

THE LIFE-BOAT.

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The Life-Boat Service and the Shipping Companies.

In the course of his speech from the chair at the Annual General Meeting,* Lord Burnham made an urgent appeal to the great shipping firms to give their generous support to the Life-boat Service, and pointed out that, at present, many of them make no contribution to it at all.

The fact—for it is a fact—is so extraordinary as to appear well-nigh incredible when we consider that the interests which the Life-boat Service most obviously and directly serve are those of our maritime population, and of the vast aggregations of *matériel* and *personnel* represented by the mercantile marine of Britain. We propose, therefore, to examine the matter quite frankly; to state the facts and to suggest an explanation of a situation so little in harmony with what we believe to be the real attitude of the shipping community towards one of the noblest expressions of our maritime spirit and our national character.

The capital value of British shipping alone runs into many hundreds of millions sterling, and its tonnage is even now, after a war in which Britain has lost over seven and a half million tons of merchant shipping, over 32 per cent. of the tonnage of the world, while some 250,000 men form its virile and efficient crews. Nor do these figures include the smaller fishing vessels, steam trawlers and drifters who ply on our coasts, and who, from the nature of things—their employment in close proximity to a rock-bound coast and numerous sandbanks, and the relative smallness of the craft—are the most frequent victims of storm and the fury of the sea. Not only British shipping but the mercantile marine of

the world draws to and radiates from these islands in a never-ending argosy of wealth and power and vigorous human life; but it is, of course, British shipping and British lives which, by an enormous preponderance, are most frequently exposed to jeopardy on our coasts, and the great majority of lives and shipping lost by shipwreck are, therefore, British. So, too, it is British lives and shipping which the Life-boats of the Institution are constantly engaged in saving; and, during the Great War, fully 85 per cent. of the 5,322 lives saved by them were British lives saved from British ships.

To protect life against the perils of shipwreck on our coast, the Institution provides and maintains a fleet of 248 Life-boats with their boathouses and slipways, rewards the crews, compensates those injured in the Service, and pensions the widows and orphans of those who may be killed in the performance of their duty. It carries out the whole of this great national service at a cost of about £150,000 a year, which is roughly a quarter of the cost of the United States Life-saving Service carried out by the State.

In the light of these facts the figures which we give below will come as a revelation to the general body of our subscribers, and as a shock to generous and far-sighted members of the shipping community itself.

The lists on pages 73 and 74 show the British and Foreign shipping firms which contribute to the Institution, with the number of their ships and the amount of their subscriptions or donations during 1919.

These tables speak for themselves. It will be seen that the total amount received in subscriptions from the shipping community of Britain in 1919

* A full report of this speech appeared in the May number of *The Life-Boat*.

was under £1,300—less than 10 per cent. of the sum required to carry on the life-saving work of the Institution. Very few of the companies contributed even on the modest basis of £1 ls. per ship per annum, and the chief companies owning fleets of trawlers and drifters (the kind of craft to which the Life-boats are constantly rendering life-saving services) are scarcely represented at all. The total is the more striking when it is remembered that the subscriptions received from the officers and men of the Royal Navy—not a body noted for its wealth—amounted to over £1,000. It will be observed, moreover, that several foreign companies contribute more than many of the larger British firms. Compare, for example, the contributions received from the *Compañia Maritima del Nervion* with its eight vessels, or the *Koninklijke Hollandsche Lloyd* with its nine vessels, with the contributions received from British firms with twenty, thirty, fifty, a hundred, and a hundred and fifty vessels. Anyone who does this will need nothing more to convince him that British shipping firms, taken as a whole, are still very far from supporting the Life-boat Cause in the way which one would expect by reason both of the national importance of the Service, and of their own vital and personal interest in its efficient maintenance. He will see that in all but a very few cases their subscriptions bear no proportion either to their material interests or to the number of lives which, while entrusted to their care, are exposed to the perils of the sea. He will see also what, without the evidence he could scarcely credit, that a great many firms do nothing at all to help the Institution. In the City of London alone there are no fewer than thirty-nine shipping companies, with an aggregate of nearly 400 ships, which do not subscribe to it at all, although the City of London Branch of the Institution was founded as long ago as 1894, and has the Chairmen of three great lines on its Committee.

In the course of the speech from which we have already quoted, Lord Burnham said, "It is not a pleasant reflection that before the war many of

the German shipping companies subscribed more in support of the Life-Boat Institution than our own." On that point we regret to say that the reproach was justified. In 1913 the *Hamburg - Amerikanische* with thirty-eight vessels, the *Hamburg-Sudamerikanische* with seventeen vessels, and the *Deutsche Dampfschiffahrts Hansa* and *Kosmos* with eleven vessels, were all subscribers of ten guineas, while the *Norddeutscher Lloyd* with forty-six vessels was a subscriber of twenty pounds. This was in addition to a number of subscriptions of five guineas.

Ignorance of the Facts.

It is certainly with no wish to indict the shipping community for neglect and want of generosity that we have stated these facts. Indeed, it is only reluctantly, and after much hesitation, that we have done so, and mainly for this reason. We are convinced that the figures we have quoted do not in the least represent the real attitude of those who draw their wealth and prosperity from shipping, and that the explanation lies in the fact that great companies whose vast enterprises demand the exercise of all their energies are not made aware of the splendid work which the Institution has carried on now for nearly a hundred years, and which is so intimately associated with our maritime interests. The apparent want of generosity on the part of some companies, the complete failure to recognise any claim at all on the part of a large number of others, is due mainly to ignorance of the facts. We simply do not believe, for instance, that a subscription of £10 10s. per annum represents the recognition by the *British-India Steam Navigation Co.*, owning 139 vessels, of the work of humanity and heroism carried out by the Life-boats, nor that the *Bibby Line* really regard the services of these boats as deserving no larger support than £2 2s. 6d. a year. Where the energy and initiative of the local Branch of the Institution has been successfully exerted the result is seen at once, as in the case of Messrs. Maclay and McIntyre, a Glasgow firm which has subscribed £50 a year for many years (in addition to a personal subscription of £10 from

Sir J. Maclay), and Messrs. J. C. Gould and Co., Ltd., and Messrs. W. R. Smith and Sons, both of Cardiff, which have become subscribers of £105 a year since 1919.

There is, however, we believe, another factor which explains the curious anomaly to which we have drawn attention. Shipping firms have, like other great enterprises, become of recent years joint stock companies of such vast financial magnitude that the quasi-personal element, which still existed up to a few years ago, even in the case of large companies, has practically disappeared. Hence, when questions of charitable contributions are discussed, the generous instincts of the Chairman and of each member of the Board are apt to give way to considerations as to what the shareholders may say, and caution clips the wings of magnanimity. Only some such reason could explain, for instance, why some shipping companies which fifty years ago used to contribute £150 to £250 a year now subscribe £20 or £25, although the cost of carrying on the Life-boat Service is vastly greater to-day, while the capital of the companies concerned has also multiplied ten or hundredfold.

A Suggested Basis of Contribution.

We venture to suggest to the great companies that this cautious attitude towards their shareholders is an undeserved slur upon the generosity, nay, the sense of justice, of the latter. When we see how generously the working classes and the hard-hit professional and middle classes contribute to the support of a Service which makes an indefeasible appeal to every Briton, we feel convinced that the proposal to subscribe liberally to the work of the Institution would meet with the unanimous support of the shareholders of every shipping company. Would it really be too much to ask that shipping firms should contribute to the maintenance of the Life-boat Service on the basis of one-tenth of one per cent. of their profits per annum? We cannot think that such a proposal would be regarded as exorbitant if put forward by men like Lord Inchcape, Sir John Ellerman, Sir Owen Philipps, Lord

Pirrie, etc., names which stand out in the shipping world like those leviathans the *Aquitania* or the *Imperator*, which embody their world-wide activities.

We are the more encouraged in this belief by the fact that recent events have emphasised the value of the personal and local appeal to which we have referred above. In various ways the Committee of Management have been bringing the claims of the Institution before the shipping community. They are asking the big passenger companies both to increase their own subscriptions and to invite the passengers and crews on board their vessels to contribute on the last day of the voyage, and they are glad to be able to announce that a donation of £1,000 has been received from the Cunard Steamship Company in response to the Institution's appeal for £500,000 to carry out its large post-war programme of construction—fifty new Motor Life-boats with their Boat-houses and Slipways. This donation consists of £250 from the Cunard Steamship Company itself, and the same sum from the Commonwealth and Dominion Line, the Anchor Line (Henderson Bros.), Ltd., and Messrs. Thomas and John Brocklebank, Ltd. The Institution owes this contribution mainly to the good offices of Sir William Corry, Bt., a member of the Committee of Management and a Director both of the Cunard Line and of the Commonwealth and Dominion Line, which latter has, for some years past, given an annual contribution of one guinea for each of its ships, a basis of subscription which the Committee of Management have urged the shipping community to adopt as a minimum. When we remember that the value of the modern ship runs from £50,000 to £2,000,000, it will be admitted that the suggested minimum annual subscription is modest enough. It is pleasant to add that the number of companies which have accepted this suggestion is steadily increasing, but there is still a large number which do not reach even this standard.

We feel sure that the facts we have given only need to be known and appreciated by the shipping community of Britain in order that we may see a great improvement in the measure of

support accorded to the Institution by that body which has the most direct interest in the Life-boat Service. In spite of the many and splendid inventions of the past century, large ships as well as small still go in peril of shipwreck, as the wrecks of the *Rohilla*, the *Oceana*, the *Bessheim*, the *Sibiria* and the *Piave*—to mention only a few of the larger vessels lost in the last few years—amply prove. On personal as well as on national grounds the shipping community of the greatest maritime nation can hardly ignore the claims of a Service which, during the war, saved on an average over a thousand lives and forty vessels and boats each year, and an average of 550 lives and forty-two vessels and boats a year during the ten years before the war.

When Sir William Hillary issued in 1823 his famous appeal to the nation, which led almost immediately to the founding of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, he looked especially to those "who in the prosecution of their professional duties, encounter so many of the dangers of the sea."

"Can it be supposed," he asks, "that there is one [East India] Director, one member of Lloyd's, an underwriter, a

merchant, a shipowner . . . from whom a subscription, liberal in proportion to his means, will not be obtained?" And, again: "To all who revere the naval glory of Britain, to all who duly estimate the commercial greatness of their country, or who profit by its success, to all who feel the humanity and policy of preserving the brave defenders of the State, and the hardy conductors of that commerce, from those dangers, to which, in the exercise of their arduous duties, they are continually exposed—this Institution cannot appeal in vain."

In affirming our agreement with the hope expressed by the noble founder of the Institution, we look forward confidently to seeing those hopes fully realised in the course of the next two or three years; so that in 1924, when the Institution celebrates the centenary of its birth, it will appear that this humane and heroic Service receives from the shipping community of Britain a measure of support worthy alike of its own heroic traditions and achievements and of the interests and honourable obligations of those splendid and powerful manifestations of our maritime and commercial enterprise.

Increased Rewards for Life-boat Services.

IN accordance with the policy laid down by the Committee of Management some time ago, the scale of Rewards given to the Coxswains and Crews of Life-boats for going afloat to save life has again been raised, the higher Rewards taking effect from the beginning of April of this year. The last increase was made in June 1919, when there was a general rise in the scale of Rewards of 25 per cent. By this new decision of the Committee of Management the scale has been raised by another 25 per cent., and the Rewards now vary from 15s., which is given for a service during a summer's day, to £3 7s. 6d. for a day and night service in the winter. It should be added, since many people do not seem to be aware of it, that these Rewards are increased for special services. It is

pleasant to be able to record that the new scale has been received with general satisfaction by the Life-boat crews.

