

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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Notes and News.

By GEORGE F. SHEE, M.A., Secretary of the Institution.

THERE are many matters, both in connexion with the work of the Stations and of the Financial Branches, which I should be glad to discuss with Life-boat workers, and which they, no doubt, would like to discuss among themselves if only there were the opportunity. There are also many praiseworthy things done by our crews in the course of their Life-boat service which go unrecorded until the Annual Report appears, because in The Life-Boat we have only space to report fully those services of unusual danger and gallantry for which special awards are made. I have, therefore, decided to start this more personal column in The Life-Boat for comment and discussion on general matters of Life-boat interest, for the record of such good services as go unreported elsewhere, and for any other items of news which I think will be of interest.

The article on "The Life-boat Service and the Shipping Companies," which appeared in the August number of *The Life-Boat* has, I am glad to say, been quoted in a good many papers, while *Syren and Shipping*, one of the leading shipping papers, not only devoted a long article to the discussion of the points which we had raised, but gave its whole-hearted support to our appeal.

Syren and Shipping writes: "The Committee describe as 'extraordinary' and 'well-nigh incredible' the fact that many companies make no contribution at all. We cannot but share their astonishment that such should be the case. The explanation of a situation so little creditable to the industry is surely that with the many preoccupations of business, the claims of the Life-boat Service to generous support have been overlooked. If that is—and we are convinced it must be—the correct con-

clusion to draw, then it is only necessary to remind owners of the beneficent work performed by the Institution in saving valuable property and even more valuable lives. That the efficient maintenance of the Life-boat Service is a matter in which they have a vital interest is undeniable. Were the Institution compelled through lack of funds to relinquish its work—an unthinkable eventuality—and the Government had to step into the breach, we may be sure that the shipping industry would be called upon to pay a considerable share of the costs of administration. As it has already been shown, they pay in the aggregate a negligible amount for what is, after all, an important form of insurance."

The article then discusses our proposal that shipping firms should contribute to the Institution on the basis of one-tenth of one per cent. of their annual profits. "Even if this proposal be not regarded with favour, we have no doubt that the Committee would be very grateful if every owner contributed on the guinea per ship basis, which, leaving fishing vessels and other craft of under 100 tons out of account, would furnish the Institution with an annual income of some £9,000. Obviously, when one bears in mind the annual expenditure on the Life-boat Service, the guinea-a-ship levy would leave a very large sum of money to be secured from other sources, so that the basis in question could naturally be regarded only as a minimum."

This admirable article concludes: "Four years hence the Institution will celebrate its centenary, and we trust that between now and then there will be no possible ground for criticism of any section of the community interested

in the Mercantile Marine, and the gallant men who gain their livelihood under the Red Ensign, on the score of its indifference to the life-saving work performed under the auspices of the Institution."

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In one point, by a clerical error, our article did more than justice to the shipping community. It was said "the total amount received in subscriptions from the shipping community of Britain in 1919 was under £1,300—less than 10 per cent. of the sum required to carry on the life-saving work of the Institution." As the total ordinary expenditure for 1919 was £138,221, this should of course have been, not "less than 10 per cent.," but "less than 1 per cent.!"

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The following Shipping Companies should be added to the list, given in *The Life-Boat* for August, of those which subscribed to the Institution during 1919.

	Number of Vessels.	Annual Subs. and Don.	£.	s.	d.
Aitken, Lilburn & Co.	-	3	3	-	-
Dublin Steam Trawling Co.	6	3	3	-	-
John Innes, P. Henderson & Co.	8	5	5	-	-
Murphy, Michael, Ltd.	3	2	2	-	-
Palgrave, Murphy & Co.	2	2	2	-	-

I am also very glad to be able to record that some Shipping Firms have given larger subscriptions in 1920 than in 1919. In the above list, for example, Messrs. Michael Murphy, Ltd., have increased their subscription to five guineas, while Messrs. P. Henderson & Co. have given altogether twenty guineas. Of those in the list published in August the Anchor Line (Henderson, Bros.) has increased its subscription from two guineas to ten guineas, while Messrs. Cayzer, Irvine & Co. (the Clan Line), who subscribed fifteen guineas in 1919, have just given a special donation of £75 for 1920, and another £75 for 1921. These facts encourage us to hope that, as *Syren and Shipping* said, "It is only necessary to remind owners of the beneficent work performed by the Institution in saving valuable property and even more valuable lives."

Life-boat Days.

As our readers know, the Institution was the pioneer in organising the sale

of flags and other emblems in the streets in aid of its funds. Its example was soon followed by other charities, and then, during the war every charity, large and small, adopted it, until Flag Days, in London and the large towns, and Flower Days followed one another in almost unbroken succession. The inevitable result of this has been greatly to increase our difficulties in organising these Special Efforts. We have found this in particular during the past year. Local authorities, in some cases, are reluctant to give permission, ladies are less ready to come forward as sellers, and from many places it has been reported that "the public is tired of Flag Days." These difficulties, in varying degrees, have been found in most places. It is then all the more gratifying to record that *this year not only have Life-boat Days been held in a number of places where they have never been held before, but a large number of towns have raised record sums.* Of the towns which have made a considerable increase on their results of the year before, and in several cases record collections, I might mention Oxford, Dublin, Preston, Perth, Burton-on-Trent, Paignton, Lowestoft, Motherwell, Margate, Dewsbury, Weymouth, and Exeter. These are only a selection; many others have done as well, and it will be noticed that all parts of the British Isles are represented.

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Those who have organised or helped with Days, undeterred by the obvious difficulties, who have not given up in spite of a scarcity of workers, and have refused to be rebuffed by the apparent indifference of the public, will, I know, be glad and proud to know these facts, while I hope that those who were beginning to feel that this form of appeal was wearing out will take heart again. My own experience, in visiting a number of places on their Days, was that, as a result of the surfeit of Flag Days, the public was inclined to pass by sellers with an automatic refusal, but that once they understood that the appeal was for the Life-boats they gave very willingly and generously. It is also interesting to know that in more than one place, where a number of charities made

street appeals during the year, the largest sum was raised on *Life-boat Day*.

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I hope that every one will feel encouraged by these facts to make another and special effort with the *Life-boat Days* next year. Not only does the Institution draw a considerable part of its income from street collections, but through them it reaches thousands of people who would not otherwise contribute, and who do, in fact, depend on these appeals as their one opportunity, each year, of showing their appreciation of the work of the *Life-boat* crews. There is no doubt that the number of street collections permitted will soon be drastically reduced, but the Institution is one of the two or three great charities which may fairly claim the right to continue to appeal in this way to the public, since there is no citizen in any town or village anywhere in the British Isles who does not benefit, directly or indirectly, by its services. I am glad to say that in all those places where the local authorities have already decided to limit the number of street collections the Institution is still to be allowed its *Life-boat Days*.

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There is one point in connexion with the arrangements for *Life-boat Days* which I wish to bring particularly to the notice of their Organisers. I have found in one or two cases that they have undertaken a great deal of correspondence which they could have spared themselves by applying to headquarters. I should like it to be clearly understood that I am anxious to reduce their work in this way to a minimum, and that I am able to arrange at headquarters for the writing and typing of all appeal letters, whether addressed to individuals or to the press, so that it ought not to be necessary for any Organiser to have to do more than get her envelopes addressed and to sign the letters.

Sand Pictures.

I give on another page a photograph of a charming sand model of a *Life-boat* rescue and a lighthouse which was made at Rhyl, during the summer, by two boys of Royton, in Lancashire, and three Birmingham girls. By means

of it they collected £3 11s. for the Institution. This is not the first case of a sand model being used to help the Institution. Each year for the past four years Dr. Carroll has given a substantial sum—in 1919 it was over £14—to the Port Patrick Branch, as the result of collections made at the building of a model sand lighthouse. This is an idea which might well be developed, and I hope that all our helpers, particularly those with children, will remember it when they are next at the seaside. I am sure that the Honorary Secretaries of the seaside branches will be glad to help with the collections, and I shall be very glad to hear from any of them who think that they might add to their funds by organising regular Sand Model Competitions during the holiday months.

Progress of the Motor Life-boat Programme.

In spite of very great difficulties, we are pushing on with the construction of Motor *Life-boats*. At the end of 1918, when we laid down our peace-building programme of 50 Motor *Life-boats*, there were 19 on the coast, while a number more had long been awaiting completion. Five more were sent to the coast during 1919, and a new Motor *Life-boat* for the Lizard has just been completed, and gone by sea from Cowes to her Station under her own power. She is a Self-Righting Boat, 38 ft. by 9 ft. 9 in., fitted with a Tylor engine, and is named the *Frederick H. Pilley*, in recognition of the generosity of Mr. Frederick H. Pilley, of Upper Norwood, who has given a large part of her cost. On her final harbour trials she developed a speed of over seven knots an hour, and, as showing the perfection to which the construction of engines for Motor *Life-boats* has been raised, it may be mentioned that her engine ran for six hours with hatches closed down, and without requiring the least attention. Another 17 Motor *Life-boats* are now under construction, another 10 will be laid down very shortly, and yet another 10 will be laid down later on.

The Caterpillar Tractor.

In the May number of *The Life-Boat*, Captain Rowley, the Chief Inspector,

described the trials which we held at Hunstanton last March with an agricultural caterpillar tractor to see if it could be used, in place of horses, to launch Life-boats on flat sandy beaches. Those trials proved so successful that the Committee of Management decided at once to adopt the tractor, and twenty are now being purchased and adapted. The first will be sent to Hunstanton, and should be in use there before the end of the year. Others will follow the first twenty, and we anticipate that their use will add greatly to the promptness of launching, besides proving to be much more economical than the hire of horses.

Life-boat Services.

A very useful service was performed by the Appledore Life-boat on the 26th July, when the steamer *Mayals*, of Swansea, went aground on Bideford Bar in a whole gale. When the Life-boat reached her it was found that there was not sufficient water to get alongside, but the Second Coxswain and one of the crew went overboard and waded to the vessel. With the help of a ladder they got the crew of ten safely away, some of them being so exhausted as to need medical help when they reached the shore.

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A very prompt and efficient service was performed by the Sunderland Motor Life-boat on the 18th August. Early in the forenoon a fishing-coble was seen to be showing signals of distress off Seaham. As the Seaham Life-boat was under its annual survey, the Sunderland Life-boat was summoned. A moderate gale was blowing, with a very heavy sea, but in sixty-five minutes from the firing of the signal the Sunderland boat had reached Seaham Harbour, seven miles from her own Station. She arrived, however, to find that her services were not required, as the crew of the coble had run her ashore. They themselves were safe, but she had become a wreck. Had the coble remained at sea, she, as well as her crew, would probably have been saved. Mr. W. J. Oliver, the Honorary Secretary of the Sunderland Station went out with the Life-boat, and with the Coxswain, took charge of her.

