effective.

Progress since 1919.

During the eleven years of his Chief Inspectorship, the number of Motor Life-boats has increased from nineteen to eighty-eight. In the same time great developments have been made. At the end of the War motor-power was strictly auxiliary. Motor Life-boats still carried a full complement of sails, and were designed to have the same sailing powers as the Pulling and Sailing Life-boats. With the coming of the boats with two engines and twin-screws, the first of which was built in 1923, the Motor Life-boat became primarily and essentially dependent on its engines.

During these years also the first of the Cabin Life-boats has been built; new and improved engines have been designed to meet the special and stringent needs of the Service; Motor Caterpillar Tractors have been adopted for launching Life-boats; a Line-throwing Gun has been designed; a new type of Motor Life-boat, light enough to be launched off the open beach, has been planned and built, thus enabling motor-power to be used at many Stations where it had before been impossible; and finally the special fast Motor Life-boat, stationed at Dover for the protection of aeroplane as well as steamer traffic, has been built. All these developments, now successfully accomplished, have meant prolonged experiments, anxiety, and temporary failures to be

overcome. They have made the late Chief Inspector's years of office very difficult and strenuous years, but he has given to the work his whole energy and devotion, and from his retirement he can look back upon them with the satisfaction and pride of knowing that what was still little more than a small experimental equipment of motor-power when he became Chief Inspector, has been transformed into a Motor Life-boat Fleet in being, with Motor Life-boats of different types, to suit the differing conditions of the coast, stationed at nearly all the important points round Great Britain and Ireland.

The Board of Trade expressed to the Institution its appreciation of "the efforts which have been made in the past by Captain Rowley to establish and maintain close and cordial relations with the Chief Inspecting Officers of His Majesty's Coastguard Service, which have resulted in great benefit to the Life-saving Service as a whole."

The North and South Holland Life-

saving Society made a presentation to him which fitly recognised the part he has taken in establishing closer relations between the Life-boat Services of different countries. His colleagues and the staff of the Institution showed their esteem and regret by presenting him with a silver salver and silver rose-bowl, and the presentation was made in the presence of a large number of the officers and staff of the Institution. The Committee of Management have placed on record their own feelings and the feelings of all connected with the Life-boat Service in the following resolution:—

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

Life-boat Appointments.

FOLLOWING on the retirement of Captain Howard F. J. Rowley, C.B.E., R.N., the Committee of Management have appointed Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats. Commander Drury, who has been Deputy-Chief Inspector during the past two years, was before that District Inspector in the Western and

then in the Northern District, and has been in the service of the Institution for twenty years. Commander Drury is succeeded as Deputy-Chief Inspector by Captain R. L. Hamer, R.N., who has been a District Inspector since 1925, first in the Southern and then in the Northern District.

Life-boat Calendar for 1931.

Reproduction of the Portrait of a Famous Coxswain.

THE Institution is preparing a Life-boat Calendar for 1931, which will be ready in November. In previous years the calendars have consisted of reproductions of paintings of Life-boat rescues. This year it is proposed to have instead the portrait of a Life-boatman—a reproduction of a pen and ink drawing of the late Coxswain William Stanton, of Deal. Stanton has been chosen not only because of his great record of heroism (he held both the Silver and Bronze Medals of the Institution for

gallantry, and won the latter for going out on service in command of the Life-boat when he was seriously ill in bed and waiting to go to a London hospital for an operation for cancer in the throat) but because his face magnificently expresses the qualities of the men of the Service.

The calendar will be 11½ inches long by 9 inches wide, and can be obtained from the Institution in any quantity, post free, 1s. each, or 10s. a dozen, this price including an envelope

with each calendar. It will weigh, in the envelope, just under 4 ounces, so that it can be sent through the post, *with the envelope open*, for 1d.

Those who wish to order calendars can do so at once, and they will receive them at the end of November or beginning of December. They should

apply to the Secretary, Royal National Life-boat Institution, Life-boat House, 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.

Centenaries of Life-boat Stations.

Presentation of Vellums signed by the Prince of Wales.

NINE presentations of Centenary Vellums to Stations have taken place during the past summer at Howth, Courtmacsherry, Arklow, Dun Laoghaire (Kingstown), Holy Island, Hoylelake, Exmouth, Blakeney, Dunbar and Robin Hood's Bay. The total of such Vellums presented is now forty-two.

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.

Howth (Co. Dublin).

The date of the establishment of this Station is unknown, but it appears in a list, published in the first Annual Report of the Institution in 1825, of places at which Life-boats had been stationed independently of the Institution. The Institution took over the Station in 1862. It has had six Life-boats, and since 1862 they have rescued 96 lives. The Institution has awarded six Silver and two Bronze Medals to Life-boatmen and others. The Vellum was presented at the Annual Meeting of the Branch on 23rd May, by Mr. H. G. Solomon, the District Organizing Secretary, and was received by Mr. P. J. Meghen, B.Sc.,

Commissioner for the Urban District, who said that it would be placed in the Council Chamber.

Courtmacsherry Harbour (Co. Cork).

The Station was established by the Institution in 1825, and has had five Life-boats, including the present Motor Life-boat, which was sent there in 1929. Since 1867 they have rescued 35 lives. One Gold and four Silver Medals have been awarded by the Institution to Life-boatmen and others. The Vellum was presented on 30th May by Mr. George F. Shee, M.A., Secretary of the Institution, and was received by Mr. Frank Ruddock, the Hon. Secretary.

Arklow (Co. Wicklow).

The Station was established by the Institution in 1826, and has had altogether six Life-boats. Since 1857 they have rescued 177 lives. Five Silver Medals have been awarded by the Institution to Life-boatmen and others. The Vellum was presented on 2nd June by Mr. George F. Shee, M.A., Secretary of the Institution, and was received by the Chairman of the Urban District Council.

Dun Laoghaire (Kingstown, Co. Dublin).

The date of the establishment of this Station is unknown, but it appears in a list, published in the first Annual Report of the Institution in 1825, of places at which Life-boats had been stationed independently of the Institution. The Institution took over the Station in 1861, and from 1890-1911 maintained two Stations. Between them they have had eight Life-boats, including the present Motor Life-boat, which was

built in 1919. They have rescued 139 lives, and the Institution has awarded two Gold and seven Silver Medals to Life-boatmen and others. The Vellum was presented on 14th June by Mr. George F. Shee, M.A., Secretary of the Institution, and was received by the Chairman of the Urban District Council.

Holy Island (Northumberland).

The Station was established in 1802, its first Life-boat being built by Henry Greathead, the builder of the *Original*, which was stationed at Tynemouth in 1789. Since 1867 there have been two Stations at Holy Island, and they have had altogether nine Life-boats, including the two which are now at the Stations. Two of these Life-boats were named *Grace Darling*. The first served from 1865-1883, with the fine record of 94 lives rescued, and the second from 1884-1909, with a record of 24 lives. The present Motor Life-boat, *Milburn*, built out of a legacy from the late Sir Charles Stamp Milburn, Bt., and a gift from Mr. Frederick Milburn, was sent to the No. 1 Station in 1925. The Institution has no record of the first Life-boat, which served until 1829, but since then the Holy Island Life-boats have rescued 262 lives and saved fourteen boats and vessels. One Gold, eight Silver and two Bronze Medals have been awarded by the Institution to Life-boatmen and others. The Vellum was presented on 12th June by Sir Leonard Milburn, Bt., Chairman of the Hauxley and Amble Branch, and was received by Mr. James Dawson, the Hon. Secretary.

Hoylelake (Cheshire).

Hoylelake's first Life-boat was built in 1803 by Henry Greathead, and the Hoylelake Station was under the control of the Mersey Docks and Harbour Board until 1894, when it was taken over by the Institution. The Board also maintained the Hilbre Island Station, taken over by the Institution in the same year. According to the records of the Board the two Stations rescued 459 lives from 1840 to 1894. Since 1894 Hoylelake has rescued 46 lives, and in 1902 its Coxswain and Crew were

presented with a First-class Certificate of Merit from the "Imperial Russian Association for Life-saving on Waters," for their gallantry in rescuing the crew of a Riga vessel. The Vellum was presented on 26th July by Lady Stanley of Alderley, the Honorary Secretary of the Manchester and Salford Ladies' Life-boat Guild, who was introduced by the District Organising Secretary, and it was received by the Rev. Canon W. T. Warburton, M.A.

Exmouth (Devon).

The Exmouth Station was also established in 1803, and its first Life-boat was built by Henry Greathead. It was taken over by the Institution in 1858, and has had altogether five Life-boats. These Life-boats have rescued 26 lives. Four Silver Medals have been awarded for gallantry in saving life, but these were not for Life-boat services. The Vellum was presented on 31st July by Colonel the Master of Sempill, a member of the Committee of Management, and was received by the Chairman of the Exmouth Council.

Blakeney (Norfolk).

The date of the establishment of this Station is unknown, but it appears in a list, published in the first Annual Report of the Institution in 1825, of places at which Life-boats had been stationed independently of the Institution. The Station was taken over by the Institution in 1861. It has had altogether six Life-boats, which, since 1863, have rescued 101 lives. The Institution's Silver Medal was awarded in 1896 to Coxswain William Hooke, on his retirement. The Vellum was presented on 6th August by Mr. Russell J. Colman (the Lord Lieutenant of Norfolk), and was received by Coxswain George Long, who has served in the Life-boat for forty years.

Dunbar (Haddingtonshire).

The Station was established in 1808, and was taken over by the Institution in 1864. It has had altogether four Life-boats, which have rescued 145 lives. Four Silver Medals have been awarded by the Institution to Life-boatmen and

others. The Vellum was presented on 14th August by the Countess of Haddington, and was received by Mr. Frank J. Usher, the Vice-Chairman of the Branch.

Robin Hood's Bay (Yorkshire).

The Station was established in 1830, and taken over by the Institution in 1881. It has had four Life-boats, and has rescued 91 lives. These lives have not been rescued without loss. In 1843, just after rescuing nine men from a stranded brig, the Life-boat was struck by a heavy sea and capsized.

Four of the Crew were drowned and six of the rescued men. Five other men, when they saw the accident, put off in the old Life-boat, but she, too, capsized and her Crew were drowned. The Vellum was presented on 16th August by Canon A. N. Cooper, M.A., Chairman of the Filey Branch, and was received by the Rev. D. Lloyd Wilson (the Hon. Secretary of the Branch), and by Mr. G. Mosley, now over eighty years old, who for the past twenty-five years has organised the Life-boat Day at Robin Hood's Bay.

Isle of Wight Fête.

ON 18th and 19th June the Ladies' Life-boat Guild in the Isle of Wight held an "All-Island Life-boat Fête" in the Nelson Hall at East Cowes. The Hon. Mabel Gough-Calthorpe, the Hon. Secretary of the Guild, was the Hon. Secretary of the Fête, and Lieut.-Colonel P. Murray, D.S.O., acted as Assistant Hon. Secretary. All the Branches in the island took part, and people came to it from all over the island. Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O. (Lord Lieutenant of Hampshire, a member of the Committee of Management, and a member of the Brooke Life-boat Crew), presided at the opening on the first day, and Sir Godfrey Baring, Bt. (Chairman of the Committee of Management and Chairman of the Isle of Wight County Council), declared the Fête open. On the second day the Mayor of Newport (Mr. H. W. Horan) presided, and the opening ceremony was performed by Admiral of the Fleet

Sir Henry Oliver, G.C.B., K.C.M.G., M.V.O. (a member of the Committee of Management). There was a large number of Stalls, and among the many other attractions were the Brooke Life-boat, which stood on its carriage in the grounds, trips in the Yarmouth Motor Life-boat, displays by the Sea Scouts of the island, music by the Band of the 43rd Light Infantry, a Hidden Treasure Hunt, a Whist Drive and a Ball. The Fête, which was fortunate in having good weather, was a brilliant success, and the receipts amounted to £1,228.

In recognition of their many months of work in organising the Fête, the Institution awarded its Gold Badge to the Hon. Mabel Gough-Calthorpe, and its Record of Thanks to Lieut.-Colonel Murray, while the thanks of the Institution were expressed to the Committees, Honorary Secretaries and other honorary workers through a letter in the *Isle of Wight Press*.

The Fishwives of Cullercoats.