A word may be added on the meaning of these Rewards. It is strictly as Rewards that these payments to Life-boat crews have been regarded from the earliest days of the Institution. The word "pay" has never been used, and the Committee of Management have strongly deprecated its use. They have done this because, while it is possible by a system of Rewards to recognise the skill and courage which are shown by the Life-boat crews, and, by increasing the Rewards, to show their appreciation of services of special gallantry, the Institution can never hope to give "pay," on an industrial basis, for services which so often involve risk of the loss of life.

Subscriptions and Donations from British Shipping Firms.

	Number of Vessels.	Annual Subs. and Dons. £. s. d.
Aberdeen Line	5	5 5 -
Anchor Line	12	2 2 -
Belfast Steamship Co.	6	2 12 6
Bibby Bros. & Co., Messrs.	8	2 2 6
Booth Steamship Co.	22	10 10 -
Bowring & Co., Ltd., Messrs. C. T.	8	8 18 6
British-India Steam Navigation Co.	139	10 10 -
British and Irish Steam Packet Co.	4	2 2 -
British Tanker Co., Ltd.	26	23 - -
Brooklebank, Messrs. T. & J.	23	2 2 -
Brown, Jenkinson & Co., Messrs. (London Transport Co.)	14	8 8 -
Bullard, King & Co., Messrs.	10	5 5 -
Burmah Oil Co.	13	11 11 -
Burns Steamship Co.	15	1 1 -
Canadian Pacific Ocean Services, Ltd.	80	15 15 -
Capper & Co., Messrs. Alexander Cayzer, Irvine & Co., Ltd., Messrs. (Cian Line)	55	42 15 -
Chambers & Co., Messrs. James (Lancashire Shipping Co., Ltd.)	13	15 15 -
Chapman & Sons, Messrs. R. (Carlton Steamship Line)	9	10 5 -
City of Cork Steam Packet Co.	2	5 - -
City of Dublin Steam Packet Co.	6	8 3 -
Clarke (Stephenson) & Co., Messrs.	20	31 10 -
Clyde Shipping Co., Ltd.	37	10 10 -
Coast Lines, Ltd.	21	8 15 -
Commonwealth and Dominion Line, Ltd.	24	21 - -
Cork Steamship Co.	9	5 5 -
Cory Colliers, Ltd.	13	21 - -
Crosfield & Sons, Ltd., Messrs. J.	6	10 - -
Cunard Steamship Co.	21	10 - -
Clyde Comm. Steamships, Ltd.	1	2 - -
Donaldson Bros., Ltd., Messrs.	12	2 2 -
Elder, Dempster & Co., Ltd., Messrs.	76	12 12 -
Ellerman and Bucknall Steamship Co.	23	5 5 -
Ellerman Lines, Ltd. (City Line, Hall Line)	68	16 16 -
Ellerman-Wilson Line, Ltd.	46	10 10 -
Fisher, Rénwick (Manchester-London Steamers)	3	6 1 -
Furness-Withy & Co., Ltd.	176	22 12 -
Franco-British Steamship Co.	4	2 2 -
General Steam Navigation Co.	27	5 5 -
Glen Line, Ltd.	9	3 3 -
Glynn & Sons, Ltd., Messrs. John (Atlantic and Eastern Steamship Co., Ltd.)	3	3 3 -
Goole and Hull Steam Towing Co.	22	10 - -
Carried forward	417	13 6

	Number of Vessels.	Annual Subs. and Dons. £. s. d.
Brought forward		417 13 6
Gould & Co., Ltd., Messrs. J. C.	15	105 - -
Great Central Railway Co.	23	10 10 -
Great Eastern Railway Co.	13	10 10 -
Great Western Railway Co.	15	10 10 -
Guinness, Son, & Co., Ltd., Messrs. A.	15	20 - -
Hain & Sons, Messrs. Edward (Hain Steamship Co.)	35	5 5 -
Hebburn & Co., Messrs. Walter (Stella Shipping Co.)	3	5 5 -
Houston & Co., Messrs. R. P.	15	2 2 -
Hudson & Co., Messrs. J.	1	5 5 -
Hudson Bay Co.	10	50 - -
Humphries (Cardiff), Ltd., Messrs.	4	10 10 -
Instone & Co., Ltd., Messrs. S.	8	5 5 -
Jenkins Bros., Messrs.	2	5 5 -
Laird Line, Ltd.	9	1 1 -
Lamport & Holt, Ltd., Messrs.	42	32 7 -
Lancashire and Yorkshire Railway Co.	33	18 13 -
Lane & MacAndrew, Ltd., Messrs.	5	2 2 -
Langlands & Sons, Ltd., Messrs. M.	10	2 2 -
Larrinaga & Co., Ltd., Messrs.	11	2 2 -
Letricheux & David, Ltd., Messrs.	10	20 - -
Léver Bros., Ltd., Messrs.	8	5 - -
London and Edinburgh Shipping Co.	5	4 10 -
London and North-Western Railway Co., Ltd.	21	5 5 -
London and South-Western Railway Co., Ltd.	20	5 5 -
Lougher (Lewis) & Co., Messrs. (Red Croft Steam Navigation Co.)	3	10 10 -
Lyle Shipping Co.	1	2 2 -
McAllum & Co., Messrs. Wm. (Leadenhall Steamship Co.) ...	1	2 2 -
Maclay & McIntyre, Messrs. ...	8	50 - -
Massey & Sons, Ltd., Messrs. W. A.	3	10 10 -
Midland Railway Co., Ltd.	14	6 6 -
Morgan & Cadogan, Ltd., Messrs. (Cambo Shipping Co.)	6	11 11 -
Moss Steamship Co., Ltd.	7	4 4 -
Nelson, Hugh & Williams, Ltd., Messrs.	11	2 2 -
New Zealand Shipping Co.	14	11 11 -
Oceanic Steam Navigation Co. (American, White Star, and Dominion Lines)	25	95 5 -
Orient Steam Navigation Co.	5	10 10 -
P. and O. Steam Navigation Co.	53	20 - -
Pacific Steam Navigation Co.	33	5 5 -
Pelton Steamship Co.	12	5 5 -
Plisson Steam Navigation Co.	4	8 8 -
Power Steamship Co.	2	1 1 -
Carried forward	1,017	19 6

	Number of Vessels.	Annual Subs. and Dons.				Number of Vessels.	Annual Subs. and Dons.		
		£.	s.	d.			£.	s.	d.
Brought forward		1,017	19	6	Brought forward		1,217	4	6
Radcliffe (Evan Thomas), & Co., Messrs.....	9	5	5	-	Tank Storage and Carriage Co.	47	5	5	-
Raeburn and Vétel, Messrs. (Monarch Steamship Co., Ltd.)	5	2	2	-	Temperley & Co., Messrs. J. ...	2	4	4	-
Rankin, Gilmour & Co., Messrs. (British and Foreign Steam- ship Co., Ltd.)	5	10	10	-	Thompson, Stanley M. (America-Levant Line)	4	10	10	-
Rankine Line, Ltd.	4	1	1	-	Thomson & Co., Messrs. Wm. (Ben Line)	16	-	10	6
Rea, Ltd., Messrs. R. & J. H. ...	6	8	3	-	Trinder, Anderson & Co., Messrs.	2	10	10	-
Richardson, Messrs. A. (Dublin Steam Trawling Co., Ltd.) ...	6	3	3	-	Turnbull, Martin & Co., Messrs.	3	2	2	-
Royal Mail Steam Packet Co. ...	55	21	-	-	Turnbull, Scott & Co., Messrs. ...	4	2	2	-
Royden & Son, Messrs. Thomas	1	5	5	-	Turner, Brightman & Co., Messrs.	4	3	3	-
Salvesen & Co., Messrs. Chr. ...	30	2	2	-	Tyne-Tees Steamship Co., Ltd.	8	5	5	-
Samuel & Co., Ltd., Messrs. P. Shaw, Saville & Albion, Messrs.	5	10	10	-	Walford, Leopold, Ltd., Messrs. (London)	13	5	5	-
Slater, Ltd., Messrs. John	4	10	10	-	Weir, Andrew & Co., Messrs. (Bank Line)	25	10	10	-
Sloan & Co., Messrs. Wm.	7	2	2	-	West Hartlepool Steam Navi- gation Co.	5	2	2	-
Southdown Steamship Co.	2	2	2	-	Williams & Mordey, Messrs. ...	4	4	4	-
Smith & Sons, Messrs. W. R. (St. Just Steamship Co.)	13	105	-	-	Williams (Owen & Watkin), & Co., Messrs.	6	5	5	-
Strick & Co., Messrs. F. C.	8	5	5	-					
Carried forward		1,217	4	6	Total		£1,288	2	-

Subscriptions and Donations from Foreign Shipping Firms.

	Number of Vessels.	Annual Subs. and Dons.				Number of Vessels.	Annual Subs. and Dons.		
		£.	s.	d.			£.	s.	d.
Arendals Dampskibsselskab ...	11	5	-	-	Brought forward		111	1	-
Bergenske Dampskibsselskab ...	33	10	-	-	Koninklijke Hollandsche Lloyd	9	25	-	-
Compagnie de Navigation Paquet	21	5	-	-	" West-Indische Maldienst	8	5	-	-
Compagnie de Navigation Sud Atlantic	8	4	-	-	Müller & Co., Messrs. W. H. (Batavier Line)	6	5	-	-
Compagnie Française d'Arma- ment and d'Importation de Nitrate de Saude	19	10	-	-	Nippon Yusen Kaisha	97	10	10	-
Companhia Nacional de Navi- gation	18	10	-	-	"Nederland" Stoomvaart Maatschappij	38	10	-	-
Compañía Marítima del Nervion	8	30	-	-	Nordenfjeldske Dampskibssel- skab	24	10	-	-
" Naviera "Bachi" ...	1	1	1	-	Otto Thoresen Line	14	2	2	-
" " "Vascongada" ...	7	5	5	-	Rotterdamsche-Lloyd	36	5	-	-
" Trasmediterranea ...	55	10	-	-	Société Nationale d'Affrète- ments	8	20	-	-
Gorm Dampskibsselskabet	14	5	-	-	Società Veneziana di Naviga- zione a Vapore	7	5	-	-
Holland-Amerika Line	31	10	10	-	Stavangerske Dampskibsselskab	15	5	-	-
Holland Steamship Co.	13	5	5	-	"Zeeland" Steamship Co.	3	10	-	-
Carried forward		111	1	-	Total		£223	13	-

The Duke of Northumberland's Prize Essay Competition.

THE third year of the Essay Competition has brought a number of interesting and very readable essays, and although scarcely up to the excellent standard of the first two years, it can be said that only in a few cases did they fail to show an intelligent grasp of the history and the importance of the Life-boat Service, while the great majority bore evidence of the care with which the teachers had lectured, and the interest with which the scholars had listened. It should be added that, with a few exceptions, the handwriting was excellent.

There was, unfortunately, a considerable falling off in the number of essays received, and only in the Northern and Midland Districts was the number of meritorious essays sufficient to justify the award of thirty-five certificates. Not only did these two districts, as was the case last year, send in by far the largest number, but their average standard of merit was higher than in any of the other districts, although neither sent in the best essay from the whole of the United Kingdom. This distinction belongs for the second time to Ireland, which, once again, out of the smallest number, has given us the best. Though the number from Ireland was most disappointing, the quality was good, and it will be seen that in the section for Ireland and Wales, Ireland holds the first four places, thus repeating the relative position attained last year. The winning essay comes this year not from the South of Ireland, however, but from the North, and is one of six sent in from Belfast schools. We congratulate Maggie McCabe, of the Bloomfield National School, on having won the Special Prize, and we do it all the more heartily since she has the distinction of being the first girl to win it. In fact, 1920 has been distinctly a girls' year, for in no less than five out of the six districts it is to girls' schools that the Challenge Shields will now go, whereas last year they held only two.

