

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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Important Notice.

Owing to the continued extraordinarily high cost of all printing, and the need for economy in view of the large capital expenditure with which the Institution is at present faced, THE LIFE-BOAT will not be published in August, and the next issue, therefore, will appear in November. This decision has been taken with less reluctance than would otherwise have been the case in view of the great amount of important and interesting matter appearing in the present issue, which is practically a double number.

Annual Meeting.

THE Ninety-seventh Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at the Central Hall, Westminster, on Thursday, the 28th April, at 3 P.M., His Royal Highness the Prince of Wales, K.G., President of the Institution, in the Chair. Among those present were:—The Consul-General for France, the Consul-General for Denmark the Consul-General for Spain, the Right Hon. the Earl Waldegrave, P.C. (Chairman of the Committee of Management), Sir Godfrey Baring, Bt. (Deputy - Chairman), the Right Hon. the Earl of Plymouth, P.C., G.B.E., C.B., the Right Hon. Walter Runciman, P.C., Miss Alice Marshall (Hon. Secretary of the Oxford Branch), Admiral the Marquess of Milford Haven, P.C., G.C.B., the Hon. George Colville, Admiral Sir Frederick E. E. Brock, K.C.M.G., C.B., General Sir Charles Monro, Bt., G.C.M.G., G.C.B., Admiral Sir Dudley de Chair, K.C.B., Admiral Commanding Coast-guard and Reserve, Admiral F. C. Learmouth, C.B., the Hydrographer of the Admiralty, Vice-Admiral Sir Frederick Tudor, Rear-Admiral Charles Rudd, Captain Sir Herbert Acton Blake, K.C.M.G., Deputy Master of Trinity House, Colonel Sir A. Henry McMahon, G.C.M.G., G.C.V.O., K.C.I.E., Captain the Viscount Curzon, R.N.V.R., M.P., Major Sir Edward Coates, Bt., M.P., Sir Woodburn Kirby, Sir William Corry, Sir Maurice A.

Cameron, Commander Sir Harry Mainwaring, Bt., R.N.V.R., Sir Keith Smith, K.B.E., Mr. Harry Hargood, O.B.E., Mr. H. P. Hussey, Mr. Andrew T. Taylor, J.P., L.C.C., Mr. R. H. Gillespie, Mr. W. Fortescue Barratt, Hon. Secretary of the Civil Service Life-boat Fund, Mr. F. C. A. Coventry, Mr. Richard White, Chairman of the General Steam Navigation Company, Lieut.-Commander A. B. T. Cayzer, R.N., Chairman of the Clan Line, the Lord Mayor of Bristol, the Mayor and Mayoress of Wimbledon, the Mayor and Mayoress of Darlington, the Mayor and Mayoress of Rotherham, the Mayor and Mayoress of Wakefield, the Mayor of Plymouth, the Mayor of Tynemouth, the Mayor of Southend-on-Sea, the Mayor of Salford, the Mayor of Hornsey, the Mayor of West Ham, the Chairman of the Executive Committee of the Navy League, the Secretary of the Royal National Mission to Deep-Sea Fishermen, the Secretary of the Mission to Seamen, the Secretary of the Shipwrecked Fishermen and Mariners Society, the Secretary of the Carnegie Hero Fund Trust, Commander Thomas Holmes, R.N. (late Chief Inspector of Life-boats), Captain Basil Hall, R.N. (late District Inspector of Life-boats), Mr. George F. Shee, M.A. (Secretary of the Institution), Captain Howard, F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats), Mr. P. W. Gidney and Mr. Charles

Vince (Assistant Secretaries), the District Inspectors of Life-boats, and the District Organizing Secretaries.

H.R.H. THE PRINCE OF WALES said: My Lords, ladies and gentlemen, I must ask you, first of all, to forgive me if I keep you rather a long time, but as the President of the Institution I have rather a long address to read to you. I hope it will not be too boring.

It is a great pleasure to me, as President of this Institution, to take the Chair for the first time at an Annual General Meeting of the Governors. In doing so, I am glad to carry on the close relationship between my family and the Life-boat Service, which has marked the history of the Institution since its foundation nearly a hundred years ago.

I find that I am the seventh President, the Earl of Liverpool, the then Prime Minister, having been the first President in 1824, and the other periods of office being shared by my grandfather, my father and myself with the Dukes of Northumberland, whose family have had so long and honourable a connexion with the development of the national service of the Institution.

My deep interest in the Institution only carries on a tradition established a hundred years ago, and strengthened by my grandfather and my father. King Edward, when Prince of Wales, presided over the Annual Meeting of the Institution on three occasions—in 1867, 1884, and 1893; and in 1899, soon after he became President, he presided at a dinner in connexion with the Life-boat Saturday Fund. In 1902 he presented the Gold Medal to Thomas Haylett for his services at the Caister Life-boat disaster in the preceding November, a disaster in which Haylett lost two of his sons and one of his grandsons. At the inquest it was suggested to Haylett that the Life-boat had perhaps given up her attempted rescue in despair, and returned. It was on this occasion that the gallant old man, he was then seventy-eight years of age, made the characteristic reply: "Caister Life-boat men never turn back."

My father has shown the same keen appreciation of the Life-boat Service. It is a curious coincidence that the last occasion on which a Prince of Wales was closely associated with the Institution was in May, 1908, when King George, as Prince of Wales, presented the Gold Medal to William Owen, the Coxswain of the Holyhead Steam Life-boat, *Duke of Northumberland*, for the service to the steamer *Harold*, of Liverpool. This service was carried out in terrible weather, with a hurricane blowing at eighty miles an hour. The *Harold* had been driven close to the precipitous coast of Anglesey with tremendous seas breaking round her, and it took the Life-boat two hours' manœuvring before communication could be established with a rope, and during this period she was in constant danger of being flung against the ship. To-day I am to have the pleasure of conferring a similar

honour on a Welsh Coxswain for a service which has many similar features with that rendered by Coxswain William Owen.

In April, 1915, the King sent a message to the Chairman of the Committee, expressing his high appreciation of the "gallant service rendered by the Life-boats during the past months of the war, though they have but maintained the splendid traditions of an Institution with which the King is proud to have been for so many years so closely identified."

Well, my Lords, ladies and gentlemen, I do not think I need say any more to show how deep and constant has been the interest taken in the Institution by all the members of the Royal Family. Nor could it well be otherwise. Although I am not very old, it has been my privilege, in peace and war alike, to be brought into close contact with almost every form of beneficent activity in which the virile and generous spirit of our race shows itself. But I know of none which, while keeping the freedom of voluntary organisation and administration, more highly deserves the title of "national" than the Life-boat Service, which is managed, administered and maintained by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. For it is national, not merely in the extent of its operations, which cover every part of the coast of the United Kingdom; nor in the fact that each part of these Islands supplies its brave and skilful crews; nor in the circumstance that the great majority of the ships saved and of lives rescued—now amounting to the wonderful total of over 58,000—have of necessity been British. The national character of the Life-boat Service seems to me to lie even more in this: that it is the natural outcome of our position as the heart and centre of a maritime Empire, which owes its strength, wealth and far-flung dominion to the development of Sea Power as manifested by our Mercantile Marine and protected by our Navy. And, sprung from the sea, the Life-boat Service has drawn, from incessant contact with it, those qualities of hardihood, endurance and instant readiness for action which are indispensable to those who live by and on it. Moreover, to these qualities they add a broad and deep humanity which prompts them to launch their craft without a moment's hesitation in the face of any danger, in order to succour those who are total strangers, and whose only claim upon them is that they are their fellow-men "in peril of the sea." In the light of these facts, the truly national character of this great Institution stands out clearly enough. But, my Lords, ladies and gentlemen, it is something more than this. It is universal in the scope of its beneficence. At any rate, there is no nation possessing a coastline and any ships which has not benefited, at some time or other, by the activities of our British Life-boat Service.

In this, as in every other respect, the year 1920 was typical. I have before me a

list of services rendered to foreign vessels in that year. I see that our Life-boats were launched to the assistance of thirty-five foreign vessels out of a total of one hundred and eighty ships, and I am interested to see that the largest number of foreign ships succoured belonged to our gallant Allies the French. The rest of the list is interesting, for it includes vessels belonging to Spain, Russia, the Netherlands, Denmark, Norway, Finland, and Germany. It is surely a fine comment on the universality of the Institution's work that two vessels and twenty-four lives belonging to Germany were saved in 1920; and the list gives eloquent proof that the Institution has not forgotten the declaration of its founders, that its objects were "to extend to all without distinction of country in war and peace alike." I note that one of the lives lost by the Life-boats last year, was sacrificed in a service to one of these foreign countries. It is very gratifying to us, in these circumstances, that all these countries have shown their sympathy with our work by the presence of their Consular representatives here to-day. There is no doubt that the work of the Life-boat Institution is unlimited in its scope; and, by its record of over 58,000 lives saved in peace and war—5,322 of which were rescued during the Great War—it has earned the gratitude of mankind.

But, after all, we must never forget that it is British ships and British lives that naturally benefit in the largest proportion by the activity of the Life-boat Service. These Islands are still the centre of the World's shipping; and in view of the great preponderance of the shipping which belongs to Britain, the vast majority of the passengers and crew are of necessity British. Above all, our coastwise trade and the steam trawlers and drifters on which we depend for so much of our food supplies, and the hardy crews who man these vessels, are by far the most frequent objects upon which the Institution practises the chivalry of the sea. Nor would we wish that it should be otherwise. For, as the foremost maritime people, we must take the largest share in the great business of sea-borne trade, and hence, also, in the responsibility for safeguarding the lives and property of those who go down to the sea in ships.

The Report which is in your hands deserves careful study, for it is really an epitome of the Institution's work, especially as it deals with a year typical in every way of the Life-boat Service. I shall not attempt even to touch upon the many subjects necessarily covered by such a document. But there are three salient points which have struck me, and to which I should like to draw your attention and that of the wider public to which this Institution appeals. These three points I put in three words: machinery, men and money. I put machinery first, because it must come first in point of time. The Institution was

founded to save lives from shipwreck on the coasts of the United Kingdom, and hence its first business was, and is, to provide the best Life-boats, to be manned by the splendid voluntary crews who are always ready to launch them to vessels in distress. Well, at the present moment, the Institution has a fleet of 246 Life-boats of various types, the majority self-righting and including three Steam Life-boats, and twenty-six Motor Life-boats (one has gone to the coast since the end of 1920). Now I want to draw your special attention to these Motor Life-boats, which the Institution has developed, after years of watchful experience, into a very wonderful instrument of life-saving. Throughout the history of the Institution the Committee of Management, aided by their technical staff, have ever been on the lookout to take advantage of every advance in the progress of science for the benefit of the Life-boat Service. The progress has been immense, and, alike in workmanship, in material, and in the perfect adaptation of the means to an end, the Sailing Life-boats of the Institution are the last word in Life-boat construction. But, with the advent of the petrol-driven engine, a new era opened for the Institution in 1909, when the Committee first decided to instal engines in the Life-boats. Built on the same lines as the Sailing Boats, the addition of the special engines designed by the technical officers gives a power of working against wind and tide, a range of action, and an ease of management which make them far more valuable as a life-saving agency, where the local conditions are favourable, than the Sailing Boats, admirable as the latter are. I need only recall the wreck of the hospital ship *Rohilla* off Whitby on the 30th October, 1914, when after five Pulling and Sailing Life-boats had for three days and nights made most gallant attempts to save the survivors, thirty-five having been saved by the Whitby Boat in the first few hours, the final rescue of the fifty survivors was effected by the Tynemouth Life-boat, which travelled forty-four miles along the unlit coast and did what the best efforts of the most undaunted Life-boat men could not effect in a Sailing Boat, in face of an on-shore gale, off that terrible, rocky coast.

Since that date, the Motor Life-boats have again and again shown how much power for good has been added to the Life-boat Service by their adoption, and I am sure you will agree with me that the Committee have been wise in deciding to complete the great programme of Motor Life-boat construction which was initiated in 1917, as and when funds allow. The cost is, however, very great. Not only are these boats three or four times as expensive as Sailing Boats—they cost from £8,000 to £9,000—but they require, in most cases, the provision of costly boat-houses and slipways, in order that the boat can be properly housed and launched into deep

water without delay. As you will see from the Report, some of these slipways cost over £15,000. When you add this to the cost of the Boats, you will not be surprised at the caution which the Committee show in launching out on a scheme of such magnitude and importance. Yet this is only one aspect, although it is the most important, of what I may call the machinery of the Life-boat Service. The Institution has quite recently turned to peaceful purposes the Caterpillar Tractor which was found to be of such value in time of war, and I have to-day had the pleasure of seeing one of these Motor Tractors outside this building, which can be seen active on the coast in drawing the Life-boat over sandy beaches, launching her into deep water, and, eventually, hauling her up again. These ingenious engines will undoubtedly facilitate the launch of Life-boats on many parts of the coast. Again, the Institution has adopted electric power for hauling up its Life-boats wherever these Boats are so heavy as to make manual labour slow and ineffective. It is also on the point of attaining what has long been a desideratum, namely, an effective means of communication between the Life-boat and the ship. When you reflect that too often the Life-boat has had to lie off a wreck during a winter's night, in the teeth of a gale, because it has been impossible to reach the vessel, and that when she has eventually got to the ship, she has found that some of the crew have been swept away during the night, you will realise how much an effective line-throwing gun will mean in the added capacity to reach promptly the vessel in distress, and hence to save life.

It will be gratifying to you to know that the Institution's pre-eminence in the development of the Life-boat Service is acknowledged in the most practical way by the fact that not only the Overseas Dominions, but all the other overseas countries constantly come to the Institution for advice and for plans and specifications of its Life-boats, carriages, engines, tractors, etc. Within the last few weeks it has been the pleasant duty of the Institution's officials to give such help in response to requests from Holland, Denmark, Spain, Turkey, Roumania, Mexico and Uruguay.

Encouraged, therefore, by the help which science has afforded in the past, the Committee will continue carefully to examine every invention and every suggestion which may be put forward with a view to harnessing the progress of science to the cause of life-saving at sea.

But, as we found in the war, men are greater than machinery, and we shall all agree with the words of the Report which draw attention to the fact that the efficiency of this great Service "must ultimately depend, as it has depended in the past, on the maintenance of crews with the courage and endurance, the skill and seamanship,

and the intimate knowledge of the changing conditions of the coast for which our Life-boat Service has always been renowned." Such crews we shall, I feel sure, continue to find while we maintain around our coasts that hardy maritime population which has, for centuries past, given us not only our best fighting-men, but the bulk of the Mercantile Marine, which has carried our Flag in peaceful trading to the farthest shores of the world, and which, in the tremendous struggle from which we have emerged, rendered such magnificent service in the Mine Sweepers, the Naval Auxiliaries, aye, and the merchant ships, which carried our men and our war material with undaunted courage and tenacity in the face of the most deadly perils. Such crews you have, I am glad to say, on every part of the coast, and such a crew you will have before you here to-day. On the 2nd December last the Fishguard Motor Life-boat performed a magnificent service, which gained for the Coxswain, John Howells, the Gold Medal of the Institution, the V.C. of the Life-boat Service. When, presently, you will have heard an account of this service, it will be a very great privilege to me to present the Medal to this man. But while you applaud his courage, his endurance and his seamanship, I would ask you to remember that you see in him not only a typical Coxswain but a representative of the crews which, on the Welsh coast, and on every part of the British shores, are prepared to risk everything in order to carry out their noble, voluntary and self-imposed task.