THE fishwives of Cullercoats carried out their ninth consecutive collection on behalf of the Institution on 2nd August, when the Cullercoats Life-boat held its quarterly road exercise and launch. Over £156 was collected, £10 more than last year's record collection. The collections 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 nine years they have collected over £1,054. Mrs. Polly Donkin, who is now 73 years old, again easily headed the list of collectors, as she has done every year. She collected £57 16s. 9d., nearly £8 more than her last year's record of £52. Mrs. Donkin has been awarded the Institution's Gold Badge, given only for distinguished services.

REVIEWS.

Famous Shipwrecks.

"Famous Shipwrecks." By Captain Frank H. Shaw. (Elkin, Mathews & Marrot, Ltd. 12s. 6d. net.)

THIS is a book which everyone interested in the Life-boat Service should read—an account of the most famous wrecks of the nineteenth and twentieth centuries, told by a man who is an experienced seaman and fine writer. It is a book of the major tragedies of the sea, but no one connected with the Life-boat Service needs to be reminded that to know the tragedies of the sea is not only to know the terrible price which we have paid for sea-power, but to have witnessed the spirit of the sea at its finest. All these stories of sudden destruction and death have some examples of discipline unbroken and courage undismayed in the face of disaster, to lighten their darkness; so that this book of tragedies is heartening as well as pitiful. It is a vigorous, vivid and moving book.

Among the famous wrecks which Captain Shaw describes are those of the *Birkenhead*, the *Titanic*, the *Lusitania*, the less well-known wreck of H.M.S. *Victoria*—strangest and most mysterious of all wrecks—and the *Duncan Dunbar*, which provides him with, we think, his finest chapter. It could only have been written by a seaman familiar with the old sailing ships, and able to fill in from his own experience the details of a disaster which only one man survived.

The last six of the nineteen chapters are about the Life-boat Service. One is a brief and admirable sketch called "Genesis of the Life-boat." There are,

however, one or two slips in it. The number of lives rescued in the fourteen years from 1852 to 1865 was 7,564, and not 432 as given by Captain Shaw, and, in his account of the designing of the first Life-boats, he gives more credit than is due to Henry Greathead, for he omits to mention that Would-have was the discoverer of the self-righting principle—embodied in his model in 1789, though not adopted until over seventy years later—and that Lukin designed the first of the big Sailing Life-boats. The other five chapters describe the wreck of the *Mohegan* on the Manacle Rocks, near The Lizard, in October, 1898, with the gallant rescue by the Porthoustock Life-boat, and five Life-boat disasters. These five are that glorious and terrible day at Whitby, in 1861, when the crews of eight vessels were rescued, and the whole Life-boat Crew, with one exception, lost their lives; the wreck of the Life-boats at Southport and St. Anne's in 1886, the wreck of the Caister Life-boat in 1907, the wreck of the Fethard Life-boat in 1914 and the wreck of the Rye Life-boat in 1928. It would be as well to note three misprints in the names in these accounts. The hero of the Caister disaster was Haylett, not Hazlett, the scene of the Fethard disaster was Bannow, not Bannon, Bay; and Fethard itself wrongly appears as Zetland. We point these out because we hope that the book will not only be widely read, but go into more editions. For even those who are most familiar with the stories of these Life-boat disasters will read them again with fresh feelings of pity and pride in Captain Shaw's moving narrative.

The Storeyard's Children's Party.

THE sixth Christmas Party, given by the staff of the Storeyard at Poplar, with the help of the staff at Headquarters, to poor children of Poplar, took place on 4th January at the Bromley Public Hall. There were 170 children present. Besides tea, there

was a concert and community singing, dancing, and a gymnastic display, and at the end Father Christmas gave each child a present and a bag of fruit. A tea was also given, on 7th December, to 140 children at the special school for the defective at Piggott Street.

Obituary.

Lord Waldegrave.

By the death on 13th August, at the age of 79, of the Right Hon. the Earl Waldegrave, P.C., a Vice-President of the Institution and the Chairman of its Committee of Management for twelve years, the Life-boat Service lost a generous friend and worker, who had been connected with it for just half of its 106 years. It was in 1877 that Lord Waldegrave became a member of the Committee of Management. In 1911 his colleagues elected him their Chairman. He held that position during the difficult and anxious years of the War, taking the keenest interest in every aspect of the Institution's work, and always placing at its disposal his long experience of public affairs. He retired from the Chairmanship in 1923, and on his retirement the Committee placed on record "their grateful appreciation of the ability, devotion and unflinching courtesy with which he had carried out the duties of Chairman since 1911, and of his valuable services as a member of the Committee of Management since 1877." As a Vice-President, Lord Waldegrave continued to be a member of the Committee, and although he did not take any active part in their work after his retirement from the Chairmanship, he and Lady Waldegrave continued to show their interest in the Institution by giving their personal and valuable help to the Bath Branch, in particular in connexion with the "Earl and Countess Waldegrave's Life-boat Matinées" at the Theatre Royal. In the unavoidable absence of the Chairman and Deputy-Chairman of the Committee, and of the Secretary, the Institution was represented at the funeral by Lieut.-Col. C. R. Satterthwaite, O.B.E., the Deputy-Secretary.

The Duke of Northumberland, K.G.

The Duke of Northumberland, K.G., who died on 23rd August at the early age of fifty, was for twelve years associated with the work of the Institu-

tion. On the death in 1918 of his father, the seventh Duke, who was the Institution's President, he accepted the Committee of Management's invitation to become one of their members. Three years later he was elected a Vice-President, and for a short time in 1923 he acted as Honorary Treasurer. He was also President of the Branches at Alnwick and Tynemouth, and Joint Patron, with the Duchess, of the Newcastle-on-Tyne Branch. In this way he carried on the great family tradition of service for the Institution. The third Duke was one of the first to encourage the construction of Life-boats after the first permanent Life-boat Station was established at Tynemouth in 1789. The fourth Duke was President from 1851 to 1865, reorganised the Institution, and was, in reality, its second founder. The sixth Duke was President from 1866 to 1899, and the seventh Duke—the founder of the Duke of Northumberland's Life-boat Essay Competition in Elementary Schools—was President from 1911 to 1918. It is a family which, generation after generation, has given its generous, fruitful help to the Life-boat Service. The Duke was buried in the family vault in Westminster Abbey, and the Institution was represented at the funeral by Commander E. D. Drury, O.B.E., R.D., R.N.R., Chief Inspector of Life-boats.

Coxswain James Cable, of Aldeburgh, Suffolk.

James Cable, ex-Coxswain of the Aldeburgh (Suffolk) Station and a member of the Branch Committee, died on 5th May of this year, at the age of 78. Few, if any, Coxswains have had more brilliant careers, and his name was known far beyond the boundaries of his own county. He was the most distinguished member of a family which has an unequalled record in the Life-boat Service; for five generations have served in the Aldeburgh Life-boats. He was a grandson of

Thomas Cable, who served from the time when the first Life-boat was stationed at Sizewell, near Aldeburgh, in 1824, until he lost his life on service thirty-five years later. James Cable himself was Coxswain from 1888 until 1917. He was three times awarded the Institution's Silver Medal for gallantry. He received awards for Life-boat services from the Norwegian and Finnish Governments, and from the German Emperor. He held the Humane Society's Medal for saving life from the shore, and three times received its Vote of Thanks on Vellum for similar services. He was presented with a Silver Box by the Mayor and Corporation of Aldeburgh for going out in his own boat and rescuing four men, and with a Silver Cigarette Case by a lady, three of whose daughters he had saved at various times from drowning. Such is a very brief record of his gallantry.* But he was more than a brave man. His knowledge and experience as a seaman were greatly valued by the Institution, and he was one of four Coxswains chosen as judges in a series of trials of the Institution's different types of Sailing Life-boats which were carried out at Lowestoft in 1892, and lasted over two months. His name will always be remembered and held in honour in the history of the Life-boat Service as the chief figure in many heroic services, and as a man who in his own person represented at their highest, the courage, endurance, humanity and splendid seamanship of British Life-boatmen.

Coxswain James Chisholm, of St. Andrews, Fifeshire.

James Chisholm, ex-Coxswain of St. Andrews, died on the 14th March last, at the age of 81. He had served as Second Coxswain from 1887 until 1892, and as Coxswain from 1892 until 1920, when he retired at the age of 71, and he held the Institution's Silver Medal and a Medal from the Swedish Government for his gallantry and splendid skill in the rescue of the crew of nine of the

barque *Princess Wilhelmina* which was wrecked among the rocks near St. Andrew's Castle in a terrible gale in October, 1912. He took part also in one of the finest Life-boat services during the War, when, in December, 1914, the Torpedo-boat Destroyer *Success* ran ashore in a gale on the rocky coast, some six miles from St. Andrews, and the Crail and St. Andrews Life-boats rescued her whole crew of 67 men. In November of last year Coxswain Chisholm was one of the Scottish Silver Medallists presented to the Prince of Wales at the National Life-boat Assembly in Edinburgh.

Coxswain George Taylor, of Hauxley, Northumberland.

George Taylor, who, since 1909, had been Coxswain of the Life-boat at Hauxley, Northumberland, was drowned while fishing on 11th November of last year. During his Coxswainship the Hauxley Life-boat rescued 62 lives, and he was specially commended for the excellent condition of the Station.

Mr. C. Stacey Hall, of Bournemouth.

Mr. Charles Stacey Hall, F.C.I.S., for twenty-eight years Assistant Town Clerk to the Bournemouth Corporation, who died on 14th August, at the age of sixty-four, had been for thirty-three years associated with the Institution's work in Bournemouth. In 1894 he became an honorary worker for the Life-boat Saturday Fund, and when that Fund was taken over by the Institution in 1911, he became the Honorary Secretary of the Bournemouth section of the Poole, Bournemouth, Wimborne and Christchurch Branch. He retired from the Honorary Secretaryship in 1927, and was presented with the Thanks of the Institution inscribed on Vellum. At different times previously he had been presented with the Record of Thanks, the Gold Pendant, and a Silver Inkstand, as small marks of the Institution's gratitude for his long and devoted services.

Mr. Benjamin Simons, of Sutton, Lincolnshire.

By the death on 15th July, at the age of sixty-nine, of Mr. Benjamin Simons,

* A full account of the services of James Cable himself and of his family appeared in *The Lifeboat* for November, 1927.

of Sutton-on-Sea, Lincolnshire, the Institution has lost an honorary worker who has been associated with it for forty-three years. Mr. Simons was appointed Honorary Secretary of the Station Branch in 1887, and when the Station was closed in 1913, he continued to act

as Honorary Secretary and Treasurer of the Financial Branch. In 1898 he was presented with inscribed binoculars and in 1908 with the Institution's decoration (since superseded by the Gold Pendant) as marks of its appreciation of his long services.

Summary of the Meetings of the Committee of Management.

Thursday, 20th March, 1930.

THE HON. GEORGE COLVILLE, in the Chair.

Decided to open a Life-boat Station at Lerwick, Shetland Isles.

Reported the receipt of the following special contributions:—

	£	s.	d.
Westmorland Motor Life-boat Fund, balance of cost of new Boat for Berwick-on-Tweed, per R. B. Marriott, Esq.	1,500	0	0
"In Memory of E. D. Farmer" (Additional donation)	1,000	0	0
Wardrobe Sale, Proceeds of, per The Lady Dorothy D'Oyly Carte	25	1	7
Mr. E. F. Spanner (donation)	20	0	0

To be thanked.

Paid £18,074 10s. 8d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses, and Slipways, and the maintenance of the various Life-boat Establishments.

Voted the Silver Medal of the Institution together with a copy of the Vote inscribed on Vellum and framed, and an additional monetary reward to JOHN SWANSON, Coxswain of the Longhope Motor Life-boat, in recognition of his gallant conduct and fine seamanship when the Life-boat rescued at the third attempt eight of the crew of the steam trawler *Braconmoor*, of Aberdeen, which was wrecked on the east side of Torness Point, in a south-easterly wind, with a very heavy surf, on the night of 4-5th January, 1930. The Thanks of the Institution inscribed on Vellum, together with an additional monetary reward, were granted to each of the other members of the Crew: WILLIAM MOWAT, Second Coxswain; THOMAS GUNN, Bowman; ROBERT JOHNSTONE, Motor Mechanic; CHARLES MOWAT, Assistant Motor Mechanic; WILLIAM DASS, GEORGE JOHNSTONE, SINCLAIR MOWAT, and JACKIE NORQUOY. A Letter of Appreciation was also addressed to Mr. WILLIAM SUTHERLAND, Honorary Secretary, for his zeal on this occasion.