In the other districts it is of interest to note that for the second year in succession the Challenge Shield in the

Northern District has been won by the St. Anne's School, Rockferry, Birkenhead, which, if it can win it for a third year in succession, will retain it; while in the London District the Shield returns to the St. Mary's Church of England School, Woolwich, which won it in the first year of the Competition. We congratulate both these schools on their second success. In the other four districts the Shields go to schools which have not yet won them.

As in the last two years, the essays have brought a large number of quaint and original sayings, many of which have shown, more surely than correct and more conventional phrases, that the child's imagination had really been touched by the heroic story of the Life-boat Service. We should like, if there were space, to quote a number of these sayings, but we must confine ourselves to one only, and will choose the delightful comment of a boy in a Midland school on the heavy cost of Motor Life-boats. After speaking of their value, he goes on to say—and one can see him gathering all his forces to do justice to the stupendous fact of their expensiveness—"Budding millionaires and mighty governments are about the only ones able to buy them though, for they cost over £5,000 each." May all budding millionaires be touched by this appeal!

The Next Competition.

The Competition has been productive of so much good during the past three years, that it is with the greatest regret, and only after most careful consideration, that the Committee of Management have decided to postpone the next Competition until 1923. They have felt it right to take this decision on account of the great increase in the cost of printing and in the postage rates, which has added very much to the expenses of the Institution. But while they deeply regret the necessity of this postponement, they hope that it will increase rather than diminish the interest in the Competition when it is resumed. There will be a new

generation of scholars when 1923 comes, and the Committee of Management hope so to arrange the Competition as to allow rather more scope for imagination and originality than has been possible in the past three years. While they feel the importance of making boys and girls familiar with the history of the Institution, they think that possibly less interest has been shown in the Competition this year because, as in the first two years, the subject appeared to limit the writers to recounting the history and development of the Life-boat Service.

Their chief reason, however, for hoping to see the Competition resumed in 1923 with greater zest and interest than ever, is that in 1924 the Institution will celebrate its centenary. The Committee of Management intend that it shall be celebrated in a way worthy of the Institution's splendid achievements and its position as a great National Service, and they look forward to see the revived Essay Competition contribute an important part of these celebrations.

Meanwhile those schools which have won the Shields this year will have the

pleasure of holding them for three years on very easy terms, and we hope that, as new boys and girls arrive, the old will not forget to tell them, when they show them the Shield, that in a year or two they will have to fight to retain it. We hope also that those schools which have not the Shields to remind them of the Competition will still remember that they are waiting to be won when the time comes.

We have once again to offer our most cordial thanks to the many Head-teachers who have not spared themselves, as the essays abundantly show, to interest their scholars in the work of the Life-boat Service. In thanking them we would express the hope that during the next two years, although the Competition is suspended, they will still feel that a knowledge of the heroism of the Life-boat crews and of their great services to our sea-faring people is a necessary part of the education of all British boys and girls.

We print below the list of successful writers, and the best essay, with regrets that it is not possible to find space for the winning essay in each district.

List of Successes in the Essay Competition.

LONDON DISTRICT.

Name.	Age when given.	School.
Daisy Morgan	13	St. Mary's Church of England School, Woolwich.
Emily Maud Salter	13	Hargrave Park L.C.C. School, Upper Holloway.
A. Whately	14	Moreland Street L.C.C. School, Goswell Road.
Henry Paul	13	The Stockwell Church of England School, Stockwell.
Beatrice Milburn	13	Silwood Street L.C.C. School, Rotherhithe.
S. Lewis	13	Teesdale Street L.C.C. School, Bethnal Green.
Stanley Charles Hodson	13	Boundary Lane L.C.C. School, Camberwell.
Edward Day	11	The Charles Dickens School, Southwark.
Ernest E. Cotton	13	Gipsy Road L.C.C. School, West Norwood.
Ruth Youdan	13	The Stockwell Church of England School, Stockwell.
Ivy Simmons	13	Cobourg Road L.C.C. School, Camberwell.
J. Pogorelsky	11	Columbia Road L.C.C. School, Bethnal Green.
Elizabeth Stamford	13	St. Mary Boltons School, South Kensington.
Doris Fitzgerald	13	The Oliver Goldsmith School, Peckham Road.
Elsie Lilian Busch	13	The Lawrence Girls' School, Bethnal Green.
David Young	12	Archbishop Sumner's Memorial School, Kennington Road.
Thomas Darby	12	St. Peter's School, Vauxhall.
Alfred Griffin	13	Penrose Street L.C.C. School.
Lilian Till	12	St. Sepulchre's L.C.C. School, City.
Marie Marks	14	Westminster Jews' Free School, Hanway Place.
Sadie Greenstein	13	Virginia Road L.C.C. School, Bethnal Green.
Hannah Keys	13	The Chaucer L.C.C. School, Bermondsey.
Gladys Osborne	14	The Moberly L.C.C. School, Maida Hill.
William Slater	12	Grove Street L.C.C. School, Deptford.
John Conrad William Wagner	11	Bridge Boys' Council School, Wealdstone.

LONDON DISTRICT—*continued.*

Name.	Age when given.	School.
Fred Johnson	13	Wesleyan Practising School, Millbank L.C.C. School.
F. C. Webb	13	St. George's Boys' School, Camberwell.
James Bell	11	St. Francis' Roman Catholic School, Peckham.
Doris Lilian Biddle	13	Faunce Street Girls' School, Southwark.

SOUTHERN DISTRICT.

Name.	Age when given.	School.
Charlotte Purrott	12	Childerley Gate Council School, Cambridge.
John Young	13	St. Augustine's School, Ramsgate.
Agnes Allen	13	Central School, Lowestoft.
Nellie Stephens	12	Crantock Council School, Newquay.
H. Marshall	13	Arundel Street Council School, Landport, Portsmouth.
W. H. Dick	15	St. Luke's School, Southsea.
Dorothy Tomblin	12	Peasenhall Council School, Saxmundham.
Dorothy Chapman	13	Allen's Green Council School, Sawbridgeworth.
William Smith	14	St. Agatha's Boys' School, Landport, Portsmouth.
W. J. Beck	12	Ladysmith Road Council School, Exeter.
Herbert Fish	13	Allen's Green Council School, Sawbridgeworth.
Elsie Bush	13	St. Andrew's Church of England School, Halstead.
Bertie Thurlbourn	13	Childerley Gate Council School, Cambridge.
James Bartlett	9	Church of England School, Birchington.
George Knight	14	Southchurch Hall Council School, Southend-on-Sea.
Reginald W. Shippen	13	Central School, Lowestoft.
Thomas Cyril Staples	13	Connaught Road School, Littlehampton.
John Hawke	12	Seale Church of England School, Surrey.
Nellie Millican	15	St. Mary's Girls' School, Bury St. Edmunds.
Gertrude Surman	14	St. Aloysius' Roman Catholic Girls' School, Oxford.
Royall King	12	Council School, Fairfield, Havant.
Lucy M. Phillips	14	The Holme School, Headley, Bordon.
Lily Powell	11	Meads Church School, Eastbourne.
Ivy Matthews	10	St. Andrew's School, Leigh, Dorset.
J. Meagor	14	High Street Council School, Plymouth.
Victor L. Gelsthorpe Wing	11	Church of England School, Staverton, Devon.
Gertrude Hatton	13	Summertown School, Oxford.
Reginald Steel	12	Tresco School, Isles of Scilly.
Ivy Dorothy McDermott	12	Church of England School, Staverton, Devon.
Norman Vincent Crossman	12	Dover Road Boys' Schools, Northfleet.

NORTH OF ENGLAND.

Name.	Age when given.	School.
Henry Farr	14	St. Anne's Road School, Rock Ferry, Birkenhead.
Jessie Marshall	12	Bromboro' Pool School, Birkenhead.
Adeline Hall	14	Catchgate Council School, Durham.
Doris Robson	13	North Council School, Whitley Bay.
Kathleen Wood	10	Rusholme St. Agnes' Church of England School, Manchester.
Margaret Clarke	13	St. Anne's Girls' School, Edward Street, Lancaster.
Alfred Anstey	13	Marlborough Road Council School, Salford.
Eric Beaumont	12	Rusholme St. Agnes' Church of England School, Manchester.
John Bill	11	Bishop Bilsborrow Memorial School, Manchester.
Margery Burrow	12	Dewsbury Road Girls' School, Leeds.
Mary Forrest	13	Wood Top Church of England School, Burnley.
Alice Worthington	13	Rostherne Church of England School, near Knutsford.
Rupert Baker	13	Rostherne Church of England School, near Knutsford.
Joseph Charnley	13	St. Joseph's Roman Catholic School, Brindle.

NORTH OF ENGLAND—*continued.*

Name.	Age when given.	School.
Alice Johns	11	Church of England School, Hoylake.
Edith Blance	14	Gray Street Council School, Bootle.
Fenwick Harding	13	Seaton Carew National School, West Hartlepool.
Gladys Sankey	11	St. Paul's Church of England School, Astley Bridge, Bolton.
Cissy Davidson	13	Brighton Avenue Girls' School, Gateshead-on-Tyne.
Jack Schofield	13	St. Andrew's Church of England School, Huddersfield.
Leslie Cole	13	St. Paul's Church of England School, Astley Bridge, Bolton.
Harriet Hale	13	St. Paul's School, Seacombe.
Hilda Charlton	13	Rose Street School, Gateshead-on-Tyne.
Emma Lawson	12	St. Joseph's Roman Catholic School, Brindle.
Frank Gowen	13	All Saints' School, Hoole, Chester.
Hilda Frame	13	St. Andrew's Church of England School, Huddersfield.
M. McWhinney	12	Central Girls' School, Kendal.
Ernest Lloyd	13	Egerton School, Tatton Street, Salford.
Alice Mary Nunweek	12	Mornington Road School, Bingley, Yorkshire.
Arnold Collinge	13	St. Peter's School, Blackley, Manchester.
John Ernest Maddison	14	Eggleston Church of England School, Co. Durham.
Alice Payne	14	Carville Council School, Wallsend-on-Tyne.
May Wilson	13	Mount Carmel School, Blackley, Manchester.
Ethel Knowles	13	Dawdon Council School, Co. Durham.
William Crossley	13	West End Council School, Morecambe.

MIDLANDS.

Name.	Age when given.	School.
Nora Teresa Parker	14	St. Joseph's School, Monk's Kirby, Lutterworth.
Tom Mitchell	15	St. Matthew's Central School, Rugby.
Iris Adams	13	Mellor Street Council School, Leicester.
George Arthur Brown	11	Alfreton Road Council School, Nottingham.
Eleanor Mitchell	14	The Convent School, Brockhurst, Lutterworth.
Hilda Watts	13	Irthlingborough Council School, Wellingborough.
Cicely Smith	13	Churchtown School, Darley Dale, Derbyshire.
William Butler	14	Green Lane Council School, Leicester.
Kathleen Carroll	11	Roman Catholic School, Monk's Kirby, Lutterworth.
Fred Bloor	12	Tunstall Central Boys' School, Stoke-on-Trent.
Constance Mary Green	11	Great Alne School, Alcester, Warwickshire.
S. Wood	12	Elliston Street Boys' School, Cleethorpes.
Alice Measham	13	Farndon Church of England School, Notts.
Doris Quartermain	13	Thornhaugh Council School, near Peterborough.
William Ellis Bray	14	Churchtown School, Darley Dale, Derbyshire
Lilian Lois Inman	14	Avenue Road Council School, Leicester.
Levi Lythgoe	11	Broom Street School, Hanley, Staffs.
Alfred Warner	13	Severn Street Council School, Birmingham.
L. Jones	13	St. Patrick's School, Stafford.
Louis Samuel Dakin	12	Sibley Church of England School, near Loughborough.
Jack Taylor	12	Front Street Council School, Arnold, Notts.
William Bath	13	Parson Street Council School, Bedminster, Bristol.
Millicent Bateman	13	Queen Street Council School, Fenton, Stoke-on-Trent.
Dorothy Forrester	11	Eastwood Vale Girls' School, Hanley, Staffs.
Kate Soule	12	Stratton Church of England School, Cirencester.
Charles Tompkin	12	Dilborne Endowed School, Stoke-on-Trent.
Bert Houghton	14	Rea Street Council School, Birmingham.
Winston Watkin	13	Coventry Road Council School, Bulwell, Nottingham.
E. Morley	17	Farndon Church of England Boys' School, Notts.
Daisy Lindop	12	Gresley Church of England School, Burton-on-Trent.
Charles Edward James	14	Jenkins Street Boys' School, Birmingham.
Margaret Paton	10	St. John's Church of England Girls' School, Burslem.
Henry Dean	11	St. Mary's Church of England School, Tunstall, Burton-on-Trent.
James John Binsley	13	Great Barr School, Staffordshire.
Doris Brunt	13	Rea Street Council School, Birmingham.