Nor must we forget that these men in their battle with the elements are constantly face to face with dangers which too often demand the sacrifice of life. By a striking coincidence, the glory and the tragedy of the Life-boat Service are exemplified by two instances which are touched on in the present Report, and which were separated from one another by only a few hours. On the 3rd December, only a few hours after the Fishguard Life-boat had returned from her perilous and successful exploit, the Rhoscelyn Life-boat, on another part of the Welsh coast, while engaged in a similar task, went over on her beam ends and threw out several of the crew. Although she righted herself at once, we have to deplore the loss of the Coxswain and four of the gallant crew. We are thus reminded that the victories of this peaceful Service are not obtained without grievous loss. And remember that when these gallant men lose their lives, there are always widows and orphans to be looked after. The Institution has, from its earliest days, done its utmost to alleviate the sorrow and distress of those who suffer from the loss of the breadwinner, and, in 1917, a Pension Scheme was adopted, based broadly on the scheme of pensions given to the widows of soldiers and sailors who lose their lives in the service of the

country. In this, as in almost every other direction, the Institution has, in the last few years, considerably increased the scale of awards for services and the remuneration for exercises, as well as the retaining fees of Coxswains, Second Coxswains, etc. These decisions have added a very heavy burden on the funds of the Institution.

And this brings me to my third point. It is impossible to contemplate the vast extent of the Institution's work, the broad humane purpose which it pursues, or the splendid men, numbering some six or seven thousand, who man its Life-boats, without being struck by the fact that this mighty organisation for good is maintained at such a small cost, under a quarter of a million a year, and that that cost is provided solely by the voluntary contributions of the generous public. When you hear, as you have so often heard, of the work of the Life-boat Service, I am sure that your feeling, and that of the Nation at large, is one of heartfelt admiration for the crews and of gratitude to the Institution. But I am sometimes inclined to think that the very efficiency with which the Institution carries out its work, coupled with the fact that most of it is done in the darkness of the stormy night, and on an element with which the majority are only familiar in its gentler moods, makes many people blind to the claims of the Life-boat Service on every one of us for such measure of support as we can afford. Indeed, although the Institution has been at work for nearly a hundred years, I believe that a very large number of people are still unaware of its existence, and imagine that the Life-boat Service is run by the State, or, apparently, by some Providence which does not require any help from us. Now it can never be too strongly emphasised that the Institution receives not a penny by way of grant or subsidy from the State, and that the whole of its great work is entirely dependent on the free gifts of the British people. It would surely be a sad thing if it were otherwise, and if we, the first maritime nation, should be so forgetful of the claims of the seafarers who approach and leave our shores, so wanting in pride in the great traditions of our voluntary Life-boat Service, as to have to go to the State and ask it to shoulder additional burdens which we ought to be only too ready to bear. If the Institution is to be enabled to carry on its work with undiminished strength, energy, and success, it will need all the help that a generous public can give. For I note with concern that the year 1920 shows a deficit of £12,000 on the financial operations, and that the Committee feel considerable anxiety as to their ability to meet the very heavy expenditure involved—amounting to over half a million sterling—in the large scheme of Motor Life-boat construction, unless it is spread over a considerably longer period than would be desirable in the interests of the highest efficiency.

These are matters which, as I say, give rise to some anxiety. On the other hand, it is very encouraging to find that a number of generous persons have presented donations for the construction of Motor Life-boats, and that an increasing number have seized the opportunity of linking their name, or that of someone who has paid the supreme sacrifice in the Great War, with the Life-boat Service by similar gifts for Motor Life-boats which are still under construction; and certainly I can imagine no memorial more fit to commemorate a noble death on the field of battle than a living instrument of life-saving which will foster and maintain among our crews the highest kind of fighting spirit.

It is very encouraging, too, to see that the great cities are coming forward generously in response to the special appeal for the Motor Life-boat scheme, and I have very little doubt that the shipping community, which has the greatest stake in the lives of our seafaring population, will support with its customary generosity a form of national activity which makes such a special appeal to their patriotism and public spirit. Nor do I hesitate to share the confidence of the Committee of Management that the Army will take its place by the side of the Navy in showing open-hearted and practical sympathy with a form of heroism and self-sacrifice which is so much akin to that which inspires the Forces of the Crown.

Ladies and gentlemen, more than this is needed, and I think the Committee of Management have come to a very wise decision in founding a Ladies' Life-boat Guild in order to bring into closer union and co-operation the women whose personal service on behalf of the Life-boat Cause has already done so much to commend it to the support of men and women of all classes. This is not the first time that the Life-boat Service has appealed to women in the hour of need. Over and over again through the history of the Institution, we have the record of women coming forward to assist their husbands, brothers, or sons in launching the Life-boat. The name of Grace Darling comes down through the years with its example of heroic effort in life-saving exerted by a delicate girl. Among the long roll of heroes whose names illustrate the annals of the Institution, her name and that of her father hold a proud place as the recipients of the Silver Medal of the Institution. Only the other day the women of the little Northumberland village of Boulmer went into the sea waist-high in helping to launch the Life-boat. And, as the Report shows, thousands of women in every part of the United Kingdom, rich and poor, high and low—and I should particularly like to pay a warm tribute to the work of large numbers of women in humble circumstances—thousands of these women have shown that they are moved by the same spirit of mercy and helpfulness as actuated Grace Darling and the women

of many a little fishing village scattered around our coast. These women have, in their way, rendered magnificent service to the Life-boat Cause. Without them, it would have been almost impossible to organise successfully those appeals, especially in the shape of Life-boat Day efforts, which bring the claims of the Institution to the sympathetic attention of the million. I feel sure that you and they will welcome the Institution's decision to form a bond of union among all these women in the establishment of the Ladies' Life-boat Guild, and it is a great satisfaction to me to be able to announce that the Duchess of Portland, from whom I had a letter this morning very much regretting being unable to be present this afternoon, has consented to act as President of the Guild. The Duchess is no new friend of the Life-boat Cause. For years past she has been a prominent and active worker throughout the County of Nottingham, and only those who have been brought into frequent contact with her know how much enthusiasm and zeal her own keen interest in charitable work, but above all, in the Life-boat Service, has inspired in that county.

My Lords, ladies and gentlemen, as I have said before, the Institution is approaching its Centenary Year. It is face to face with very heavy commitments and very heavy expenditure in its efforts still further to improve the Life-boat Service of which we are so proud. It will continue to aim at giving the Life-boat men the best boats and equipment which science can devise and money can provide, and it will aim at encouraging in every possible way the splendid spirit, the skill and seamanship of the crews which man those boats.

I am confident that, with the enthusiastic help and devotion of British women, and the generous help of all classes of the community, the Institution will be able to carry out these high aims, and to continue undiminished and unimpaired a service which is the natural outcome of our maritime position, and the humane and heroic corollary of Sea Power.

The SECRETARY (Mr. George F. Shee, M.A.): Your Royal Highness, my Lords, ladies and gentlemen, this paper, which is signed by Lord Waldegrave, the Chairman, nominates the following noblemen and gentlemen as suitable persons to fill the various offices in connection with the Institution during the period dating from the 28th April, 1921, until the Annual General Meeting of the Governors in 1922.

(The Secretary read the list of nominations.)

President.

H.R.H. the Prince of Wales, K.G.

Vice-Presidents.

His Grace the Archbishop of Canterbury, P.C., G.C.V.O.

His Grace the Duke of Leeds.

His Grace the Duke of Portland, K.G., P.C., G.C.V.O.

His Grace the Duke of Northumberland, C.B.E., M.V.O.

The Most Hon. the Marquis of Ailsa.

The Right Hon. the Earl of Derby, K.G., P.C., G.C.V.O., C.B.

The Right Hon. the Earl of Rosebery, K.G., K.T., P.C.

The Right Hon. the Earl Waldegrave, P.C.

The Earl of Lonsdale.

The Right Hon. the Earl of Plymouth, P.C., G.B.E., C.B.

Admiral of the Fleet the Viscount Jellicoe of Scapa, G.C.B., O.M., G.C.V.O.

The Right Hon. the Lord Strathelyde, P.C., G.B.E.

Sir Godfrey Baring, Bt.

Treasurer.

The Earl of Harrowby.

Committee of Management.

The President.

The Vice-Presidents.

The Treasurer.

The Right Hon. the Earl Waldegrave, P.C., *Chairman.*

Sir Godfrey Baring, Bt., *Deputy-Chairman.*

The Lord Airedale.

The Earl of Albemarle, K.C.V.O., C.B.

Frederick Cavendish Bentinck, Esq.

Admiral Sir Frederick E. E. Brock, K.C.M.G., C.B.

Major Sir Maurice Cameron, K.C.M.G.

Captain Charles J. P. Cave.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

Major Sir Edward Feetham Coates, Bt., M.P.

The Hon. George Colville.

Sir William Corry, Bt.

Sir John G. Cumming, K.C.I.E., C.S.I.

Captain the Viscount Curzon, R.N.V.R., M.P.

Henry R. Fergus, Esq.

John Beville Fortescue, Esq.

R. H. Gillespie, Esq.

Major Ralph Glyn, M.C., M.P.

Engineer Vice-Admiral Sir George G. Goodwin, K.C.B.

The Earl of Hardwicke.

Harry Hargood, Esq., O.B.E.

Vice-Admiral Sir Colin Keppel, K.C.I.E., K.C.V.O., C.B., D.S.O.

Sir Woodburn Kirby.

Brigadier-General Noel M. Lake, C.B.

J. F. Lamb, Esq.

Herbert F. Lancashire, Esq.

Charles Livingston, Esq.

Colonel Sir A. Henry McMahon, G.C.M.G., G.C.V.O., K.C.I.E., C.S.I.

Commander Sir Harry Mainwaring, Bt., R.N.V.R.

The Most Hon. the Marquis of Milford Haven, P.C., G.C.B., G.C.V.O., K.C.M.G.

Captain George B. Preston.

Engineer Rear-Admiral Charles Rudd.

The Right Hon. Walter Runciman.

Major-General The Right Hon. John E. Bernard Seely, C.B., C.M.G., D.S.O., M.P.

Rear-Admiral Hector B. Stewart.
 Commander Francis Fitzpatrick Tower,
 R.N.V.R.
 The Lord Tredegar, O.B.E.
 Commodore Sir Richard Henry Williams-
 Bulkeley, Bt., C.B., R.N.R.
 The Right Hon. the Lord Mayor of London.
 The Admiral Commanding Coast Guard
 and Reserves.
 The Deputy Master of the Trinity House.
 The Hydrographer of the Admiralty.
 The Chairman of Lloyd's.

Auditors.

Messrs. Price, Waterhouse & Co.

H.R.H. THE PRINCE OF WALES: I declare these Gentlemen duly elected. I now call upon the Secretary to read the account of the services rendered for which the Medals on this table have been awarded.

The SECRETARY: Your Royal Highness, my Lords, ladies and gentlemen, on the evening of the 3rd December, 1920, the three-masted Dutch motor schooner *Hermina*, which was anchored outside Fishguard breakwater, was seen burning flares as signals of distress, and the Motor Life-boat was launched. A whole gale from the north was blowing, and by the time the Life-boat reached her, the *Hermina* had dragged her anchors and was grinding heavily on the rocks with tremendous seas making a clean breach over her. The Life-boat was anchored and veered down to her, but it was only with the greatest difficulty and at great risk that she was able to get ropes on board. The sea was lifting the Life-boat into her rigging, and once had it not been that the rigging prevented it the Boat would have been dashed down on the schooner's deck. In spite of these difficulties seven of the crew were safely taken off, but the captain and two mates refused to leave their vessel although the Coxswain implored them to come, warning them that with the rising tide the *Hermina* would soon be dashed to pieces against the cliffs.

While the rescue was being carried out the Motor Mechanic discovered that the Life-boat was leaking, and, although he made repeated efforts, he could not re-start the engine. The Life-boat, with the seven rescued men on board, was in extreme peril. Then no sooner had she cast off from the wreck than her mizzen became unhooked, and was blown to ribbons, leaving her with only the main sail set. If her position was perilous before, it was now almost hopeless; but, in response to the call of the Coxswain, the Second Coxswain and one of the crew, Thomas Holmes, at once crawled out on the forward end box, and, with the great seas breaking over them, succeeding in reeving the jib tack so that the jib might be set. There is little doubt that the prompt action of these brave men saved the Life-boat and all on board of her. At midnight, three

hours after she left the wreck, the Life-boat reached Fishguard. Immediately afterwards distress signals were again seen burning on the *Hermina*. It was impossible for the Life-boat to return, but the Board of Trade Life-Saving Apparatus was in readiness at the top of the cliff, and succeeded, when day came, in rescuing the captain and first mate. The second mate had already been washed overboard and drowned. One of the volunteer crew of the Apparatus, Mr. William Morgan, to whom the Committee have awarded the Thanks of the Institution inscribed on Vellum, was lowered down the cliff to bring up the mate, who was lying exhausted and helpless on a ledge of rock with the waves washing over him.

Great courage and determination were shown by all concerned in this successful and dangerous service. But these qualities alone would not have been enough. Without fine seamanship on the part of the Coxswain, and the readiest obedience on the part of all the crew, it would never have been possible to bring the Life-boat, waterlogged as she was, away from a lee shore, with sheer cliffs behind her, in face of a whole gale.

(H.R.H. the Prince of Wales then presented the Gold Medal to Coxswain John Howells, Silver Medals to Second Coxswain Thomas Oakley Davies, Motor Mechanic Robert Edwin Simpson and Life-boat man Thomas Holmes, Bronze Medals to the remaining members of the crew, and the Thanks of the Institution, inscribed on Vellum, to Mr. William Morgan.

The EARL OF PLYMOUTH: Your Royal Highness, my Lords, ladies and gentlemen: The great difficulty that I really feel in recommending to the support of this meeting the resolution that I am about to read is, that anything that I can say in its support is already fully recognised by the whole Nation. The resolution reads thus:

"That this Meeting, fully recognising the important services of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in its National work of Life-Saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries."