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

Directed that Letters of Appreciation be addressed to the following for their co-operation in the salving of the Yarmouth, Isle of Wight, Motor Life-boat, which stranded at

Brooke, when proceeding to the assistance of the s.s. *Capable*, on the 5th March, and remained ashore until the 8th:—

Officers and Men of the 1st Battalion of the Oxfordshire and Buckinghamshire Light Infantry.

Mr. A. H. H. WYKEHAM, J.P., D.L., Honorary Secretary, Isle of Wight Committee.

Lieutenant A. SMITH, R.N.R., Honorary Secretary, Yarmouth.

H.M. Coastguard.

Hon. Mrs. SEELY.

Also that a special Vote of Thanks be accorded to the Deputy Chief Inspector of Life-boats, Commander E. D. DRURY, O.B.E., R.D., R.N.R., for his fine work while in charge of the salvage operations.

Directed that a letter be sent to the Town Council at Portrush, expressing appreciation of the Town Clerk's action in keeping the town lights burning all night as a beacon for the Life-boat, which was out on service in thick weather, on the 1st March.

Directed that a Letter of Appreciation be addressed to Dr. J. R. W. RICHARDSON, Honorary Secretary, at Dover, who accompanied the Life-boat on Service on 2nd March, and who also rendered assistance to several members of the crew of the s.s. *Macville*, who were injured when their vessel was in collision.

Voted £217 11s. 6d. to pay the expenses of the following Life-boat services:—

January 5th.—The service of the LONGHOPE Motor Life-boat to the *Braconmoor* (described above).—Expenses, £44 1s. 6d.

January 31st.—The FILEY Life-boat was launched at 6.15 A.M., on receipt of information from the Coastguard, and stood by the steam trawler *Lord Ashby*, of Grimsby, which had stranded at Speeton Cliff, with a crew of ten on board. A moderate S.E. breeze was blowing, with a moderate sea, at the time of the launching of the Life-boat, but at 5.15 P.M., when the trawler floated, these conditions had increased to a whole S.E. gale, with a very heavy sea. The Life-boat arrived back at her Station at 7.30 P.M., having escorted home three motor fishing cobsles which had also been to the casualty and had been overtaken by the bad weather while standing by.—Expenses, £59 7s.

February 24th.—The FILEY Life-boat was launched at 12.55 P.M. in a moderate E. gale, with a very heavy sea, and stood by the fishing coble *Heather*, which had gone out earlier in the day to haul crab pots and had been overtaken by the bad weather. When the Life-boat came up with the coble life-belts were handed to her crew, and she was escorted to safety.—Expenses, £22 13s.

March 2nd.—The DOVER Motor Life-boat was launched at 6.45 P.M., the Honorary Secretary having heard the noise of a collision, followed by the blowing of a ship's siren. The sea was smooth, and a light S.E. wind was blowing. The Life-boat found that the s.s. *Macville*, of Dundee, had been in collision with the s.s. *Moko Maru*, of Dairen. As the *Macville* did not need any help a search was then made for the other vessel, and when found she also refused assistance, but the Life-boat stood by until she made harbour. The Life-boat then returned to the *Macville*, and the Honorary Secretary, Dr. J. R. W. Richardson, who accompanied the Life-boat on this service, boarded her and rendered medical aid to several of her crew who had been injured.

As stated, the Committee directed that a Letter of Appreciation be addressed to Dr. Richardson.—Expenses, £5 12s. 6d.

March 5th.—The DUNGENESS No. 1 Life-boat was launched at 4.15 A.M., information having been received from North Foreland Radio Station *via* the Sandgate Coastguard that a steamer had stranded, probably westward of Dungeness. A light W. breeze was blowing, with a thick fog. The vessel was found four and a half miles N.W. by N. of the Life-boat Station, and proved to be the s.s. *Erik Larsen*, of Rostock, bound in ballast from Rouen to Rotterdam with a crew of twenty. The Life-boat remained in attendance until the arrival of a tug, and returned to her Station at 11.30 A.M.—Expenses, £52 5s.

March 6th.—The MONTROSE No. 1 Motor Life-boat was launched at 9 A.M. and rescued the crew, seven in number, of the s.s. *Cruden*, of Dundee, which stranded at Scurdyness during a dense fog, with a moderate breeze and sea, while bound from Blyth to Montrose with a cargo of coal. The Life-boat took off four of the crew and, after landing them, returned to the vessel and stood by until high water, when, as it was found that she was badly holed, the remaining three men of her crew were taken off.—Expenses, £9 10s.

March 14th.—The BEMBRIDGE Motor Life-boat saved H.M. Seaplane 1044 and rescued her crew of six. Shortly after 4 P.M. the machine was seen to crash into the sea, which was smooth. A light S.E. wind was blowing. The Life-boat, which had just been afloat for an engine trial, was immediately despatched, and found the machine badly damaged. At the request of the Officer in charge the Life-boat took the plane in tow and proceeded towards Calshot. At 6.30 P.M., when about

a mile from Calshot, a Government pinnacle took charge of the machine and the Life-boat returned home, arriving at 9 P.M.

A letter was received from the Air Council expressing appreciation of the valuable services rendered.—Expenses, £24 3s.

The following service was also reported :—

February 25th.—The St. PETER PORT Motor Life-boat was launched at 10.47 A.M. and saved a lighter, belonging to the States Harbour Board, and rescued the three men who were on board. The lighter had been marking a wreck, but owing to engine trouble and the fresh S.E. breeze which was blowing, with a moderate sea, she got into difficulties. A tow rope was floated down to the lighter and she was towed into St. Peter Port Harbour.—Expenses paid by Harbour Board.

Also voted £298 8s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Bembridge (Motor), Brooke, Buckhaven, Flamborough No. 1, Galway Bay (Motor), Great Yarmouth and Gorleston (Motor), Hythe (Motor), Llandudno, Portrush (Motor), Ramsgate (Motor), Stornoway (Motor), Tenby (Motor), Wells, Weston-super-Mare, and Yarmouth (Isle of Wight) (Motor).

Passed a further £352 2s. 4d. on account of pensions already granted to dependent relatives of men who lost their lives in the Life-boat Service at Aldeburgh, Caister, Eastbourne, Fethard, Fraserburgh, Holyhead, Johnshaven, Moelfre, Mumbles, New Brighton, Padstow, Port Eynon, Port St. Mary, Rhoscolyn, Rye Harbour, St. Davids, and Whitby.

Granted £64 5s. to men for injury in the Life-boat Service at Blackpool, Cardigan, Caister, Padstow, Shoreham, and Walmer.

Granted a weekly allowance of 5s. in addition to his pension to CHARLES GALL, Coxswain at Broughty Ferry, who was compelled to retire on account of ill-health due to his service in the Life-boat.

Voted £9 to six men for rescuing the crew of three of the ketch *Corbière*, of Paimpol, which stranded under the cliffs at Broadstairs, on the night of the 15th February, while bound from Sittingbourne, laden with wheat. Previous to the vessel grounding the six rescuers who had seen the vessel in difficulties, went out to her, and after she had gone ashore they made two more journeys to her, but on each occasion help was declined. About midnight a flare was seen from the ketch, which had by this time driven, with the rising tide, heavy sea and N.E. breeze, into a position where no boat could reach her. Realising that the only way to reach the men was now by means of ropes, from the shore, the rescuers went to the top of the cliffs. From there, at considerable risk owing to the unsafe condition of the overhanging cliffs, they succeeded in rescuing the crew.

Thursday, 10th April, 1930.

The HON. GEORGE COLVILLE in the Chair.

Reported the resignation from the Committee of Management of Admiral Sir Thomas H. J. Jerram, G.C.M.G., K.C.B.

Decided to close the Ardrossan, Hope Cove, Looe, and Mevagissey Life-boat Stations.

Reported the receipt of the following special contributions:—

	£	s.	d.
H.R.H. The Duke of Connaught (Subscription)	15	0	0
Lloyd's, Members and Subscribers of (Collection)	1,508	8	0
Mr. Ernest C. Leach (donation) <i>To be thanked.</i>	250	0	0

Paid £25,872 16s. 9d. for sundry charges in connexion with the construction of Life-boats, Life-boathouses, and Slipways, and the maintenance of the various Life-boat establishments.

Reported that His Majesty the King of Denmark had presented a Gold Watch and Diploma to RICHARD PAYNE, Coxswain of the Newhaven Motor Life-boat, and Silver Goblets and Diplomas to each of the other members of the crew, in recognition of the rescue of the crew of the Danish schooner *Mogens Koch*, on the 7th December last.

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

Voted £4 16s. 6d. additional reward to each member of the Crew of the STROMNESS Motor Life-boat; £5 to the Motor Mechanic; and £3 additional to a man who acted as pilot, in recognition of their excellent services in proceeding to the Shetlands—a distance of over 260 miles there and back—when the trawler *Ben Doran* was wrecked on Vee Skerries, on the 29th March.

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

Voted £136 1s. 6d. to pay the expenses of the following Life-boat Services during March and April:—

March 15th.—The WALTON-ON-THE-NAZE Motor Life-boat was called out by a message received through the Coastguard, stating that the s.s. *Ament*, of Sunderland, had sent out an S.O.S. signal, as she was ashore on the Long Sand and in a critical position. It was found that the steamer had run aground in thick weather, while bound from the Tyne to London, but that her crew had been picked up by the Harwich Train Ferry No. 2 before the Life-boat reached the scene. The Life-boat spoke to s.s. *Corchester*, of London, and learnt that two of her boats had been sent away to the *Ament* but had not returned. As the weather was thick with a strong S.E. breeze and moderate sea the Life-boat searched for the boats and having found them about two and three quarter miles up the Sands, towed them back to their ship. The Life-boat reached her Station again at 11.30 P.M.—Expenses, £21 2s. 6d.

On the following day, and on the 18th, no

other suitable boat being available, the Life-boat took out Lloyd's agent and others to the wreck.—Expenses paid by Lloyd's Agent.

March 18th.—The FRASERBURGH Motor Life-boat was launched at 1.15 P.M. in a N.N.E. gale with a very heavy sea, as the fishing boat *Promote*, of Fraserburgh, which had gone off to the fishing grounds earlier in the day, was in danger. Severe weather was encountered by the Life-boat, which picked up the boat about two miles N.E. of Kinnaird Head, rendered what assistance she could and escorted the boat into Fraserburgh Harbour.—Expenses, £7 18s. 6d.

March 20th.—The NEW QUAY (Cardigan) Life-boat was launched at 1 P.M., during a moderate to strong westerly gale and stood by the fishing boat *Rose*, of New Quay. The *Rose* was returning to New Quay, but could not make the Harbour as her sails were damaged, so she ran before the gale for Aberystwyth. The Life-boat followed her. She had nearly reached safety when her mainsail carried away. She anchored, but the anchor dragged, and two men put off to her help and took off the two men on board. The smack came ashore later. The Life-boat, which was in charge of the Second Coxswain, returned to New Quay, when it was seen that the men had been rescued. She had to face the gale and tide, and did not arrive until 3 o'clock next morning.—Expenses, £53 3s. 6d.

March 24th.—The MARGATE Motor Life-boat was launched at 11.35 A.M., during a strong N.N.E. gale with a rough sea, and stood by the barge *Runic*, of London, laden with scrap iron, which was in distress with damaged sails in the Gore Channel. Information that signals of distress had been seen on the vessel was received from the Coastguard, and in response the Life-boat put out, but found that a motor boat had already reached the barge. The crew did not wish to leave, so the Life-boat stood by until the *Runic* was able to proceed.—Expenses, £9 13s.

April 2nd.—The ABERDEEN NO. 2 Life-boat was launched at 8.30 P.M., and rescued one man from the trawler *Glen Clova*, of Aberdeen, which was swept from her moorings at the quay by the heavy spate in the River Dee. The pilots had put out, but although communication was effected they were unable to hold the vessel, which, after striking the North Pier, was driven on to the beach, where a heavy sea was breaking. The only man on board was the watchman. The Life-boat took him off. On her way back one of the Crew was washed overboard, but managed to catch a life-line and was hauled back again.—Expenses, £19 16s.

April 3rd.—The ROSSLARE HARBOUR Motor Life-boat was launched in the early afternoon and rescued the crew, four in number, of the ketch *Isabella*, of Gloucester, which was wrecked in the South Bay, Wexford, during a strong E.N.E. gale with a very heavy sea, while bound, laden, from Cardiff to Duncannon. She had parted her cable and was dragging, with the seas continually breaking

over her. Great difficulty was experienced in taking the endangered men into the Life-boat, which was damaged when alongside the rolling vessel. Mr. W. J. B. Moncas, the Honorary Secretary, accompanied the crew on this service.—Permanent Crew. Expenses, 7s.