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On the 14th September the Porthdinlaen Life-boat put out to the rescue of a fishing-boat in distress. A gale had sprung up while several fishing-boats were out, but all returned safely except one, which had its sails blown away, and was being carried rapidly out to sea. When the fisherman on board was rescued he was found to be the Second Coxswain of the Life-boat.

Life-boat as Ambulance.

Sometimes very unexpected calls come for the services of Life-boats. On the 6th November a telegram arrived at the Institution from the St. Mary's Station in the Isles of Scilly. Some days before, the steamer which plies between the Isles and Penzance had broken her tail shaft in the middle of the crossing, and there was no regular communication, except by a small schooner. On this day, however, with a strong head-wind blowing the schooner could not put to sea, and one of the islanders was lying seriously ill and in need of an immediate operation which could only be performed at Penzance. The telegram came to ask for permission to use the Motor Life-boat, the *Elsie*—which, it will be remembered, was launched at the beginning of this year—as an ambulance boat. Permission was, of course, given, and, manned by a volunteer crew, the *Elsie* made the forty miles passage in under five hours. She also brought with her at the same time the mails of the Islands. This is not the first occasion on which the *Elsie* has acted as an ambulance boat. In March last she was summoned to Bishop's Rock to take off a lighthouseman who had fallen ill; and it may also be of interest to mention that in December, 1919, the Campbelltown Motor Life-boat was used to take a doctor to the Sanda Island Lighthouse, the weather being too rough for any other boat to put out.

The Late Mr. R. W. Perry Circuit.

The Institution has lost a generous helper by the death of the Rev. R. W. Perry Circuit, the Honorary Secretary of the Brixham Branch. A short account of his work for the Life-boat Service will be found elsewhere, but I should like to quote here a letter

from a Life-boat worker in the North of England, who knew him well in the days before he went to Brixham.

"Mr. Circuit's first association with Life-boat work was, I believe, in the year 1896, when he acted as Chairman of a 'Life-boat Saturday Fund' demonstration in Heywood, Lancashire. I have reason to remember that demonstration because of a little personal episode. Those were the days when cyclists in fancy costume were encouraged to take part, and I went over from Manchester wearing oil-skins and a sou'-wester. The day was a very hot one, and on arrival in Heywood I found the greatest difficulty in separating myself from the saddle, to the intense amusement of our late friend. Mr. Circuit was blessed with a bright, cheery personality, and might well be described as a broad churchman. He delighted to attend the Manchester demonstrations, particularly enjoying any little social board following. He entertained the most cordial feelings for the Institution, and, in his passing, the Institution has lost a warm friend and a whole-hearted advocate."

Special Donations.

Among special donations which have been recently received I should like to mention that a well-known Admiral, who is already a supporter of the Institution, has sent a special gift of £5 out of his prize money; that one class in a London school has collected £1 2s., without any appeal being made to it, and has sent it to the Institution with letters from every member of the class; and that in a recent works collection at a gas company ninety per cent. of the employees and staff contributed.

Present and Future Articles in *The Life-Boat.*

Following on the article in the May number by Captain Rowley, the Chief Inspector of Life-boats, on the use of caterpillar tractors for launching Life-boats, I am printing in this number an article on the special launching platform in use at Sunderland, by Mr. A. W. Lewis, the Institution's Consulting Engineer. Many readers of *The Life-Boat* will remember a very graphic account from his pen of the torpedoing of the *Leinster*, which appeared in *The Life-Boat* for November, 1918.

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I hope to follow this article with other signed articles, not only on the work and developments of the Life-boat Service itself but of the other services with which it works, such as the Coast Guard, the Board of Trade Life-Saving Apparatus and Trinity House.

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In the February number there will appear an illustrated article giving a short history of the Dutch Life-boat Service which its Secretary, Mr. H. de Booy, has very kindly written. The Dutch Service was founded in the same year as our own Institution, and is just nine months the younger of the two. I hope to follow this article with others describing the Life-boat Services in other countries, so that, by the year 1924, when we celebrate our Centenary, readers of *The Life-Boat* will have had something in the nature of a general survey of the work of rescue from shipwreck throughout the world, and of the important developments which are now being made in it.

Increased Retaining Fees for Coxswains and Others.

In the August issue of *The Life-Boat* it was announced that the Committee of Management had decided, as from April, 1920, to give a further increase of 25 per cent. in the rewards paid to Coxswains and crews for going afloat to save life. This, together

with the increase already given in June, 1919, made the scale of rewards 50 per cent. higher than it was before the war.

Continuing this policy, the Committee of Management have now decided substantially to increase the retaining fees

which are paid to Coxswains, Second Coxswains, Bowmen, Signalmen, and others with special duties to perform.

The retaining fee for all Coxswains before the war was £8 a year, while Second Coxswains received £2, and the others in proportion. In October, 1917, it was decided that the retaining fees should vary according to the size of the Life-boats, and this new principle made a considerable increase in the fees paid to many Coxswains. The Committee of Management have now decided, as from October, 1920, to increase the fees by approximately another 25 per cent., except in the case of the smallest Life-boats, where this increase had already been given a year ago. The fees to Second Coxswains, Bowmen, Signalmen, and the rest have been increased in proportion.

Under the new scale adopted in 1917, extra fees were also given where the Boats were kept on slipways or on the open beach all the winter, or were kept afloat at moorings; and in 1919 it was decided that an extra fee should also be given to the Coxswains of Motor Life-boats. Thus, while in 1914 the fee paid to all Coxswains was £8, the smallest fee now paid—for Pulling Life-boats with no sails—is £10, while a Coxswain of a large Motor Life-boat receives £20, and if she is kept at moorings £24. Increases on a still larger scale have been made with regard to other payments. The fee of 10s. a tank, which was paid to the Coxswains of Boats fitted with water ballast, is now £1; while the allowances to Coxswains for painting the Boats have been increased, on an average, by 85 per cent.

The Duke of Connaught's Appeal to the Army.

IN common with Their Majesties the King and Queen, and other members of the Royal Family, H.R.H. the Duke of Connaught has always been a warm sympathiser with the work of the Institution, and, in the midst of many national duties, he has found time to give it a personal and active support for which the Committee of Management are deeply grateful.

It will be remembered that His Royal Highness took the chair at the Annual Meeting of the Institution in 1917, and at the end of a speech, in which he spoke of the Life-boats as "essentially a fighting service," and described their splendid achievements during the first three years of the war, he said: "I only hope that, in however small a way, I may be able to help forward the interest in and support for this grand national Institution. I shall be amply repaid by knowing that I have been able to interest the people of this country in a Service which is probably amongst the finest from one end of the kingdom to the other."

That this was no mere verbal expression of good-will His Royal Highness has again most generously shown by

making a personal appeal to all those corps of which he is either Colonel or Colonel-in-Chief. He is Colonel of the Grenadier Guards, and the R.A.S.C., and Colonel-in-Chief of the Inniskilling Dragoons, the Highland Light Infantry, the Royal Dublin Fusiliers, the Rifle Brigade, and the R.A.M.C.

The following is the letter which His Royal Highness sent out:—

Clarence House,

St. James's, S.W.

As your Colonel-in-Chief, I would like to appeal to the officers, n.c.o.'s and men to support the Life-boat Service, which is provided by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. The Institution was founded nearly a hundred years ago by a gallant soldier, Colonel Sir William Hillary, Bt., himself one of the noblest of Life-boat heroes, and it has a double claim on us, as soldiers and as citizens. It provides and maintains the Life-boats round all the coasts of the United Kingdom, rewards all who save life from shipwreck, compensates those who are disabled, and pensions the widows and children of those who may lose their lives in its service. It rescued 5,322 lives during the war, and has granted rewards for the saving of over 57,000 lives since 1824. The Institution does all this without any help from the State, being maintained entirely by the free gifts of the public.

The officers and men of the Navy are very generous subscribers to the Life-boat Cause. I think that we soldiers, whose duties continually take us overseas, and who, therefore, know something of what the perils of the sea are, scarcely realise all that we owe to the gallant crews of the Life-boats, and I feel that we ought not to be behind the sailors in our generous support of one of the noblest forms of national activity, and one so typical of the courage, endurance and humanity of our maritime people.

I enclose a leaflet giving a brief survey of the Institution's work, and I think you will agree with me that the Wreck Chart forms in itself the most eloquent appeal.

If the officers and men of the Battalion decide to support the Institution's work, would you kindly send subscriptions and donations direct to the Secretary of the Institution, at 22, Charing Cross Road, W.C. 2.

Believe me, Yours sincerely,

(Signed) ARTHUR,
F.M., Colonel-in-Chief.

As a result of this appeal there has already been a very generous response. Over a hundred units from all over the world—at home, on the Rhine, in Constantinople, Gibraltar, Malta, Egypt, India, Ceylon and China—have sent subscriptions, and the total, so far received, is close on £600.

So splendidly are those corps responding to which the Duke of Connaught has appealed, that we hope in time to extend the appeal, through the help of other Colonels and Colonels-in-Chief, to the whole Army, and to see it take its place with the Navy as one of the permanent and most generous supporters of the Life-boat Service.

The Sunderland Life-boat Platform.

By A. W. LEWIS, The Consulting Engineer of the Institution.

THERE are more ways than one of launching a Life-boat. Perhaps the most elementary way now in use is that of pushing her into the water over skids thrown down on the foreshore. The quickest, and therefore the most satisfactory way at present devised, is to place the Boat at the top of a steep slipway, down which, when released, she runs by her own weight into the water—a matter of a few seconds only. At many Stations the Boat is conveyed from the boat-house to the sea on a carriage drawn by men or horses; and at a number of these which have flat sandy beaches it is now proposed to replace horses with motor caterpillar tractors. At a few Stations the Boat is mounted on a trolley running on rails laid from the boat-house over the foreshore into the sea. In all these cases it should be noted, however, that the Boat takes the water bow first, and it is only at two Stations at present that this principle is departed from. At Port Patrick the Boat is lowered into the harbour by means of a crane, and at Sunderland she is lowered into the river on a platform or "lift."

Before describing in more detail the

arrangements at Sunderland, the reasons for adopting them will be first explained. It was decided in 1912 to place a Motor Life-boat at Sunderland, but the questions of where to house the Boat and how to launch her presented some difficulties. No site for a slipway could be found on the south side of the river, and the north side was too far from the crew's homes. At spring tides at Sunderland the difference in level between low water and high water is about 14½ ft., and allowing for launching the Boat at the lowest tide and for hauling her up out of the reach of the highest tide, a slipway about 200 ft. in length would be required. A site of this length could not be found alongside the busy quays on the south side of the river, and where space was available in the outer Harbour the site was too exposed in heavy weather.

In order to meet these difficulties it was at first proposed to place the Boat on a floating pontoon moored within "dolphins" or piles alongside the Ferry Landing Jetty. Here, where the boat-house now stands, there was room enough for a pontoon 50 ft. long, though a slipway was out of the question. The

proposal, however, was abandoned, because at low water the pontoon would have been aground unless the site had been dredged, and this would have entailed future difficulties and great expense in maintaining the extra depth of water.