SCOTLAND.

Name.	Age when given.	School.
Mary Penman	12	East Plean School, Stirlingshire.
William Edgar	14	East Plean School, Stirlingshire.
Gladys Stodden	13	Ayr Grammar School.
John Martin	13	Ayr Grammar School.
Margaret G. Watson	13	Middlefield Special School, Glasgow.
Margaret McLennan	13	Garnet Bank Public School, Glasgow.
Christina Young Thompson	13	James Clark Technical Higher Grade School, Edinburgh.
Lizzie Donald	12	Crudie Public School, Turriff.
Nellie Scott.	13	North School, Kirkcaldy.
Lizzie Webster	13	Wemyss Public School, East Wemyss, Fifeshire.
Alexander H. Banks	13	Brabster Public School, Canisby by Wick, Caithness.
Jack Denchross	14	Middlefield Special School, Glasgow.
John Cosgrove	13	St. John's Roman Catholic Public School, Portobello.
William J. Skea	13	Sellibister Public School, Sanday, Orkney.
James H. Girvan	11	Ferguslie Public School, Paisley.

IRELAND AND WALES.

Name.	Age when given.	School.
*Maggie McCabe	12	Bloomfield National School, Belfast.
Evan Johnston	14	Thomas Street National School, Portadown, Co. Armagh.
Ethel Marion Travers	15	Courtmacsherry National School, Co. Cork.
W. J. McDowell	14	Hillman Senior School, Belfast.
Albert Shacklady	13	Belvoir Hall National School, Belfast.
Alfred Binding	13	Miskin Council School, Mountain Ash, Glamorganshire.
Betty Richards	10	Bryndu School, Kenfig Hill, Glamorganshire.
Murielle Luke	14	Shegoniell School, Belfast.
Lily Hunter	12	Belvoir Hall National School, Belfast.
Margaret Moyra Jones	12	Council School, Aberdovey.
Doris Pugh	11	Mochdre Council School, Newtown, Montgomeryshire.
Aubrey Morris	13	Mochdre Council School, Newtown, Montgomeryshire.
Hetty Haddock	14	Antrim Road National School, Belfast.
Hugh C. Rowlands	11	Council School, Aberdovey.
George Albert North	13	Dowlais School, Merthyr Tydfil.
John Edward Thomas	14	Castle Caereinton Church of England School, Montgomeryshire.

* Special prize awarded for the best essay in the United Kingdom.

IRELAND AND WALES DISTRICT.

Bloomfield National School,

Belfast,

March, 1920.

By MAGGIE McCABE (aged 12½).

The Royal National Life-Boat Institution.

THERE are few people living now, who have not heard, at least, of some of the glorious deeds of heroism performed by members of the crews of the Royal National Life-Boat Institution.

As our Island Empire has always been famous for its activity on the sea, and as our Naval Power is supreme, our commercial life developed immensely.

At the same time the number of ship wrecks

increased. These caused many humane persons to consider the most effective methods of saving lives in danger at sea.

The result was the formation of the Royal National Life-Boat Institution, with its Life-Boats fully equipped, and manned by men, who have been famous for their courage, endurance, and humanity.

Like many great institutions, it owes its origin to the self-sacrifice and devotion of one kind-hearted and noble-spirited gentleman, Colonel Sir William Hilary, a resident of the Island of Man. This man had been instrumental in saving many lives on the Island, but his most famous achievement was the rescue of a crew numbering twenty-two

persons, of the Royal Mail Steamer, *St. George*, at Douglas, in 1830. In this, he was assisted by three other persons. Unfortunately, he was severely hurt whilst engaged in this enterprise. For his services on this occasion, he was presented with a Gold Medal.

This gentleman was the founder of the Royal National Life-Boat Institution, which was begun in March 1824, under the name of "the National Institution for the preservation of life from shipwreck." This Institution got its Royal Charter in 1852. Many of the famous men of that day were enrolled as members, such as The Archbishop of Canterbury, The Prime Minister, Peel, Canning, and that noble high-minded man—Wilberforce.

The boats used at the early stages were very liable to capsize, and many lives were lost. Consequently, many thoughtful scientific men turned their attention to the production of a boat, which would be more reliable in a storm.

Of course, the modern Life-boats are much superior to the early productions, and are much better equipped. Then again, their

numbers are greatly increased. The Institution now possesses 258 Life-Boats, including Self-righting boats, Steam Life-Boats, and Motor Life-Boats of various types. The cost of maintaining such a fleet of Life-saving boats is very great.

At most stations, there is a Life-Boat House, and a slipway which enables the boat to glide rapidly into deep water. These Boat-houses are furnished with sails, gear, and all life-saving requirements. The Life-Boat service means, therefore, a noble organization for the benefit of humanity. It is maintained largely* by the voluntary contributions of people who realise its usefulness and the nobility of its service.

This Institution proved its worth during the great war, when shipwrecks were of daily occurrence. It was the means of saving thousands of valuable lives.

The National Life-Boat Institution is, therefore, worthy of the sympathy and support of every loyal citizen.

* "Largely" should, of course, be "entirely"—ED.

American Honour for the Life-boat Men of North Deal.

IN recognition of their service to the American steamship *Piave*, the President of the United States has presented a gold watch to Coxswain William Adams, and a Gold Medal to each of the fourteen members of the crew of the *Charles Dibdin*. This service, one of the best of the services of the North Deal Life-boat in recent years, was performed on the 31st January, 1919, and was described in the 1919 Annual Report. The s.s. *Piave*, of New Jersey, while on a voyage from New York to Rotterdam, went ashore on the Goodwins on the 29th January, and the *Charles Dibdin* answered her signals of distress. As all attempts to tow her off were unsuccessful, the Life-boat men were employed to jettison the cargo, and were engaged on this work until the 31st January, when, shortly after dark, the vessel suddenly broke and fell over on her side.

In these circumstances of great difficulty the Life-boat, which was alongside, succeeded in rescuing twenty-nine members of the *Piave's* crew. Others got away in the ship's boats and were rescued by tugs—to the Captain and crew of one of which the President has also presented a gold watch and gold medals—while

others were rescued by the Ramsgate Life-boat.

The presentation was made by Captain W. R. Sexton, Naval Attaché to the United States Embassy, and the ceremony took place in the Town Hall at Deal on the 3rd July, in the presence of Mr. Arthur Matthews, J.P., the Chairman of the Branch, supported by members of the Committee and a large audience. In making the presentation Captain Sexton spoke of the international value of the work of the Institution done in the waters round the British Isles, where vessels plied flying the flags of all the nations of the world. After thirty years' service in the Navy, he was, he said, not acquainted with the perils of the sea, and he knew what a high degree of courage, self-sacrifice, and skill, the work of the Life-boat Service demanded. He knew also the great comfort that it was to the seafaring man that round the coasts were these brave and willing crews ready to risk their lives to bring him help. Captain Sexton spoke also of the high skill and courage which the North Deal Life-boat men had shown in their service to the *Piave*, a dangerous and difficult service continued through long hours of cold and hardship.

Three Little Tales and One Moral.

I.

THERE was once an actor-manager who set out to produce a drama which was to take the whole of London by storm. Wherefore, regardless of expense, he secured a caste of the most eminent actors and actresses in the world.

To each was assigned a part of varying importance, and the actor-manager was to have the best part of all.

And each was so perfected in his art that he must needs say, "I do not want any rehearsal for this; I shall be all right on the night."

And the actor-manager, being a man of little strength of will, assented. And they practised not.

In due course the play was produced, but, alas! each of these great artistes wanted the whole stage to himself; none could remember his cues; all ignored the frantic exhortations and advice of their manager; each wanted to make the play a success; but this was impossible, for the lack of rehearsal had turned the drama into a farce.

And so the curtain was rung down, and the actor-manager wept very bitterly.

Moral.—Practice makes perfect.

II.

Two friends once went to a football match. The players were all professionals, and each one had made the game the study of a lifetime, practising fully with great earnestness.

And the two friends fell to discussing the play, and the tactics of the players, until one spoke and said, "That is a bad team, and I could produce a team that would defeat it with no difficulty."

And his friend disagreed with him, and ventured a wager of a goodly sum that he could produce no such team. Wherefore each went his own way, and he that had boasted set about to secure a team and fix up the match. And at great cost he secured eleven of the best players of the country, and on an agreed date the two teams met in contest. But the eleven best players were not accustomed to each other's play, and lacked that discipline and obedience to the

instructions of their captain which is necessary to win a match. So they were sorely defeated, and of the two friends one became a very poor man and was much distressed, and the other was able to buy a house out of his gainings.

Moral.—See tale I.

III.

There was once a very noble boat in a house by the seashore. And she was painted red, white, and blue, and was intended to save life. And the men who went out in her were toilers of the sea, and each man was a great toiler, knowing the sea in all its moods. He had done this thing from his boyhood up. And for a while the men went out often in this red, white, and blue boat for practice. But anon they said, "We have been toilers of the sea all our lives, what need have we of practice? Let us therefore cease practising, and enter the red, white, and blue boat only when necessary to save life."

And they did so. And there came a great storm, and drove a large vessel ashore, so that she was in great danger. Wherefore people called and said, "Launch forth the red, white, and blue boat!" And many folk sped down to do so. But there was much delay.

Some were unable to find their way in the great darkness; others stumbled and hurt themselves greatly, and when at length the boat-house was gained there was much delay in donning the belts and skins for their greater comfort and safety.

Then, behold, all with one accord did seize the same ropes, so that on some ropes there were many men, and on others none at all.

And they said, "Give us light, that we may see." But there was no light, for there was no oil in the lamps. So after many minutes they entered the boat, but each man knew not his fellow's place, and there was much confusion. And they heeded not the cry of the coxswain. So after yet greater delay the boat was launched, and they made sail for the wreck. And the coxswain

said, "Burn ye a white flare to give comfort to those in the distressed vessel." And it was very dark, and, mistaking the flare in the darkness, they did light them a green flare.

Whereat there was much rejoicing ashore, and they cried, "Behold, they return; all is well!" And when they returned not at once, there was much weeping and gnashing of teeth. And they on the shore cried, "Behold, they are taken from us."

And they in the boat did essay to

draw near the wreck, but it was all very dark, and they knew not how to act. And each man gave his own opinion, and none heeded the orders of the coxswain. And they were in great danger, but those in the shipwrecked vessel were in even greater danger. And day dawned, and the sea abated; but of the wreck there remained no sign.

And so the red, white, and blue boat returned.

Moral.—This is a longer tale: yet the moral remains the same.

A Fine Service by the Broughty Ferry Motor Life-boat.