April 3rd.—The NEWBIGGIN-BY-THE-SEA Life-boat was called out shortly after noon as a strong breeze was blowing from the S.E. with a very heavy sea, and two cobsles were at sea, and in danger of being swamped. The first of the two cobsles, the *Our Girls*, came in escorted by the Life-boat, which then put out again to search for the other boat. This boat, *The Provider*, was found waterlogged. The Life-boat stood by until the crew had baled her out and started the engine. She then escorted her home.—Expenses, £8 4s.

April 3rd.—The SCARBOROUGH Motor Life-boat was launched at 11.45 A.M. in a strong E.S.E. breeze with a heavy sea, as the weather was thick and several cobsles were crab fishing some miles out. The Life-boat put to sea, and in turn escorted home the *Kudos*, *Kingfisher*, *Treasure*, and *Jock*. She went out again, and two and a half miles in a N.N.E. direction, found the *Eagle*, which was having trouble with her engine. Life-belts and a rope were passed to her crew, and she was then escorted to harbour. The Life-boat remained afloat until news was received that the other cobsles, which made for Bridlington, had arrived safely.—Expenses, £15 17s.

Also voted £175 19s. 8d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Abersoch, Aberystwyth, Clacton-on-Sea (Motor), Kirkeudbright (Motor), Lowestoft (Motor), Stromness (Motor), and Swanage (Motor).

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

Granted £20 10s. to men for injury in the Life-boat Service at Caister and Shoreham.

Voted a compassionate grant of £5 to J. STEPHENS, in recognition of his good services in the Cadgwith Life-boat for many years.

Granted a gratuity of £25 to HENRY CAMPBELL, in his retirement, in recognition of his good services as Second Coxswain and afterwards as Motor Mechanic to the Port Patrick Motor Life-boat.

Voted £1 to the two men who, as already described, rescued the crew of two on board the fishing smack *Rose*, when she was running before a gale to Aberystwyth on 20th March, and had her mainsail blown away.

Thursday, 22nd May, 1930.

SIR GODFREY BARING, Bt., in the Chair.

Appointed Mr. Leonard Gow, the Chairman of the Glasgow Branch, a Vice-President of the Institution.

Decided that on the retirement of Captain H. F. J. Rowley, C.B.E., R.N., Chief Inspector of Life-boats, in August next, Commander E. D. Drury, O.B.E., R.D., R.N.R., Deputy Chief Inspector, be promoted to Chief Inspector, and Captain R. L. Hamer, R.N., Northern District Inspector, be appointed Deputy Chief Inspector.

Appointed Lieut.-Commander T. G. Michelmore, R.N.R., District Inspector of Life-boats.

Reported the receipt of the following special contributions:—

	£	s.	d.
Civil Service Life-boat Fund (per Mr. H. A. Clark), in respect of expenditure incurred for the Civil Service Life-boats in 1929	2,385	7	4
Mrs. Joseph Wilks, of Canada (donation)	102	11	9
White Star Steamer's Charity Fund (donation)	100	0	0
Mr. E. W. Cartlidge, In Memory of his wife, Harriett Cartlidge	50	0	0
Miss Christina Sharp (donation)	50	0	0
Transport <i>Neuralia</i> , Contribution from collections on board (donation)	50	0	0
Miss Harvey (donation)	26	5	0
Mrs. Bannister (additional donation)	20	0	0
Mrs. Beatson (donation)	20	0	0
Sir George Sutton, Bt. (additional donation)	20	0	0
Miss A. Hall (additional donation)	20	0	0

To be thanked.

Paid £20,241 7s. 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 the Thanks of the Institution inscribed on Vellum and framed, to RICHARD CHADWICK, Coxswain of the Flamborough No. 1 Life-boat in recognition of his fine seamanship and good judgment when the Life-boat under his command rescued the crew, sixteen in number, of the Admiralty fuelling craft *Rosa*, which was totally wrecked to the north of Flamborough Head in a heavy ground sea, with a dense fog and strong N.E. breeze, on the night of the 27-28th April, 1930. Additional monetary rewards were granted to the Coxswain and Crew, and a Life-boat Paper Knife, bearing a suitable inscription was given to Miss BESSIE BAYES, daughter of the Honorary Secretary, who encouraged the Life-boat Crew and entertained the shipwrecked men.

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

Decided that the rewards to the Crew of the Stromness Motor Life-boat be increased by £1 17s. each, so as to bring their amount up to £5 per man, and that a reward of £2 be given

to the Permanent Motor Mechanic, in recognition of their good services in proceeding to the Shetlands on the 10th April, when the s.s. *St. Sunniva*, of Aberdeen, was wrecked on Mousa Island.

(A full account appeared in *The Lifeboat* for June, 1930.)

Directed that a Letter of Thanks be addressed to ALEXANDER GALL, Coxswain of the Broughty Ferry Motor Life-boat, and that an additional reward of 5s. be granted to him, and to each of the other eight members of the Crew for an arduous service launch on the 26th April, when the Life-boat proceeded to May Island, where the steam trawler *George Augner* had stranded.

Addressed a Letter of Thanks to the Crew of the Longhope Motor Life-boat, who launched to the help of a fishing boat on the 12th April, and refused to accept any reward.

Voted £175 13s. 6d. to pay the expenses of the following Life-boat services during April, 1930:—

April 1st.—The ARBROATH Life-boat was launched at 3.45 P.M. in a strong S.E. breeze with a heavy sea, and stood by the fishing boat *Queen of the Fleet*, while she crossed the bar on returning to port.—Expenses, £11 17s. 6d.

April 11th.—The WALTON-ON-THE-NAZE Motor Life-boat was launched at 1.5 P.M. during a thick fog with a light easterly breeze, and landed from the Kentish Knock Light Vessel the crew of four of the barge *Mazeppa*, of Harwich, which had been in collision with a Norwegian steamer while bound for Rye, laden with coal. The collision took place about seven miles S.W. of the Shipwash Sands at 5 A.M., and finding that his vessel was too badly damaged to make port, the Master ran her on to the Kentish Knock Sands. The men abandoned the barge in their own boat and boarded the Light-vessel, from which they were taken ashore by the Life-boat.—Expenses, £10 16s.

April 13th.—The MUMBLES Motor Life-boat was launched at 9.15 P.M. and rendered assistance to the motor boat *Trixie*, which was in difficulties. The boat, which had two persons on board, had been kept under observation for some time, and, as she appeared to have broken down and the weather was threatening with strong gusts of wind from the N.N.W. with a moderate sea, the Life-boat put out. She took the *Trixie* to her moorings and also recovered her dinghy, which had been sunk.—Expenses, £10 4s.

April 19th.—The ROSSLARE HARBOUR Motor Life-boat stood by the s.s. *Cape Wrath*, of Aberdeen, which had run ashore on the bar, when bound for Wexford from Newport, laden. When the vessel struck, about noon, the weather was moderate, but it grew worse and, as a whole N.E. gale was blowing with a heavy sea by three o'clock, the Life-boat was launched. She remained with the steamer for five hours, but the crew decided to stay on board and the Life-boat returned to her Station. The Honorary Secretary went out

with the Life-boat on this service.—Permanent Crew. Expenses, 13s.

April 26th.—The ROBIN HOOD'S BAY Life-boat was called out at 3 A.M. and stood by the steam trawler *Star of the East*, of Scarborough, which had stranded on Ravenscar Rocks, during thick weather with a moderate S.E. breeze and sea, while bound for Scarborough with fish. The Life-boat reached the casualty at about 3.45 A.M. and remained by her until she was refloated, with the help of another vessel, on the rising tide several hours later.—Expenses, £36 3s.

April 26th.—The STAITHES Life-boat was launched at 9.45 A.M. and stood by the local fishing cobbles, *Minnie, Rose of England*, and *Jane*, which had been overtaken by a dense fog while out hauling their crab pots. A heavy sea was running with an easterly wind. Several of the boats had returned and reported how difficult it had been to make the harbour, so the Life-boat put out, and after cruising about sounding her fog horn located the three boats and escorted them home.—Expenses, £12 12s. 6d.

April 26th.—The ANSTRUTHER Life-boat was called out by the Coastguard and left at 1.15 A.M. for May Island, where the steam trawler *George Augner*, of Aberdeen, had stranded while bound, light, from Aberdeen to Granton for coal. The weather was very thick at the time, with a light E.N.E. wind, but a very heavy sea. The Life-boat was towed to the scene by a motor fishing boat, and made three attempts to get alongside, but the water was too broken. As the Life-boat was unable to get to the wreck, and the men on board appeared to be unable to help themselves, a light-keeper on May Island, at great personal risk, boarded the vessel by scrambling up the anchor chain, and, with the help of the other light-keepers on shore, rescued four men. Two of the crew had previously been washed overboard and lost. The four survivors were taken off the Island by the Life-boat. The Broughty Ferry Motor Life-boat also proceeded to the wreck, but found no one on board. As already reported, a Letter of Thanks was addressed to the Coxswain.—Expenses, £34 19s. 6d.

April 28th.—The service of the FLAM-BOROUGH NO. 1 Life-boat to the *Rosa* (described above).—Expenses, £38 16s.

April 29th.—The GREAT YARMOUTH AND GORLESTON Motor Life-boat saved the sailing yacht *Billikat*, and rescued from shipwreck her crew of two, when she was in difficulties in a moderate N.E. gale with a very rough sea while bound from Scarborough to the Thames. The Coastguard informed the Coxswain at 7.30 P.M. that a small yacht was making heavy weather. She was kept under observation and at 9.30 P.M. it was reported that a man had fallen overboard but had been rescued. On receipt of this information the Life-boat was launched, and on reaching the *Billikat* found that she was in need of help. Two Life-boatmen boarded her, and as they

found the crew exhausted, the Life-boat took her in tow to the harbour. The owner, Mr. H. L. Loring, became a subscriber of £2 2s. in acknowledgment of his indebtedness to the Institution.—Expenses, £19 12s.

Also voted £134 18s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Blyth (Motor), Broughty Ferry (Motor), Cromer (Motor), Fowey (Motor), Great Yarmouth and Gorleston (Motor), Holy Island No. 2, Longhope (Motor), Scarborough (Motor), Stromness (Motor), Tynemouth (Motor), and Yarmouth, Isle of Wight (Motor).

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

Passed a further £15 on account of pensions already granted to the dependent relatives of men who lost their lives in the Life-boat Service at Brighstone Grange, and Caister.

Granted £73 0s. 6d. to men for injury in the Life-boat Service at Caister, Moelfre, Newhaven, Shoreham, Walton-on-the-Naze, and Winterton.

Voted a compassionate grant of £23 10s. to the widow of Charles Cameron, who had been a member of the Peterhead Life-boat Crew for many years, and whose death, which took place in August, 1929, was partly attributable to the accident to the Peterhead Life-boat in 1914.

Decided that HENRY MARCHANT, a member of the Newhaven Life-boat Crew, who had been laid up since going out on service in the Life-boat on the 12th November last, be granted 15s. a week from that date until the 31st March, and then 10s. a week until able to resume his occupation.

In recognition of the gallant but unsuccessful attempt of Mr. G. T. Kay, Honorary Secretary of the Lerwick Branch, Shetland Isles, and others, to rescue the crew of the steam trawler *Ben Doran*, of Aberdeen, which was totally wrecked with the loss of the whole of her crew, on the Vee Skerries, on the 29th March, 1930, it was decided to grant the following awards:—

Mr. G. T. KAY, Honorary Secretary, Inscribed Binocular Glass.

Mr. J. FALCONER, Master of the trawler *Boscobel*, a Special Letter of Thanks.

Mr. W. H. DOUGALL, of the Missions to Seamen, a Special Letter of Thanks and £5.

Mr. J. J. JAMIESON, Master of the fishing boat *Smiling Morn*, Inscribed Binocular Glass, £5, and 15s. for fuel.

Crew of fishing boat *Smiling Morn*, £5 each to three men.

Mr. J. HENDERSON, Pilot, £4.

Mr. E. P. ADIE, value of boat lost.