It was then proposed to place the Boat on a platform which could be lowered into and lifted out of the water vertically. The difficulty about available space was met equally well by this device as by a pontoon. A similar scheme had been adopted at Marseilles, but there, the tidal rise being about 3 ft. compared with $14\frac{1}{2}$ ft. at Sunderland, much less work is required in lifting and lowering the Boat. On the score of cost, it was decided, at first, to work the lowering and lifting machinery by hand power, and this is now being done; but it has since been decided to have a petrol engine to do the work, and this will shortly be installed.

The writer hopes that readers of *The Life-Boat* will be able to picture to themselves, by the aid of the diagram, the whole arrangement—the tall piles in the river carrying the boat-house; the well, open to the river at its front end and with deck platforms along each side and at the back of it; the moving platform for the Boat suspended by four steel wire ropes; the drums round which these ropes are wound; the two main shafts of solid steel carrying the drums; and, lastly, the winch and gearing by which these shafts are turned. The diagram is a perspective view looking into the house at low water, showing the Boat and platform partly lowered so that the ropes and winding machinery can be seen. The house itself is not shown.

When the platform reaches the bottom of its travel it is so held that, as the ropes continue to be wound out it gradually tilts forward and the boat is inclined ready to slip into the water as soon as she is released. While the Boat is being lowered and tipped she is secured by a slip chain to a mooring bar at the rear of the well, the bar being lowered synchronously with the platform by

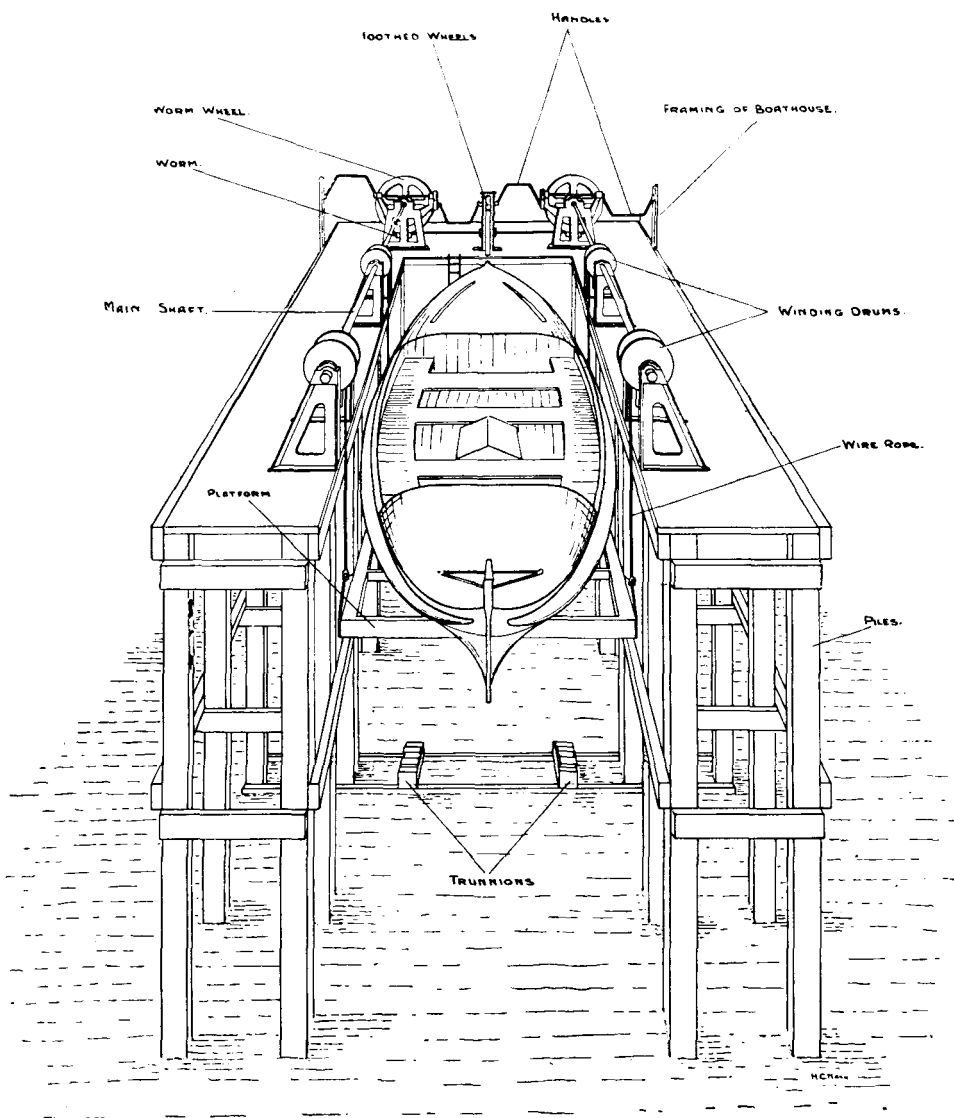
the same winding machinery. This detail is omitted from the diagram in order to avoid confusion.

As soon as the Boat is fully tilted for a launch her slip chain is released. As the Boat is mounted on rollers, she slips off the platform by her own weight and runs over some steel rail skids into the river channel. Such is a launch at low water of spring tides, but if the tide should be higher the boat is only lowered into the water until afloat, when her propeller is started and she is away.

When the Boat returns she is steered into the well, placed correctly over the platform, and secured to it by preventer ropes on each side fore and aft. Boat and platform are then slowly wound up out of the water, when the slip chain is again attached, and the work of winding them up into the boat-house is completed.

The lifting and lowering machinery is more difficult to describe without recourse to technical terms, but it may be realised by the following train of movements. First, there are men turning four handles; these handles turn toothed wheels, which turn other toothed wheels. These latter turn a shaft running across the boat-house at the back of the well. At each end of this shaft are what are termed "worms"—just screws with the threads far apart. These worms turn a pair of big-toothed wheels, indicated in the diagram, and these big wheels turn the main shafts running along each side of the well. Fixed to these shafts are the drums round which are wound the wire ropes attached to the boat platform and mooring bar.

When the boat is being lowered two men are sufficient for turning the handles. Moreover, an arrangement is provided so that the Boat is lowered more quickly than she is lifted. For lifting, eight men are required to turn the handles, and it is hard work for them all. Soon, however, a neat little petrol engine will be doing the work. But for the war, and the necessity of curtailing expenditure, it would have been provided sooner.



— SUNDERLAND BOAT AND LIFTING GEAR —

— PERSPECTIVE DIAGRAM —



JUST IN TIME.

(From a painting by Mr. W. R. E. Stott.)



A SAND PICTURE OF A LIFE-BOAT RESCUE.

(See page 95.)

Glamorgan's Gift of Two Life-boats to the Prince of Wales.

A SCHEME is on foot to commemorate the safe return of the Prince of Wales from his voyage of 35,000 miles by a presentation from the County of Glamorgan which will at the same time signalise the fact that he is the President of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

One of the most representative Committees ever formed in the County, has been got together, consisting of the Lord Lieutenant, the Earl of Plymouth, the Earl of Dunraven, the Lord Mayor of Cardiff, the Mayors of Swansea and the other principal Boroughs in the County, the majority of the Glamorgan Members of Parliament, the Chairmen of the Urban District Councils, the President of the Cardiff and Swansea Chambers of Commerce, and the leading South Wales shipowners. The Committee held its first meeting on the 11th November, and decided that Glamorgan's Thank Offering for the safe return of the Prince shall take the form of two Motor Life-boats which it is proposed to place at the Mumbles and Barry Dock on the Glamorgan coast. It was also decided to make an immediate appeal in every city, town and village in the County for the £20,000 which will be required to build the two boats, the Committee feeling that a gift from

Wales to her own Prince, in a form so intimately connected with the great shipping industry of South Wales, will be sure to meet everywhere with the widest and most generous response. The Earl Waldegrave, the Chairman of the Institution, was able to announce to the meeting that the Prince of Wales had graciously consented to allow one of the Life-boats to be named *Edward, Prince of Wales*, and the Committee unanimously decided to ask His Royal Highness, as President of the Institution, personally to accept the gift of the two Life-boats, and to launch the one bearing his name, as soon as they have been sent to their Stations on the Glamorgan coast.

The Prime Minister has given his personal support to the appeal, and has sent the following very cordial message to Lord Plymouth—

"I am indeed glad to learn that the County of Glamorgan, which stands forward so prominently in its energy and enterprise in all that relates to shipping, has had the happy idea of commemorating the safe return from his Overseas Tour of His Royal Highness the Prince of Wales, by presenting to the Institution, of which the Prince is the President, two Motor Life-boats, one of which will bear the name of Wales' own Prince. There could be no more appropriate gift, and no part of the kingdom has a better right to a Life-boat which will bear the name *Edward, Prince of Wales*."

A Fisherman's Tribute to the Life-boats.

On the 30th September the Teesmouth Motor Life-boat went to the help of a tug with two hoppers in tow, which, during a heavy fog, had run on the rocks. Two days later the Institution received the following letter from a fisherman. It is a fine tribute to the work of the Life-boat, and, at the same time, a graphic description of the service.

High Street,
Coatham, Redcar.

DEAR GENTLEMEN,—Just a line to you on Thursday I was Fishing at the south Gare Breakwater in a Dense Fog About Dinner-time, All at once it cleared, and they to my Surprise was a Tug Boat, and 2 hoppers labouring heavily on the North Gare Rocks with the Seas Breaking Clean over them. The Tees Motor Life-Boat the Ethel Day

Cardwell was quickly on the Move. They Manned the Boat Beautifull They went through the surf to the off side. They Could not Succeed so They Grappled they way over the Rocks to the Inside off the Ships, and Waiting Patiently for the Opportunaty succeeded in getting 6 men From the First Hopper. The Next was Still more Difficult has they Could not get Plenty off Water at the Inside so Round They Came Through the Breakers to were they was Plenty off Room to work in, so they Manourvered the Boat under her Stern and got the 2 sailors and very Pleased I was to see the New Life-Boat going Merringly up the River, to Middlesbrough to the Homes off the Ship Wrecked Sailors. about 6 oclock in the Evening I had Finished my Fishing. I so the Life Boat getting made fast to her Moorings, Finishing her Sucessfull Voyage.

From yours sincerely,
F. COOKE.

Life-boat Day Results.

WE print below a list of the results of the Life-boat Days which have been held since the last list was published in the August number of *The Life-Boat*. Comments on the results of this year's Special Efforts will be found in "Notes and News."

London.

	£.	s.	d.
Hampstead	142	-	-
Lewisham	15	-	-
Winchmore Hill	100	-	-

South-West of England.