A VERY fine service was performed by the Broughty Ferry Motor Life-boat on the 11th April, 1919, when she rescued six pilots from the pilot cutter *Day Dream*, of Dundee. Just before one in the morning the news was received that a ship had run on the Gaa bank at the mouth of the Tay. The night was very dark and cold, and the Life-boat went down the river in the face of a strong easterly gale with a heavy sea. The cutter was found, lying in shallow broken water, and rolling to the waves, which kept breaking over her. The shallowness of the water and the darkness of the night made it a very difficult and dangerous manœuvre to take the Life-boat near the wreck, and the first attempt was unsuccessful, the Life-boat having to sheer away for fear of being herself smashed against the cutter. The Coxswain then shouted to the Captain to lower his dingey away, as hanging in the davits it increased the difficulty of getting alongside. This was done, but one of the pilots jumped into her as she was lowered, and was swept away with her by the seas. The Coxswain then anchored and veered down to the wreck. Five separate times he attempted to get alongside, and

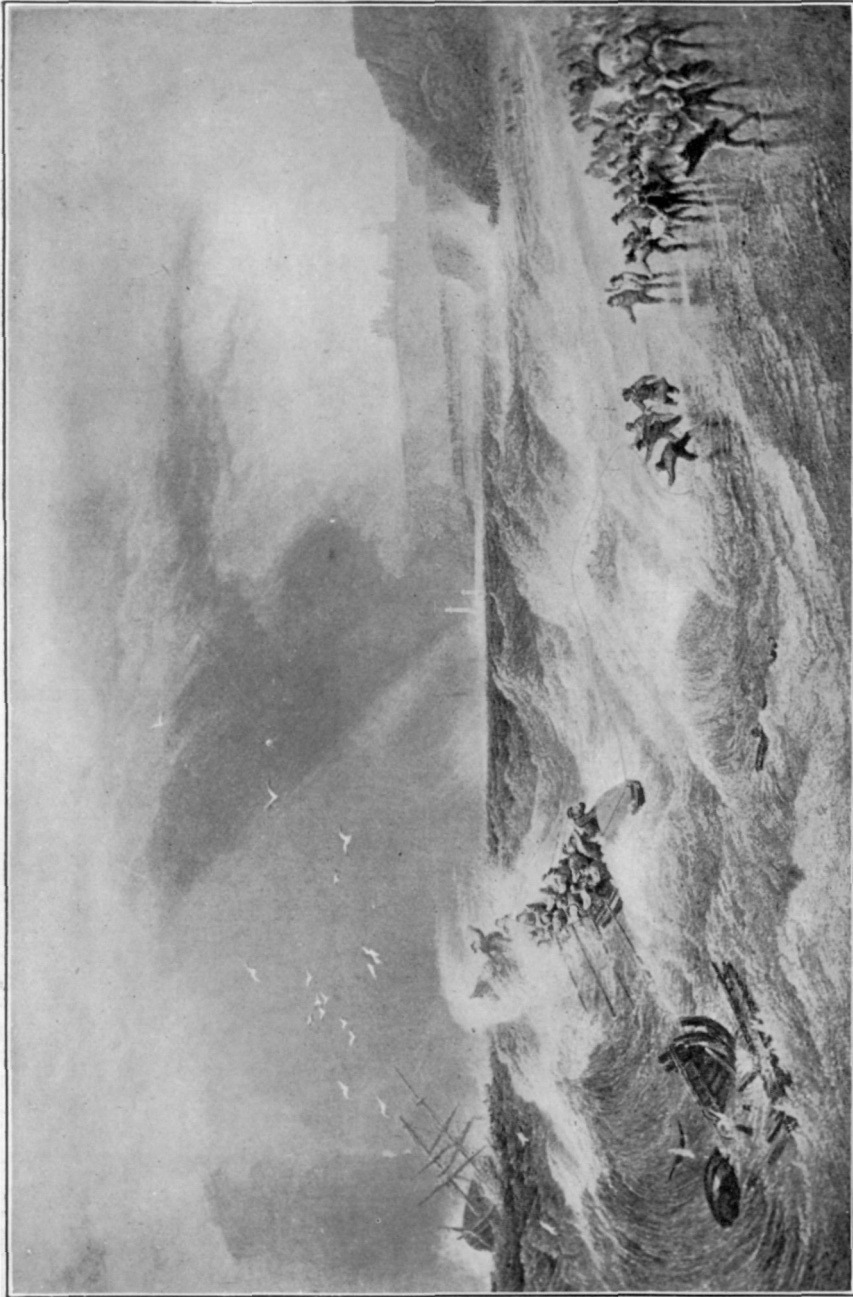
at the second attempt four of the pilots succeeded in jumping aboard the Life-boat; but it was not until the fifth that the remaining man was rescued, the Life-boat being nearly driven over the wreck in her effort to reach him, and damaging her rudder against the socket of the davits. Search was then made for the dingey with the sixth pilot aboard, but it was not for some time that any answer was received to the flares and shouts of the Life-boat crew. In the end the dingey was found, having providentially been carried over a bar into comparatively quiet water; but she was already almost full of water, and the pilot aboard her was dazed and exhausted. Two of the crew got into the dingey and brought him into the Life-boat, which safely reached her Station three hours after she had been launched. The cutter became a total wreck.

The Committee of Management felt that this difficult and dangerous service deserved some special recognition, and it was decided to award the Bronze Service Medal to Charles Gall, the Coxswain, and to give an extra monetary award to each member of the crew.

A Life-Boat Subscription Record?

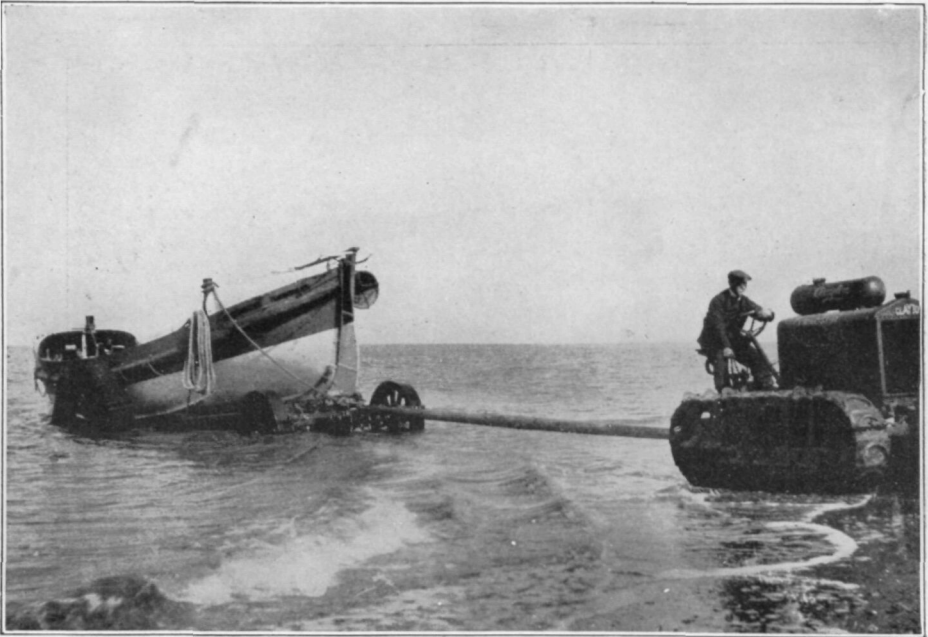
DURING the nine months ending the 30th September, 1919, the town of Alloa, in Clackmannanshire, raised for the Institution a sum of £301. As Alloa has a population of 12,000, this works out at a contribution of 6d. a

head. This record has been exceeded in the past, but in all cases by seaside towns with a large summer influx of visitors. Does any inland town claim to have beaten Alloa's record in recent years?



THE RETURN OF THE LIFE-BOAT, OFF WHITBY.

(From a painting by Edward Duncan. Engraved by Arthur Willmore, 1878.)



LAUNCHING LIFE-BOATS BY CATERPILLAR TRACTOR.

Two photographs taken at the trials at Hunstanton, which were described in the May number of "The Life-Boat."

Life-Boat Day Results.

WE print below a list of the results of the Life-Boat Days which were held during the spring and first part of the summer, and we hope, in the next number of *The Life-Boat*, to complete this list by publishing those which have been held since. The exceptionally bad weather during July naturally had a very serious effect on many of the Days, a number of which took place in heavy and uninterrupted rain. While it is not possible to indicate in each individual case where rain interfered with the Day, the fact of the bad weather should be kept in mind in reading the results. It is a pleasure to be able to state that, although in many towns the large number of Flag Days held in aid of different charities during the last five years is now having the inevitable result of making it more difficult to find sellers and to interest the public, other towns have been able to announce record collections.

South-West of England—continued.

	£.	s.	d.
Burnham	36	-	-
Crediton	27	-	-
Dartmouth	34	-	-
Exeter	203	-	-
Frome	26	-	-
Hayling Island	31	-	-
Isle of Wight:—			
Sea View	12	-	-
Cowes	53	-	-
East Cowes	25	-	-
Totland Bay	36	-	-
Sandown	84	-	-
Shanklin	69	-	-
Yarmouth	3	-	-
Ryde	60	-	-
Looe	32	-	-
Plymouth	400	-	-
Reading	100	-	-
Romsey	20	-	-
Salcombe	51	-	-
Southampton	355	-	-
Swanage	53	-	-
Torquay	181	-	-
Trowbridge	84	-	-
Weymouth	136	-	-
Wilton	10	-	-
Winchester	48	-	-

South-East of England.

Arundel	14	-	-
Bedford	62	-	-
Brighton and Hove	358	-	-
Clacton	134	-	-
Colchester	67	-	-
Dover	86	-	-
East Grinstead	34	-	-
Eastbourne	551	-	-
Folkestone	88	-	-
Gravesend	45	-	-
Herne Bay	62	-	-
Hunstanton	68	-	-
Ipswich	78	-	-
King's Lynn	65	-	-
Littlehampton	40	-	-
Lowestoft	175	-	-
Lydd	5	-	-
Newhaven	26	-	-
Ramsgate	141	-	-
Seaford	51	-	-
Southwold	43	-	-
Worthing	151	-	-

Midlands.

Bedworth	39	-	-
Birmingham	1,290	-	-
Bridgnorth	80	-	-
Bromsgrove	11	-	-
Buxton	121	-	-
Burton-on-Trent	180	-	-
Chesterfield	80	-	-
Coventry	337	-	-
Derby	270	-	-
Droitwich	26	-	-
Evesham	8	-	-
Gloucester	105	-	-

London.

	£.	s.	d.
Barnes	15	-	-
Battersea	18	-	-
Bermondsey	253	-	-
Camberwell	35	-	-
Chiswick	16	-	-
City	127	-	-
Deptford	40	-	-
Ealing	94	-	-
Edgware	19	-	-
Erith	78	-	-
Hackney	84	-	-
Harrow	25	-	-
Holborn	151	-	-
Hounslow	28	-	-
Kingston	83	-	-
Lambeth	217	-	-
Richmond	45	-	-
St. Pancras	50	-	-
Sheen	29	-	-
Shoreditch	15	-	-
Southwark	14	-	-
Stepney	70	-	-
Stoke Newington	10	-	-
Surbiton	120	-	-
Wandsworth	87	-	-
West Ham	80	-	-
Willesden	87	-	-
Wimbledon	103	-	-
Woolwich	40	-	-
Uxbridge	74	-	-

South-West of England.