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

Directed that a Special Letter of Thanks and £1 should be presented to HERBERT JONES, Coxswain of the Hoylake and Hilbre Island Life-boats, in recognition of his persistent attempts to render help, at some personal risk to himself, when, on the 7th May, several yachts capsized while racing. On hearing of the accident, Coxswain Jones put out single-handed in a motor boat, but she shipped water and he had to return to smooth water to clear the boat. Having done so, he again went out, but the boat became unmanageable, and was ultimately brought up close to the promenade in a nasty broken sea. Coxswain Jones again cleared the boat, and got back in safety. In the meantime the occupants of the yachts, who had been thrown into the water had been rescued by lines from the Promenade.

Awards to Coxswains and Life-boatmen.

To WILLIAM TOMS, on his retirement, on the closing of the Station, after serving 11½ years as Coxswain, and previously 6½ years as Second Coxswain of the Looe Life-boat, a Coxswain's Certificate of Service, and a Pension.

To JOHN D. DAVIES, on his retirement, after serving 10½ years as Coxswain, and previously 6 years as Second Coxswain of the Aberdovey Life-boat, a Coxswain's Certificate of Service, and a Pension.

To GRIFFITHS JONES, on his retirement, after serving 7¾ years as Coxswain, 16¾ years as Second Coxswain, and previously 25½ years as a member of the Crew of the Barmouth Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To DENNIS MAHER, on his retirement, on the closing of the Station, after serving 7¼ years as Coxswain, 25 years as Bowman, 5 years as Signalman, and previously 6¾ years as a

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

To J. JARVIS, on his retirement, on the closing of the Station, after serving 6¼ years as Coxswain, 6 years as Second Coxswain, 8½ years as Bowman, and previously 26 years as a member of the Crew of the Hope Cove Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To GEORGE G. THOMAS, on his retirement, after serving 2½ years as Coxswain, 17¼ years as Second Coxswain, 6¼ years as Bowman, and previously 23 years as a member of the Crew of the Ferryside Life-boat, a Life-boatman's Certificate of Service, and a Pension.

To EDWARD ROURKE, on his retirement, after serving 32 years as Second Coxswain of the Howth Life-boat, a Life-boatman's Certificate of Service, and a Pension,

- commuted at his own request into a lump sum.
- To ROBERTSON TAYLOR, on his retirement, after serving 22½ years as Second Coxswain, and previously 8½ years as a member of the Crew of the Buckhaven Life-boat, a Life-boatman's Certificate of Service, and a Pension.
- To PATRICK SAUNDERS, on his retirement after serving 19½ years as Second Coxswain, and previously 8½ years as Shore Signalman of the Poolbeg Life-boat, a Life-boatman's Certificate of Service, and a Pension, commuted at his own request into a lump sum.
- To RICHARD HEDGES, on his retirement, after serving 19½ years as Second Coxswain, and previously 28½ years as a member of the Crew of the Weston-super-Mare Life-boat, a Life-boatman's Certificate of Service, and a Pension.
- To HENRY SYMONS, on his retirement, after serving 11½ years as Second Coxswain, and previously 6½ years as Bowman of the Looe Life-boat, a Pension.
- To OWEN OWEN, on his retirement, after serving 10½ years as Second Coxswain, 6 years as Bowman, and previously 9 years as a member of the Crew of the Aberdovey Life-boat, a Life-boatman's Certificate of Service, and a Pension.
- To ROBERT JONES, on his retirement, after serving 7½ years as Second Coxswain, and previously 38½ years as a member of the Crew of the Barmouth Life-boat, a Life-boatman's Certificate of Service, and a Gratuity.
- To PERCY V. HUNKIN, on his retirement, on the closing of the Station, after serving 7 years as Second Coxswain, and previously 16 years as a member of the Crew of the Mevagissey Life-boat, a Life-boatman's Certificate of Service, and a Gratuity.
- To PETER HURRELL, on his retirement, after serving 6½ years as Second Coxswain of the Hope Cove Life-boat, a Gratuity.
- To CHARLES H. THOMAS, on his retirement, after serving 2½ years as Second Coxswain, 17½ years as Bowman, and previously 22 years as a member of the Crew of the Ferryside Life-boat, a Life-boatman's Certificate of Service, and a Pension.
- To WILLIAM JONES, on his retirement, after serving 12½ years as Bowman, and previously 12½ years as a member of the Crew of the Barmouth Life-boat, a Life-boatman's Certificate of Service, and a Pension.
- To ROBERT WYNHALL, on his retirement, on the closing of the Station, after serving 11½ years as Bowman of the Looe Life-boat, a Pension.
- To JOHN C. GREGGOR, who retired after serving 9½ years as Bowman, and previously 15½ years as a member of the Crew of the Peel (Isle of Man) Life-boat, a Life-boatman's Certificate of Service.
- To HENRY CAMPBELL, on his retirement, after serving 8 years as Motor Mechanic, and previously 9 years as Second Coxswain of the Port Patrick Life-boat, a Gratuity.
- To DAVID RICHARDS, on his retirement, after serving 43 years as Shore Signalman to the Cardigan Life-boat, a Life-boatman's Certificate of Service, and a Pension.
- To GEORGE WELLS, on his retirement, after serving 22½ years as Shore Signalman of the Skegness Life-boat, a Pension.
- To HENRY J. TAYLOR, on his retirement, after serving 21½ years as Shore Signalman of the Weston-super-Mare Life-boat, a Pension.
- To ROBERT DYKE, on his retirement, after serving 13½ years as Shore Signalman of the Ferryside Life-boat, a Pension.
- To JOHN JACK, who retired after serving 10 years as Shore Signalman of the Anstruther Life-boat, a Pension.
- To MRS. INNES, wife of the Life-boat Coxswain at Newburgh, in recognition of her many years' service as a helper, a Framed Photograph of a Life-boat going out to a vessel in distress.

Awards to Honorary Workers.

- To Mrs. GOLDIE, in recognition of her valuable co-operation as Honorary Secretary of the Bath Branch, the Gold Brooch and the Record of Thanks.
- To the HON. MABEL GOUGH-CALTHORPE, in recognition of her valuable co-operation as Honorary Organizer of the Isle of Wight "All Island" Fête, 1930, the Gold Brooch and the Record of Thanks.
- To MISS STELLA HAMILTON, in recognition of her valuable co-operation as Honorary Collector in the Lake District, the Gold Brooch and the Record of Thanks.
- To Mrs. HOLDING, in recognition of her valuable co-operation as Honorary Secretary of the Leamington Branch, the Gold Brooch and the Record of Thanks.
- To Mrs. B. WOOLFELD, in recognition of her valuable co-operation at Kessingland for many years, latterly as Honorary Secretary of the Ladies' Life-boat Guild, the Gold Brooch and the Record of Thanks.
- To Mr. H. P. F. DONEGAN, in recognition of his long and valuable co-operation as Honorary Secretary of the City of Cork Branch, the Gold Pendant and the Record of Thanks.

To MR. W. H. SHAW, on his retirement, after 10 years' service as Honorary Treasurer, and previously 27 years as Honorary Secretary, of the Southport Branch, the Gold Pendant and the Record of Thanks. Mr. Shaw, who had already been presented with a Framed Photograph, inscribed Binoculars, the Thanks of the Institution inscribed on vellum, and a piece of silver plate, died shortly after his retirement, before the awards could be presented.

To MR. A. H. TEARE, M.H.K., in recognition of long and valuable co-operation as Honorary Secretary of the Ramsey Life-boat Station, a Binocular Glass.

To MRS. DUDLEY, in recognition of her valuable co-operation in connexion with Life-boat Day at Stourbridge, a Framed Photograph of a Life-boat going out to a vessel in distress.

To MRS. STEVENS, in recognition of her valuable co-operation as Honorary Secretary of the Woodford and Epping Branch, a Framed Photograph of a Life-boat going out to a vessel in distress.

To MRS. TARR, in recognition of her valuable co-operation as Honorary Secretary of the Ladies' Life-boat Guild at Swansea, a Framed Photograph of a Life-boat going out to a vessel in distress.

To MRS. DAWES-MELHUISS, in recognition of her valuable co-operation in raising funds in the Erdington district of the Birmingham Branch, the Record of Thanks.

To SCOUTMASTER MRS. L. M. LONGBOTTOM, and the 1st Troop of Coventry Boy Scouts in recognition of their services in raising funds, the Record of Thanks.

To LIEUT. GWILLAM, the Officers and Cadets of the 1st City of Birmingham Royal Sea Cadet Corps, in recognition of their services in assisting on Life-boat Days, the Record of Thanks.

To the OFFICERS and MEN of the Long Eaton Fire Brigade, in recognition of their services in raising funds, the Record of Thanks.

To LIEUT.-COL. P. MURRAY, D.S.O., in recognition of his valuable co-operation as Assistant Honorary Organizer of the Isle of Wight "All Island" Fête, 1930, the Record of Thanks.

To SCOUTMASTER EDGAR LONGBOTTOM, of Coventry, in recognition of his services in raising funds, an inscribed copy of "Britain's Life-boats."

News from the Branches.

1st April to 30th June.

Greater London.

ACTON AND CHISWICK (MIDDLESEX).—Annual Meeting on 11th April. Speakers: The Mayor and the District Organizing Secretary. Amount collected last year £112, as compared with £114 in the previous year.

BERMONDSEY.—Visit to the Institution's Storeyard of the Mayor and Mayoress, and Life-boat Day organizers and helpers.

CITY OF LONDON.—Annual Meeting on March 11th, the Lord Mayor presiding, supported by Major and Sheriff Frank H. Bowater. Amount collected last year £9,932, as compared with £9,161 in the previous year.

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

HAYES (MIDDLESEX).—Sale of Work.

HIGHGATE.—Garden Meeting given by Lady Waley Cohen at Caen Wood Towers. Speaker: Colonel The Master of Sempill, a member of the Committee of Management.

ILFORD (ESSEX).—Annual Meeting of Ladies' Life-boat Guild on 25th April. Mayoress inaugurated as President. Speaker: District Organizing Secretary.

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

LONDON.—Annual Meeting of the Ladies' Life-boat Guild, the Viscountess Bertie of Thame, Chairman of the Central London Women's Committee of the Ladies' Life-boat Guild, presiding. Speaker: The Hon. George Colville, Deputy Chairman of the Committee of Management.

Life-boat Day.

NEW MALDEN.—Special Meeting, with address by the District Organizing Secretary.

SOUTH BATTERSEA.—Branch formed. Hon. Secretary, Mr. R. Rham.

TOTTENHAM.—Meeting of Life-boat Day Organizers called by the Chairman of the Council. Address by the District Organizing Secretary.

TOOTING.—Branch formed. Hon. Secretary, Mrs. Batty.

WALTHAMSTOW (ESSEX).—Address to the Rotary Club by the District Organizing Secretary.

WOODFORD AND EPPING.—Fête at Salway House. Opened by the Deputy Lord-Lieutenant of Essex. Life-boat Day.

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

North-Western District.

ADLINGTON (LANCASHIRE), ASHTON-IN-MAKERFIELD (LANCASHIRE), BACUP (LANCASHIRE), BLACKBURN (LANCASHIRE).—Life-boat Days.

BLACKPOOL (LANCASHIRE).—Life-boat Demonstration by the Blackpool, Lytham and New Brighton Life-boats.

BOLTON (LANCASHIRE).—Annual Meeting of the Branch and Ladies' Life-boat Guild on the 10th April, the Mayor, President of the Branch, in the chair. Efforts of the past year: Annual Appeal for Subscriptions, Life-boat Day, Whist Drive and Works Collection. Amount collected last year £269, as compared with £372 in the previous year.

BREDBURY (CHESHIRE), BRIERCLIFFE (LANCASHIRE), BRIERFIELD (LANCASHIRE), BURY (LANCASHIRE), CARLISLE (CUMBERLAND).—Life-boat Days.

CARNFORTH (LANCASHIRE).—Jumble Sale, arranged by the Ladies' Life-boat Guild.

CHESTER.—Annual Meeting on the 29th May, the Mayor, President of the Branch, in the chair. Efforts of the past year: Annual Appeal for subscriptions, Life-boat Day and Works Collections. Amount collected last year £300, as compared with £310 in the previous year.

Life-boat Day.

CHORLEY (LANCASHIRE), COLNE (LANCASHIRE), COPPULL (LANCASHIRE).—Life-boat Days.

CREWE (CHESHIRE).—Annual Meeting on 8th May, the Mayor, President of the Branch, in the chair. Captain H. P. M. Beames was elected Chairman, and Councillor Sackfield Vice-President in the place of the late Major Jackson. Amount collected last year £68, as compared with £71 in the previous year.

CROMPTON AND SHAW (OLDHAM BRANCH).—Life-boat Day.