Basingstoke	31	-	-
Bournemouth	450	-	-
Brixham	82	-	-
Chard	24	-	-
Clevedon	35	-	-
Devizes	24	-	-
Eastleigh	27	-	-
Exmouth and Budleigh Salterton	91	-	-
Falmouth	51	-	-
Fareham	20	-	-
Gosport	44	-	-
Ilfracombe	30	-	-
Isle of Wight (additional)—			
Newport	68	-	-
Ventnor	36	-	-
Lymington	18	-	-
Minehead	30	-	-
Newbury	30	-	-
Newton Abbot	34	-	-
Oxford	212	-	-
Paignton	170	-	-
Penzance	131	-	-
Port Isaac	42	-	-
Portsmouth	346	-	-
St. Ives (Cornwall)	70	-	-
Salisbury	116	-	-
Scilly Isles	40	-	-
Seaton	48	-	-
Sidmouth	35	-	-
Teignmouth	122	-	-
Watchett	50	-	-

Wells (Somerset)	30	-	-
Wareham	20	-	-
Yeovil	75	-	-

South-East of England.

Ashford	30	-	-
Brancaster	12	-	-
Chelmsford	65	-	-
Cromer	54	-	-
Diss	36	-	-
Felixstowe	58	-	-
Gorleston	37	-	-
Great Yarmouth and Caister . .	134	-	-
Guildford	62	-	-
Leiston	28	-	-
Margate	219	-	-
Norwich	80	-	-
Rochford and District	43	-	-
Rye	27	-	-
St. Ives (Hunts.)	27	-	-
Selsey and Bognor	141	-	-
Sheringham	75	-	-
Southend and Leigh	126	-	-
Sudbury	19	-	-
Tunbridge Wells	33	-	-
Walton-on-Naze	200	-	-
Wells	9	-	-
Westgate-on-Sea	10	-	-
Wisbech	80	-	-

Midlands.

Bishop's Castle	12	-	-
Boston	35	-	-
Cheltenham	78	-	-
Cleobury Mortimer	10	-	-
Grimsby	229	-	-
Hereford	38	-	-
Kettering	50	-	-
Kidderminster	130	-	-
Lampeter	7	-	-
Leicester	290	-	-
Ludlow	31	-	-
Mablethorpe	23	-	-

	£.	s.	d.		£.	s.	d.
Northampton	300	-	-	Hornsea	41	-	-
Oldbury	40	-	-	Huddersfield	716	-	-
Rugby	78	-	-	Hull	300	-	-
Skegness	250	-	-	Isle of Man :—			
Sleaford	22	-	-	Castletown	39	-	-
Spalding	40	-	-	Douglas	500	-	-
Stone	24	-	-	Peel	110	-	-
Walsall	70	-	-	Port Erin	127	-	-
Weedon	10	-	-	Port St. Mary	34	-	-
West Bromwich	40	-	-	Ramsey	151	-	-
Whitechurch	73	-	-	Keighley	223	-	-
				Kendal	52	-	-
Ireland.				Morecambe	55	-	-
Bray and Greystones	55	-	-	Robin Hood's Bay	34	-	-
Howth	17	-	-	Rotherham	229	-	-
Kingstown	72	-	-	Runswick Bay	41	-	-
Skerries	23	-	-	St. Annes-on-the-Sea	52	-	-
Youghall	20	-	-	Saltburn	45	-	-
				Scarborough	290	-	-
Wales.				Whitby	88	-	-
Aberdovey	44	-	-	York	138	-	-
Abergavenny	69	-	-				
Carnarvon	14	-	-	Scotland.			
Colwyn Bay	259	-	-	Aberdeen	271	-	-
Llanddulas	95	-	-	Abernethy	3	-	-
Llanwrtyd Wells	27	-	-	Ayr	130	-	-
Llandrindod Wells	100	-	-	Blairgowrie and Rattray	28	-	-
Llandeibie	9	-	-	Brechin	45	-	-
New Quay	20	-	-	Castle Douglas	15	-	-
South Carnarvon	60	-	-	Coatbridge	65	-	-
Tenby	50	-	-	Couper Angus	16	-	-
				Dumbarton	105	-	-
North of England.				Dumfries and District	232	-	-
Batley	123	-	-	Dunfermline	134	-	-
Beaumaris	37	-	-	Dunoon and District	67	-	-
Blackpool	546	-	-	Hamilton	60	-	-
Cresswell	178	-	-	Kilmarnock	78	-	-
Darlington	61	-	-	Meigle	15	-	-
Filey	54	-	-	Montrose	61	-	-
Flamborough	12	-	-	Renfrew	23	-	-
Fleetwood	146	-	-	Rothesay	82	-	-
Gateshead	66	-	-	Scone	7	-	-
Harrogate	100	-	-	Stanley	4	-	-
Haslingden	68	-	-	Stonehaven	35	-	-
Hauxley	99	-	-	Wishaw	35	-	-

Miners and the Life-boat Service.

ON the 18th September a very successful procession took place at Ashington, and as a result of it and of a ball which followed, a sum of over £174 was raised for the Institution. Ashington is a mining village, and the Day was organised by Mr. H. S. Hunter, the Honorary Secretary of the Cresswell Branch, with the active support and help of the Workmen's Social Clubs and the local Trade Unions and Co-operative Societies. The procession was headed by the Cresswell Life-boat, of whose crew nearly all have, at some time,

worked in the Ashington mines. The Crew gave their services for the day, while the six horses which drew the Life-boat had been lent by the Ashington Coal Company. After the Life-boat came the Newbiggin Sea Scouts, and they were followed by a Trades Display. The Day was a very great success, and is another of the many proofs which the Institution has received of the readiness and generosity with which the men and women of the working classes support the Life-boat Service.

Bronze Medal for a Brave Irish Boy.

As our readers know, the Institution makes awards for all rescues or attempted rescues of those in peril from shipwreck round the coasts of the United Kingdom, whether the rescues are performed by the Life-boat crews themselves or by private individuals. At the same time there are many other gallant deeds performed round our coasts which it has never been considered the duty of the Institution to recognise. We confine ourselves to the recognition of those deeds of gallantry directly arising out of shipwreck. Exceptional cases, however, from time to time occur where the Committee of Management feel that it would be wise to go beyond the strict rule governing the Institution's awards, and such a case did occur on the 12th June last at Fenit, on the west coast of Ireland.

Two boys, John F. O'Mahony, the son of the Chief of Customs at Fenit, and his friend Bernard Kelly, were bathing together at Lighthouse Point. They were both twelve years of age, and neither could swim more than a few strokes. It was a cold day, with a moderate gale blowing off shore, and the sea was rough. As O'Mahony came out of the water he turned and saw that Kelly was struggling. He went back at once to his help, but was not able to reach him. He came

ashore a second time, and, with the help of some little girls, succeeded in launching a canvas canoe which was tied down in a field by the shore. In this canoe O'Mahony put out once again to the rescue, but the tide was ebbing, and with the strong off-shore wind, swept the canoe right past the drowning boy. In the wind and the rough sea, O'Mahony found that he could not manage it, so, instead of struggling uselessly, he had the presence of mind to ship his oars and lie down flat in the bottom, and the canoe was carried out to sea.

In the meantime a coastguard had been told of what had happened, and seeing the canoe already far out he signalled to a small war craft, H.M.S. *Heather*, which was lying at anchor off the lighthouse. The *Heather* put to sea as quickly as possible, but she had to go eight miles out before she overhauled the drifting canoe and could rescue O'Mahony, who all this time had been lying naked and wet in the bottom of the canoe.

Bernard Kelly was drowned, and his body recovered the same night, but O'Mahony had made a most gallant attempt to save him, and had done it at great risk to his own life. Although it was, strictly, not an attempt at rescue from shipwreck, the Committee of Management felt it to be a case of

so exceptional a character as to justify them in giving a generous interpretation to the rule governing the bestowal of the Institution's medals, and they

decided to award O'Mahony the Bronze Service Medal, and, at the same time, to present him with two War Savings Certificates.

The Problem of Ships' Life-boats.

SHIPS' BOATS: THEIR QUALITIES, CONSTRUCTION, EQUIPMENT AND LAUNCHING APPLIANCES. By Ernest W. Blocksidge, M.I.N.A. (Longmans, Green & Co. 25s. net.)

**Reviewed by FELIX RUBIE, M.I.N.A.,
Surveyor of Life-boats.**

THIS book should be of use to all who are interested in the details of the construction and equipment of ships' boats. It is orthodox in that it conforms to the practice of ancient books on Naval Architecture and that it is dedicated, has a preface, and, in addition, a quotation from Ruskin of some length, though it may be doubted if Ruskin had in mind a ship's boat when he wrote, in "Harbours of England," "There is, first, an infinite strangeness in the perfection of the thing, as work of human hands. I know nothing else that man does, which is perfect, but that."

The book mentally raises again the whole question, not of what ships' boats should be, but whether ships should have boats at all for life-saving. One can hardly read it without feeling that shipowners, and those connected with ships, doubt their utility. Anyone familiar with ship-yards, their managers, marine superintendents and others who work there, knows the language habitually used over boat-lowering gear and davits. It is not language fit for this or any other journal, but it seems to me to point to some doubt, in the minds of those who use it, of the value of the ship's life-boat and all its belongings.

It is, in fact, an unsatisfactory craft. It takes up a lot of room, and, as one can see at a glance from Mr. Blocksidge's admirable illustration of the boat-deck of the *Aquitania*, might be very difficult to launch. It must always be remembered that a ship's life-boat necessarily is something entirely different from the Life-boats of the Institution, which are, of course, far too large and heavy to be carried in davits, and that it simply could not live in really bad

weather. Apart also from construction—and much remains to be known about the stability and construction of ships' life-boats, and of the possibility of launching them under all conditions—there remains the question of "handling," and I think it still is the most important of all. The small boat handler is not the product of a passenger steamer. He is round the coast, used to small boats from an infant onwards. Such men are the coxswains at so many Life-boat Stations. Were it possible to calculate the crews' lives saved by the skill of the coxswains in handling the boats successfully in very difficult circumstances, it would be a large and interesting total.

The main problem, then, is whether we should not be wiser to rely on the ship rather than on her boats, and to devote the energy and money, which is now divided between the two, on making the ship herself safer. Much might be done towards making ships practically unsinkable. Much, in fact, has been done.

Our later types of Dreadnought are able to float when struck by at least one torpedo. The *Marlborough* was struck in the boiler-room in the action at Jutland, was able to remain in the line, and was afterwards safely docked on the Tyne. This was the only case of a modern battleship being struck by a torpedo during the whole war, but it is enough to show what can be done by proper design.

If the boats were eliminated, it would also be possible for the whole of the upper-deck to be arranged as rafts, which would float away with the passengers on them if the vessel sank, until they were rescued by some passing vessel. The deck on top of the rafts would, of course, form a continuous deck for passengers to walk about on in the ordinary way.