Banbury	51	-	-
Bath	171	-	-
Bude	125	-	-

Midlands—continued.			North of England.		
	£.	s. d.		£.	s. d.
Grantham	60	- -	Berwick-on-Tweed	80	- -
Halesowen	38	- -	Bradford	950	- -
Henley-in Arden	9	- -	Bridlington	88	- -
Highley	28	- -	Chorley	13	- -
Kinver	24	- -	Dewsbury	167	- -
Leominster	13	- -	Durham	49	- -
Lincoln	148	- -	Elland	30	- -
Loughborough	35	- -	Goole	98	- -
Mansfield	30	- -	Holy Island	4	- -
Matlock	22	- -	Holyhead	38	- -
Monmouth	15	- -	Keighley	110	- -
Much Wenlock	30	- -	Llandudno	585	- -
Newcastle (Staffs)	44	- -	Leeds	367	- -
Newport, Mon.	77	- -	Lytham	72	- -
Nottingham	525	- -	Manchester	2,090	- -
Oswestry	14	- -	Maryport	66	- -
Pontypool	71	- -	Millom	21	- -
Redditch	26	- -	Preston	286	- -
Smethwick	35	- -	Redcar	127	- -
Stafford	31	- -	Rhyl	120	- -
Stourbridge	130	- -	St Annes-on-Sea	50	- -
Stratford-on-Avon	38	- -	Seaham	35	- -
Tamworth	11	- -	Sheffield	520	- -
Worcester	110	- -	South Shields	270	- -
Worksop	51	- -	Staithes	17	- -
			Stockport	526	- -
			Sunderland	536	- -
			Warrington	226	- -
Ireland.					
Bangor (Co. Down)	60	- -			
Belfast	190	- -			
Dublin	259	- -			
Newcastle (Co. Down)	60	- -			
Portrush (1st)	50	- -			
Wales.					
Aberystwith	140	- -	Alloa	200	- -
Barmouth	60	- -	Bathgate	53	- -
Cardiff	158	- -	Carlisle	48	- -
Carmarthen	21	- -	Dunbar	112	- -
Milford Haven	39	- -	Edinburgh	500	- -
Neath	125	- -	Findhorn	9	- -
Pembroke Dock	39	- -	Girvan	62	- -
Pontypridd	140	- -	Glasgow	1,018	- -
Rhondda Valley—			Gourock	75	- -
Bleanrhondda	15	- -	Grangemouth	54	- -
Cwmparc	26	- -	Greenock	250	- -
Mardy	25	- -	Inverurie	11	- -
Rhymney	28	- -	Kirkintilloch	33	- -
Swansea	424	- -	Largs	112	- -
Welshpool	22	- -	Motherwell	117	- -
			Perth and District	238	- -
			Stranraer	84	- -
			Scotland.		

A Crew's Gift to the Institution.

THE Crosswell Life-boat is taking part in a procession in the neighbouring town of Ashington during August in aid of the Institution. It has been possible to arrange this without incurring any expense, as not only has the coal company which supplies the horses for launching promised to lend six horses and six horsemen for the day

without charge, but the crew of the Boat have offered to give up a day's work in order to take part in the procession. "We have all received," the Coxswain said, "a large amount of benefit from the Institution in the past, and we think that the least we can do is to stop fishing for one day of the year, and give our services on that day free."

Summary of the Meetings of the Committee of Management.

Friday, 9th January, 1920.

Mr. HENRY R. FARGUS in the chair.

Reported the receipt of the following special contributions:—

	£.	s.	d.
HER MAJESTY THE QUEEN (don.)	5	—	—
CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESCUE BARRATT, Esq.), on account of expenses incurred on behalf of Civil Service Life-boats	500	—	—
COVENT GARDEN LIFE-BOAT FUND (per BERT J. MONRO, Esq.)	142	5	8
INDEPENDENT ORDER OF ODD-FELLOWS (M. U.) FRIENDLY SOCIETY—			
Sub.	£50	—	—
Don.	2	17	6
JOSEPH CULLINGWORTH, Esq. (additional don.)	52	17	6
MAJOR J. F. CHURCH (additional don.)	50	—	—
H. F. CLARKE, Esq. (new don.)	50	—	—
MRS. E. MACANDREW (don.)	50	—	—

—To be thanked.

Suitably recognised the services of Mr. C. STACEY HALL, who has acted as Honorary Secretary of the Bournemouth section of the Poole and Bournemouth Branch for the past twenty-five years.

Decided to close the Groomsport and Queenstown Life-boat Stations.

Paid £9,262 8s. 11d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £303 11s. 7d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aranmore . . .	S.S. <i>Kirkcaldy</i> , of Sligo. Stood by vessel.	
Greencastle . . .	S.S.- <i>Albert Clement</i> , of Londonderry. Stood by vessel.	
Hfracombe . . .	Motor fishing-boat <i>Annie</i> . Saved boat and . . .	4
Newbiggin . . .	S.S. <i>Malmohus</i> , of Malmö. Stood by vessel.	
North Deal . . .	Ketch <i>Worry Not</i> , of Littlehampton. Stood by and assisted to save vessel.	
Porthdinllaen . . .	Schooner <i>Jane and Ann</i> , of Carnarvon . . .	4
Spurn (Motor)	Steam trawler <i>Prince Victor</i> , of Grimsby. Rendered assistance and stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Tenby . . .	Ketch <i>Vengeur</i> , of Groix	5
Totland Bay . . .	Schooner <i>Calumet</i> , of Brazil. Rendered assistance and stood by vessel.	
Whitby No. 2 . . .	S.S. <i>Mojave</i> , of Tacoma. Stood by vessel.	

Campbeltown No. 1 Motor Life-boat took medical assistance to Sanda Lighthouse; Gorleston No. 1 Life-boat rendered assistance to the s.s. *Roma*, of Belfast; Margate No. 2 Life-boat rendered assistance to the s.s. *Neuralia*, of London; Porthdinllaen assisted the schooner *Jane and Ann*, of Carnarvon; Padstow Steam Tug saved the schooner *Lord Devon*, of Salcombe and her crew of five; Ramsgate Life-boat rendered assistance to the motor schooner *Nieuwe Maas*, of Rotterdam; Southwold No. 1 Life-boat rendered assistance to the barge *Emma and Sarah*, of Rochester; and the Walton-on-the-Naze Motor Life-boat assisted to save the s.s. *Starleyhall*, of Leith, and her crew of seventeen.

Also voted £588 1s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Aldeburgh No. 2, Barry Dock, Cambois, Clacton-on-Sea (Motor), Easington, Falmouth, Flamborough No. 1, Fleetwood, Holyhead No. 1 (Steam), Hoylake, Llandudno, Lyme Regis, Margate No. 2, Mumbles, North Deal, New Brighton No. 1, Pakefield, Spurn (Motor), and Walton-on-the-Naze (Motor).

Granted £5 11s. 6d. to a man injured in the Life-boat service at Yarmouth.

Awarded the Silver Medal of the Institution, together with the Vote inscribed on Vellum, to THOMAS PENDER, Second Coxswain, and a Bronze Medal, with Vellum, to each member of the crew of the Sennen Cove Life-boat for their fine services in saving eight of the crew of H.M. motor launch No. 378, which was totally wrecked near the Longships, Land's End, on the 30th November, 1919. The Silver Medal had been previously presented to the Coxswain.

Awarded the Gold Pendant, together with copies of the Vote inscribed on Vellum, to each of four boys in recognition of their brave conduct in saving the crew of three of the yacht *Penguin*, which capsized and sank in Bouldner Bight, Yarmouth, Isle of Wight, on the 26th August, 1919.

The yacht capsized during a sailing race, and the boys, who were in a 11 ft. by 5 ft. dingey, immediately rowed to the yacht and rescued her crew, who were clinging to the mast and in grave danger, as at any moment

the yacht might have turned over on her side—as in fact she did after her crew had been rescued—and submerged the mast. A strong wind was blowing from the S.S.W., with a moderate sea.

Voted £15 to eight men and three women for assisting to save seven men, whose boat capsized when coming ashore from H.M.S. *Tancred*, at North Berwick, on the 27th November, 1919, during a moderate N.E. gale with a heavy sea. Four of the men went out in a boat and brought the capsized boat towards the shore with the seven men clinging to her. Four other men then entered the water up to their necks to help them, and the three women waded up to their waists to help the men. They all ran great risk owing to the state of the sea and the very cold weather.

Voted £4 10s. to seven men for saving a small fishing-boat and her crew of two hands off Thurso, on the 5th December, 1919.

Friday, 20th February, 1920.

Sir GODFREY BARING Bt., V.P., in the Chair.

Reported the death of Mr. ALFRED G. TOPHAM, who had been a member of the Committee of Management since 1907.

Reported the resignation from the Committee of Management of Captain ROBERT PITMAN, C.M.G., R.N., who had been a member since 1908.

Reported the receipt of the following special contributions since the previous meeting:—

	£.	s.	d.
R. NEWTON, Esq., of Darlington, further on account of new Motor Life-boat for Hartlepool 1,000	—	—	—
LORDS COMMISSIONERS OF THE ADMIRALTY, Grant from proceeds of exhibitions of Mystery Ships and German Submarines	210	—	—
OLDHAM LIFE-BOAT FUND, in aid of "Oldham" Life-boat stationed at Abersoch	110	—	—
ERNEST C. ROLLS, Esq., Proceeds of Matinée at Strand Theatre, 20th November, 1919	100	—	—
Miss R. M. HAMBERTON (additional donation)	50	—	—
—To be thanked.			

Specially recognised the services of Mr. H. D. BATESON, Deputy Chairman of the Liverpool Branch, and of Lady BOWRING and Miss HUGHES, President and Treasurer respectively of the Ladies' Committee.

Paid £12,040 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £745 4s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No. 1	Ketch <i>Emma Louise</i> , of Newport	4
Barry Dock	French schooner <i>Barleux</i> . Rendered assistance.	
Blackpool	S.S. <i>Olaf Brodin</i> , of Toro. Rendered assistance and stood by vessel.	
Beaumaris (Motor)	Schooner <i>Jane and Ann</i> , of Carnarvon	1
Barmouth	S.S. <i>Rio Negro</i> , of London. Rendered assistance.	
Bridlington	Motor fishing - vessels. Stood by vessels.	
Clacton-on-Sea (Motor)	H.M. tug <i>Dromedary</i>	18
Campbeltown No. 1 (Motor)	Steam trawler <i>Lanercost</i> , of Fleetwood. Rendered assistance.	
Dungeness No. 1	Ketch <i>Gelasena</i> , of Southampton	4
Fraserburgh (Motor)	Motor fishing-boat <i>Lily</i> , of Banff	3
Flamborough	Several fishing - boats. Rendered assistance.	
Flamborough No. 1	Two fishing - cobles. Stood by cobles.	
Gourdon	Two fishing-boats. Rendered assistance.	
Hayling Island	Schooner <i>Monte Grande</i> , of Havre	15
Johnshaven	Three fishing - boats. Stood by boats.	
Llandudno	Schooner <i>Jane and Ann</i> , of Carnarvon. Landed 4.	
	Schooner <i>Dundarg</i> , of Padstew	5
	Schooner <i>Dundarg</i> , of Padstew. Landed 5.	
Margate No. 2	Ketch <i>Boys' Friend</i> , of Grimsby	4
Moelfre	Ketch <i>Reliance</i> , of Douglas	3
Montrose No. 1	Five fishing - vessels. Stood by vessels.	
	Seven fishing-vessels, of Montrose. Stood by vessels.	
North Deal	Barge <i>Scotia</i> , of London	2
	Barge <i>Cambria</i> , of London	2
	Ketch <i>Nellie</i> , of Littlehampton	3
Rhoscolyn	Schooner <i>Fairy Maid</i> , of Padstow	3
Selsey	Schooner <i>Monte Grande</i> , of Havre. Stood by vessel.	
Southend-on-Sea	Barge <i>Irex</i> , of Rochester. Landed 2.	