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

DARWEN (LANCASHIRE), GARSTANG (LANCASHIRE).—Life-boat Days.

HASLINGDEN (LANCASHIRE).—Jumble Sale arranged by the Ladies' Life-boat Guild.

HEYWOOD (LANCASHIRE).—Life-boat Day.

HOLME (LANCASHIRE).—Annual Meeting of the Ladies' Life-boat Guild on the 17th June. Amount collected last year £9, as compared with £11 in the previous year.

HYDE (CHESHIRE).—Annual Meeting on 5th May, the Mayor, President of the Branch, in the chair. Amount collected last year £97, as compared with £75 in the previous year.

Life-boat Day, Whist Drive, Jumble Sale.

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

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

LITTLE HULTON (LANCASHIRE).—Annual Meeting of the Ladies' Life-boat Guild on 7th May. Amount collected last year £26, as compared with £21 in the previous year.

Life-boat Day.

LIVERPOOL.—Collections at Gladstone Dock in connexion with "Safety First Week."

LYTHAM (LANCASHIRE).—Annual Meeting on the 27th May. Sir Thomas Smethurst elected Chairman of the Branch in place of the late Mr. E. W. Mellor. Amount collected last year

£175, as compared with £199 in the previous year.

LYMM AND HEATLEY (CHESHIRE), MACCLESFIELD (CHESHIRE).—Life-boat Days.

MANCHESTER, SALFORD AND DISTRICT.—Life-boat Days. The demonstration Life-boat *Edwin Kay* was on view at Manchester, and Wee Georgie Wood, the well-known Music Hall artiste, made a special appeal from her.

Collections in Cinemas in connexion with the film "Atlantic."

CHORLTON-CUM-HARDY.—Address to the Women's Co-operative Guild by the Branch Assistant Secretary.

CLAYTON.—Annual Meeting on the 2nd April.

ECCLES.—Address to the Eccles Women's Co-operative Guild by the Branch Assistant Secretary.

FAILSWORTH.—Cinema Collection arranged by the Ladies' Life-boat Guild.

HULME.—Collections at the "Popular" Cinema arranged by the Ladies' Life-boat Guild.

SALFORD.—Collections made at the "Ordsall" Picture House on three days. Collections at the Salford "Palace."

WALKDEN.—Annual Meeting on 9th April.

MARYPORT (CUMBERLAND).—Garden Party organized by the Ladies' Life-boat Guild.

MIDDLETON (LANCASHIRE), MIDDLEWICH (CHESHIRE).—Life-boat Days.

MOSSLEY (LANCASHIRE).—Annual Meeting of the Ladies' Life-boat Guild on the 10th April. Amount collected last year £41, as compared with £35 in the previous year.

Life-boat Day.

NANTWICH (CHESHIRE).—Annual Meeting of the Ladies' Life-boat Guild on the 27th May. Amount collected last year £72 as compared with £46 in the previous year.

NORTHWICH (CHESHIRE).—Life-boat Day.

ORRELL (LANCASHIRE).—Garden Party organized by the Ladies' Life-boat Guild.

PEEL (ISLE OF MAN).—Annual Meeting on the 21st May. Amount collected last year £126, as compared with £139 in the previous year.

PRESTON (LANCASHIRE).—Annual Meeting on 7th April, the Mayor, President of the Branch, in the chair. Efforts of the past year: Mayor's appeal for subscriptions, Life-boat Day, and House-to-House Collection. Amount collected last year £403, as compared with £398 in the previous year.

ROMILEY (CHESHIRE).—Life-boat Days.

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

SOUTHPORT (LANCASHIRE).—Life-boat Day.

STALYBRIDGE (CHESHIRE).—Annual Meeting on the 15th May, the Mayor, President of the Branch, in the chair. Mr. R. G. Cooke was elected Honorary Secretary of the Branch, and Mrs. S. H. Johnson Honorary Secretary of the Ladies' Life-boat Guild. Amount collected last year £28, as compared with £84 in the previous year.

STOCKPORT (CHESHIRE), TRAWDEN (LANCASHIRE).—Life-boat Days.

WIDNES (LANCASHIRE).—Special Meeting to re-constitute the Ladies' Life-boat Guild. Life-boat Day.

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

WORSTHORNE (LANCASHIRE).—Annual Meeting on the 26th May. Mr. A. R. Dalby was elected Honorary Secretary. Amount collected last year £7, as compared with £17 in the previous year.

Life-boat Day.

North-Eastern District.

ALNWICK (NORTHUMBERLAND).—Annual Ball.

BARNARD CASTLE (DURHAM).—Bridge Drive.

BARNLEY (YORKSHIRE).—Life-boat Day.

BERWICK (NORTHUMBERLAND). — Naming ceremony of new Life-boat *Westmorland*. (See special report on p. 130.) Dance.

BEVERLEY (YORKSHIRE), BLAYDON (DURHAM).—Life-boat Days.

BRADFORD (YORKSHIRE).—Life-boat Day.

BRIDLINGTON (YORKSHIRE).—Whist Drive. Organ Day.

CONISBOROUGH (YORKSHIRE).—Whist Drive.

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

DARLINGTON (DURHAM). — Annual Meeting on 7th May, the Mayor, President of the Branch, in the chair. Efforts of the past year : Whist Drives, Life-boat Day. Amount collected last year £157, as compared with £170 in the previous year.

Life-boat Day.

DERWENT VALLEY (DURHAM).—Ladies' Life-boat Guild formed. Honorary Secretary : Miss N. Dixon. Life-boat Day.

DEWSBURY (YORKSHIRE)—Annual Meeting of the Ladies' Life-boat Guild. Amount collected last year £109, as compared with £122 in the previous year.

House-to-House Collection.

DONCASTER (YORKSHIRE).—Life-boat Day. Mayoress's reception to workers.

DURHAM.—Annual Meeting, the Mayor presiding. Speaker : the Dean of Durham (Bishop Welldon, D.D.). Effort of the past year : Life-boat Day. Amount collected last year £25, as compared with £43 in the previous year.

EARBY (YORKSHIRE).—Meeting to revive Ladies' Guild. Honorary Secretary, Miss M. Pritchard.

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

GOLCAR (YORKSHIRE).—Special Meeting in the Town Hall. Address by the District Organizing Secretary.

HARTLEPOOL (DURHAM), HECKMOND-WIKE (YORKSHIRE), HOLMFIRTH (YORKSHIRE).—Life-boat Days.

HOLY ISLAND (NORTHUMBERLAND).—Presentation of Centenary Vellum. (See special report on p. 141.)

HUDDERSFIELD (YORKSHIRE). — American Tea.

HULL (YORKSHIRE).—Life-boat Day.

KEIGHLEY (YORKSHIRE). — Annual Meeting, the Mayoress, President of the Ladies' Life-boat Guild, in the chair. Efforts of the past year : Life-boat Day, Works Appeal. Amount collected last year £304, as compared with £328 in the previous year.

Life-boat Week.

KIRKBURTON (YORKSHIRE), LEEDS (YORKSHIRE).—Life-boat Days.

MARKET WEIGHTON (YORKSHIRE).—Drawing-room Meeting.

MORPETH (NORTHUMBERLAND). — Life-boat Day.

NEWCASTLE.—Reception in Town Hall by Lady Mayoress. Speaker : Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution.

OUTWOOD AND STANLEY (YORKSHIRE), PATRINGTON (YORKSHIRE), POCKLINGTON (YORKSHIRE), ROTHERHAM (YORKSHIRE), RYTON (DURHAM).—Life-boat Days.

SCARBOROUGH (YORKSHIRE). — Address to the Rotary Club by Mr. F. P. Morgan, the Honorary Secretary, on "Scarborough Life-boat Services."

Dramatic Performance.

SELBY (YORKSHIRE).—Life-boat Day.

SHEFFIELD.—Annual Meeting, the Lord Mayor, President of the Branch in the chair. Efforts of the past year : Life-boat Day, Collections in Places of Worship and in Workshops. Amount collected last year £594, as compared with £582 in the previous year.

SPENBOROUGH (YORKSHIRE).—Life-boat Day.

SOUTH SHIELDS.—Annual Meeting on 29th April, the Mayor, President of the Branch, in the chair. Speaker : Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution. Efforts of the past year : Life-boat Day. Amount collected last year £128, as

compared with £153 in the previous year.

Life-boat Day.

STOCKTON (DURHAM).—Life-boat Day. Whist Drive and Dance.

SUNDERLAND.—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution. Efforts of the past year: Life-boat Day, Bridge Drive. Amount collected last year £526, as compared with £586 in the previous year.

Life-boat Day. Sunday Evening Concert.

TYNEMOUTH (NORTHUMBERLAND).—Life-boat Day.

WAKEFIELD (YORKSHIRE).—Jumble Sale. Whist Drives.

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

WITHERNSEA (YORKSHIRE).—Life-boat Day.

Midlands.

BIRMINGHAM.—Social Gathering of Ladies' Life-boat Guild, by the kindness of Mrs. Nelson Bond. Collections at Cinema Houses. Sunday Cinema Entertainment at the Scala Theatre. House-to-House Collections. Whist Drive organized by the President of Harborne District.

BLOCKLEY (WORCESTERSHIRE), BREEDON-ON-HILL (LEICESTERSHIRE), BRIERLEY HILL (STAFFORDSHIRE), BRIGG (LINCOLNSHIRE), BRISTOL (GLOUCESTERSHIRE), BROMSGROVE (WORCESTERSHIRE), BURTON-ON-TRENT (STAFFORDSHIRE), BURTON LATIMER (NORTHAMPTONSHIRE).—Life-boat Days.

CHELTENHAM (GLOUCESTERSHIRE).—Annual Meeting on 30th April, Mrs. Richard Davies, Chairman of the Branch, presiding. Speaker: The District Organizing Secretary. Efforts of the past year: Life-boat Day, Dances, Whist Drive. Amount collected last year £159, as compared with £168 in the previous year. Life-boat Day.

COALVILLE (LEICESTERSHIRE), COLES-HILL (WARWICKSHIRE), COSELEY AND SEDGLEY (STAFFORDSHIRE).—Life-boat Days.

COVENTRY (WARWICKSHIRE).—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: the District Organizing Secretary. Efforts of the past year: Life-boat Day. Amount collected last year £355, as compared with £317 in the previous year. Ladies' Life-boat Guild Meeting.

CRADLEY HEATH AND OLD HILL (STAFFORDSHIRE), DERBY, DESBOROUGH (NORTHAMPTONSHIRE), EVESHAM (WORCESTERSHIRE), FAIRFORD AND LECHLADE (GLOUCESTERSHIRE), HENLEY-IN-ARDEN (WARWICKSHIRE), HORNCastle (LINCOLNSHIRE), and IRTHLINGBOROUGH (NORTHAMPTONSHIRE).—Life-boat Days.

KENILWORTH (WARWICKSHIRE).—Annual Meeting on 1st April, Mr. G. H. Nock, Hon. Treasurer of the Branch, presiding. Speaker: the District Organizing Secretary. Effort of the past year: House-to-house Collection. Amount collected last year £33, as compared with £31 in the previous year. The framed photograph awarded by the Committee of Management to Miss Jordan, the Honorary Secretary, was presented.

LANGWITH (DERBYSHIRE).—Life-boat Day.

LEAMINGTON (WARWICKSHIRE).—Life-boat Week from 3rd to 8th of March, with House-to-House Collection and Collections in the Theatres and Cinemas. (This news should have been included in the last issue of *The Lifeboat*.)

LONG EATON (STAFFORDSHIRE).—Branch formed. Hon. Secretary, Mr. F. L. Carter. Life-boat Day.

LOUGHBOROUGH (LEICESTERSHIRE), MARKET DEEPING (LINCOLNSHIRE), MATLOCK (DERBYSHIRE), MELTON MOWBRAY (LEICESTERSHIRE) and NEW MILLS (DERBYSHIRE).—Life-boat Days.

NEWARK (NOTTINGHAMSHIRE).—Annual Meeting, Mrs. Quibell, President of the Ladies' Life-boat Guild, in the chair. Speaker: the District Organizing Secretary. Amount collected last year £75, as compared with £98 in the previous year.

NORTHLEACH (GLOUCESTERSHIRE).—Life-boat Film and Collection at the Women's Institute.

NORTON CANES (STAFFORDSHIRE).—Branch formed. Hon. Secretary, Mrs. Pitt.

NOTTINGHAM.—Exhibition of film, taken by Lord Mayor's Secretary, showing the Lord Mayor of Nottingham launching the *City of Nottingham* at Hythe. Life-boat Day. Sunday Concerts.