To return to Mr. Blocksidge's book. It will be found to contain considerable detail about the construction of ships' boats; and the lowering gear, davits,

and other fittings are well described and illustrated. Its illustrations and detail sketches are its best features. I am doubtful if the inclusion of a chapter on stability adds much to its value, for the same can be found in the ordinary text-books, and it does not go far enough. Dynamical conditions should have been dealt with. Any ordinary person, with no other knowledge than that which he derived from reading this book, would decide that an ordinary bicycle was an impractical device with no transverse stability. This roughly illustrates what I mean. The importance of transverse stability seems exaggerated, whilst longitudinal stability and intermediate inclinations between the two are overlooked.

Enough also is known about waves to have made it worth while to include an outline of the subject. The particles of an ordinary wave, as it passes, have

an orbital motion. If you take, say, a cubic foot of water at the crest of a wave, and a cubic foot from the hollow or trough, the virtual weight of the cubic foot at the crest is much less than at the hollow. This can be roughly illustrated by attaching a stone to the end of a piece of string and swinging it round, or swinging round a bucket full of water. Some years ago, when long vessels were first running on the Atlantic, it was found by calculation that too much strain was put on the top strake of side plating, and that it should have shown signs of straining, which, in fact, did not occur. In these calculations no allowance was made for the difference between the virtual weight of the water at the wave crest and the hollow. It is quite a simple matter to make the calculations if the size of the waves are known; but in practice the worst possible wave conditions are assumed, and the calculations made accordingly.

The Harvest Festival of Two Life-boats.

Two Life-boats, the *Martha*, of Cresswell, and the *Edward and Eliza*, of Holy Island, celebrated Harvest Festival by answering the call of vessels in distress. In both cases the crews were actually in church, and the Harvest Festival service was in progress when the alarm was given.

Just after seven in the evening of the 21st October, during a heavy fog, flares were reported burning two miles north of the Cresswell Station. The crew were summoned from the church, which is close by the Boat-house, and, within ten minutes of the flares being seen, the Boat was launched. When she reached the wreck she found that it was a steam trawler—the *C.S.D.*, of North Shields, which had stranded on a sand bank 200 yards from the shore. A very heavy swell was running, and the waves were breaking right over the trawler, so that the Coxswain felt it would be too dangerous to go right alongside the wreck. He lay to leeward, a line was passed to the trawler, and all her crew of eight were drawn safely to the Life-boat. Two hours after the launch she reached shore again, and the crew of the trawler, who were

much exhausted, were divided among the houses of the Life-boat crew for the night.

The Committee of Management considering it to be a skilful service, in circumstances requiring care and very good judgment, gave increased rewards, and sent a special Letter of Appreciation to the Station.

The Harvest Festival had been celebrated at Holy Island a week before. On the 15th October, shortly after eight in the evening, when all the people of the Island were in church, the Coast-guard came with the news that he had seen lights on the Goswick Sands, and thought a vessel had gone ashore. It was decided at once to launch the No. 2 Life-boat, and the crew were summoned from the church. The congregation had just finished the special Harvest Festival hymn, each, verse ending with the refrain—

"Thou mayest not join the reapers
Upon the harvest plain,
But he who helps a brother,
Binds sheaves of richest grain,"

and the preacher had announced his text, "There go the ships," when the alarm was given. The exact position of the vessel in distress was unknown,

and in thick drizzling rain the Life-boat was drawn by the horses on a wide detour of the sands for over two miles. The scene of the wreck was reached at 10 o'clock, and it was then found that two vessels had stranded, but that their crews had got ashore in their own

boats. The two vessels were steam drifters of Stornoway, the *Bure* and the *Result*, and they both became total wrecks. They lie on the treacherous Goswick Sands beside the remains of two other vessels, wrecked on the same spot.

Awards to Coxswains.

DURING September and October the following awards were made to Coxswains:—

To THOMAS LANGLANDS, on his retirement after serving continuously as Coxswain for 43 years—22 years as Coxswain of the Uppang Life-boat, and 21 years as Coxswain of the Whitby Life-boats—a Framed Certificate of Service and a Pension. Coxswain Langlands chose to have his pension commuted to a lump sum, and in view of his long and valuable services as Coxswain, the Committee of Management decided to give him in addition a special grant, making £184 in all. In 1906 he had been awarded the Silver Service Medal; in 1909 the Thanks of the Committee of Management inscribed on Vellum; and in 1914 the Gold Medal for his service to the hospital ship *Rohilla*.

To RICHARD W. BISHOP, on his retirement, after serving 14 years as Coxswain of the Mablethorpe Life-boat, and, previous to that, 1 year as Second Coxswain, a Framed Certificate of Service and a Pension.

To THOMAS BOWEN, on his retirement, after serving 19 years as Coxswain of the Cardigan Life-boat, and, previously, 3 months as Second Coxswain and 6 years as Bowman, a Framed Certificate of Service and a Pension. In 1919 Coxswain Bowen was awarded the Bronze Medal for the service to the s.s. *Conservator*, of London.

To OSBERT HICKS, on his retirement, after serving 8 years as Coxswain of the St. Agnes Station, and, previous to that, 1 year as Second Coxswain and 10 years as Bowman, a Pension.

To THOMAS H. NICHOLAS, on his retirement, after serving 9 years as Coxswain of the Sennen Cove Life-boat, and, previous to that, 18 years as Second Coxswain, a Pension. In 1919 Coxswain Nicholas was awarded the Silver Medal for the service to H.M. Motor Launch No. 378, which was wrecked on the Longships Reef, off Land's End.

To WILLIAM STORM, on his retirement, after 12 years' service as Coxswain of the Robin Hood's Bay Life-boat, and, previously, 19 years as Second Coxswain, a Framed Certificate of Service and a Pension.

Awards to Honorary Workers.

DURING September and October 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 THOMAS E. PURDY, Esq., Honorary Secretary of the Colwyn Bay Branch, the Record

of Thanks and the Gold Pendant for his valuable co-operation.

To the Rev. J. RAYMOND, Honorary Secretary of the Llandudno Branch, the Record of Thanks and the Gold Pendant for his valuable co-operation.

To JOHN ANDERSON, Esq., on his retirement after 21 years as Honorary Secretary of the Kirkcudbright Branch, the Thanks of the Committee of Management inscribed on Vellum.

Obituary.

WE regret to record the death, at the end of last September, of the Rev. R. W. PERRY CIRCUITT, Vicar of Brixham since 1900, and Honorary Secretary of the Brixham and Paignton Branch of the Institution for the past fifteen years. Mr. Perry Circuitt was a man of catholic sympathies, great energy, and many interests, and he worked for the Life-boat Service with characteristic enthusiasm. His association with its work dated from 1896, when he was Vicar of Heywood in Lancashire. In

that year he was Chairman of a "Life-boat Saturday Fund" demonstration, and later was appointed a delegate from the Heywood Fund to the then "North of England District," and from that to the Central Committee in London. In 1915 Mr. Perry Circuitt was presented by the Institution with an Aneroid Barometer mounted on a shield, in recognition of all that he had done for the Brixham Branch. By his death the Life-boat Service loses one of the most valued of its Honorary Secretaries.

Summary of the Meetings of the Committee of Management.

Friday, 21st May, 1920.

Sir GODFREY BARING, Bt., in the Chair.

Reported the death of Major-General Sir COLERIDGE GROVE, K.C.B., who had been a member of the Committee of Management of the Institution since 1916. Passed a vote of regret and condolence.

Reported the receipt of the following special contributions:—

	£.	s.	d.
The Viscount BURNHAM . . .	100	-	-
Proprietors of <i>Daily Telegraph</i> . . .	100	-	-

—To be thanked.

Suitably recognised the services of Miss COSTEKER for valuable help in connexion with the Ladies' Auxiliary at Lytham for many years past.

Appointed Lieut. F. W. HAYES, R.N.R., Inspector of Life-boats for the Irish District.

Paid £25,385 15s. 6d. 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 £185 8s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broughty Ferry (Motor)	Pilot cutter <i>Day Dream</i> , of Dundee	6
Cullercoats . .	Four cobbles of Cullercoats. Stood by cobbles.	
Mumbles . .	Schooner <i>Bayonnaise</i> , of Benic Schooner <i>Harbinger</i> , of Fecamp. Rendered assistance.	5
Newquay, Corn.	French ketch <i>Philomène</i>	5
Newbiggin . .	Seven fishing-cobbles of Newbiggin. Stood by cobbles.	
Spurn (Motor) .	Steam trawler <i>Ronso</i> , of Grimsby. Stood by vessel.	
Seaham (Motor) .	Tug <i>Solonge</i> , of Havre Lighter <i>Vivarais</i> , of Havre. Stood by vessel.	14
Tenby . . .	Ketch <i>Toney</i> , of Treguier	4
Torquay . . .	Trawler <i>Renown</i> , of Brixham. Stood by vessel.	
Whitby No. 2 .	Danish schooner <i>Matilda</i> Six fishing-boats of Whitby. Escorted boats to harbour.	1

The Mumbles Life-boat stood by the schooner *Fleur de France*, of Fecamp, and rendered assistance; and the Scarborough Life-boat saved the barque *Cito*, of Kopervik, and her crew of ten.

Also voted £280 0s. 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:—Arbroath, Aldeburgh Nos. 1 and 2, Barry Dock, Brixham, Baltimore (Motor), Crail, Cromer, Dover (Steam), Kessingland, Llandudno, Littlehampton, Lowestoft, North Deal, Palling No. 2, Padstow No. 2 and Tug, Tenby, Walton-on-the-Naze (Motor), and Whitby No. 2.

Granted £30 to a man for injury in the Life-boat service at Llandudno.

Awarded the Bronze Medal of the Institution to CHARLES GALL, Coxswain of the Broughty Ferry Motor Life-boat, and granted an additional monetary reward to him and to each member of the crew for their fine services in saving six pilots from the pilot cutter *Day Dream*, of Dundee, which was totally wrecked during a strong E. gale and a very heavy sea, on the 11th April.

Reported that the Dundee Harbour Trustees had written expressing their high appreciation of the very valuable services rendered on this occasion.

Reported that a letter had been received from the Newquay, Corn., Council, conveying their congratulations to the Life-boat crew for their excellent work on the 20th April, when five men were saved from the French ketch *Philomène*.

Sent a Letter of Thanks to Mr. F. LE BOULANGER, Honorary Secretary of the Mumbles Branch, who went out in the Life-boat on service on the 2nd April.

Also sent a Letter of Thanks to Mr. OLIVER TOMS, a member of the Torquay Local Committee, who ably took charge of the Life-boat on service, on the 15th April, 1920.

Voted £8 to the crew of the fishing-boat *Beneader*, for saving the fishing-boat *Ellen*, which, with her crew of four, was unable to make the harbour at Arklow, on the night of the 23rd November, 1919.