Life-boat.	Vessel.	Lives saved.
Whitby (Motor)	S.S. <i>Mojave</i> , of Tacoma. Stood by vessel. Four motor fishing-boats, of Whitby. Escorted four fishing-boats to harbour.	
Whitby No. 2.	S.S. <i>Dorothy Talbot</i> , of London. Landed 11.	

The Brixham Life-boat assisted to save the s.s. *Stovaker*, of Christiania; Clacton-on-Sea (Motor) Life-boat assisted to the schooner *Maria*, of Rotterdam; Peterhead No. 2 (Motor) Life-boat saved the Admiralty Motor-boat *Nobles*, and her two hands; Ramsgate Life-boat rendered assistance to the ketch *Hettie*, of Ramsgate; and the Spurn (Motor) Life-boat stood by and assisted to save the barque *Paul*, of Pori.

Also voted £811 18s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Barry Dock, Bembridge, Bridlington, Cadgwith, Cambois, Clovelly, Dunbar, Dungeness No. 1, Donna Nook, Holyhead No. 1 (Steam), Kingstown (Motor), Margate No 1, Margate No. 2, Moelfre, Mumbles, North Deal (Reserve), Padstow (Steam Tug), Padstow No. 2, Penlee, Porthoustock, Pwllheli, Poolbeg, Porthleven, Peterhead No. 2 (Motor), Redcar, Ramsgate, Saltburn-by-the-Sea, St. Annes, Salcombe, Southend-on-Sea, Southwold No. 1, Spurn (Motor), Thurso, Teesmouth (Motor), Weymouth, Wells, and Walton-on-the-Naze (Motor).

Granted £27 7s. 6d. to men for injury, etc., in the Life-boat service at Ilfracombe, Llandudno, New Brighton, and North Deal.

Voted a further sum of £50 for the benefit of the men of the Ramsgate Life-boat who took part in the rescue of the *Indian Chief* in 1881.

Decided that a Letter of Appreciation be sent to the Coxswain and crew of the Rhoscolyn Life-boat in recognition of their zeal and energy on the occasion of the rescue of the crew of three hands of the schooner *Fairy Maid* of Padstow, during severe weather, on the 8th January.

Voted £3 4s. 6d. to three men for saving, at Dungeness, the two hands of the ketch *Amy King*, of Boston, on the 18th December.

Voted £1 11s. 6d. to six men for piloting the crew, of sixteen hands, of the s.s. *Skjoldborg*, into safety, at Mullion, on the 18th January.

Also voted £1 10s. to four men who put off from the *Lizard* to assist the same vessel. The vessel stranded during a very dense fog,

and the crew abandoned her, making for the shore in two boats.

Voted £6 13s. 6d. to five men for putting off, from Barry Dock, in a motor boat to the assistance of two steamers, on the 3rd January, during a S.S.E. gale with a heavy sea, as the *Life-boat could not be launched, owing to a damaged slipway*. Fortunately the services of the motor boat were not required.

Voted £6 4s. to three men for saving the fishing boat *Mary Ann*, and her three hands at Cromarty, on the 21st January.

Friday, 19th March, 1920.

The Rt. Hon. the EARL WALDEGRAVE, P.C., in the Chair.

Reported the receipt of the following special contributions:—

	£.	s.	d.
The Trustees of the late FRANK DAY, Esq.	500	-	-
R. A. HOYLE, Esq. (in memory of his uncle, the late Mr. John Ashworth)	100	-	-
H. GRAHAM BUSH, Esq. (additional don.)	50	-	-

—To be thanked.

Specially recognised the good services, extending over many years, of Major-General BOUGHNEY, Honorary Secretary of the Brancaster Branch.

Also decided to recognise the good services of Lady ANN, President of the Ladies' Auxiliary at Derby, and of Mrs. LAXON, an active helper of the Ladies' Auxiliary at Coventry.

Awarded the "Vellum Thanks" and a suitable gift to Mr. FRANCIS LAIDLER for his valuable co-operation in connexion with the Bradford Branch for the past twenty-one years.

Paid £13,999 19s. 5d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £158 13s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Kirkcudbright	Schooner <i>Venus</i> , of Port St. Mary. Landed 4 (and a dog).	
Lowestoft	H.M. drifter <i>Retriever II</i> . Rendered assistance.	
Peterhead No. 2 (Motor)	Trawler <i>K. M. Hardy</i> , of Aberdeen; H.M. destroyer V 46. Rendered assistance to both vessels.	
Port Patrick	Fishing-boat, of Port Patrick. Escorted boat to harbour.	

Life-boat.	Vessel.	Lives saved.
Stromness (Motor)	S.S. <i>Ulster</i> , of Aberdeen.	Landed 10.
St. Mary's (Motor)	Landed 1 man from the Bishop Rock Light-house.	

The Caister No. 1 Life-boat rendered assistance to the smack *Emblem*, of Ramsgate; Padstow Steam Tug and No. 2 Life-boat saved the s.s. *Bratto*, of Newcastle; St. Ives Life-boat saved the s.s. *Valur*, of Reikjavic, and her crew of fourteen; Stromness (Motor) Life-boat assisted to save the s.s. *Ulster*, of Aberdeen; and the Whitby (Motor) and No. 2 Life-boats rendered assistance to the steam tug *Saint Kayne*, of London.

Also voted £455 7s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Buckie, Cullercoats, Dunbar, Flamborough No. 2, Johnshaven, Margate No. 1, Margate No. 2, New Brighton No. 1, Newburgh, Newhaven (Motor), North Sunderland, Penlee, Redcar, St. Agnes, Walton-on-the-Naze (Motor), Whitehaven, and Whitby (Motor).

Granted £36 to men injured in the Life-boat service at Llandudno.

Voted an additional monetary reward to the crew of the North Sunderland Life-boat for a long and arduous service in very bad weather on the 7th March, 1920.

Awarded a pair of Binoculars to the Skipper of the trawler *Arley*, of Fleetwood, and a sum of £20, for division between him and the crew, according to rank, for saving twenty-eight men from four fishing-boats, and landing six from another boat, during severe weather, in the Sound of Innistrahull, on the 31st January.

The boats were overtaken by a S.W. gale and made for safety, but in the heavy sea they were unable to get in, and as they were drifting out to sea the trawler, which was herself running for shelter, picked up four of the boats and towed them in. On learning that another boat was at sea and being driven to leeward the *Arley* again put off, but in the darkness was unable to find the boat and returned to Culdaff. Meanwhile the missing boat was only kept afloat by skilful handling and baling, but, fortunately, a change of wind and tide enabled her to make Rathlin Island, and the men, now almost exhausted, were just able to crawl to the nearest hut. When this news reached the *Arley* she put off a third time, and brought the men home. Although no actual risk of life was incurred by the crew of the trawler, it was due to their persevering endeavours, extending over twelve hours, that the men were saved.

Voted £5 2s. to seven men for putting off in a motor fishing-boat and assisting two cobsles, which were unable to make the harbour at Berwick-on-Tweed, on the 13th

February. Owing to the strong W. wind, the rough sea, and the heavy spate coming out of the river, this was a service of considerable difficulty.

Voted £8 0s. 4d. to seven men for putting off in a motor boat, in a N.W. gale and a rough sea, in answer to signals of distress, off Bridlington, on the 27th February. Although the men searched for some time the vessel could not be found.

Voted £4 to two men for saving, by their personal exertions, the crew of four hands of the motor ketch *Mundania*, of Wick, at Margate, on the 21st February. The ketch came ashore, and was wrecked in Walpole Bay during a heavy N.N.E. gale and very rough sea. The two men waded out towards her and caught a line which was thrown to them. The crew of the ketch then launched their small boat, and the two men, with the aid of the line, guided and hauled it ashore. In doing this they ran a considerable risk, owing to the slipperiness of the rocks, the presence of holes, and the danger of being struck by wreckage.

Friday, 16th April, 1920.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions:—

	£.	s.	d.
"BATH"	2,000	-	-
ANCIENT ORDER OF FORESTERS FRIENDLY SOCIETY (Subscription for 1919)	125	-	-
LARNE LITERARY AND DEBATING SOCIETY (part proceeds of an Entertainment)	40	-	-

—To be thanked.

Appointed Commander HAROLD G. INNES, R.N., at his own request, Inspector of the Western District, vice Commander C. E. AGLONBY, D.S.O., R.N., resigned.

Appointed Commander STOPFORD C. DOUGLAS, R.N., Deputy Chief Inspector of Life-boats, vice Commander HAROLD G. INNES, R.N.

Paid £10,054 16s. 5d. for sundry charges in connexion with the maintenance of the various Life-boat Stations.

Voted £325 9s. 1d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Motor fishing-yawl <i>Sunshine</i> , of Arbroath. Rendered assistance.	
Ardrossan (Two trips)	S.S. <i>Hazelmoor</i> , of Newcastle. Rendered assistance and landed 28.	
Beaumaris (Motor) (Two trips)	Ketch <i>Esther</i> , of Beaumaris. Stood by vessel and landed 3.	

Life-boat.	Vessel.	Lives saved.
Campbeltown No.1 (Motor)	Ketch <i>William and Leigh</i> , of Campbeltown.	4
Holyhead No. 1 (Steam)	Schooner <i>The Gardner Williams</i> , of London. Stood by and assisted to save vessel.	
North Deal . . .	S.S. <i>St. Simon</i> , of Havre. Stood by vessel.	
Newbiggin . . .	Coble <i>Follow Me</i> , of Newbiggin . . .	3
Robin Hood's Bay	S.S. <i>Britannia</i> , of Sunderland . . .	16
Skateraw . . .	S.S. <i>Malabar</i> , of Newcastle	24
Tenby	Pilot-boat <i>S. Geo. Homfrey</i> , of Newport. Saved vessel and . . .	3
Worthing . . .	Barque <i>Pierre Antonine</i> , of Nantes. Assisted to save vessel.	

Granted £3 16s. 6d. to men for injury, etc., in the Life-boat service at Hayling Island and North Sunderland.

Granted a weekly pension to the widow of THOMAS MICHAEL, who died from injuries sustained whilst on service in the Holyhead Steam Life-boat, on the 28th March, when the Life-boat stood by and assisted to save the schooner *The Gardner Williams*, during a S.S.W. gale and a heavy sea.

Granted an additional reward to the crew and helpers of the Rhoscolyn Life-boat for a good service on the 8th January.

Also granted an additional reward to the crew of the Worthing Life-boat for a long and arduous service on the 12th April.

Decided to send a Letter of Thanks to Mr. F. A. LELLEAN, Honorary Secretary at Falmouth, for his zeal and co-operation on the occasion of the service of the Life-boat to the ketch *St. Leonard*, of Fecamp, on the 28th March.

Also decided to send a Letter of Thanks to Mr. WM. BERTRAM, Honorary Secretary at Skateraw, for his valuable help on the 3rd-4th April, when the Life-boat saved twenty-four lives from the s.s. *Malabar*, of Newcastle.

Awarded an Aneroid Barometer, bearing a suitable inscription, to T. HODGSON, and a sum of 30s. to another man, for saving the crew of three of the small boat *Eden*, which was caught in a S.S.E. gale, with a very heavy sea, off Maryport, on the 26th March, when returning from fishing, and was being driven on the Solway Banks. A sum of £3 was also granted to Hodgson for the repair of his mainsail, which was split during the rescue.

Granted an additional 15s. in connexion with the rescue of the crew of the ketch *Amy King*, at Dungeness, on the 18th December.

The Cresswell Life-boat rendered assistance to the motor schooner *Adrien Badin*, of Marseilles; and Falmouth Life-boat stood by and rendered assistance to the ketch *St. Leonard*, of Fecamp.

Also voted £357 7s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Barry Dock, Berwick-on-Tweed, Donaghadee (Motor), Dunbar, Flamborough No. 1, Margate No. 2, North Deal (Reserve), Padstow Steam Tug, Padstow No. 1, Padstow No. 2, Pakefield, Penlee, Poole, Ramsgate, Spurn (Motor), and Sunderland (Motor).