Now there is no one in the whole country (one can say this with confidence) whose heart is not thrilled by the accounts which we read of the gallant rescues that are made by the Coxswains and the crews of our Life-boats all round the coast of Great Britain and Ireland, and I should only be labouring the point if I said anything more, I think, than His Royal Highness has said, in the most interesting address that he has given to us of the work of the

Life-boat Institution. But if we all admit that, the crucial point really is: do we recognise the fact that the work and the efficiency of the Life-boat Institution really depend upon the funds at its disposal? That is the practical way in which the Committee of Management always must appeal to the public to show the deep appreciation which they feel in this life-saving work. I do not think that I can do more, in recommending this motion to your notice, than to emphasise, if you will allow me, in a few words, two points that have already been made by His Royal Highness. One of the great points of interest in the Report, as he has observed, is that which deals with the new Motor Life-boats; and I wish to draw the attention of this meeting, and of everyone who takes an interest in this work, to the fact of the heavy increased cost of construction of these boats. It is the same in the construction of Life-boats as in that of almost every other industry in the country at this moment; the cost of production is very high, and it has increased enormously within the last two or three years. I hope it will be seen that this great increase of cost must be met by increased subscriptions, and an increase in the number of subscribers, by which alone we can meet the very serious financial situation that is before us. In the Report you will see the number of Motor Life-boats which have already reached the Stations to which they were allotted; you will see a considerable list of Motor Life-boats now under construction, which are to be delivered at certain Stations, and another considerable list which, as His Royal Highness has already pointed out, have to be laid down as soon as possible, but must await sufficient funds in hand to enable the Committee of Management to order them. There is, you will observe, a new type of Motor Life-boat. It is of the utmost importance for the efficiency of the Service, not only for the saving of those who are shipwrecked, but, I will say, also for the lives of the gallant men engaged in the rescue. The other point I just wanted to emphasise is, naturally, the point of finance. The Committee of Management do earnestly desire that every effort should be made to increase the funds of the Institution, because of the very largely increased demands upon them, even for keeping up the work that they are now doing, apart from the development they are anxiously endeavouring to arrange for in all parts of the country; but at the same time, though they make this appeal, they desire to give their very grateful thanks to all those who have been helping them in the past. The voluntary workers have done yeoman service to the Institution; the Local Committees, and the Honorary Secretaries of those Committees, have worked with the greatest success, and increased success, in many parts of the country; and I also would venture to allude to the new Ladies' Guild which

His Royal Highness has told us has just been formed, to which we look, and I am sure we can look with confidence, for a very great deal of successful work. I can only say this, that I assure our voluntary workers that we do greatly depend upon them to continue the great work they are doing for this Cause, and to increase their efforts, if possible, to enable us to meet the heavy expenses which, as you have already been told, are now facing us. Your Royal Highness, without any further words, I shall now move the Motion which has been entrusted to me, and which I have read.

MISS ALICE MARSHALL (Honorary Secretary of the Oxford Branch): Your Royal Highness, My Lords, ladies and gentlemen, I have been asked to second the first part of this resolution as the representative of the Honorary Secretaries of nearly 800 Life-boat Branches, and of the thousands of other Honorary Workers throughout the country, both men and women, who help the Life-boat Cause in that spirit of voluntary service which we feel to be the chief inspiration of all its work. I am delighted that the Oxford Branch should be thought to have merited the high distinction of being associated with this resolution, and it is a great pleasure to me personally to be allowed to pay a tribute to the splendid gallantry and seamanship of the Life-boat crews which, after the story of the service of the Fishguard crew which we have heard *this afternoon, we must feel to be beyond all praise.* I should like to take this opportunity of expressing our heartfelt thanks and cordial gratitude to the Governing Body for the constant care and devotion with which they direct the humane work of this fine national sea service. I am sure that I may claim to be speaking not only for Oxford, but for all the Branches of the Institution, when I say this; and when I add that the Committee of Management may continue to count, even in these difficult times, on receiving the whole-hearted support of the honorary workers throughout the United Kingdom, in maintaining the Life-boat Service as a great voluntary institution. *It gives me much pleasure to have the honour of seconding the first part of the resolution.*

MR. WALTER RUNCIMAN: Your Royal Highness, My Lords, ladies and gentlemen, I have the greatest possible pleasure in supporting this resolution, not only because it thanks our Committees and Local Secretaries, subscribers, and supporters in every part of the country, but because it puts in the forefront of the Resolution the work which has been done by the Life-boat men themselves. We may or we may not give of our munificence, but they give what is far more precious to them than our wealth is to us: they give at times their lives in the service of this great Institution and of humanity. The best characteristics of our

sailors and of our fishermen are to be found in our Life-boat crews, and I have no hesitation in saying that the cream of our fishing communities are those who man the Life-boats of this Institution. Not only do they show their characteristic courage in the work which they do in all weathers and under all conditions, but they bear themselves with sailor-like modesty. You have had an example to-day in the Fishguard crew, who, if I may use a very plain English word, combine with modesty a jolly demeanour. They, however, would be the first to admit that their action and their record is not singular, and that every crew of the Life-boats round the coast of these islands would show equal courage and tenacity and ingenuity under similar circumstances. If such is the character of the men who serve us afloat, the duty then falls on us all the more heavily of giving them the best material that money can buy. The Life-boat was, I believe, invented in what I am still proud to call my birthplace—in South Shields; but the Life-boat of South Shields was a very primitive craft, and its great successor, which was called the *Tyne*, which not only succeeded in saving over 1,000 lives, but, I believe, in drowning more than one crew, has been superseded by some of the best designed craft in the world. Mr. G. L. Watson, who was the designer of one of the most beautiful and brilliant yachts which ever sailed the sea, the *Britannia*, also provided our Life-boat men with the best designed craft for rough water that have been devised, and we are fortunate in still having the technical services of the late Mr. Watson's firm for carrying through the construction of all the new vessels which we place around the coasts. The difference that is made to the Life-boat men by the provision of motors in the Life-boats is far greater than the difference between a sailing fishing-boat and a motor fishing-boat; the range of action of both is extended, but the safety of the crews of the Life-boats themselves and of the vessels which they save is greatly increased. It is not only our privilege to employ highly technical men to design these craft and to construct them; it is our privilege to find the funds whereby our Life-boat men can have their area of service extended, and extended at a diminished risk. We are in the unfortunate position of having to pay higher prices now for our Life-boats than ever before in the history of shipbuilding, and, if we have not sufficient funds for the purpose, the Institution's programme for the construction of Motor Life-boats must be postponed. There may have to be an interval of two or even three years in that programme unless the money is forthcoming. My own personal view is that such a postponement would be unfair to our Life-boat men, but, if that be the correct view, it is then all the more our bounden duty to provide the necessary funds. There is an

alternative to providing the funds voluntarily, and that is to place the Institution under State control. I have had the privilege of seeing State control both from inside and from outside, and I do not hesitate to say that, if the Institution were controlled by the State and administered by a Government Department (a great many of them are more efficient than many of us believe), it would not be one-half as well done as it is by the voluntary Committee of Management, its technical staff, and its supporters throughout the country. And, indeed, even if that were not so, I think it would be discreditable to a sea-faring race that they do not, out of their own abundance, provide the necessary support for their Life-boat Service. Our President has stated so admirably to-day the main claims and the future responsibilities of the Institution, that nothing need be added to his speech, except that I would wish that every one of our supporters throughout the country, and those countless thousands who only hear of the Institution indirectly, might be imbued with the same spirit which has inspired our President.

(The Resolution was put to the meeting and carried unanimously.)

LORD WALDEGRAVE: Your Royal Highness, my Lords, ladies and gentlemen, it is my privilege, as Chairman of the Committee of Management, to have the honour of moving a vote of thanks to His Royal Highness, and in so doing I beg to speak on behalf of all the supporters of the Institution and give him their heartfelt thanks for coming and presiding here to-day. In doing so he has followed in the footsteps of his father and his grandfather, and has continued to show that personal interest in the welfare of the Institution which has been shown by all British monarchs and members of the Royal Family since its foundation, when King George IV. became its first Patron. In expressing the gratitude of all supporters of the Institution, I think I may say that that practically constitutes all the people of the Kingdom, for there must be hardly any man or woman who has not at one time or other felt a feeling of gratitude towards our Life-boats' crews, who watch the dangers of the seafarers of all countries, and especially of this country. There are two groups of people who ought to be specially cheered and encouraged by His Royal Highness's interest in this Institution, because he has served his country both as sailor and soldier, and has put into actual practice the words of his motto, which, we are glad to learn, from recent investigation is not German in origin, but comes from Gelderland, which is much more closely akin to our Anglo-Saxon dialect than the German. First of all there are the Life-boat men themselves, who we know are, in peril, in sympathy with fellow seafarers in distress, and are actuated by the courage and splen-

did endurance which have made their name proverbial. There is not one member of the Life-boats' crews scattered around our 1,500 miles of coast who will not feel encouraged and cheered by the interest shown in their Cause by His Royal Highness to-day. The other great group who will feel much encouragement is the thousands of men and women who have already been alluded to throughout the length and breadth of the country, who take a keen interest in the welfare of the Institution, and give their time, energy, and even health, to doing their best to support it; and we are glad to see so many of them here to-day, especially Miss Alice Marshall, of the well-known Oxford Branch, and I am sure that, in returning to their work in the country, they will carry back with them a message of courage which will give great and glowing results in future years. I do not think, as His Royal Highness and Lord Plymouth and Mr. Runciman have touched so much on the financial question, that I need repeat it, but you know how much we want support from all our countrymen; the cost of labour and materials has gone up, and the cost of maintaining an Institution like this increases, but I am sure, after the great interest His Royal Highness has shown here to-day, the Committee of Management need feel no anxiety for the future, and may look forward to the Centenary with calm. I beg to move:

"That the hearty and respectful thanks of this Meeting be given to H.R.H. The Prince of Wales, for presiding over this, the Ninety - Seventh Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION."

SIR GODFREY BARING: Your Royal Highness, my Lords, ladies and gentlemen, it is my high honour and privilege to be allowed to second this resolution. The words of the vote of thanks are, of necessity, somewhat cold and formal in tone, but when the vote is actually put to the Meeting, His Royal Highness will see that our thanks come from our hearts. There seems to me to be something strikingly and specially appropriate that one who personifies in his own character the highest attributes of the English race, courage, chivalry and modesty, should present rewards to our Life-boat men, who are nothing themselves unless they are courageous, chivalrous, and modest. The demands on His Royal Highness's time are, we know, overwhelming in number and bewildering in variation. He has almost solved the difficult problem of perpetual motion; and even to read the record of his activities leaves one in a state of respectful breathlessness; but I venture to say that of all the great causes which His Royal Highness encourages and helps by the fact of his presence, and the encouragement of his eloquent words, there is no nobler, no more worthy, no more truly national cause than that of the Life-boat

Institution. I hope on many future occasions our President will preside at our Annual Meetings, and perhaps we might arrange on a suitably stormy and windy day that His Royal Highness should go out on what is called "a practice exercise." May I say that he would find it almost as exhilarating as riding a steeplechase—and far less expensive? Ladies and gentlemen, there was one matter connected with securing the necessary money to carry on the Institution of which I heard with great pleasure, and that was the establishment of a Ladies' Life-boat Guild. We, on the Committee of Management, anticipate great things from that Guild. We hope we shall be able to rake in a good deal of money, and it has led the Institution to take a step which I can only describe as being revolutionary in character. We have placed two ladies on our Organising Sub-Committee. I think, since the passing of the Great Reform Bill, there has been no greater revolution than that; but, may I say at once to those who may be, perhaps, a little nervous at such revolutionary proceedings, that this is not our old and esteemed friend the thin end of the wedge—it would be unchivalrous to compare a lady with anything so prosaic and dull as a wedge—but we do think the ladies who do so much for us in securing money, and who work so hard for the Life-boat Cause, have some reason to claim representation on one of the Sub-Committees of our Committee of Management. Your Royal Highness, these are difficult and trying times, but, encouraged by to-day's proceedings, the Committee of Management will face the future with courage and hope. For nearly one hundred years we have relied on the generous subscriptions of a sympathetic public. They have not failed us in the past, they will not fail us in the future. The work of the Life-boat Institution is often difficult, onerous, and complex; but there is not a man or woman associated with our Institution who does not love the work, and does not feel it an honour to be connected with so great and beneficent an organisation. It is because your Royal Highness's presence here to-day has done so much to encourage and inspire our workers, and to reward them for the great efforts they have made in the past, that it gives me such pride and pleasure to be allowed to second the resolution.

(The Resolution was put to the Meeting and carried unanimously.)

H.R.H. THE PRINCE OF WALES: My Lords, ladies and gentlemen, I am afraid you are having rather an over-dose of me this afternoon; I am not going to read another address, but I want to thank Lord Waldegrave and Sir Godfrey Baring for the very kind words they have used, and all of you ladies and gentlemen for your vote of thanks—although I am sure that the thanks are not for me at all. It is a very great pleasure to me to come and take the

chair to-day, and the vote of thanks should go to all those who have done such splendid work, and such successful work, for the Institution. Talking about the Life-boat exercises, I was very near to taking part in one of those at Newquay some ten years ago, only I think the Secretary thought that it might be better for me not to go. However, I hope to have an opportunity one

of these days.* I think we should all like to offer our heartiest congratulations to the splendid crew of the Fishguard Life-boat on the award of their medals. I can assure you that I shall always take the greatest possible interest in THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that I wish it every possible success—which it so fully deserves. Thank you very much.

* The Prince went out in the St. Mary's, Isles of Scilly, Motor Life-boat on the 21st May, during his

tour through his Duchy of Cornwall.—EDITOR, *The Life-Boat.*

Services to Foreign Vessels in 1920.

In his address at the Annual Meeting, the Prince of Wales referred to the number of services to foreign vessels performed during 1920, and said that there was "no nation possessing a coast-line and any ships which had not benefited at some time or other by the activities of the British Life-boat Service." The following are the details of the services to foreign vessels in 1920 :—

Country.	Number of Services.	Lives Rescued.
France	16	60
Denmark	5	45
Norway	4	10
Holland	3	7
Germany	2	24
Russia	2	7
Greece	1	10
Spain {	1	—
	(helped vessel)	
Finland {	1	—
	(helped vessel)	
	35	163

The total number of lives saved by Life-boats in 1920 was 451—apart from 133 lives saved by shore-boats and other means, for whose rescue the Institution gave rewards. That is to say, more than a third of the lives saved by Life-boats were from foreign vessels. Nothing could show more clearly the international value of the Service. Its value has, indeed, been fully recognised by the foreign countries whose vessels it has helped. From 1873, up to the end of 1920, no fewer than sixty-four decorations or special records of thanks have been received by the Institution from foreign Governments, Monarchs, or Life-Saving Societies. Fourteen different countries in that time have in this way shown their gratitude for the work of the Institution. Such marks of gratitude have been received from Norway seventeen times, from France twelve times, and from Germany eleven times.