Voted £7 10s. to ten men for putting off from Arbroath, in the surf-boat, and saving the crew of three of the ketch *Bella Duncan*, of Fraserburgh, which was totally wrecked outside the harbour, on the 2nd May. The ketch, owing to engine trouble and a leak, became practically helpless, while making for the harbour. Great risk was run by the salvors, who carried out the rescue in a strong E. gale with a very heavy sea.

Also voted £1 16s. to twelve men who assisted at the launching and hauling up of the boat.

Granted 7s. to a man who gave first information of a vessel in distress at Cahirciveen, Co. Kerry, on the 30th January, 1920.

Friday, 18th June, 1920.

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

Suitably recognised the services of the following ladies and gentlemen for valuable help:—

Mrs. Bedell, President Ladies' Auxiliary, Wilmslow.

Mrs. R. J. Bailey, Treasurer, Stockport.

Miss N. Pickford, Hon. Secretary, Stockport.

Mrs. Henry Greenall, Hon. Secretary, Warrington.

Mrs. Ralph Johnson, Asst. Hon. Secretary, Warrington.

Mr. S. S. Jerrett, Chairman, New Brighton.

Mr. B. J. Kirkham, Hon. Secretary, New Brighton.

Mrs. B. J. Kirkham, New Brighton.

Decided to close the Mablethorpe Life-boat Station.

Paid £11,159 13s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £267 5s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broughty Ferry (Motor)	A mussel-boat of Tayport. Saved boat and	1
Baltimore (Motor)	Steam trawler <i>James Christopher</i> , of London. Stood by vessel.	
New Brighton (Steam)	S.S. <i>Kurmark</i> , of London. Landed 9.	
New Brighton (Boarding-boat)	A yacht, of Birkenhead. Landed 4.	
North Sunderland	S.S. <i>Graciana</i> , of West Hartlepool. Stood by vessel.	
North Deal (Reserve)	S.S. <i>Turmoil</i> , of London. Stood by vessel.	
Port Patrick . . .	S.S. <i>Lurcher</i> , of Glasgow. Landed 36.	
Rye Harbour . . .	S.S. <i>Thora Fredrikke</i> , of Porsgrund. Stood by vessel.	
Spurn (Motor) . . .	Ketch <i>Wellington</i> , of London. Saved vessel and	3
Swanage	Two small boats. Saved boats and	4
Staithe	S.S. <i>Teeswood</i> , of Middlesbrough. Stood by vessel.	
Southwold	Motor boat <i>Sister Jane</i> , of Cromer. Saved boat and	2

The Ramsgate Life-boat assisted to save the steam trawler *Perseverant*, of Boulogne.

Also voted £384 3s. 2d. 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 Nos. 1 and 2, Berwick-on-Tweed, Baltimore (Motor), Brixham, Broughty Ferry (Motor), Barry Dock,

Clovelly, Cullercoats, Cromer, Dunbar, Dover (Steam), Gorleston No. 2, Hayling Island, Hoylake, Margate No. 2, Mumbles, North Deal, Palling No. 2, Penlee, Ramsgate, Robin Hood's Bay, St. Mary's (Motor), Skateraw, Seaham (Motor), Spurn (Motor), Scarborough, Sennen Cove, Torquay, Tenby, Walton-on-the-Naze (Motor), Whitby No. 2, Worthing, and Weymouth.

Granted £3 15s. to a man for injury in the Life-boat service at Blakeney.

Reported that the President of the United States had forwarded a Gold Watch and Chain for Coxswain Wm. ADAMS, and Gold Medals for the other members of the crew of the North Deal Life-boat, in appreciation of their services in saving twenty-nine of the crew of the American steamer *Piave*, of New Jersey, which was wrecked on the Goodwin Sands during severe weather on the night of the 29th January, 1919.

Decided to send a Letter of Commendation to the Motor Mechanic of the Broughty Ferry Life-boat, in recognition of the efficient manner in which he worked the motor on the occasion of the rescue of the crew of the pilot cutter *Day Dream*, on the 11th April last.

Reported that a Letter of Thanks had been sent to Mr. NELSON ALLEN, who acted as Coxswain of the North Sunderland Life-boat when she was launched on service on the 27th May.

Also reported that a Letter of Sympathy had been sent to the Coxswain at St. Mary's, who lost two sons in an accident to their fishing-boat on the 11th May.

Voted £20 to four pilots for putting off from Wick and saving the crew, twelve in number, of the s.s. *Dunleith*, of Aberdeen, which ran ashore during a dense fog on the 27th May. The casualty was not visible from the shore, but the pilots went out in response to rocket signals. On reaching the vessel they found that her two boats had been launched, but, owing to the heavy seas, were in danger of being swamped, and that the men could not land owing to the rocks. At great risk, owing to the heavy seas and the dangerous position of the steamer, the pilots anchored, dropped down to the wreck and rescued the crew.

Voted £6 to four men for putting off from Dunbar in a motor boat and saving the fishing-yawl *Cousins*, and her crew of two, during a strong W. gale, on the 14th May.

Also granted 10s. to the owner of the boat for the petrol consumed.

Voted £2 10s. to five men for putting off from North Berwick in a motor fishing-boat and successfully searching for a small boat, with one occupant, which had been fog-bound, on the night of the 26th May.

Also voted 18s. to three men for landing two men, a lady, and a boy from the Bass Rock, North Berwick, on the 27th May. The four, while on a journey in a motor boat from Rosyth to North Berwick, had lost their way in the fog of the previous day.

Friday, 19th July, 1920.

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

Reported the receipt of the following special contributions:—

THE CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESCUE BARRATT, Esq.), balance of expenses for the Civil Service Life-boats for 1919	£.	s.	d.
F. A. RICHARDS, Esq. (subscription) 50	—	—	—
—To be thanked.			

Suitably recognised the services of Mrs. MACKELLAR and Miss FEARNSIDE, Honorary Secretary and Honorary Treasurer respectively of the Dewsbury Branch, for valuable help for many years.

Decided to close the Greenore (Co. Louth) Life-boat Station.

Paid £18,374 4s. 1d. 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 £132 16s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blyth	Motor ketch <i>Arkley</i> , of Liverpool, landed 6.	
Criccieth . . .	Yacht <i>Magnolia</i> , of Southampton	3
Hayling Island .	S.S. <i>Plumleaf</i> , of Lon. Stood by vessel.	
Spurn (Boarding-boat)	Tug <i>Robert Forest</i> , of Grimsby	2

Also voted £244 3s. 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:—Bembridge, Bridlington, Cambois, Clacton-on-Sea (Motor), Cromer, Holy Island No. 1, Newquay (Corn.), North Deal (Reserve), Rye Harbour, Ramsgate, Stromness (Motor), and Swanage.

Granted £100 17s. to men for injury in the Life-boat service at Blackpool, Eyemouth, Llandudno, and St. Anne's.

Granted an additional monetary reward to the crew and helpers for a very difficult launch of the Holy Island No. 1 Life-boat on the 29th June. Also decided that a Letter expressing appreciation of their efforts under difficult conditions be addressed to the Honorary Secretary.

Decided to send a Letter to Criccieth expressing appreciation of the good look-out kept by the Coxswain, and of the prompt launching and satisfactory service of the Life-boat on the 20th-21st June, when the crew of three of the yacht *Magnolia* were saved.

Decided to send Letters of Thanks to Dr. DUNCAN and Mr. G. L. THOMSON, Honorary Secretary, for going out in the Stromness Life-boat on service, on the 19th June.

Decided to send a Letter of Thanks to Mr. C. H. GRAY, Honorary Secretary at Bridlington, for his services on the occasion of the capsizing of a dredger, on the 4th July.

Granted a monetary reward and sent a Letter of Appreciation to Coxswain ROBERT CROSS,

and to six other Spurn Life-boat men, who put off in the boarding boat and saved two men from the tug *Robert Forest*, on the 12th June.

Voted £9 to the nine members of the crew of the s.s. *Dun Aengus*, for standing by the s.s. *Clew Bay*, which ran ashore on Mutton Island, Galway, on the 17th May.

Voted £5 to the crew of five of a motor boat for putting off from Holy Island with a view to assisting the s.s. *Graciana*, which stranded one mile S.E. from the Longstone, on the 27th May. Also paid £1 3s., the cost of the petrol consumed. The steamer had run ashore during a thick fog, and the North Sunderland Life-boat had been launched to her aid. In the meantime the motor boat went out, but did not reach the vessel until just after the Life-boat.

Presented a Framed Photograph to Mr. S. GUPPY, Secretary, at Greenore, and granted £2 to four other men, for their endeavours to save the crew of the boat *Nora*, which capsized in Carlingford Lough on the 18th June, during a strong E.S.E. breeze, with a rough sea. Before they could reach the boat her crew had been rescued by a motor boat from Greencastle.

Voted £3 15s. to Coxswain WM. CROSS and four other men for attempting to save two men, whose boat capsized off New Brighton, on the 18th June. Also 5s. to the man who brought the information. On hearing of the accident, the salvors put off in the Coxswain's boat, but, on reaching the spot, found that the men had been rescued by a police-boat.

Voted £6 to four men for saving one of the crew of three of a fishing-boat, which capsized off Port Logan, on the 22nd June. Three brothers named Galloway, one of whom, James, was Coxswain of the local Life-boat, had put off to lift their lobster-pots, but were overtaken by a strong wind with a rough sea, and their boat capsized. James and William, after holding on for some time, became exhausted, let go, and were drowned, but the third brother, Adam, succeeded in holding on until the rescuers arrived.

Voted £3 to two men for rescuing the occupant of the yacht *Eileen*, which was in difficulties, off Hoylake, on the 20th June. During a strong W.S.W. breeze with a very confused sea, the yacht missed stays and was carried against the promenade. Seeing her dangerous position, the two salvors put off in a punt, and, at some risk, and with considerable difficulty, rescued the owner, and eventually laid out an anchor and hauled the yacht off.

Friday, 17th September, 1920.

Mr. HENRY R. FARGUS in the Chair.

Reported the receipt of the following special contribution:—

EXECUTORS OF THE LATE SAMUEL ERSKINE, Esq. (on account)	£.	s.	d.
EXECUTORS OF THE LATE JOHN ROYLE, Esq. (additional to legacy of £200)	100	—	—

—To be thanked.

Suitably recognised the services of the Rev. JOHN RAYMOND and Mr. THOMAS E. PURDY, Honorary Secretaries of the Llandudno and Colwyn Bay Branches respectively, for valuable help for many years.