NUNEATON (WARWICKSHIRE).—Life-boat Day.

OMBERSLEY (WORCESTERSHIRE).—Address to members of the Women's Institute by the District Organizing Secretary. Branch formed.

PERSHORE (WORCESTERSHIRE) AND PETERBOROUGH (NORTHAMPTONSHIRE).—Life-boat Days.

REDDITCH (WORCESTERSHIRE).—Ladies' Life-boat Guild formed to replace the old Branch. Honorary Secretary, Miss Hilda Wright.

RIPLEY (DERBYSHIRE), RUGELEY (STAFFORDSHIRE) and RUSHDEN (NORTHAMPTONSHIRE). — Life-boat Days.

SCUNTHORPE (LINCOLNSHIRE).—Annual Meeting, Mr. Goy, Chairman, presiding. Amount collected last year £28, as compared with £18 in the previous year.

SLEAFORD (LINCOLNSHIRE).—Life-boat Day.

SMETHWICK (STAFFORDSHIRE).—Annual Meeting, the Mayoress presiding. Speaker: the District Organizing Secretary. Amount collected last year £60, as compared with £43 in the previous year.

Life-boat Day.

STAFFORD.—Life-boat Day.

STOKE-ON-TRENT and NEWCASTLE UNDER-LYME (STAFFORDSHIRE).—By the death of Miss Muriel Teeton the Branch has lost one of the Hon. Secretaries of the Ladies' Life-boat Guild at Basford, Hanley and Stoke-on-Trent.

STOURBRIDGE (WORCESTERSHIRE), STOW-ON-THE-WOLD (GLOUCESTERSHIRE), STROUD (GLOUCESTERSHIRE), SWADLINCOTE (DERBYSHIRE).—Life-boat Days.

TAMWORTH (STAFFORDSHIRE).—Branch revived. Life-boat Day.

UPPINGHAM AND OAKHAM (RUTLANDSHIRE), UPTON-ON-SEVERN (WORCESTERSHIRE). and UTTOXETER (STAFFORDSHIRE).—Life-boat Days.

WALSALL (STAFFORDSHIRE).—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £82, as compared with £90 in the previous year.

WEDNESFIELD (STAFFORDSHIRE).—Life-boat Day and Dance.

WELLINGBOROUGH (NORTHAMPTONSHIRE).—Life-boat Day.

WEST BROMWICH (STAFFORDSHIRE).—Collections for one week at Plaza Cinema.

WOLVERHAMPTON (STAFFORDSHIRE).—Life-boat Day. Life-boat taken through the streets escorted by Thompson's Prize Band.

WRAGBY (LINCOLNSHIRE).—Life-boat Day.

Nine lectures and addresses, and two broadcast talks to children were given by the District Organizing Secretary in addition to those mentioned.

South-Eastern District.

BIGGLESWADE (BEDFORDSHIRE). — Dance.

BISHOP STORTFORD (HERTFORDSHIRE). — Sawbridgeworth Life-boat Day.

BLAKENEY (NORFOLK). — Annual Meeting, Mr. Ellis Turner, Chairman of the Branch, presiding. Amount collected last year £57, as compared with £56 in the previous year.

BLETCHLEY (BUCKINGHAMSHIRE), BRENTWOOD (ESSEX), BRIGHTON (SUSSEX) and CANTERBURY (KENT).—Life-boat Days.

CHELMSFORD (ESSEX). — Annual Meeting, the Mayor, Chairman of the Branch, presiding. Speakers: Mr. H. A. Baker, a member of the Committee of Management, and Mr. Salmon. Amount collected last year £150, as compared with £171 in the previous year.

Life-boat Day. Bridge Drive.

CHICHESTER (SUSSEX). — Life-boat Day organized by the Selsey Branch.

CHIPPERFIELD (HERTFORDSHIRE). — Sale of Work.

COLCHESTER (ESSEX).—Entertainment Matinée.

DARTFORD (KENT).—Garden Meeting, with address by the District Organizing Secretary.

DISS (NORFOLK) and DOWNHAM MARKET (NORFOLK).—Life-boat Days.

DUNGENESS (KENT). — Special Meeting, with the Mayor of Lydd, Chairman of the Branch, presiding. Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management, presented the Bronze Medal awarded to Coxswain Douglas Oiller, and the Thanks of the Institution inscribed on Vellum awarded to each member of his crew, for the service to the barge *Marie May* on 12th November, 1929. (A full report of the service appeared in *The Lifeboat* for March, 1930.)

EASTBOURNE (SUSSEX).—Play.

EAST GRINSTEAD (SUSSEX).—Concert and Entertainment by the Junior Imperial League.

FOLKESTONE (KENT).—Lecture by Miss Ethel Hopkins, B.A., Honorary Secretary of the Women's Auxiliary.

Major The Right Hon. Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P., opened his grounds at Port Lympne to the public in aid of the Branch.

GERRARD'S CROSS (BUCKINGHAMSHIRE).—Life-boat Day.

GODALMING (SURREY)—Concert, with address by Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management.

GREAT YARMOUTH (NORFOLK). — Annual Meeting of the Ladies' Life-boat Guild. Speaker: The District Organizing Secretary for Greater London. Amount collected last year £65, as compared with £94 in the previous year.

GREENHITHE (KENT). — Life-boat Day.

GUILDFORD (SURREY).—Lecture at Peaslake Women's Institute by the Honorary Secretary.

HASTINGS (SUSSEX). — Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management. Amount collected last year £544, as compared with £288 in the previous year.

H.R.H. Prince George, K.G., visited the Boat-house on 27th June, when he came to open the new ward at the Buchanan Hospital.

Life-boat Day.

HUNTINGDON (HUNTINGDONSHIRE).—Life-boat Day.

HYTHE (KENT).—Special Meeting at the Town Hall, with the Mayor of Hythe presiding. Major The Right Hon. Sir Philip Sassoon, Bt., G.B.E., C.M.G., M.P., President of the Branch, presented the Silver Medal awarded to Coxswain Harry Griggs, Junr., and the Thanks of the Institution inscribed on Vellum to each member of the Crew for the rescue on the 12th November, 1929, of the crew of three of the barge *Marie May* of Rochester. Speakers: The Mayor, Sir Philip Sassoon, Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management, and Brigadier General Cunningham, C.B., C.B.E., D.S.O. (A full report of the service appeared in *The Lifeboat* for March, 1930.)

Inaugural Ceremony of the new Motor Life-boat *City of Nottingham*. (See special report on p. 128.)

LEWES (SUSSEX) and MARCH (CAMBRIDGESHIRE).—Life-boat Days.

MIDHURST (SUSSEX).—Treasure Hunt.

NEWPORT PAGNELL (BUCKINGHAMSHIRE).—Life-boat Day.

NEWHAVEN (SUSSEX).—Presentation by Captain G. C. Holloway, O.B.E., R.D., R.N.R., a member of the Committee of Management, of the awards made to the Coxswain and Crew by the Institution and the Danish Government for the rescue of the crew of the Danish

schooner *Mogens Koch*, on 7th December, 1929. (See p. 136.)

ROYSTON (HERTFORDSHIRE). — Branch revived. Honorary Secretary, Miss Gurney.

SELSEY (SUSSEX).—Dance.

SHOREHAM (SUSSEX) and SOUTHWICK (SUSSEX).—Life-boat Days.

STEVENAGE (HERTFORDSHIRE). — Play.

TRING (HERTFORDSHIRE). — Branch revived. Honorary Secretary, Miss M. Middleton Brown.

TUNBRIDGE WELLS (KENT). — Annual Meeting. Amount collected last year £46, as compared with £78 in the previous year.

UPPER WARLINGHAM (SURREY). — Bridge Drive.

UPMINSTER AND HORNCHURCH (ESSEX), WELWYN GARDEN CITY (HERTFORDSHIRE), and WISBECH (CAMBRIDGESHIRE).—Life-boat Days.

WALTON - ON - NAZE (ESSEX). — Annual Dinner to the Life-boat Crew.

WOLVERTON (BUCKINGHAMSHIRE). — Life-boat Day and Works Collection.

WORTHING (SUSSEX).—Life-boat Day.

In addition to those already mentioned, four lectures and addresses were given by the District Organizing Secretary during the quarter.

South-Western District.

ALDERSHOT (HAMPSHIRE), ANDOVER (HAMPSHIRE), AXMINSTER (DEVONSHIRE).—Life-boat Days.

BAMPTON (DEVONSHIRE). — First Life-boat Day, organized by the Chairman of the Council.

BATH (SOMERSETSHIRE). — Special Meeting of the Ladies' Life-boat Guild. Address by the District Organizing Secretary. Life-boat Day.

BOURNEMOUTH (HAMPSHIRE).—Annual Meeting, the Mayor, a Vice-President of the Branch, in the chair. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution. Efforts of the past year: Life-boat Day, House-to-House Collections. Dramatic Entertainment, Whist Drive. Amount col-

lected last year £827, as compared with £941 in the previous year. The Mayor provided tea, and a musical entertainment was given by Mrs. Shee and Canon Marsh.

BRADFORD - ON - AVON (WILTSHIRE).—Life-boat Day.

BRIDPORT (DORSETSHIRE).—Life-boat Day.

COWES (ISLE OF WIGHT).—Annual Dance and Children's Party, organized by the Ladies' Life-boat Guild. Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and Lady Baring attended.

DEVIZES (WILTSHIRE), EASTLEIGH (HAMPSHIRE).—Life-boat Days.

EXETER.—Special Meeting of the Ladies' Life-boat Guild, arranged by Mrs. Arthur Reed, Chairman. Ladies' Life-boat Guild Junior Organization formed. Life-boat Day.

EXMOUTH (DEVONSHIRE). — Special Meeting of the Committee and Ladies' Life-boat Guild, at the house of Captain Shrubbs, the Honorary Secretary. Address by the District Organizing Secretary. Presentation of Centenary Vellum. (See special report, p. 141.)

FALMOUTH (CORNWALL). — Special Meeting arranged by Mrs. Chellow, President of the Ladies' Life-boat Guild. Address by the District Organizing Secretary. New members enrolled. Life-boat Day.

FAREHAM (HAMPSHIRE), FARNBOROUGH (HAMPSHIRE). — Life-boat Days.

FOWEY (CORNWALL).—Special Meeting at Lady Hanson's House. Ladies' Life-boat Guild formed. Whist Drive and Dance.

HAVANT (HAMPSHIRE), HENLEY-ON-THAMES (OXFORDSHIRE), HONITON (DEVONSHIRE).—Life-boat Days.

ISLE OF WIGHT.—All-Island Fête, organized by the Ladies' Life-boat Guild. (See special report on p. 142.)

IVYBRIDGE (DEVONSHIRE). — Life-boat Day, organized by the Women's Section of the British Legion.

LOSTWITHIEL (CORNWALL). — Life-boat Day.

MARNHULL (DORSETSHIRE).—Address by the District Organizing Secretary to the Women's Institute at Nash Court.

PAIGNTON (DEVONSHIRE).—Dancing Display by Miss Hexter's pupils.

PLYMOUTH (DEVONSHIRE). — Life-boat Fête, organizing by the Ladies' Life-boat Guild. Life-boat Day.

PORTSMOUTH.—Annual Meeting on 7th April, the Lord Mayor, President of the Branch, in the chair, supported by the Lady Mayoress, Sir Harold Pink, J.P. (Chairman of the Branch), and Mrs. Pollard (Chairman of the Ladies' Life-boat Guild). Speaker: Sir Godfrey Baring, Bt., Chairman of the Committee of Management. Amount collected last year £384, as compared with £417 in the previous year.

Special Meeting of the Ladies' Life-boat Guild arranged by Mrs. Pollard (Chairman of the Ladies' Life-boat Guild). Speakers: Admiral of the Fleet, Sir Roger Keyes, Bt., K.C.B., K.C.V.O., D.S.O., the Commander-in-Chief and a Vice-President of the Branch, Lady Keyes, Sir Harold Pink, J.P., Chairman of the Branch, Mrs. Pollard, and the District Organizing Secretary. Tea given by Mrs. Pollard. Life-boat Day.

READING (BERKSHIRE). — Life-boat Day.

RINGWOOD (HAMPSHIRE). — Annual Dance.

ST. IVES (CORNWALL).—In connexion with National Safety Week in May, a week's collection was made, a Whist Drive was held, arranged by the Honorary Secretary's wife, and a Bridge Drive arranged by the Ladies' Life-boat Guild.