A Touching Tribute.

THE Institution has just received a most touching proof of devotion to the Life-boat Cause in the gift of two beautifully-dressed dolls, accompanied by the following note :—

"To the Life-Boat Society.

"Miss — finds she is unable to pay her subscription in money this year, so is sending these dolls, dressed by herself (aged 89), for sale. She hopes they will be equally acceptable."

A postscript to the note adds :—

"Miss — is quite blind."

It is proposed to put the dolls up for sale at the first opportunity, and it is hoped that they will raise a really substantial sum, for we feel sure that there must be many who would like in this way to show their appreciation of such devotion to the Life-boat Cause. The donor of the dolls has been enrolled a member of the Ladies' Life-boat Guild.



Photograph by]

[Typical Press Agency.

**THE PRINCE PINS THE GOLD MEDAL ON
COXSWAIN JOHN HOWELLS.**

**(Mr. George F. Shee, the Secretary of the Institution, is standing
behind the Prince.)**

The Appeal of the Press.

THE urgent appeal which the Prince of Wales made in his Presidential Address for increased financial support of the Life-boat Service was taken up at once in the Press, and a number of papers supported and reiterated the appeal in their editorial columns. Among these papers were *The Times*, *The Daily Telegraph*, and *The Daily Chronicle*, in London; and in the provinces, *The Eastern Daily Press*, *The Bristol Evening News*, and *The North-Western Daily Mail*. We print below in full the leading articles which appeared in *The Times* and *The Daily Telegraph* :—

The Nation's Life-boats.

"There were two specially notable features in yesterday's annual general meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION—the Prince of Wales's Presidential address and the presentation of medals to the Coxswain and crew of the Fishguard Life-boat. In all the pages of the Life-boat Service's book of golden deeds it would be difficult to surpass the story of the rescue of the crew of the Dutch steamer *Hermina* by the men of the Fishguard Boat on the night of the 3rd December, 1920. The seamanship and determination of the Coxswain—who received from the Prince the Gold Medal of the Institution, the Victoria Cross of the Service—and the gallantry and discipline and endurance of every member of the crew, were a stirring example of the qualities which have won for the fisherfolk of our treacherous shores the admiration and the gratitude of all seafaring nations. For the work of the Institution is universal as well as national. Last year, as the Prince reminded his audience, out of the 180 ships to which the Life-boats put out, thirty-five were foreign vessels, the greater part of them French, and two, with twenty-four men on board, German. In all, since the Service was started nearly one hundred years ago, 58,000 lives have been saved (more than 5,000 of them during the Great War) by our British Life-boats. To-day, more even

than in the days when the Prince's father and grandfather occupied the post of President, there is a pressing need, if the same splendid work is to be continued, of machinery, men, and money. The importance which the Prince himself attaches to the provision of the necessary support was shown in every word of his long and earnest speech. Motor Life-boats, Caterpillar Tractors, electric haulage power, and adequate Slipways and Boat-houses are modern requirements that cannot be dispensed with, and that cost money. To the public, to the Army, to the great cities, to the shipping community, and to the women of the nation the Prince made a special appeal for willing help. In the name of 'the glory and the tragedy' of the Life-boat Service it cannot be that he will appeal in vain"—*The Times*, April 29th, 1921.

The Chivalry of the Sea.

"Since it was founded in the early years of last century, a consistent concern for the welfare of THE NATIONAL LIFE-BOAT INSTITUTION has always been evinced by the Royal Family, and in presiding at the annual general meeting the Prince of Wales was carrying on a great tradition. As his speech, reported in our columns yesterday, revealed, his interest in the work of this Institution, foremost in its own sphere throughout the world, is more than formal. His Royal Highness not only began his education as a naval cadet, receiving possibly the finest training of aptitudes and character to be obtained anywhere, but he has travelled far over the seas. He is able to appreciate the debt which the nation owes to the crews who, with dauntless courage, go forth very frequently on dark and stormy nights when 'unconscious England sleeps', to rescue those in peril by sea, regardless of the dangers they themselves run, and making no distinction between one nationality and another. In honour of this splendid movement, the Prince of Wales delivered, if we mistake not, the longest address which has ever come from him, and it was likewise a singu-

larly effective, and also eloquent, tribute to the heroism of our Life-boat men. It is the peculiar glory of this Institution, with its 246 Life-boats, that it reflects national character and national skill. Its efficiency, as well as the spirit which animates it, is due in no small degree to the fact that the chilling hand of bureaucracy has never been upon it. Those who read the Prince of Wales's speech, and it deserves to be read by everyone, will understand how it happens that the Institution fulfils its mission so admirably, keeping always abreast of the times, while preserving the high traditions of the past. It is always on the look-out for better boats and apparatus; it has evolved a type of Motor Life-boat which has already been the means of saving many lives which would otherwise have been lost; it has pressed the caterpillar tractor of recent war memories into its peaceful service, so as to facilitate the launching of boats; it has utilised the power of electricity; and it is on the point of securing a more effective means of communication between the Life-boats and distressed ships. His Royal Highness paid fitting tribute to the men round the coast who, in face of gales, with high winds and mountainous sea, vindicate our claim to be a race of seamen. We must stand by them as they stand by us. They served the nation with splendid loyalty during the war, saving 5,320 seafarers from drowning; and they are still serving it with a fine devotion to the cause of humanity, reminding all and sundry that the brotherhood of the sea is a reality. 'Remember,' the Heir Apparent remarked, 'that when these gallant men lose their lives, there are always widows and orphans to be looked after.' In that respect the community has a re-

sponsibility which it cannot afford to evade. The work of THE NATIONAL LIFE-BOAT INSTITUTION has always lain very near the heart of this island people, and its activities must not be restricted for want of adequate funds. It is neither rate-supported nor tax-supported. It requires less than a quarter of a million sterling annually to meet its needs, so economically does it work. Imagine what it would cost a Government Department to maintain nearly 250 Life-boats round the coast, ensuring that crews are instantly available when a ship is in distress! It would spend probably not far short of a million pounds, and even then would not do the work anything like so well. As a mere matter of economical insurance this Institution must continue to receive the generous support of the public. The Life-boats must be ready to go out in the teeth of the fiercest gale; they must be well found, well equipped, and well manned. It is a happy thought to establish a Ladies' Life-boat Guild in order to bring into closer union and co-operation the devoted women, not restricted by any means to one class, who, inspired by the example of Grace Darling, render personal service, in one form or another, in this humane cause. The Duchess of Portland, who has been a friend of the movement for a good many years, has become President of the Guild. This departure furnishes another illustration of the initiative which is shown by those responsible for commending the movement to the great heart of the nation. We must see to it, as a matter of honour, that money is not lacking to maintain a Service which constitutes our acknowledgment, in a partial way, of what we owe to those who go down in ships to the great waters."—*The Daily Telegraph*, April 30th, 1921.

Sir William Hillary, Founder of the Institution.

By GEORGE F. SHEE, M.A.

WHEN, in March, 1920, I paid my first visit to the Isle of Man, I did so for a double reason. I wanted to see all the Isle of Man Stations and to have the advantage of meeting the Honorary Secretaries and Committees. But the main object in my mind was to visit Douglas, the scene of the most splendid

so it was not without emotion that I laid on the vault of Sir William Hillary's tomb in St. George's churchyard a laurel-wreath emblematic of the veneration with which the Committee of Management of this Institution, and all its thousands of supporters, regard the man to whom they, and countless



episodes in the life of Sir William Hillary, and the place which holds his tomb.

No one who has studied the life of this noble man in the accounts which are to be found scattered about in the *Dictionary of National Biography*, in the Records of the Institution, and in local journals, can fail to be deeply impressed by the example of practical humanity, courage and devotion which mark every aspect of the gallant soldier's many-sided activities. And

storm-beaten seafarers, owe the establishment of an organized and efficient life-saving Service on the coasts of the United Kingdom.

I had heard vaguely that the tomb was not in a very good state of repair, but I had not received any report on the subject. I was, therefore, much surprised to find that the tomb of one who, though not a Manxman by birth, had probably done more for the town of Douglas, and, indeed, in his larger schemes, for the Island itself, than all

but a very few of its own sons, had been left to take care of itself and had a very neglected air. On my return to Headquarters I reported fully on the subject, and suggested that the Institution should do what neither Sir William Hillary's fellow-townsmen, nor, apparently, his family had done, and renovate the tomb and place a suitable inscription on the grave of the chief founder of the Institution, and one of its eponymous heroes.

This the Committee of Management at once agreed to, and after very careful examination of the tomb, and consideration of the detailed report from Colonel Madoc, the Honorary Secretary, it was decided to entrust the renovation to Mr. J. H. Royston, a local architect. The work was confined to securing the worthy restoration of the stone and iron-work, and the provision of a marble memorial tablet, with a suitable inscription inserted in the wall of the vault. Even with these limitations the expense has been considerable, amounting to £165, but the Committee felt that it was right and proper to spend this sum in order to make good the strange neglect of years, a neglect to which Mr. S. Norris, an enthusiastic Manxman, had frequently called attention in the past. Indeed, it appears that in 1897 the Committee of Management sent £20 to the Committee of the Douglas Branch as a contribution to the cost of renovating the tomb, but by a mischance which, as will be shown later, seems to have beset everything connected with Hillary's death, this sum was lost in the smash of Dumbell's Bank, and nothing was done locally or otherwise to set matters right.

Fortunately, as I have indicated, it has been found possible to make amends, and on the 1st April, Sir Godfrey Baring, Bt., Deputy-Chairman of the Institution, visited the Island to be present at the Annual Meeting of the Douglas Branch; and, later in the day, at the unveiling of the Memorial Tablet at Sir William Hillary's tomb. His Excellency the Lieutenant-Governor, Sir William Fry, presided at the Annual Meeting, and among others present were Lady Fry; Deemster Callow, the President of the Douglas Branch; Lieutenant-Colonel Madoc, the Hon-

orary Secretary, and Mrs. Madoc; the Speaker of the House of Keys and Mrs. Clucas; the Mayor of Douglas and Mrs. Kelly, and other distinguished representatives of the public life of the Island and of its capital. It was singularly fitting that, on an occasion of this kind, the Governor, in moving the adoption of the Report, was able to congratulate the Branch on an exceptionally successful year, the total receipts, including a balance of £383 brought forward, having amounted to £1,234.

Sir William Fry said that "all people in the Isle of Man knew, or ought to know, that Sir William Hillary was the founder of the Institution, and they would that day be assisting in seeing that his memory was retained in proper respect in the Island where he had spent the later years of his life."

The resolution was seconded by the Speaker of the House of Keys, and, other formal business having been disposed of, the Deputy-Chairman addressed the meeting and dwelt upon the honour which pertained to the town in having been the chief scene of the activities of Sir William Hillary, and thereby the birthplace of the Institution itself. He emphasized the fact that Sir William Hillary had not only inspired the foundation of the Institution and obtained promises of £25,000 at the first meeting in the City of London, but had himself been the greatest exemplar of the courage, endurance and humanity which were the essential qualities of the Life-boat Service. Sir Godfrey Baring pointed out that the lesson which Hillary had taught had been learned by our maritime people all round the coasts of the United Kingdom, and that to-day the Institution represented a wonderful organization of practical humanity, building, controlling and administering a fleet of 246 Life-boats, many of them Motor Life-boats, and representing perhaps the most complete organization for life-saving service to be found anywhere in the world. And not only was it efficient, but it was extraordinarily cheap in comparison to similar services run by the State. Sir Godfrey concluded with a warm tribute to the Committee and workers of the Douglas Branch, and

an earnest appeal for increased energy in presenting the claims of the Institution to the residents and visitors to the Island.

During the afternoon a considerable congregation gathered at St. George's Church to dedicate the renovated tomb. The Bishop of Sodor and Man officiated, assisted by his chaplain, the Rural Dean, the Vicar of St. George's and the Rev. Canon Kermode; and the full choir assisted in the singing. The Bishop paid eloquent tribute to Sir William Hillary's noble and splendid career, and referred to the outstanding qualities of his character, sympathy, courage and faith. At the close of the service, the clergy and choir formed a procession to the tomb of Sir William and Lady Hillary, where the Governor drew aside the Union Jack, disclosing the Memorial Tablet, with the following inscription:—

To the Honoured Memory of
LIEUTENANT-COLONEL SIR WILLIAM
HILLARY, BARONET,

of Yorkshire, Essex, and Isle of Man.
Lieutenant Turcopolier of the Order of
the Knights of St. John of Jerusalem.

Born 1771. Died 1847.

Soldier. Author. Philanthropist.

He founded in the year 1824 THE
ROYAL NATIONAL LIFE-BOAT INSTI-
TUTION, and in 1832 built the Tower
of Refuge in Douglas Bay.

Fearless himself in the work of rescue
from shipwreck, he helped to save 305
lives, and was three times awarded the
Gold Medal of the Institution for
great gallantry.

"... What his wisdom planned and
power enforced,

More potent still his great example
showed."

—THOMPSON.

A few brief words from His Excellency brought a worthy and memorable ceremonial to a close.

Later on in the afternoon the Life-boat was launched and cruised off the coast.

The events which we have briefly described offer a suitable opportunity for recalling the main facts of Sir William Hillary's life. Born in 1771 of the ancient family of Hillary, which was of high nobility in France long before William the Conqueror, William Hillary came of Yorkshire stock. He married first, in 1800, Frances Elizabeth, daughter and co-heiress of Louis Disney-Fytche, Esq., of Flinton, Notts., and of

Swinderby, Lincoln. Through his lady he appears to have come into possession of Danbury Place, Essex, and he had twin children, a son, who succeeded to the baronetcy, and a daughter, Elizabeth Mary, who married a Captain Preston, but, though she had children, I have, so far, been unable to trace her descendants. In 1813 he married again, and on this occasion a daughter of R. Tobin, of the Isle of Man. The second baronet, Sir Augustus, also married, in 1829, a Manxwoman, the daughter of J. Christian, the *Deemster*, of Unerigg Hall, Cumberland, and died in 1854, without issue.

Hillary passed much of his early life on the Continent of Europe with H.R.H. the Duke of Sussex, one of the brothers of George III., to whom he was equerry. He was in Italy during Napoleon's Italian campaign of 1796, and in the course of his wanderings sailed round Sicily and Malta in an open boat. He returned to England at the conclusion of peace, and settled in Essex, but on the renewal of the war in 1803 he raised and commanded the first Essex Legion of infantry and cavalry for coast defence. It numbered 1,400 men, and was the largest force raised by any private individual. He spent upwards of £20,000 in raising this force, and was made a baronet for his services.