Paid £18,982 12s. 4d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £174 16s. 8d. to pay the expenses of the following Life-boat services:—

Life-boats.	Vessels.	Lives saved.
Appledore . .	Ketch <i>Amazon</i> , of Barnstaple. Landed 3.	
Appledore . .	S.S. <i>Mayals</i> , of Swansea	10
Caister No. 1 .	S.S. <i>George Fisher</i> , of London	7
Ferryside . .	S.S. <i>Gadir</i> , of Bilbao. Assisted and stood by vessel.	
Lowestoft . .	Trawler <i>Sidney and Ethel</i> , of Lowestoft .	2
New Brighton (Steam)	Paddle steamer <i>La Marguerite</i> , of Liverpool. Stood by vessel.	
Wexford . .	S.S. <i>Thomond</i> , of Milford. Stood by vessel.	
Whitby (Motor)	Motor boat <i>Edward Henry</i> , of Bolton. Saved boat and .	4
Worthing . .	Motor boat <i>Shamrock II</i> .	2

The Cromer Life-boat rendered help to the s.s. *Bavaria*, of Cologne, and the New-haven (Motor) Life-boat helped to save the s.s. *Dimitrios* and her crew of ten, also helped to save the schooner *Nada Jelena* and her crew of seven.

Also voted £127 17s. 8d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to helping persons on vessels in distress:—Berwick-on-Tweed, Hoylake, Holy Island No. 2, Mumbles, North Deal (Reserve), Port Patrick, Spurn (Boarding-boat), Sunderland (Motor), Totland Bay, and Wells.

Granted £92 to men for injury in the Life-boat service at Ilfracombe and Llandudno.

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 be sent expressing satisfaction at the service of the Worthing Life-boat, on the 23rd July, when she saved two men from the motor boat *Shamrock II*, during a strong S.S.W. gale with a very heavy sea; also expressing satisfaction at the result of the collection made amongst the spectators.

Voted an additional monetary reward to two of the crew of the Appledore Life-boat who waded into the water to rescue the crew of ten from the s.s. *Mayals*, of Swansea, which stranded during a whole N. gale, with a very heavy sea, on the 26th July. Also decided to send a Letter expressing appreciation of this satisfactory service.

Produced the finding of the Board of Trade Inquiry into the loss of the s.s. *Treveal*, on the 9-10th January last.

Awarded the Bronze Medal of the Institution, together with two War Savings Certificates, to JOHN F. O'MAHONY, aged 14, for his attempt to rescue a companion from drowning, on the 12th June, at Fenit, Co. Kerry. (Described elsewhere.)

Voted the Thanks of the Institution inscribed on Vellum and £1 to ALBERT PERKINS, and £1 each to two lighthouse keepers, for putting out in a motor boat and saving four ladies, whose boat had capsized off St. Tudwal's Island, on the 28th August, 1920.

Also decided to send a Letter of Appreciation to the Rev. C. L. ROBINSON, owner of the motor boat, for his services after the accident. A strong off-shore breeze was blowing at the time, with a moderate sea, and the motor-boat was skilfully handled by Perkins, who incurred some risk to himself on account of his state of health. Subsequently the lighthouse keepers stated that they did not wish to receive any monetary reward, and were thanked for their services.

Decided to send a Letter of Appreciation to two men for saving the crew, five in number, of the motor fishing-boat *Romeo and Juliet*, off Redcar, on the 3rd August. The two men were rewarded by the owners of the boat.

Voted £12 to four men for saving, at considerable risk to themselves, three hands of a boat which struck a submerged rock and foundered off the island of Torgay, Hebrides, during a strong N.W. gale, with a heavy sea and snow squalls, on the 15th March.

Voted £12 to eight men for saving five persons, the occupants of a small open motor boat, which was drifting out to sea in a disabled condition, off Campbeltown, during a strong W. breeze, on the 31st July. A small fishing-boat, manned by two men, attempted to tow the boat to safety, but was unsuccessful owing to the wind and tide, and in the meantime a motor boat put off and took both boats in tow. Had it not been for the perseverance of the men in the fishing-boat and the prompt aid of the motor boat, the probability is that there would have been serious loss of life.

Voted £2 to two men for helping two boats, occupied by four men, which were being carried out to sea, off Lowestoft, on the 16th August, 1920.

Voted £2 to two men for saving five persons, whose boat capsized off Port Logan, on the 7th August. When the boat was about three-quarters of a mile from the shore the jib halliards parted, and one of the men on board tried to climb the mast to reeve them again. Unfortunately, he capsized the boat. The salvors, who were on their way to the fishing-ground, went at once to the rescue and saved the party, two of whom were in an exhausted condition.

Voted £1 10s. to three men for rescuing the three occupants of a rowing-skiff which was

being carried out to sea, off Pwllheli, on the 1st September.

Voted £3 10s. to seven men, the crews of two motor boats, for saving two men, whose boat was capsized by a sudden squall off Greencastle, on the 10th June. Also granted 10s. for petrol and oil consumed.

Voted £3 10s. to five men for saving a small boat and her two occupants, outside Montrose Harbour, during rough weather, on the 30th July. Also granted 10s. for petrol and oil consumed. The boat was trying to enter the harbour, but her sail was blown away, and the W.S.W. gale and strong ebb tide were taking her out to sea.

Voted £1 to two men for saving another man who was carried over the bar at Teignmouth by the ebb tide, in a small boat, on the 29th August. Also granted 10s. for the use of the motor boat which effected the rescue, and 9s. 3d. for petrol and oil consumed.

Voted £3 to three men for rescuing three persons from the old breakwater, Portland Harbour, on to which they had scrambled when their motor yacht *Zeerob* was wrecked, on the night of the 30th August. The yacht came to grief when attempting to enter the harbour during the night, and, being unable to attract attention, her crew had to spend the night on the rocks, but were rescued at daybreak. The yacht became a total loss.

Friday, 15th October, 1920.

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

Reported the receipt of the following special contribution:—

NORTHUMBERLAND LORD LIEUTENANT'S WAR DISTRESS RELIEF FUND, towards cost of providing Motor Life-boats for Northumberland coast (to the Newcastle-on-Tyne Branch) . £500 - -

Paid £26,929 18s. 2d. 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 £233 1s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clacton-on-Sea .	Rowing-boat <i>Ellen</i> , of Clacton. Saved boat and	3
Cromer . . .	Motor launch <i>Dot</i>	2
Eastbourne No.2	Motor launch <i>The Dyak</i> , of Littlehampton	2
Fleetwood . .	S.S. <i>Warita</i> , of Chester. Stood by vessel.	
Newbiggin . .	A coble of Newbiggin. Saved coble and	3
Plymouth . .	Barquentine <i>Yvonne</i> , of Marseilles	17
Porthdinllaen .	Fishing-boat <i>Carry Me Safe</i> , of Porthdinllaen	1

Life-boat.	Vessel.	Lives saved.
Palling No. 1 .	Steam drifter <i>Bien Venu</i> , of Lowestoft . .	10
Sennen Cove .	Motor fishing-boat <i>Our Boys</i> , of Porthleven .	5
Teesmouth . .	Tug <i>J. P. Rennoldson</i> , (Motor) and two tugs. . . .	8

The Aldeburgh No. 1 Life-boat assisted to save the ketch *Garson*, of Yarmouth, and her three hands; Caister No. 1 Life-boat saved the s.s. *Admiral Keyes*, of London, and her crew of seven; Cromer Life-boat assisted to save the motor schooner *Danefolk*, of Copenhagen, and her crew of twenty-three; also saved some gear from the steam drifter *Bien Venu*, of Lowestoft; Lowestoft Life-boat rendered assistance to the s.s. *Albano*, of Hull; and Palling No. 2 Life-boat assisted to save the motor schooner *Danefolk*, of Copenhagen.

Voted £269 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:—Caister No. 1, Clacton-on-Sea (Motor), Clovelly, Cromer, Douglas, Hauxley, Lowestoft, Montrose No. 1, New Brighton (Steam), North Sunderland, Padstow No. 1, Ramsgate, Weymouth, and Yealm River.

Granted £14 19s. to men for injury and illness in the Life-boat service at North Deal and St. Anne's.

Voted an additional monetary award to the crew of the Teesmouth Motor Life-boat for a meritorious service carried out in rough weather when the boat was returning from exercise, on the 30th September. Also decided to send a Letter of Appreciation to the assistant motor mechanic who had charge of the engine on this service.

Decided to send a Letter of Appreciation to the Plymouth Life-boat crew, and to grant them an additional monetary award for their meritorious service during severe weather, on the 3rd October. Also decided to send a Letter of Appreciation to the Yealm River Life-boat crew for their persevering efforts on the same occasion.

Voted £5 to five men for saving the crew of four hands of the motor barge *Young Dan*, of Dublin, off Clogher Head, on the 30th September. The barge left Port Oriel, and when she cleared the harbour encountered very heavy seas; her motor failed, and she drifted towards the rocks. The salvors manned a yawl, and, at considerable risk to themselves, carried out the rescue.

Voted £11 5s. to five men for searching all night for a small boat which was missing off Hoylake, on the 12th September. A small home-made boat, containing a young man and his mother, was reported to be missing, and the men decided to put off and search for her in a motor boat. They searched without success from 9 in the evening until 10.15 next morning, when they returned. Later in the morning information was received from New Brighton that the small boat had landed there with the occupants in an exhausted condition. Also paid £4 12s. 3d. for the hire of the boat, petrol consumed, etc.

News from the Branches.

Eastbourne.

AFTER the very successful Life-boat Day held at Eastbourne on the 31st July, by which the sum of over £550 was raised, the following letter appeared in the Eastbourne papers from Mrs. Astley Roberts, the generous and enthusiastic President of the Ladies' Auxiliary and the Organiser, as in previous years, of the effort :—

SIR,—I feel sure the residents and visitors in Eastbourne will be glad to hear that through their generosity in giving so liberally to the Royal National Life-Boat Institution on Saturday, the 31st July, so far the amount collected has reached the sum of about £550.

I should like to tender my very best thanks to all those ladies who presided at the tables both in Eastbourne and the outlying districts, and to their friends who worked so indefatigably during the day; also to Mr. Wood, the chauffeur who gave up a great deal of his time in collecting the boxes; to the Salvation Army band who gave their services to play the Life-boat procession through the town; to all those gentlemen who assisted with the accounts; and to the Directors of Messrs. Farncombe, Ltd., for the loan of their rooms at the *Chronicle* Office, and especially to Mr. Gasson, Mr. and Miss Terson, and Mr. and Mrs. Kasner, who were goodness itself in helping in every way both before and on the day itself—working with us all until late that night. I feel that Mr. Infield, the honorary secretary, and I owe a deep debt of gratitude to Mr. Mark Hookham, the assistant secretary, for the immense amount of trouble and time he gave to carrying out and helping so well with the arrangements here and in the country districts, and my special thanks are due to him; also to Miss Lewis Pitt for a sale of postcards at the schools, which brought me in £7 16s. 11½d., and to another friend who collected £5 0s. 11d.

Through the generosity of Miss Eleanor Ratcliffe, who gave a dance at the Lodge, I have already had over £40 sent to me. I hope both Miss Ratcliffe and her staff, and Miss Jackman and Captain Street will accept my sincerest thanks for all the trouble and time they gave in order to help our men at sea.

I understand that all the money is not yet in from some of the outlying districts, but as soon as possible the total sum will be published.