SHERBORNE (DORSETSHIRE).—Country Folk Dance Competition. Address by the District Organizing Secretary.

SOUTHAMPTON (HAMPSHIRE).—Life-boat Day.

STREET (SOMERSETSHIRE).—Dancing Display by Miss Culverwell's pupils.

SWINDON (WILTSHIRE), THAME

(OXFORDSHIRE), TIVERTON (DEVONSHIRE).—Life-boat Days.

TORQUAY (DEVONSHIRE). — Special Meeting of the Ladies' Life-boat Guild, the Mayoress presiding. Address by the District Organizing Secretary. Many new members enrolled.

TROWBRIDGE (WILTSHIRE), TRURO (CORNWALL), WAREHAM (DORSETSHIRE), WARMINSTER (WILTSHIRE), WELLS (SOMERSETSHIRE), WIMBORNE (DORSETSHIRE).—Life-boat Days.

WITNEY (OXFORDSHIRE).—Meeting at the Cinema. Address by the District Organizing Secretary. Life-boat films.

Scotland.

SCOTTISH LIFE-BOAT COUNCIL.—A Meeting of the Council was held at Glasgow on 16th April, the Duke of Montrose, C.B., C.V.O., V.D., Chairman of the Council, and a Vice-President of the Institution, in the chair. There were present Commander the Hon. A. D. Cochrane, D.S.O., Deputy Chairman of the Council, representatives from Aberdeen, Dunbar, Dundee, Edinburgh, Girvan, Glasgow, Greenock, Inverness, Paisley, Perth, St. Abbs, St. Andrews and Stromness, Mr. J. R. Barnett, O.B.E., M.I.N.A., the Institution's Consulting Naval Architect, and Colonel C. R. Satterthwaite, O.B.E., Deputy-Secretary of the Institution. Five new Branches were welcomed to the Council, St. Abbs, St. Andrews, Girvan, North Berwick and Motherwell, all but North Berwick being represented on it for the first time.

Reports were received from the District Organizing Secretary and from the Branches, and the Council expressed its appreciation of the way in which the arrangements for the Scottish National Life-boat Assembly at Edinburgh, in November, 1929, were carried out by the District Organizing Secretary and her staff. It was reported that there had been an increase in Scottish contributions in the year 1928-9 of £2,564 on the previous year.

ABERDEEN.—Life-boat Day.

AIRDRIE (LANARKSHIRE).—Special Meeting, Provost Armour, President of the Branch, in the chair. Speaker:

The District Organizing Secretary. Ladies' Life-boat Guild formed.

ALLOA (CLACKMANNAN), BO'NESS (LINLITHGOW), CARLUKE (LANARK), CRIEFF (PERTH).—Life-boat Days.

DUNDEE.—The Branch again had the help of the Dundee, Perth and London Shipping Company in arranging a three-days' Life-boat Appeal, consisting of a swimming gala, a regatta and aquatic sports, a Life-boat day, and a dance.

EDINBURGH, ELGIN AND DISTRICT.—Life-boat Days.

GLASGOW (LANARKSHIRE).—Annual Meeting on 5th June, Mr. William Henderson, Honorary Treasurer of the Branch, in the chair. Amount collected last year £5,152, as compared with £4,148 in the previous year.

Special Meeting of the Ladies' Life-boat Guild, Lady Glasgow, President, in the chair. Speakers: The Duke of Montrose, Chairman of the Scottish Life-boat Council, and Lieut.-Colonel C. R. Satterthwaite, O.B.E., Deputy Secretary of the Institution.

Life-boat Day.

GOUROCK (RENFREW), GREENOCK AND PORT GLASGOW (RENFREW), GRANGEMOUTH (STIRLING), HELENSBURGH (DUMBARTON), INVERKEITHING (FIFE), KILMARNOCK (AYESHIRE), KILWINNING (AYR), KINGUSSIE (INVERNESS), KIRKINTILLOCH (DUMBARTON), LAMINGTON (LANARK), MILLPORT (BUTE), MOFFAT (DUMFRIES), NEWMILNS (AYR), NORTH UIST (HEBRIDES).—Life-boat Days.

PERTH.—Annual Meeting on 16th May, the Rev. P. R. Landreth, Chairman of the Branch, presiding. Speaker: Rear-Admiral Hallett, C.B.E., Commander-in-Chief, Coast of Scotland. Amount collected last year £377, as compared with £380 in the previous year. Life-boat Days.

ROTHESAY (BUTE) AND SKELMORLIE (AYR).—Life-boat Days.

Ireland.

Mr. George F. Shee, M.A., Secretary of the Institution, made a tour in Ireland

during the first week of June, with the District Organizing Secretary. He visited twelve Life-boat Stations, namely, Ballycotton, Courtmacsherry, Arklow, Baltimore, Fenit, Youghal, Helvick Head, Rosslare (Wexford), Wicklow, Doun Laoghaire, Clogher Head and Blackrock. He also visited a large number of Financial Branches, and met the Branch Officials, among these Branches being Cork, Waterford, Tralee, Mallow, Dungarvan, Kilkenny, Tullow, Drogheda, Newry and Belfast.

ARKLOW (Co. WICKLOW).—Annual Meeting, the Chairman of the Urban District Council presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution, who presented the Centenary Vellum. (See special report on p. 140.)

ARMAGH (Co. ARMAGH).—Annual Meeting, Mrs. Miller, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £57, as compared with £66 in the previous year.

BANGOR (Co. DOWN).—Life-boat Day.

BELFAST.—Fête and Empire Exhibition, 21st to 28th June. Opened by the Lord Mayor, President of the Branch. Life-boat Day.

Broadcast Appeal by the District Organizing Secretary.

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

CORK (Co. CORK).—Annual Meeting, the Chairman of the Harbour Commissioners presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution, who presented Mr. Donegan, the Honorary Secretary, with the Gold Pendant awarded to him by the Institution. Amount collected last year £354, as compared with £328 in the previous year.

COURTMACSHERRY (Co. CORK).—Presentation of Centenary Vellum. (See special report on p. 140.)

DUN LAOGHAIRE (KINGSTOWN).—Annual Meeting, Captain Fosbery Holmes, R.N., Chairman of the Branch, presiding. Speaker: Mr. George F. Shee, M.A., Secretary of the Institution,

who presented the Centenary Vellum. (See special report on p. 140). Amount collected last year £211, as compared with £215 in the previous year.

DROGHEDA (Co. LOUTH).—Presentation by Mr. George F. Shee, M.A., Secretary of the Institution, to Mrs. Hill, Life-boat Day Organizer, of the Framed Picture of a Life-boat going out to a Vessel in Distress, awarded to her by the Institution.

DUBLIN.—Annual Meeting. Senator Andrew Jameson, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Presentation to Major Arthur Whewell, Chairman of the Special Effort Committee, of the Vellum, signed by the Prince of Wales, recording his appointment as an Honorary Life-Governor of the Institution. Amount collected last year £1,185, as compared with £1,208 in the previous year.

Life-boat Day.

ENNIS (Co. CLARE).—Presentation by the District Organizing Secretary to Mrs. Pearson of the Framed Picture of a Life-boat going out to a Vessel in Distress, awarded to her by the Institution.

GALWAY (Co. GALWAY).—Annual Meeting. Speaker: The District Organizing Secretary.

Life-boat Day.

HOWTH (Co. DUBLIN).—Annual Meeting. Commander J. C. Gaisford St. Lawrence, R.N., D.L., Chairman of the Branch, presiding. Presentation of the Centenary Vellum. (See special report on p. 140.) Amount collected last year £113, as compared with £114 in the previous year.

LARNE (Co. ANTRIM).—Annual Meeting. Brigadier-General T. K. Evans Johnston, Patron of the Branch, presiding. Speaker: The District Organizing Secretary. Presentation to Miss L. Morrow, one of the Honorary Secretaries, of the Gold Brooch awarded to her by the Institution. Amount collected last year £104, as compared with £96 in the previous year.

LIMERICK (Co. LIMERICK).—Annual Meeting, the Mayor presiding. Speaker:

The District Organizing Secretary. Amount collected last year £151, as compared with £213 in the previous year.

Life-boat Day.

LONDONDERRY.—Annual Meeting of the Ladies' Life-boat Guild, the Mayoress, President, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £182, as compared with £102 in the previous year.

MILFORD (Co. DONEGAL), MUL-LINGAR (Co. WESTMEATH), NENAGH (Co. TIPPERARY), ROSCREA (Co. TIPPERARY).—Life-boat Days.

ROSSLARE HARBOUR (Co. WEXFORD).—Inaugural Ceremony of the Motor Life-boat. (See special report on p. 130.)

STRABANE (Co. TYRONE).—Life-boat Day.

WEXFORD.—Annual Meeting. Major-General B. J. C. Doran, C.B., Vice-President, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £135, as compared with £62 in the previous year.

Life-boat Day.

Wales

(Including Herefordshire and Shropshire.)

ABERGAVENNY (MONMOUTHSHIRE).—Life-boat Day.

ABERTILLERY (MONMOUTHSHIRE).—Annual Meeting, Mrs. A. H. Dolman, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £15, as compared with £24 in the previous year. Life-boat Day.

ANGLE (PEMBROKESHIRE).—Presentation by Brigadier-General Sir F. C. Meyrick, Bart., C.B., C.M.G., of the Bronze Medal awarded to Coxswain James Watkins, and of the Thanks of the Institution inscribed on Vellum, awarded to the Motor Mechanic Edgar Rees and Mr. A. W. Gutch (Hon. Secretary) for the service to the S.S. *Molesey*, of London, on 25th November, 1929. (A full account of this service appeared in *The Lifeboat* for March last.)

CAERNARVON (CARNARVONSHIRE).—Life-boat Day.

CARDIFF AND PENARTH (GLAMORGANSHIRE).—Meeting of ladies at the City Hall, arranged by the Mayoress. Life-boat Day.

CEMAES BAY (ANGLESEY).—Jumble Sale.

HEREFORD (HEREFORDSHIRE).—Annual Meeting, the Mayor, President of the Branch, in the chair. Speaker: The District Organizing Secretary. Amount collected last year £23, as compared with £14 in the previous year. Life-boat Day.

LEDBURY (HEREFORDSHIRE).—Life-boat Day.

NEWPORT (MONMOUTHSHIRE).—Special Meeting at which the Mayor presided. Speaker: The District Organizing Secretary. The Mayoress, President of the Ladies' Lifeboat Guild, presented the Gold Pendant awarded by the Institution to Mr. A. J. Phillips, the Branch chairman.

Reception by the Mayor and Mayoress to Branch Committee and workers.

Life-boat Day.

PONTYPRIDD (GLAMORGANSHIRE).—Annual Meeting. Speaker: The District Organizing Secretary. Amount

collected last year £49, as compared with £66 in the previous year.

Life-boat Day.

PRESTATYN (FLINTSHIRE).—Annual Meeting, the Vicar presiding. Speaker: The District Organizing Secretary. Amount collected last year £46, as compared with £50 in the previous year.

NEWCASTLE EMLYN (CARMARTHENSHIRE).—Life-boat Day.

SWANSEA (GLAMORGANSHIRE).—Annual Meeting, the Mayor, President of the Branch, in the chair. The Mayoress presented Mrs. Tarr, the Hon. Secretary of the Ladies' Life-boat Guild, with a Framed Picture of a Life-boat going out to a Vessel in Distress, awarded to her by the Institution, and Miss Dillwyn presented her, on behalf of the Branch Committee, with a writing-desk and purse. Amount collected last year £277, as compared with £242 in the previous year.

Fête.

SHREWSBURY (SHROPSHIRE).—Annual Meeting, the Viscountess Bridgeman, D.B.E., President of the Branch, in the chair, supported by the Mayor and Mayoress.

Amount collected last year £114, as compared with £136 in the previous year.

Notice.

All Honorary Secretaries of Branches and Ladies' Life-boat Guilds and all subscribers of ten shillings and over are entitled to receive THE LIFEBOAT quarterly free.

All contributions for the Institution should be sent either to the Honorary Secretary of the local Branch or Guild or to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2.

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

This Journal is the current record of the work of the Institution, and the chief means by which it keeps its honorary workers, subscribers and the general public informed of its activities. You will therefore be helping the Institution if, when you have read this number, you will kindly *pass it on to a friend*, unless, of course, you are keeping a complete set of the Journals.

The next number of "The Lifeboat" will be published in November, 1930.