About 1808 he left Essex, having lost a great deal of property, partly owing to the failure of sugar plantations in the West Indies and partly owing to his expenditure for the public service, and settled in the Isle of Man, which, even in those days, was in the happy position of being free from many of the Imperial taxes and a place where gentlemen might live comfortably in very reduced circumstances. It is not quite clear where Sir William Hillary lived during the early part of his residence in the Island, but in the later period he undoubtedly resided at Fort Anne, now the Fort Anne Hotel, and it is certain that it is to his sojourn there that THE ROYAL NATIONAL LIFE-BOAT INSTITUTION owes its birth. For his strong and sympathetic nature was moved to an almost indignant determination to do something to diminish the terrible loss of life and property which was the immediate result of

every great storm that visited our coasts, and especially the Isle of Man. The year 1822 witnessed a rapid succession of serious wrecks off the Island, in many of which Sir William Hillary played a prominent part in saving life. Thus H.M. cutter *Vigilant* and H.M. brig *Racehorse* were wrecked, fifty-four lives being saved from the former and 100 from the latter; *The Sisters*, brig, and nine other vessels were all wrecked in the same year, in the course of which Sir William Hillary assisted to save eighty-four lives.

To a man of his active and eager mind, and one who was a practical mariner withal, it must have been terrible to see shipwrecked men dropping off the rigging in the seething water after hours of hopeless struggle, or hurled on to the rocks in Douglas Bay to be crushed and mangled. Too often he and others were obliged to witness such scenes, full of eagerness to help, but without the means to do so. It would appear that the experiences of this year finally impelled Sir William Hillary to issue his appeal to the Nation. He knew that the first Life-boat Station had been founded at South Shields in 1790, Greathead's Life-boat, *The Original*, being the boat with which practical life-saving work was inaugurated in that year. Within the next thirteen years Greathead, working on the basis of the models originated by Lukin of London, and Wouldhave of South Shields, had built thirty-one more Life-boats, of which eighteen were for the English, and five for the Scottish coast. By 1834 there were thirty-eight Life-boats on all the coasts of the United Kingdom, but this number was, of course, hopelessly inadequate for the purpose, nor was there any organization of a national character to provide and maintain the Life-boat Service or to co-ordinate the efforts of the generous individuals and societies who aimed at creating such a service, at least locally.

Moved by these considerations, Hillary published his pamphlet in 1823. In its manly and lofty eloquence, and in the practical nature of its proposals, it reflects the author's temperament and habit. Urging the claims of a Life-boat Service on every citizen, he points out that "from the calamity of shipwreck no man can say that he may at all

times remain free, and while he is now providing only for the safety of others, a day may come which will render the Cause his own," a Cause, he proceeds, "which contemplates the rescue of thousands of human beings now in existence, and an incalculable number yet unborn, from one of the most tremendous of all perils. It is a cause which extends from the palace to the cottage, in which politics and party cannot have any share, and which addresses itself with equal force to all the best feelings of every class in the State."

It would be difficult to put the case for national and generous support for the Institution better than in these words.

Two of the six objects which Hillary laid down for the Institution are now performed by other organizations, the care of mariners after shipwreck being undertaken by the "Shipwrecked Mariners," and the prevention of plunder from shipwrecked vessels being a function of the Coast-guard. But every other object aimed at by Sir William Hillary is fully and thoroughly provided for by the Institution which he founded; and it is interesting to note that it has consistently maintained the principle that "the people and vessels of every nation, whether in peace or in war, be equally the objects of this Institution." Thus, during 1920, more than a third of the lives saved were rescued from foreign vessels. Hillary's appeal met with prompt sympathy from the public; but it is to be feared that matters might have gone no further than the evocation of this sentiment, but for the fortunate accident that the practical nature of his noble project was at once recognized by Mr. Thomas Wilson, a London merchant and an M.P. for the City of London. This gentleman, feeling that there was a sort of claim on those engaged in foreign commerce, from that moment onward made the Cause his own, and ultimately became Chairman of the Institution, a position which he held till his death, in his eighty-fifth year, in 1852.

Having called and presided at a preliminary meeting on the 12th February, 1824, a formal and general meeting was held, at his instance, at the London Tavern on the 4th March, 1824, at

which Dr. Manners Sutton, the Archbishop of Canterbury, presided; among others present being the Bishops of London and Chester, Mr. W. Wilberforce, M.P. (the champion of the Abolition of Slavery), Captain Manby (who invented the Rocket Apparatus), and many other distinguished men. At this meeting it was resolved to form the "National Shipwreck Institution for the Preservation of Life from Shipwreck on the coasts of the United Kingdom."

Lord Liverpool, the Prime Minister, became the first President, and this high office has since been shared between the Prince of Wales for the time being and the Dukes of Northumberland, who have so long and honourable an association with the history of the Institution, with which, however, we are not directly concerned here.

Not satisfied with founding the Institution, Hillary at once set to work to form a district Life-boat Association in the Isle of Man. This was fully established in 1826, the first boat being stationed, as was only fitting, in Douglas Bay. A year later one was placed at Castletown, another at Peel in 1828, and a fourth at Ramsay in 1829. Nothing could be more characteristic of the creative energy of the man and the driving power of his eloquence and practical example, than that the comparatively short stretch of coast which encircles the Isle of Man should have been provided with four Life-boats within six years of the foundation of the Institution, at a time when the whole coast of the United Kingdom had little more than forty-five. True, the Island boats had only too ample scope for their beneficent activities, for between 1821 and 1846 no less than 144 wrecks occurred off the Island.

But to found a great Institution, and to establish several of its life-saving boats around his own dangerous coast, was far from satisfying Hillary's noble and eager spirit. We have seen that in 1822 he had already placed his services at the disposal of shipwrecked seafarers, and hardly a year passed without his turning to splendid account the intimate knowledge of handling small craft which he had acquired in his lonely cruises in the Mediterranean. In the course of this work he frequently risked his life, and

actually won the Institution's Gold Medal, its highest award for gallant and conspicuous service, three times, in addition to the Gold Medal which had been presented to him in recognition of his services as founder.

We have only space to mention, briefly, a few of his exploits. In 1825 he helped to rescue sixty-two persons from *The City of Glasgow*, eleven from the brig *Leopard*, and nine from the sloop *Fancy*. His most brilliant service was performed in 1830, when the Royal Mail steamer *St. George* was wrecked in Douglas Bay on the 20th November. Her cable parted and she drove on the rocks. The Life-boat was new and not yet ready for service, but Hillary put off, with sixteen other men, and rescued the whole of the twenty-two persons on board. He himself, with three others, was washed overboard. He was rescued with difficulty, and though his chest was crushed and six ribs were broken, he stuck bravely to his task. This is one of the services for which he received the Gold Medal of the Institution.

In spite of his serious injuries, and, although now sixty-three years of age, he was foremost again in saving life at the wrecks of two vessels in 1831. The next year he again helped to rescue fifty-four men from the Liverpool ship *Parkfield*. This was the last service in which he took part. Altogether he helped to save no fewer than 305 lives from shipwreck, and to the end of his life in 1847, at the age of seventy-eight, he was constantly active in his work on behalf of those in peril on the sea. In recognition of his splendid courage and humanity he had been made a Chevalier of St. John of Jerusalem in 1836, and in 1840 he was raised to the high dignity of Lieutenant Turcopolier of the same Order.

The activities which I have described would have sufficed to fill the life of most men, but they did not exhaust Hillary's vital energy or his interest in everything which appeared to him to offer a prospect of securing the well-being of mankind, and especially of his fellow-countrymen.

He was most anxious to establish a Harbour of Refuge for the Irish Sea at Douglas, and, in 1826, he published an important pamphlet to advocate this

measure, accompanied by a plan of the suggested breakwater and harbour works at Douglas. It is a remarkable tribute to his foresight and real ability that in June, 1907, the Speaker of the House of Keys, referring to the latest proposals for harbour improvements at Douglas, said that they were, to some extent, based on Hillary's plans, and that had the latter been adopted at first, the harbour would have been all that was aimed at now. We know that, as a matter of fact, the harbour still lacks adequate protection, and that the Royal Yacht was unable to put in at Douglas when the King visited the Island in 1920.

Another achievement which Douglas owes to Hillary's enterprise, energy, and generosity, and which was directly intended to benefit mariners entering the then dangerous harbour, was the Tower of Refuge, which was built on Conister (or St. Mary's) Rock, and was formally inaugurated by Lady Hillary in 1832. Recognizing the immense value of scientific training in navigation in the prevention of loss of life and property by shipwreck, Hillary wrote a pamphlet in which he advocated the establishment of a School of Navigation, in connexion with the founding of a college in the Isle of Man. Here again he showed his eagerness to further the interests of the Manx people, for he saw that, while they contributed a very large number of men and boys to the mercantile marine and the Navy, the lack of a knowledge of navigation prevented their reaching the positions of responsibility and command for which they were otherwise so well qualified by their early training. How keenly he had at heart the interests of the Institution is shown by the suggestion embodied in his pamphlet, that the Institution "should have the right to introduce a number of pupils at a reduced rate, these pupils to be the sons of those brave men who had unhappily perished in their meritorious attempts to save the lives of their fellow-creatures from shipwreck, or whose parents should have distinguished themselves on such occasions," but who were too poor to educate their children.

Other pamphlets dealt with subjects which showed how wide was the scope of Hillary's interests, and how far-

sighted was his mental outlook. Indeed, some of his proposals have a curiously up-to-date sound to-day. For they advocated the placing of Palestine under the control and government of the Knights of St. John of Jerusalem—we seem to hear the Peace Conference assigning a "mandate" to the Order; the Beautification of London—no doubt the *Times* would give Hillary's contribution the honour of large type; and, as if nothing could escape his incisive and prophetic touch, the better government of Ireland! In this latter pamphlet we find the same broad, humane mind, far ahead of its time, deprecating the religious and political prejudices with which Irish questions had been approached, approving Catholic Emancipation, and attacking with impartial vigour absentee landlordism and past misgovernment on the one hand, and ridiculing the current cant which affected to regard over-population as the cause of Ireland's misfortunes, while, on the other, he condemned sedition and rebellion as both futile in themselves and disastrous to Ireland.

The latter part of Hillary's life was destined to be clouded by misfortune. In July, 1845, Lady Hillary died, at the age of sixty-two, and the deep affection which united them is seen in the inscription, drawn up by Sir William Hillary himself, which may be read to this day on the cover of the vault. It expresses at once the depth of his feelings and his religious faith:—

Within this Vault repose the remains of

EMMA, LADY HILLARY,

the youngest child of Patrick Tobin, Esq., of Middle, in this Island, and the dearly lamented wife of the Hon. Sir William Hillary, Baronet. To him who has survived the affectionate and devoted partner of his life, her loss is irreparable. The remembrance of her many virtues inspires him with the firm belief that through the Divine Mercy there is awarded to her a peace and an everlasting resting-place which he humbly hopes to be permitted to share with her beyond the grave. She departed this life at Fort Anne, on the 20th June, 1845, aged 62 years.

Unfortunately, a further calamity appears to have overtaken the gallant old man in the winter of his days. I have not succeeded in ascertaining the exact details of what occurred, but he

was, with other gentlemen, a director or partner in a local bank. This concern failed lamentably, though it is not known to what the bankruptcy was due. At that time the liability of directors was unlimited, and Sir William was ruined. Nor did he long survive this blow, for he died at Woodville, Douglas (to which he had evidently been obliged to move from his fine house at Fort Anne), on the 5th January, 1847, aged seventy-seven, and was followed to the grave by a great procession of those who had been witnesses of his life and character. The extraordinary fact that no inscription was placed on his tomb to show that he was himself buried there has been attributed, perhaps erroneously, to the circumstance that, as a bankrupt, his body could be seized by the creditors; and it is suggested that the burial took place at night, and that it was thought proper not to have any inscription on the vault. Be this as it may, it is a strange and pathetic circumstance that this heroic figure, whose life had been given to the service of the State, of his country, and of mankind, should have ended his days in financial ruin, and, apparently, even without the public honour which he had so well deserved, and which his high distinctions almost demanded. I regret to add that as soon as his inspired leadership and courageous example had gone, the Isle of Man Stations which he had founded were allowed to fall into decay almost at once, for, in the short memoir of him which appeared in the fourth number of *The Life-Boat* (July, 1852), the following passage occurs:—

"The questions will naturally arise, what has been done to perpetuate the memory of the projector of the National Shipwreck Institution? and in what state are the Isle of Man Life-boats? It is grievous to be obliged to record that hardly a vestige of them exists, and what may remain is quite unfit for use. But surely it is not too late to repair an error, and we believe we have full authority to state that a Life-boat, of the most improved construction, to bear the respected name of *Sir William Hillary*, will be immediately built by the Parent Institution, and be forwarded to Douglas. And we feel satisfied that the residents of the Isle of Man will organize a Life-boat's crew and maintain the Boat in an efficient state ready for immediate service, in grateful remembrance of the labours of one who assisted in saving

300 lives in Douglas Bay, and who always had the welfare of the Island at heart."

The boat was ready to go to her Station early in 1853, and in 1855 the Castletown Station was re-opened and a new boat built for it.

One honour, at any rate, Hillary received during his lifetime, and that was a Sonnet which Wordsworth wrote when he visited the Island in 1833, the year after the Tower of Refuge was completed.

"The feudal keep, the bastions of
Cohorn,
Even when they rose to check or
to repel
Tides of aggressive war, oft served
as well
Greedy ambition; armed to treat
with scorn
Just limits; but yon Tower, whose
smiles adorn
This perilous bay, stand clear of all
offence;
Blest work it is of love and innocence,
A Tower of Refuge to the else forlorn.
Spare it ye waves, and lift the
mariner,
Struggling for life, into its saving
arms!
Spare too the human helpers. Do
they stir
'Mid your fierce shock like men
afraid to die?
No! their dread service nerves the
heart it warms,
And they are led by noble Hillary!"

But his noblest monument is to be found in the splendid Institution, which has now been carrying on its, and his, great work for nearly a hundred years. Well might we say in his case: "*Si monumentum requiris, circumspice.*" Look out over the map of the United Kingdom, or better still, visit the coast yourself, and you will see at every danger spot, where the peril to shipping and life is shown by the number of casualties, and where a crew can be obtained, a Life-boat, representing the finest instrument of life-saving which the progress of science has been able to produce, and which money can provide. You will find also crews formed of the same splendid stuff which aroused Hillary's sympathy and admiration, imbued by the high courage and tenacity, and inspired by the traditions of personal service, of which, as the words now inscribed on his tomb testify, he himself was the great founder and exemplar.

The Ladies' Life-boat Guild.

"Thousands of women, in every part of the United Kingdom, rich or poor, high and low, have shown that they are moved by the same spirit of mercy and helpfulness as actuated Grace Darling. In their own way, they have rendered magnificent service to the Life-boat Cause. Without them it would have been almost impossible to organise successfully those appeals, especially in the shape of Life-boat Day efforts, which bring the claims of the Institution to the sympathetic attention of the million. I feel sure that you and they will welcome the Institution's decision to form a bond of union among all these women in the establishment of the Ladies' Life-boat Guild."