Thanking you for your kindness in inserting this,

Believe me,

Very gratefully yours,

(Signed) EDITH ASTLEY ROBERTS.
Badlesmere,
6th August, 1920.

Deal.

William Stanton, the Coxswain of the Reserve Life-boat, died at Deal on the 19th September last, in his seventieth

year. He developed cancer in the throat and tongue a year ago, and it will be remembered that he was awarded the Bronze Medal of the Institution for his gallantry in taking out the Life-boat during the terrible storms at the beginning of November last year, although he not only knew that he was seriously ill, but was actually in bed at the time waiting to go to a London hospital for an operation in the course of a day or two. The operation was performed, and Stanton was able to be present at the Annual General Meeting last April to receive his Bronze Medal, but the disease was only checked, and, although able occasionally to go afloat, he was never the same man again. His work as a Life-boat man goes back for fifty years, and during that time he shared in the rescue of hundreds of lives. The Reserve Life-boat was stationed at Deal in 1915, and Stanton was its first Coxswain, receiving the Silver Medal of the Institution for a splendid attempt to succour the American steamship *Sibiria* which went aground on the Goodwins in November 1916. This was one of the special cases in which the Committee of Management considered that the courage, skill and endurance shown by the crew justified a special award, although the North Deal Boat did not succeed in taking off any of the *Sibiria's* crew, who were rescued later by the Kingsdowne Life-boat. No man knew the Goodwins better than Stanton, and he had a great reputation as a fisher of conger eels. It is evidence of the genuine admiration which the public have for the achievements of the Life-boat crews that the news of Stanton's death and the record of his services were published in the press all over the British Isles, appearing in papers even in the far north of Scotland.

Bury.

A Meeting in connexion with the Branch was held on the 20th September, which was specially attended by Sir Godfrey Baring, Bt., the Deputy-Chairman of the Institution, for the purpose of presenting Mr. H. T. Bull, the retiring Honorary Secretary of the

Branch, with the Gold Pendant and the Record of Thanks awarded to him by the Committee of Management. The Mayor of Bury (Alderman Rothwell) presided, and said that he felt that the Institution deserved all the support that they could give it. In making the presentation Sir Godfrey Baring said that by the retirement of Mr. Bull the Institution was losing a helper who had rendered valuable services to the Life-boat Cause, and who, for many years, had been an admirable Secretary to the Bury Branch. In his reply, Mr. Bull recalled the fact that Bury's first effort on behalf of the Institution had been made in 1892, and pointed out that the expenses of the Branch had never exceeded eight per cent. Mr. N. Crompton was formally elected Honorary Secretary in succession to Mr. Bull.

Derby.

On the 5th October a meeting of the Ladies' Auxiliary was held at which Mr. Solomon, the District Organising Secretary for the Midlands, on behalf of the Committee of Management, presented to Lady Ann, J.P., the President of the Ladies' Auxiliary, the Silver Inkstand and the Framed Certificate which had been awarded to her by the Committee as some slight recognition of her long and valuable services to the Life-boat Cause. In making the presentation, Mr. Solomon said that for twenty-two years Lady Ann had been the mainstay of the Ladies' Auxiliary, and had never failed to fill others with her enthusiasm for the work of the Life-boat Service. In her reply, Lady Ann said she greatly appreciated the honour conferred upon her, but could not accept the gift without saying how much she was indebted to the loyal support of the ladies who made it possible for Derby to hold such a good position in the list of contributing towns. It gave her real pleasure to assist the Life-boat Institution, because in her earlier days she lived on the coast and knew what rough weather at sea meant to a disabled ship, and never could she forget the night that nine brave Life-boat men—each known to her from childhood—lost their lives in a gallant attempt to save the crew

of a vessel which sank after striking the rocks. As long as she lived she would treasure the gift, and, as in the past, would always do what her strength permitted in furthering the interest of this heroic work of life-saving from shipwreck.

Tynemouth.

On the 6th October a Public Meeting was held for the purpose of presenting to Coxswain Robert Smith the Framed Certificate of Service which was awarded to him by the Committee of Management on his retirement after ten years as Coxswain of the Tynemouth Life-boat, during which time he had been awarded the Gold Medal of the Institution for his service to the hospital ship *Rohilla*, the Silver Medal and Silver Second Service Clasp, and the Thanks of the Committee inscribed on Vellum. His connexion with Life-boat work goes back over fifty years, and he took part with Major Burton in experimenting with the first Motor Life-boat.

In addition to the Certificate of Service, Coxswain Smith was awarded a pension and a special gratuity of ten guineas in recognition of his special and valuable services, while the people of Tynemouth have shown their appreciation of his achievements by presenting him with a pair of binoculars and a cheque for £77.

Major H. E. Burton, R.E., Chairman of the Tynemouth Branch and Honorary Superintendent of the Motor Life-boat, presided. Major Burton, it will be remembered, was also awarded the Gold Medal for the *Rohilla* service. The presentation was made by the Duke of Northumberland, President of the Branch and a member of the Committee of Management, and many prominent people and representatives of Tynemouth bodies were present. Among those supporting Major Burton on the platform were the Mayor (Alderman William Hutchinson), Rear-Admiral Slayter, C.B., R.N., Admiral Superintendent of the Tyne District, Mr. William Dodds, Vice-Chairman of the Branch, and Mr. Ernest W. Swan, the Honorary Secretary. M. S. Malcolm, President of the Tyne Life-boat Society, and representatives of the Tynemouth Volunteer Life Brigade were also

present. The Duke of Northumberland, in the course of his speech, referred to the increasing cost of maintaining the Life-boat Service, and appealed to the great shipping community of the Tyne District to do its duty by the Institution and to show in a practical way its gratitude to the Service.

In returning thanks for the presentations, Coxswain Smith said that he had never had a wrong word with any member of his crew. They were a splendid lot of fellows, and had always obeyed orders.

Anstruther.

The Annual Meeting of the Branch was held on the 16th October last, and the Chairman referred with great regret to the death, four days previously, of Mrs. A. M. Watson, an Honorary Vice-President of the Institution, and one of its very generous benefactors, who presented to it the money out of which the Anstruther Life-boat, the *James and Mary Walker*, was built in 1904, and every year since its launching has given a subscription of £10 to the Branch. She never ceased to show a continuous and sympathetic interest in the work of the Station and the achievements of its crew. The Meeting decided to record in the Minutes its regret at her death, and its gratitude for all that she had done for the Life-Boat Cause.

Manchester and Salford.

A most successful matinée in aid of the Institution was held on the 22nd October. It was organised by the Lord Mayor—the first Labour Lord Mayor whom the City has had—and raised the splendid sum of over £816. The matinée was held at the “Palace,” the directors of which not only gave the use of the theatre, but arranged the performance, while artistes from theatres in Manchester, Salford, Eccles, Liverpool and Birkenhead gave their services. Thus there was not one penny of expense incurred, and the whole of the proceeds will go to the benefit of the Life-boat Service. The Lord Mayor himself was, unfortunately, not able to be present, but his box was occupied by the Lady Mayoress and the Mayor and Mayoress of Blackpool. Both the north-west and the north-east coasts were repre-

sented, the former by the Life-boat Silver Band of Blackpool, and the latter by Coxswain Robert Smith of Tynemouth, one of the heroes of the *Rohilla* service, both of whom contributed greatly to the success of the performance, and were enthusiastically received.

Blackpool's Life-boat Band.

In the August issue attention was drawn to the “Land Services” cheerfully given by the Crew of the Cresswell Life-boat in connexion with the Ashington procession. It is a pleasure to record the indebtedness of the Institution to the Blackpool Life-boat Crew which has given to Blackpool the distinction of being the only Branch of the Institution with a Life-boat Band. It was only last December that the Band was playing in the streets of the town when the signal was fired, and the Band, forsaking its instruments, hurried off to play a sterner part, by going out on a service which lasted eight hours. In connexion with Manchester's most successful Life-boat Matinée, the Blackpool Band performed a most useful “Land Service.” It went over to Manchester, played selections in St. Ann's Square, and afterwards delighted a crowded house with its rendering of “Maritana.” It is pleasant also to record that the Band was taken from Blackpool to Manchester and back by a generous charabanc proprietor without charge, and that it was entertained to luncheon by the Lord Mayor, and to tea by the Manchester Limited Restaurant.

Ramsgate.

This year, for the first time since before the war, the triennial dinner to Life-boat men was held, provided out of the legacies for that purpose left by Admiral Sir George Back and Mrs. Susanna Stephens. Mr. George F. Shee, the Secretary of the Institution, presided, and was supported by the Mayor (Councillor R. W. Philpott), the Rev. E. L. A. Hertslet (the Vicar of Ramsgate), the Rev. J. H. Askwith, and Captain F. S. Symons (the Harbour Master and the Hon. Secretary of the Ramsgate Branch). Altogether about eighty sat down to the dinner, among them five of the

survivors of the famous Ramsgate crew which went to the rescue of the *Indian Chief* in 1881. It was announced at the dinner that the sixth survivor, Harry Meader, had died that day.

In proposing the toast of the Institution, Mr. Hertslet recalled the fact that in 1851 the prize offered by the Duke of Northumberland for the best Life-boat design had been won, among nearly three hundred sent in, by Mr. Henry Beeching, of Yarmouth, and that his boat, the first genuine self-righting Life-boat ever built, had been purchased by the Harbour Trustees of Ramsgate, and did splendid service for many years.

In replying to the toast, Mr. Shee spoke of the magnificent courage and seamanship of the Life-boat crews, mentioning in particular the names of the Ramsgate Coxswains, Hogbin, Jarman, Fish, William Cooper, the present Coxswain, who has held the post for nearly thirty years, and Captain East of the tug *Aid*. Were he a Ramsgate

man there was nothing of which he would be prouder than the fact that no Life-boat Station on the coast had a more splendid record.

In the absence of Coxswain Cooper, the Second Coxswain, T. Reed, replied, and expressed the regret which Life-boatmen felt that their work did not receive more recognition from the residents of Ramsgate itself. The Mayor also spoke, and said that, during his year of office, he was eager to help the Life-boat Cause. He was sure that the people of Ramsgate would show their appreciation of the work of their Station, and that the Ramsgate press would not be behind the papers of other towns in making public the achievements and claims of the Service.

It is pleasant to be able to report that Dame Janet Stancomb Wills, O.B.E., one of the leading residents of Ramsgate, is issuing a special and personal appeal to the town on behalf of the Institution.

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.

It is also proposed to form a Life-boat Exhibition, which is to be made one of the prominent features of the Centenary Celebrations. For this Exhibition the Secretary will be very glad to receive any relics which can be procured from vessels which have become total wrecks. Such relics, if large, should be sent direct to the Store-yard, marked "Centenary" on the outside, and with a strong linen label attached, inside, containing full particulars.

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

NOTICE.

The next number of THE LIFE-BOAT will be published in February, 1921.