The Ramsgate Life-boat was launched to the assistance of the s.s. *St. Simon*, of Havre.

Centenary of the Institution, 1924.

Appeal to Honorary Secretaries.

THE Secretary of the Institution proposes, if possible, to compile its history for publication in 1924, and he will be most grateful to all Honorary Secretaries, especially of Station Branches, for every assistance which they may be good enough to afford in connexion with the history of their respective Branches (Stations), and for photographs dealing with such history, e.g., photographs of past coxswains, previous Life-boat-houses, past Life-boats, and other valuable records. All such documents should be marked "Centenary Records,"

and should have an accurate description, with names, dates, etc. It is hoped that they can be placed permanently at the disposal of the Institution, but, where it is particularly desired, every effort would be made to return them eventually. In the case of photographs, it should also be stated on each photograph if it is necessary to obtain permission to reproduce it and, if so, to whom such application should be made.

This notice will appear in every future issue of *The Life-Boat* till 1923.

Awards to Honorary Workers.

DURING April, May, June and July the following awards were made to Honorary Secretaries of Branches, and to other honorary workers in recognition of their services in the cause of the Institution:—

To Mr. S. J. R. LEGERTON, on his retirement from the office of Honorary Secretary of the Clacton-on-Sea Branch, the Thanks of the Committee of Management inscribed on Vellum, and a Silver Model of a Life-boat. Mr. Legerton, who was at one time Coxswain of the Clacton Life-boat, has been connected with the work of the Institution for 42 years, and for the past 21 years has acted as Honorary Secretary. During his tenure of office the funds raised by the Branch exceeded £3,500.

To Captain THOMAS DOUGHTON, J.P., on his retirement, after 25 years as Honorary Secretary of the Aberystwyth Branch, the Thanks of the Committee of Management inscribed on Vellum.

To Miss E. P. COSTEKER, in recognition of her work since 1906 as Honorary Secretary of the Ladies' Auxiliary at Lytham, the Record of Thanks and the Gold Brooch.

To A. FRANKS, Esq., on his retirement, after 8 years' service as Honorary Secretary of the Workop Branch, the Record of Thanks and the Gold Pendant.

To C. E. BALDWIN, Esq., on his retirement, after 10 years' service as Honorary Secretary of the Blyth Branch, the Thanks of the Committee of Management inscribed on Vellum.

To QUINTIN MOORE, Esq., on his retirement, after 25 years as Honorary Secretary of the Maryport Branch, the Thanks of the Committee of Management inscribed on Vellum.

To Mrs. BEDELL, President of the Wilmslow District of the Manchester Branch, the Record of Thanks and the Gold Brooch.

To Mrs. HASLEWOOD, on her retirement, after 6 years as Honorary Secretary of the Bridgnorth Branch, the Record of Thanks and the Gold Brooch.

To Mrs. R. J. BAILEY, Honorary Treasurer of the Ladies' Auxiliary, Stockport, the Record of Thanks and the Gold Brooch.

To Miss N. PICKFORD, Honorary Secretary of the Ladies' Auxiliary, Stockport, the Record of Thanks and the Gold Brooch.

To Mrs. HENRY GREENALL, Honorary Secretary of the Warrington Branch, the Record of Thanks and the Gold Brooch.

To Mrs. RALPH JOHNSON, Assistant Honorary Secretary of the Warrington Branch, the Record of Thanks and the Gold Brooch.

To B. J. KIRKHAM, Esq., Honorary Secretary of the New Brighton Branch, the Record of Thanks and the Gold Pendant.

To S. S. JERRETT, Esq., Chairman of the New Brighton Branch, the Record of Thanks and the Gold Pendant.

To Mrs. B. J. KIRKHAM, for valuable co-operation at the New Brighton Branch, the Record of Thanks and the Gold Brooch.

To JOHN PATERSON, Esq., on his retirement, after 24 years as Honorary Secretary of the Harwich Branch, the Thanks of the Committee of Management inscribed on Vellum.

To A. H. BELL, Esq., on his retirement from the post of Honorary Secretary of the Middleton Branch, the Record of Thanks and the Gold Pendant.

To H. T. BULL, Esq., on his retirement from the post of Honorary Secretary of the Bury Branch, the Record of Thanks and the Gold Pendant.

To R. T. FRY, Esq., on his retirement from the post of Collector at Worthing, a Framed Photograph.

To Miss FEARNSIDE, Honorary Treasurer of the Dewsbury Branch, the Record of Thanks and the Gold Brooch.

To Mrs. MACKELLAR, Honorary Secretary of the Dewsbury Branch, the Record of Thanks and the Gold Brooch.

To G. H. WATSON, Esq., on his retirement from the post of Honorary Secretary of the Neath Branch, the Record of Thanks and the Gold Pendant.

Awards to Coxswains.

The following Awards were made to Coxswains during April, May, June and July:—

To THOMAS WILLIAM JONES, on his retirement, after serving 11 years as Coxswain of the Aberdovey Life-boat, and, previous to that, 29 years as Second Coxswain, Bowman and a member of the crew, a Framed Certificate of Service and a Pension.

To R. SMITH, on his retirement, after 10 years' service as Coxswain of the Tynemouth Life-boat, a Framed Certificate of Service, a

Pension, and in addition to these a gratuity of ten guineas in recognition of his special and valuable services to the Institution. In 1913 Coxswain Smith was awarded the Silver Medal; in 1914 the Gold Medal for the service to the hospital ship *Rohilla*, and in 1916 the Silver Second Service Clasp and the Thanks of the Committee of Management inscribed on Vellum.

To RICHARD PARR, on his retirement, after 14 years' service as Coxswain of the Blackpool Life-boat, a Framed Certificate of Service and a Pension.

News from the Branches.

Perth.

The Annual Meeting was held on the 19th May, the chair being taken by the Rev. P. R. Landreth, the Chairman of Committee. The Report showed that for the nine months ending the 30th September, 1919, the Branch had collected £284, and £257 had been remitted to Headquarters. The Earl of Moray was re-elected Patron; Lord Forteviot and Mr. George Gray Presidents, and the Rev. P. B. Landreth Chairman of Committee.

Southwold.

The Thanks of the Committee of Management inscribed on Vellum, which had been awarded to Major E. R. Cooper, in recognition of his twenty years of service as the Honorary Secretary of the Branch, was publicly presented to him on the 20th May. The chair was taken by Major Debney, and the presentation was made by Commander Carver, Inspector of Life-boats for the Eastern District. In returning thanks Major Cooper spoke of the improvements which had now been carried out in the Southwold Harbour, which would make it possible for a Motor Life-boat to be stationed there. He spoke also of the great encouragement and appreciation which he had always received from the Institution during his twenty years of office. Nor did he know of any public body which showed a keener desire to have everything kept at the highest standard. Mr. L. S. Harrison has succeeded Major Cooper as Honorary Secretary of the Branch.

Swansea.

The Annual Meeting was held on the 1st June, the chair being taken by the Mayor, Alderman A. Sinclair. The Report for the nine months ending the 30th September, 1919, showed that a sum of £406 had been remitted to Headquarters. It was announced that the Committee of Management had decided to station Motor Life-boats at the Mumbles and Barry Dock.

Loughborough.

The Annual Meeting was held on the 7th June, and the Report showed

that for the nine months ending the 30th September, 1919, the sum of £171 had been collected, a substantial increase on the sum raised in 1918. The Mayor, Councillor W. F. Charles, was elected President, Mr. W. Hanford Vice-President, and Mr. Frank H. Toone Chairman of Committee.

Sheffield.

The Annual Meeting was held on the 29th June, the chair being taken by the Lady Mayoress, Mrs. S. Roberts. The Report showed that for the nine months ending the 30th September, 1919, the Branch had raised the sum of £869, and that £810 had been remitted to the Institution. Only £83 of this sum consisted of regular subscriptions, and it was felt that this was hardly worthy of a city of the importance of Sheffield. The announcement was made that it was hoped to increase the subscription by the renewed activities of the Ladies' Auxiliary.

Glasgow.

The Annual Meeting of the Glasgow Branch was held on the 2nd July, the chair being taken by ex-Bailie W. F. Russell, J.P. The Report showed that for the nine months ending the 30th September, 1919, the sum of £2,347 had been collected, and £2,029 had been remitted to Headquarters. The Chairman made a special appeal to shipowners to give their generous support to the Life-boat Service, and suggested that the workers on the Clyde might contribute a large sum by an annual donation of sixpence or a shilling a head.

Aberystwyth.

The Thanks of the Committee of Management inscribed on Vellum, which had been awarded to Captain Thomas Doughton, J.P., in recognition of his twenty-five years of service as the Honorary Secretary of the Branch, was publicly presented to him on the 7th July. In the absence of the Mayor of Aberystwyth, Professor Edward Edwards, the chair was taken by Captain B. Taylor Lloyd, and the presentation was made by

Mr. Solomon, the District Organizing Secretary for Wales, who spoke of the high appreciation which the Institution had for Captain Doughton's services, and of the added value which had been given to them by his practical knowledge of seamanship. In returning thanks Captain Doughton recalled that he himself had been wrecked in mid-Atlantic, and said that it was because he knew the dangers of the sea that he had very willingly taken up the duty of Honorary Secretary to the Branch twenty-five years ago. It was unanimously decided to invite Lieut.-Colonel Rea to succeed Captain Doughton.

Bridlington.

A very satisfactory exercise took place on the 9th July, in the presence of a large number of visitors, and a sum of between £14 and £15 was collected among them. It is pleasant to report that the crew expressed themselves as well satisfied with the new scale of rewards.

Balcary.

The inauguration ceremony of the Life-boat which was sent to the Station at the beginning of the war took place on the 24th July. The Boat is of the Self-Righting Type, and was presented by Miss G. E. Richings. Sir Charles Dunbar Hope Dunbar, Bt., the President of the Branch, presided over the ceremony, Commander Drury, the Inspector of Life-boats for the Northern District, presented the Boat to the Branch on behalf of the Institution, and she was received by Dr. Cromie in the name of the Committee. The name given to the Life-boat was *Scotia*, and the naming ceremony was performed by Mrs. Hollins. The Chairman then presented Mr. John Rorrison, late

Assistant Honorary Secretary of the Branch, with the Thanks of the Committee of Management inscribed on Vellum which, as was announced in the February number of *The Life-Boat*, had been awarded him on his retirement, in recognition of his services for over twelve years.

New Brighton.

A meeting was held on the 28th July, at which the Records of Thanks and the Gold Pendants awarded to Mr. S. S. Jerrett and to Mr. B. J. Kirkham in recognition of their work as Chairman and Honorary Secretary of the Branch respectively, and the Record of Thanks and Gold Brooch awarded to Mrs. B. J. Kirkham for her valuable co-operation, were publicly presented to them by the Mayoress of Wallasey, Mrs. E. G. Parkinson. The Mayor of Wallasey, Alderman E. G. Parkinson, presided, and read the letters of appreciation which had been received from the Institution. In responding, Mr. Jerrett said that he and his Committee felt justly proud of the fact that during the twenty-two years that he had been a member of it there had never been a failure in connexion with the Life-boat. Every call had been instantly and splendidly answered. Mr. Jerrett added that he was particularly gratified that Mrs. Kirkham had been honoured by the Institution, because, although she held no official position, she had given her services whole-heartedly to its work.

On the 26th July, the Mayor of Wallasey presided at a meeting of ladies, and urgently appealed for more generous support to meet the increasing cost of maintaining the Service. A largely augmented Committee of lady collectors was elected.

NOTICE.

The next number of THE LIFE-BOAT will be published in November, 1920.