—H.R.H THE PRINCE OF WALES, K.G.

THE Institution has owed in the past, and still owes, so much to the generous and devoted service of women, that the Committee have long thought that it would be most desirable to form a Ladies' Life-boat Guild. Their idea has been that in this way they could best show their sense of the value of the services of women to the Institution, and at the same time give the many thousands of women who act as the missionaries of the Life-boat Cause, and help it

to raise its indispensable funds, a greater feeling of personal fellowship in their work. With this end in view, the Guild has been formed; the Duchess of Portland, who has long been an active worker for the Cause, has consented to act as President of the Guild, and its formation was announced by the Prince of Wales at the Annual Meeting with his cordial approval and support.

The constitution of the Guild is very simple, and it is not intended to alter in any way the excellent organisation of the Ladies' Auxiliaries which already exist in connexion with many of the larger Branches of the Institution. All women will be eligible for membership, and all Presidents, Honorary Treasurers, Honorary Secretaries and



HER GRACE THE DUCHESS OF
PORTLAND,

President of the Ladies' Life-boat Guild.

working members of the present Ladies' Auxiliaries or Committees will automatically become original members of the Guild. A badge of membership, in the form of a brooch, with a bar and ribbon for office-holders, has been specially designed, and also a card of membership signed by the President, which sets out that the object of the Guild is "to continue and extend the work of helping the Institution." The one qualification for membership is a readiness to help by personal service in the Guild's task of interesting and educating the public in the work of the Life-boat Service, and of raising the funds to maintain it.

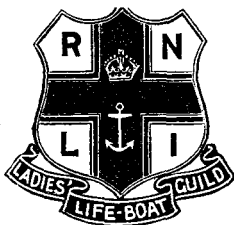
The Guild has been formed at a time when the Institution is in more urgent need of the generous help of its workers, and of the generous support of the public, than at any previous time in its history. For it not only has to meet the enormous increase in the cost of all labour and commodities caused by the war, but is carrying out the greatest developments in the work of saving life from shipwreck, which have been made since the Institution was founded, nearly a hundred years ago.

The Committee of Management very earnestly hope that the Guild will not only prove a pleasure and a new

encouragement to all those ladies who are already doing such splendid work for the Life-boat Cause, but a means of bringing many thousands more to the ranks of the Institution's workers. They look forward, indeed, to seeing the number of existing workers doubled, and the Guild established everywhere throughout the United Kingdom by 1924, when the Institution will celebrate its Centenary.

The Duchess of Portland, in a personal letter which she has sent to all the Branches, has written: "I think it will be an immense satisfaction and incentive to us all, in our work for this great Cause, to feel that we are united in a single body, and to know that, wherever we may go, we shall find new friends who are members of the Guild,

and who have with us a common interest, duty and pleasure in its work." If everywhere the Guild is received in this spirit, its success will be assured, and it should become an organisation of the greatest value to the Life-boat Cause.



The Badge.

NOTE.—The Duchess of Portland will hold a meeting at Claridge's Hotel at 3.30 P.M. on the 21st June, to inaugurate the Guild in London. All Presidents and Hon. Secretaries in Greater London will receive personal invitations. It is hoped that this meeting will be followed by others throughout the country, and that the Presidents of Ladies' Auxiliaries and Ladies' Committees will kindly call their ladies together for the purpose of carrying out the union of all women workers under the Ladies' Life-boat Guild.

List of Forthcoming Life-boat Days.

THE following lists show the dates of Life-boat Days in the various districts, and also those places where Life-boat Days have been arranged but the dates have not yet been definitely fixed owing to the uncertainty caused by the present industrial conditions. All dates are subject to alterations:—

LONDON

- June 4. Kingston, Richmond, Sheen, Surbiton, and Wimbledon.
Oct. 18. Battersea, Bermondsey, Chiswick, Deptford, Dulwich, Edgware, Hackney, Harrow, Holborn, Lambeth, St. Pancras, Southwark, and Wandsworth.

SOUTH-WEST OF ENGLAND.

- May 6-7. Swindon.
" 7. Trowbridge.
" 19. Dorchester.
" 25. Banbury.
" 28. Reading, Southampton.
June 8. Winchester.
" 11. Plymouth, Taunton.
July 8. Exeter.
" 16. Weston-super-Mare.
" 20. Truro.
Aug. 3. Exmouth.
" 6. Bembridge, Cowes, Ryde, St. Helens (I.W.), Sandown, Shanklin, Swanage, Ventnor.
" 13. Portsmouth.
" 16. Lyme Regis.
" 18. Bude.

- Aug. 20. Clevedon, Penzance.
" 27. Freshwater, Newport (I.W.), Sidmouth, Totland Bay, Yarmouth (I.W.).
Sept. 3. Bath.
" 10. Bournemouth.
Oct. 15. Oxford.

Life-boat Days will also be held at:—

Andover, Barnstaple, Bodmin, Bradford-on-Avon, Bridgwater, Bridport, Brixham, Budleigh Salterton, Burnham, Camborne, Chard, Chippenham, Crediton, Dartmouth, Dawlish, Devizes, Eastleigh, Falmouth, Fareham, Fordingbridge, Fowey, Glastonbury, Gosport, Hayling Island, Ilfracombe, Looe, Lymington, Lynton and Lynmouth, Minehead, Newbury, Newquay, Newton Abbot, Paignton, Penrhyn, Port Isaac, Portland, Ringwood, Romsey, St. Austell, St. Ives, Salcombe, Salisbury, Scilly Isles, Seaton, Shaftesbury, Teignmouth, Tiverton, Torquay, Wareham, Warminster, Watchet, Wellington, Wells, Weymouth, Wilton, Yeovil.

Life-boat Days have already been held at Basingstoke, Blandford, Frome, Melksham, Sherborne.

SOUTH-EAST OF ENGLAND.

- May 10. King's Lynn.
" 14. Seaford, Tunbridge Wells.
" 21. Dover.
" 26. Ely.
" 28. Colchester.
June 8. Bury St. Edmunds.
" 14. Ipswich.

- June 23. Lewes.
 „ 25. Maidenhead.
 „ 28. Wisbech.
 „ 29. Halstead.
 July 2. Brighton and Hove.
 „ 16. Norwich.
 „ 21. Lowestoft.
 „ 23. Gravesend.
 „ 30. Clacton-on-Sea, Frinton-on-Sea,
 Tonbridge.

- Aug. 1. Southwold.
 „ 13. Bognor.
 „ 20. Bexhill-on-Sea.
 „ 25. Cromer.
 „ 27. Southend and Leigh-on-Sea.
 Sept. 2. Chelmsford.
 „ 17. Guildford.

Life-boat Days will also be held at :—
 Aldeburgh, Aylesbury, Brancaster, Deal, Diss,
 Eastbourne, Farnham, Felixstowe, Folke-
 stone, Harwich, Hastings, Herne Bay,
 Leiston, Lydd, Margate, Ramsgate,
 Rochester, Rochford and District, St. Ives,
 Selsey, Sudbury, Walton-on-the-Naze,
 Westgate-on-sea, Worthing.

MIDLANDS.

- May 7. Grantham, Nottingham.
 „ 11. Cleobury Mortimer.
 „ 14. Bridgnorth, Droitwich,
 „ 17. Spalding.
 June 4. Loughborough, Stourbridge.
 „ 10-11. Lincoln.
 „ 11. Peterborough.
 „ 18. Burton, Coventry, Gloucester.
 „ 25. Smethwick.
 July 9. Birmingham.
 „ 16. Worcester.
 „ 23. Bedworth, Derby, Retford.
 „ 27. Oswestry.
 Aug. 1. Ludlow.
 „ 6. Mablethorpe, Stratford-on-Avon.
 „ 15. Skegness.
 „ 20. Northampton.
 „ 27. West Bromwich.
 Sept. 5. Sleaford.
 „ 7. Boston.
 „ 10. Walsall, Weedon (Northampton).
 „ 17. Tamworth.
 „ 24. Grimsby, Stone.
 „ 30. Stamford.

Life-boat Days will also be held at :—
 Cheltenham, Chesterfield, Cradley Heath,
 Dudley, Evesham, Halesowen, Henley-in-
 Arden, Ilkeston, Leicester, Louth,
 Mansfield, Newcastle (Staffs.), Worksop,
 Wolverhampton.

Life-boat Days have already been
 held at Bromsgrove, Hereford, Much
 Wenlock, Redditch.

WALES.

(Midland District.)

- May 9. Lampeter.
 „ 20. Pembroke Dock.
 June 2, 3, 4. Cardiff.
 „ 4. Neath.

- July 4. Newport (Mon.).
 „ 16. Merthyr Tydfil.
 „ 27. Llanwrtyd Wells.
 „ 30. Borth (Aberystwith).
 Aug. 1. Aberystwith.
 „ 3. Aberdovey.
 „ 4. Barmouth.
 „ 8. Llandrindod Wells.
 „ 11. Newquay.
 Sept. 3. Swansea.

Life-boat Days will also be held at :—
 Milford Haven, Pontypool, Pontypridd.

A Life-boat Day has already been
 held at Chepstow.

(Northern District.)

Life-boat Days will also be held at :—
 Colwyn Bay and Llandudno.

IRELAND.

- June 23-24. Dublin.
 Aug. 13. Bray, Howth, Kingstown, Skerries.

A Life-boat Day has already been
 held at Belfast.

NORTH OF ENGLAND.

- May 7. Leeds.
 „ 28. Rotherham.
 June 4. Elland, South Shields.
 „ 10-11. Manchester.
 „ 11. Bradford, Dewsbury, Southport.
 July 15-16. Stockport.
 „ 23. Goole, Huddersfield, Preston, Shef-
 field.
 Aug. 3. Peel.
 „ 6. St. Annes.
 „ 13. Filey.
 „ 19. Fleetwood.
 Sept. 3. Blackpool.
 „ 10. Harrogate, Middleton, Sunderland.

Life-boat Days will also be held at :—
 Batley, Bury, Castletown, Douglas, Keighley,
 Lytham, Port Erin, Port St. Mary, Ramsey,
 Scarborough, Wigan.

SCOTLAND.

- June 4. Edinburgh, Grangemouth, Greenock
 and Port Glasgow.
 „ 11. Glasgow and District.
 „ 25. Kirkintilloch, Motherwell, Rothe-
 say.
 July 9. Gourock.
 „ 16. Girvan, Perth and County, Stran-
 raer.
 Aug. 20. Arbroath.
 Sept. 3. Ayr and District, Dunfermline.
 „ 17. Coatbridge.
 Oct. 8. Paisley.

Life-boat Days will also be held at :—
 Aberdeen, Alva, Barrhead, Bathgate, Burnt-
 island, Carluke, Cowdenbeath, Dumbarton,
 Dumfries, Dundee, Dunoon, Elgin, Falkirk,
 Hamilton, Helensburgh, Johnstone, Kil-
 marnock, Kirkcaldy, Oban, Renfrew, Stir-
 ling, Tillicoultry, Troon, Wishaw.

The Fishguard Crew in London.

AT the Annual Meeting of the Governors of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, held at the Central Hall, Westminster, on Thursday, the 28th April, Coxswain Howells and the crew of the Fishguard Life-boat were presented by the Prince of Wales with

in which the Fishguard crew took part during their two days' visit to London. Everywhere they were received and entertained as guests whom the people of London were delighted to welcome and honour—and everywhere photographers followed them.



Photograph by]

[Central News.

THE FISHGUARD CREW OUTSIDE THE HOUSE OF THE INSTITUTION.

medals awarded to them by the Committee of Management for their gallant service to the Dutch motor schooner *Hermína* last December. With the crew was Mr. William Morgan, of the life-saving apparatus, who had been awarded the Thanks of the Institution inscribed on Vellum and framed.

The presentation, though the chief, was only one of a number of ceremonies

Arriving in London on the Wednesday afternoon, they were the guests in the evening of Sir Ross Smith at the Philharmonic Hall, where they listened to his lecture on his flight to Australia. Sir Ross made a reference to their presence in the course of his lecture, and both he and his brother Sir Keith Smith saw them personally and welcomed them.

On the Thursday morning the crew went sight-seeing, and then visited the House of the Institution in the Charing Cross Road, donned oilskins and kapok belts, and were filmed and photographed. The film was specially taken by the Institution for its film record of famous crews.

on view at Westminster all day, attracting large crowds. A large crowd was waiting also when the Prince arrived, and, after being received by the Chairman, Deputy-Chairman, Secretary of the Institution, and Chief Inspector of Life-boats, inspected the crew and shook hands very heartily



Photograph by]

[L. N. A.]

THE PRINCE INSPECTS THE FISHGUARD CREW.

(The Chief Inspector of Life-boats is on the Prince's left, and the Secretary of the Institution and Admiral Sir Lionel Halsey behind.)

The meeting was to take place at three o'clock, but by half-past two the Fishguard crew were ready lined up to welcome the Prince, in front of a Life-boat and one of the new Motor Caterpillar Tractors for launching. The Tractor had drawn the Life-boat through London in the early hours of the morning, and the two were

with Coxswain Howells. The Prince was then shown the Tractor and the Life-boat, into which he climbed.

Before the Prince went into the hall the Fishguard crew were conducted to their seats on the platform, close behind the Prince's chair, being loudly cheered by the large audience.

At the conclusion of the Prince's

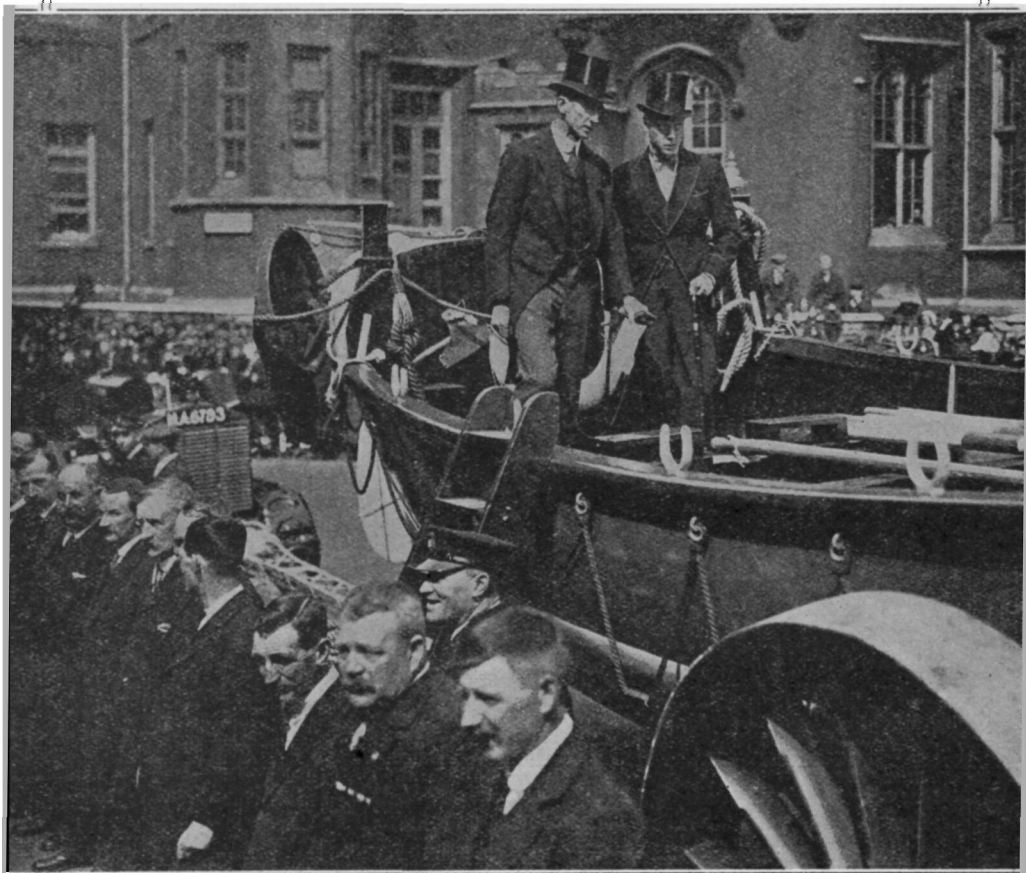
Presidential Address, in the full glare of brilliant electric lights, and to the clicking of the cinematograph machine and many cameras, Coxswain Howells and his crew passed before the Prince in the following order :—

Mr. John Howells, Coxswain ; Mr. Thomas O. Davies, Second Coxswain ;

Saving Apparatus. The only member of the crew not present was Mr. H. M. Mason, who was at sea.

The Prince pinned on each medal, and had a few words and a very hearty hand-shake for each man, while they were all loudly cheered by the audience.

After the meeting the crew marched



Photograph by

[Newspaper Illustrations, Ltd.]

**THE PRINCE, WITH CAPTAIN HOWARD F. J. ROWLEY, C.B.E., R.N.,
THE CHIEF INSPECTOR OF LIFE-BOATS, IN THE LIFE-BOAT, OUTSIDE
CENTRAL HALL, WESTMINSTER.**

(The Fishguard crew drawn up in the foreground.)

Mr. R. E. Simpson, Motor Mechanic ;
Mr. Thomas Holmes ; Mr. T. Perkins,
Bowman ; Mr. J. Rourke, Mr. D.
Whelan, Mr. T. Duffin, Mr. J. Gardiner,
Mr. W. Devereux, Mr. W. Thomas,
Mr. R. Veal, and Mr. William Morgan,
Member of the Board of Trade Life-

to the Cenotaph, and there, in the presence of a large crowd, Coxswain Howells laid a laurel wreath bearing the words :
"A Tribute from a Life-boat Crew."

From the Cenotaph the crew went to the House of Commons, where they were entertained to tea by Captain the

Viscount Curzon, R.N.V.R., M.P., and by Major Sir Edward Coates, Bt., M.P., two members of the Committee of Management of the Institution; and

royal anteroom. When their presence in the house was announced, and pictures of the scene of the wreck of the *Hermina* were thrown on the screen,



[Photograph by]

[L.S.A.]

AT THE CENOTAPH.

"A Tribute from a Life-boat Crew."

in the evening they attended the performance at the Coliseum, being the guests of Sir Oswald Stoll. They occupied the royal box, and, during the interval, were entertained by the Management of the theatre in the

they were enthusiastically cheered by the audience.

Before they left London on Friday morning Coxswain Howell expressed the gratitude of the whole crew for the way in which London had received them.

Honorary Workers of the Institution.

No. 2. Mr. W. J. OLIVER,

Honorary Secretary and Treasurer of the Sunderland Branch.

MR. W. J. OLIVER is not only one of the most devoted and indefatigable of the Honorary Secretaries who carry out the difficult and responsible task of administering the Station Branches, but he is himself a practical Life-boat man. His skill and splendid courage afloat have been proved on very many occasions, and he has taken part in the rescue of over 300 lives.

Mr. Oliver has been actively connected with the work of saving life from shipwreck for the past forty-four years; and for the past twenty-one years he has been the Honorary Secretary of the Sunderland Branch. When he was appointed Honorary Secretary in May, 1900, there were three Pulling and Sailing Life-boats at the Station, and it was no light duty to be responsible for the efficient maintenance of all three. The Station is now provided with a Motor Life-boat, the *Henry Vernon*, which was sent from Tyne-mouth to Sunderland in 1918. It had been decided six years before to place a Motor Life-boat at this important Station, but there were difficulties in the way owing to the great rise and fall of the tides, which made it impossible to find a site for a slipway; but these difficulties have been got over by a special launching device, the Boat-house being built out over the river with a

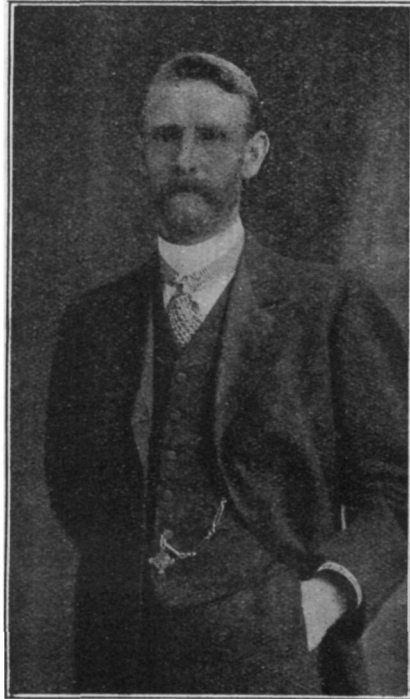
movable floor by which the Boat is lowered into the water.*

Mr. Oliver has not only devoted himself with great enthusiasm and ability to the administration of the Station, but he has worked hard to make Sunderland also an important Financial Branch. When he became Honorary Secretary and Treasurer the Branch was raising £120 to £130 a year. Last year it raised over £760, and the Station is now not only self-supporting, but makes a substantial contribution to the general funds of the Institution.

The Committee of Management have on several occasions shown their appreciation of Mr. Oliver's services. In 1905

he received a Mounted Aneroid in recognition of the work which he did when one of the Sunderland Boat-houses caught fire; in 1912 he was presented with a Binocular Glass; and in 1916 he received the Thanks of the Institution inscribed on Vellum. In 1909 Mrs. Oliver received a Framed Photograph in recognition of her co-operation in the work of the Station. In 1920 Mr. Oliver spoke at the Annual General Meeting of the Governors, giving a most interesting account of

* This Life-boat Platform or "lift" was described in *The Life-Boat* for November, 1920.



Mr. W. J. OLIVER.

his long experiences in life-saving work.

Unstinted in energy and zeal for the Life-boat Cause, this is not the only service in which he has shown his high sense of public duty. For thirty-five years he has also been the Honorary Secretary of the Sunderland Volunteer Life-Brigade, an office which he has held with much distinction and great advantage to the port. In this capacity Mr. Oliver was responsible for the building of a Watch House on Sunderland Pier, which also serves as a recreation-room for the Life-boat men, and provides sleeping accommodation and hospitality for all interested in life-saving work. The Board of Trade have on several occasions shown their high appreciation of his devotion and care by letters of thanks and congratulation, and have awarded him their Long Service Medal. The Shipwrecked Mariners' Society has also frequently expressed its gratitude for his services to shipwrecked persons after they have been rescued, and many have reason to thank him for the generous first-aid which they have

received from him by the provision of food and clothing. During the war Mr. Oliver organized this work with conspicuous energy and success.

The Sunderland Life-boat crew regard Mr. Oliver as their faithful friend and counsellor, and all those who are connected with Life-boat work in Sunderland gratefully recognise his whole-hearted zeal for the Cause, and the value not only of his practical services to it, but of his splendid example.

One would imagine, from the amount of honorary public work which he does, that Mr. Oliver is a man of leisure. It would for that reason be very unfair, after this brief account of his public services, if we did not add that he has found the time and energy for them in addition to his own work as one of the most prominent and busiest grocers in the town. Mr. Oliver is now helped in his work for the Sunderland Branch by his son, Captain W. J. Oliver, M.C., a guarantee that the Branch will carry on his splendid tradition of devoted work and personal courage in the service of life-saving.

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 the end of 1923.

The Final Trials of the Motor Tractor.

By Captain HOWARD F. J. ROWLEY, C.B.E., R.N.,
Chief Inspector of Life-boats.

I GAVE an account, in *The Life-Boat* for May, 1920, of the reasons which had led the Institution to look for some mechanical means for launching Life-boats, where, until then, horses had been employed, of the preliminary trials which were made in March of last year with a Clayton Caterpillar Tractor, such as is used in agriculture, and of the alterations which it would be necessary to make in order to render the tractor "sea-worthy."

Following on these very satisfactory trials the Institution purchased twenty Tractors, and the work of adapting them to our special requirements was begun. The first of the adapted Tractors, destined for the Hunstanton Station, was completed in March of this year, having passed through her preliminary trials on the 23rd February at St. Ives. Dynamometer tests gave a draw-bar pull of well over 4,500 lbs.; after which the Tractor entered the River Ouse, until her magneto box was well submerged, going in to a depth of four feet of water. The patent sparking-plug covers were tested by deluging the engines with buckets of water applied with considerable pressure. On the 16th and 17th of March the final trials took place at Hunstanton, in the presence of General Lake, Admiral Rudd, and Commander Tower, of the Committee of Management, and of all the Inspecting Staff of the Institution. The trials were most satisfactory in every respect, and it was found to be only necessary slightly to modify one attachment of the Tractor, and slightly

to strengthen the draw and pushing bar in certain parts, before completing the remaining Tractors and despatching them to the coast.

On the 6th and 7th May trials were carried out at Hoylake with the Tractor which had been sent to that Station. These trials were under abnormal conditions, for they were intentionally made at dead low water, which meant that the Tractor had to travel for a full two miles from the Boat-house, to the water's edge over a beach which is a mixture of sand and mud. Over this difficult ground the launch was carried out without a hitch.

The Hoylake Tractor was the one which was inspected by the Prince of Wales outside the Central Hall at Westminster on the occasion of the Annual General Meeting. For her journey across London, drawing a Life-boat with her, from the Storeyard at Poplar, her tracks had been specially fitted with rubber pads. These were tried at Hoylake with the idea of seeing if they would give the Tractor a still firmer grip. Made for the streets of London they did not prove satisfactory under the severer conditions of an actual launch. New pads, to a special design, are now being made, and will, I hope, make it possible for the Tractor to get a good grip, not only on sand, but on shingle as well. If the new pads prove successful it will mean that the use of the Tractor will be still further extended, and that we shall be able to send it to many more Stations than had at first been thought to be possible.

Summary of the Meetings of the Committee of Management.

Friday, 28th January, 1921.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£.	s.	d.
COVENT GARDEN LIFE-BOAT FUND (per Mr. B. J. Monro)	209	1	1
Mrs. MACANDREW (donation)	50	-	-
The Rev. and Hon. E. V. R. POWYS (new donation)	26	5	-
WHITE STAR LINE, being a portion of the contributions made by passengers on their steamers	25	-	-
COXSWAINS AND CREW OF BRIKHAM LIFE-BOAT, from salvage money received (donation)	20	-	-

—To be thanked.

Suitably recognized the valuable services of Mr. Thomas Bradley, who has acted as Honorary Secretary of the St. Anne's-on-the-Sea Branch for the past thirty years.

Reported the death of Commander EDWARD M. HALE, R.N., Inspector of Life-boats for the Southern District.

Paid £20,558 3s. 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 £674 12s. 4d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Arbroath . .	Motor yawls <i>Sunbeam</i> and <i>Pioneer</i> , of Arbroath. Stood by and assisted boats.	
Berwick - on - Tweed	Dutch s.s. <i>Eem</i> . Stood by vessel.	
Clacton-on-Sea. (Motor)	S.S. <i>Limehouse</i> , of London. Stood by and assisted vessel.	
Donaghadee . (Motor)	S.S. <i>Thrushfield</i> , of Londonderry. Assisted vessel and landed 3.	
Flamborough No. 2	S.S. <i>Iceland</i> , of Stryno. Stood by vessel.	
Gorleston No. 1.	Steam trawler <i>Fleetwood</i> , of Grimsby	9
Hoylake. . .	Barque <i>Killoran</i> , of Glasgow. Stood by and assisted vessel.	
Johnshaven. .	Barquentine <i>Fredensborg</i> , of Korsör	7
Margate No. 1 .	Ketch <i>Fearless</i> , of Ipswich. Landed 4.	

Life-boat.	Vessel.	Lives saved.
Peterhead No. 2 (Motor)	A floating crane of Invergordon. Stood by vessel.	
Porthdinllaen .	S.S. <i>Freddiesmith</i> , of Cardiff. Stood by and assisted vessel.	
St. Anne's-on-Sea	S.S. <i>Molbaeck</i> , of Preston. Stood by vessel.	
Spurn (Motor) .	Three-masted schooner <i>Julia Maria</i> , of Riga. Assisted and stood by vessel.	
St. Mary's (Motor)	S.S. <i>Hathor</i> , of Hamburg	24
Wexford. . . .	S.S. <i>Taff</i> , of Southampton	7

The Caister No. 1 Life-boat saved the barge *Hesper*, of Harwich, and her crew of 4; Clacton-on-Sea (Motor) Life-boat stood by and assisted the s.s. *Limehouse*, of London; Margate No. 2 Life-boat stood by and assisted the motor barge *Moultonian*, of Littlehampton; Southend-on-Sea Life-boat rendered assistance to the s.s. *Graff Waldersee*, of London; and the Tynemouth (Motor) Life-boat assisted the steam trawler *Current*, of North Shields.

Voted £1,618 6s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Aldeburgh No. 1, Arklow (Motor), Brixham, Buckhaven, Brighton, Blackpool, Buckie, Caister No. 1, Coverack, Clacton-on-Sea (Motor), Cromer, Dunbar, Dover (Steam), Falmouth, Fenit, Grimsby, Hilbre Island, Holyhead No. 1 (Steam), Hornsea, Lytham, The Lizard (Motor), Margate No. 1, North Deal, Padstow No. 2 and Tug, Port Isaac, Porthoustock, Porthdinllaen, Palling No. 2, Peterhead No. 2 (Motor), Rhyl, Rosslare Harbour, Sunderland (Motor), Southend-on-Sea, Sheringham, Totland Bay, Thurso, Torquay, Walton-on-the-Naze (Motor), Whitby Nos. 1 and 2, Whitby (Motor), Weymouth, and Wicklow (Motor).

The Ramsgate Life-boat was also launched on service on three occasions.

Granted £65 19s. 6d. to men for injury in the Life-boat Service at Aberystwyth, Eyemouth, Hasborough, Margate, Newhaven, Rhyl, and Tenby.

Granted a pension to the widow of JAMES MCBAY, who lost his life in an accident to the Johnshaven Life-boat when she was returning to harbour with the rescued crew of the barquentine *Fredensborg*, on the 21st December, 1920.

Awarded the Thanks of the Institution inscribed on Vellum to JOHN MCBAY,

Coxswain of the Johnshaven Life-boat, and granted an additional monetary reward to him and to each of the crew for their services on this occasion.

Decided that special Letters of Appreciation be sent to Mr. and Mrs. ROBT. STEWART, for their untiring services; to Dr. CHARLES AYMER, for attending the injured free of charge; to Police-Constable GREY and Coast-guard PELLEY, for valuable assistance rendered on the same occasion.

Decided that Certificates should be granted to the relatives of men who lose their lives in the Life-boat service.

Voted an additional monetary reward to the crew of the Donaghadee Life-boat for an arduous service on the 3rd December, 1920.

Decided that a Letter of Appreciation, together with an additional monetary reward, be sent to the crew of the St. Mary's Life-boat for an exceptionally good service on the 2nd December, 1920.

Reported that an additional monetary reward had been granted to the crew of the Brixham Life-boat, as the boat had been thrown on her beam ends, fortunately without damage or loss of life, when on service on the 13th December, 1920.

Directed that a Letter of Appreciation be sent to the crew of the Lizard Life-boat, for a long and arduous service on the 2nd December, specially commending the Second Coxswain, who was in charge.

Reported that a Letter of Thanks, together with a monetary reward, had been sent to the wives of five of the Life-boat crew at Spurn, for saving the boarding-boat on the 3rd December, 1920.

Reported that a Letter of Thanks had been addressed to Mr. W. J. OLIVER, Honorary Secretary at Sunderland, who went out in the Life-boat on service on the 12th December, 1920.

Voted an additional monetary reward to the helpers at St. Anne's-on-Sea for their services on the 3rd December, when they, and all concerned, incurred extreme danger.

Reported that a Letter of Appreciation had been sent to the Station and that Councillor CRITCHLEY had been thanked for his hospitality to the crew.

Reported that the owners of the schooner *Hermína* had sent a gratuity to the members of the Fishguard Life-boat crew in recognition of their services on the 3rd-4th December, 1920.

Directed that a Letter of Thanks be sent to the crew of the No. 1 Life-boat at Aldeburgh, who went out in search of a local fisherman's boat, and declined any reward from the Institution.

Voted £6 to four men for saving the four hands of the cable *Unity*, which was in distress, off Whitby, on the 17th January.

Friday, 18th February, 1921.

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

Paid £16,550 6s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £387 8s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Beaumaris(Motor)	Schooner <i>Pandora</i> , of Fraserburgh	4
Berwick-on-Tweed	Two fishing-boats of Berwick. Stood by boats	
Brixham . .	S.S. <i>Broadmayne</i> , of London. Landed 24.	
Cullercoats . .	Coble <i>Edward</i> , of Cullercoats. Landed 4, and assisted boat into harbour	
Dungeness No. 1.	S.S. <i>San Fernando</i> , of Rouen. Stood by vessel.	
Easington . .	Steam trawler <i>Luitenant General Den Beer Poortugaal</i> , of Ymuiden. . . .	11
Pakefield . .	Smack <i>Iris</i> , of Lowestoft. Stood by and assisted vessel.	
Redcar . . .	S.S. <i>Aphrodite</i> , of Piræus	9
St. Mary's (Motor)	Schooner <i>Leon Bonnat</i> , of Bayonne	12
Scarborough .	Five cobsles of Scarborough. Stood by and assisted cobsles into harbour.	

The Sennen Cove Life-boat assisted to save the s.s. *Haliartus*, of Liverpool.

Voted £186 12s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 2, Berwick-on-Tweed, Donna Nook, Dunbar, Flamborough No. 2, Hornsea, Lowestoft, Margate No. 2, and Spurn (Motor).

Granted £28 15s. to men for injury in the Life-boat service at Blackpool and Caister.

Awarded the Thanks of the Institution inscribed on Vellum to Mr. F. C. SANDERS, of Brixham, in recognition of his meritorious action in descending a steep cliff during a thick fog on the night of the 2nd January, and boarding the s.s. *Broadmayne*, which was ashore, in order to reassure the persons on board.

Also directed that a Letter of Thanks be sent to the Master and Crew of the tug

Dencade, for the assistance rendered by them to the Brixham Life-boat on this occasion.

Reported that a Letter of Appreciation had been sent to Capt. R. R. DAVIES, for the great assistance rendered by him since the accident at Rhoscolyn.

The Committee learnt with regret of a fatal accident to Mrs. EMMANS, a widow, on the night of the 21st January, when the Redcar Life-boat was launched to the aid of the s.s. *Aphrodite*.

Granted an additional monetary reward to the helpers at Donna Nook who launched the Life-boat during severe weather on the night of the 19th January.

Granted an extra monetary reward to Wm. SHEDDER, who launched and took charge of the Scarborough Life-boat, when she stood by several fishing-cobles on the 27th January.

Directed that a Letter of Appreciation be sent to Mrs. Addison for her valuable and prompt co-operation on the occasion of the launch of the St. Mary's Life-boat to the schooner *Leon Bonnat*, on the 2nd February.

Voted the Thanks of the Institution inscribed on Vellum, together with the sum of £5 to WILLIAM MORGAN, of Trecinney, Fishguard, in recognition of his courageous action in descending a high and precipitous cliff suspended by a rope during a strong Northerly gale, and, at considerable personal risk, rescuing the Chief Officer of the motor schooner *Hermine*, of Rotterdam, which was totally wrecked at Fishguard on the night of the 3rd-4th December, 1920.

Voted £6 to three men for saving the two occupants of a small boat, off Southend-on-Sea, on the 12th January. In response to cries for help the three men put off in a rough sea, and after a hard pull reached the boat. They found a wounded soldier hanging on the moorings chain with a buoy rope round his neck. He was in grave difficulties, and his wife, who was the other occupant of the boat, was unable to help him. Both man and woman were landed in safety.

Voted £8 5s. to the crew of the Private Life-boat at Sheringham, for putting out to stand by the local fishing-boats on the 13th January, when the weather became threatening.

Voted £9 to six men for saving two of the crew of the s.s. *Aphrodite*, at Redcar, on the 21st January. The remainder were saved by the Redcar Life-boat.

Friday, 18th March, 1921.

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

Reported the resignations from the Committee of Management of the Viscount HAMLEDEN, Sir PHILIP WATTS, K.C.B., F.R.S., and Mr. GERALD DU MAURIER.

Reported that the Duchess of PORTLAND had accepted office as Chairman of the Ladies' Life-boat Guild.

Suitably recognized the services of the following gentlemen for valuable help extending over many years:—

Captain J. ADAMSON, Hon. Secretary, Seaham.

Alderman DRINKWATER, J.P., Chairman, Coventry.

Mr. A. B. GREENWOOD, Hon. Secretary, Walton-on-the-Naze.

Mr. J. H. LINCHEY, Hon. Treasurer, Bradford.

Appointed Lieut. P. E. VAUX, D.S.C., R.N., Inspector of Life-boats for the Irish District.

Decided to close the Little Haven (Pembroke-shire) Life-boat Station.

Paid £14,856 3s. 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 £207 13s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blyth . .	S.S. <i>Kennet</i> , of Grimsby	6
Blyth . .	S.S. <i>Kennet</i> , of Grimsby.	
	Landed 9.	
Cemaes . .	S.S. <i>Oak</i> , of Newry. Assisted vessel.	
Easington .	Steam trawler <i>Mansfield</i> , of Grimsby . .	4
The Lizard .	H.M. drifter <i>Gloaming</i> .	15
(Motor)		
Margate No. 1	American oil tank <i>Stratford</i> . Stood by vessel.	

The Arklow Motor Life-boat stood by and assisted H.M.S. *Angermanelfven*; and the Kessingland Life-boat assisted the s.s. *Horley*, of London.

Voted £309 3s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blackrock, Boulmer, Clovelly, Filey, Greencastle, Hartlepool No. 2, Newquay (Cornwall), Palling No. 2, and Youghal.

The Hartlepool No. 2 Life-boat was also launched.

Granted £8 15s. 6d. to men for injury in the Life-boat service at Eyemouth and Rhoscolyn.

Granted an additional monetary reward to forty-four helpers at Boulmer, for their arduous work under difficult circumstances in attempting to launch the Life-boat on the 28th February, 1921.

Voted £6 to three men for putting off from Kilmore in a motor boat and saving the four hands of the s.s. *Union*, of Arklow, when she was sinking, on the 19th January. Also granted £1 to the owner of the motor-boat used to cover expenses.

Voted £10 10s. to six men for saving the two occupants of a small boat at Aranmore,

Co. Donegal, on the 6th March. The boat had been wrecked the previous night and the two men had clung to the rocks all night. When their danger was seen two men put off in a small boat, and skilfully rescued them. When they attempted to return, however, the sea was so rough that they had to seek shelter. Realising the position, four men put off in a larger boat and succeeded in bringing the whole party ashore in safety.

Friday, 15th April, 1921.

Engineer Rear-Admiral CHARLES RUDD, in the Chair.

Elected the Duke of NORTHUMBERLAND a Vice-President of the Institution on his resignation from the Committee of Management.

Reported the receipt of the following special contributions:—

THE MINE-SWEEPERS' FUND, being residue of surplus money on winding up of Fund (per Mrs. ARTHUR THESIGER, O.B.E.) . . . £. s. d. 300 13 8

BLOOMSBURY HOUSE CLUB, proceeds of Concert (per Mr. J. H. LEAL) 13 - -

W. J. MACANDREW (new sub.) 50 - -

—To be thanked.

Suitably recognized the services of the following ladies and gentlemen for valuable help extending over many years:—

Mr. HARRY TURNER . . . Atherton
Miss E. WILSON . . . Bannockburn.
Mr. C. OSCAR GRIDLEY . . . Bermondsey.
Councillor G. R. YOUNG . . . Darlington.
Lady MARY CORRY . . . Enniskillen.
Mrs. BRUCE . . . Harrow.
Mr. A. R. SLADEN . . . Lake District.
Miss STELLA HAMILTON . . . Lake District.
Mr. J. ARTHUR BATLEY . . . Leeds.
Lady SHEFFIELD . . . Manchester.
Mr. ERNEST H. LEWIS . . . Mansfield.
Mr. RICHARD BINNY . . . Padstow.
The Rev. T. R. COUCH . . . Poplar.
Major A. T. FISHER . . . Salisbury.
Miss A. J. PHILLIPS . . . Tunbridge Wells.
Mrs. ALLAN . . . Wells (Somerset).
Mrs. KEVILL DAVIES . . . Whitchurch.
Miss MINTER . . . Woodbridge.

Paid £21,963 15s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted £193 5s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath. . .	Motor yawl <i>Our Boys</i> , of Arbroath. Escorted fishing-yawl into harbour.	
Donaghadee . . (Motor)	S.S. <i>Brynmoor</i> . Stood by vessel.	
Margate No. 2 .	S.S. <i>Woodarra</i> , of Glasgow. Stood by vessel.	
Rye Harbour .	Barge <i>Lady Ellen</i> , of Woodbridge . .	2

The Margate No. 1 Life-boat assisted the barge *Atlantic* into harbour.

Voted £217 15s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Caister No. 1, Cromarty, Dunbar, North Deal, Sunderland (Motor), and Walton-on-the-Naze (Motor).

Granted £56 to a man for injury in the Life-boat service at Rhoscolyn.

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.

Reported that a letter had been received expressing the thanks of the German Government to the St. Mary's Life-boat crew for rescuing the crew of the s.s. *Hathor*, on the 2nd December last.

Reported that the Carnegie Hero Fund had decided to add to their Roll of Heroes the name of JAMES MCBAY, who lost his life in the accident to the Johnshaven Life-boat on the 21st December. Also reported that they had decided to grant his widow the sum of 10s. per week, subject to revision.

Voted £10 to five men for putting off from Portavogie, Co. Down, and saving the three hands of the ketch *Thistle* on the 15th March. The vessel was at anchor when a strong gale from the S.W. caused both her cables to part, and she drifted to some rocks. The sea was running very high, and the crew were unable to launch the ship's boat. Seeing this the salvors promptly manned a fishing-yawl and at considerable risk saved the three men. The vessel eventually became a total wreck.

Voted £11 5s. to six men for saving three men and their boat at Cromarty on the 16th March. A very heavy S.W. gale, at times rising to hurricane force, overtook a small fishing-boat—the *Harding*—which hoisted a signal of distress. The Coxswain of the Life-boat, JOHN WATSON, and five other men, at once put out, and, in a wild sea, successfully rescued the crew, who would otherwise almost certainly have perished.

Awards to Honorary Workers.

DURING February, March, and April, 1921, the following awards were made to Honorary Secretaries of Branches, and to other Honorary Workers, in recognition of their services on behalf of the Institution :—

To Miss FLORENCE EDWARDS, in recognition of her valuable co-operation for many years at Howth, the Record of Thanks and the Gold Brooch.

To J. H. LINCEY, Esq., upon his retirement after 27 years as Honorary Treasurer of the Bradford Branch, the Record of Thanks and the Gold Pendant.

To Alderman DRINKWATER, J.P., Chairman of the Coventry Branch, for his valuable co-operation, the Record of Thanks and the Gold Pendant.

To Captain JOHN ADAMSON, after 10 years as Honorary Secretary of the Seaham Branch, a Binocular Glass.

To A. B. GREENWOOD, Esq., after 10 years as Honorary Secretary of the Walton-on-the-Naze Branch, a Binocular Glass.

To W. H. McCOWEN, Esq., on his retirement after 21 years as Honorary Secretary of the Fenit Branch, the Thanks of the Committee of Management inscribed on Vellum.

To JOHN JENKINS, Esq., on his retirement after 45 years as Honorary Secretary of the Stirling Branch, the Thanks of the Committee of Management inscribed on Vellum.

To B. C. DRAKE, Esq., on his retirement after 12 years as Honorary Secretary of the Hythe Branch, a Framed Photograph, "The Life-boat."

To THE LADY SHEFFIELD, Honorary Secretary of the Ladies' Auxiliary at Manchester, for her valuable co-operation, the Record of Thanks and the Gold Brooch.

To J. ARTHUR BATLEY, Esq., Honorary Secretary of the Leeds Branch, for his valuable co-operation, the Record of Thanks and the Gold Pendant.

To R. BINNY, Esq., after 12 years as Honorary Secretary of the Padstow Branch, a Binocular Glass.

A Framed Photograph, "The Life-boat," was awarded to each of the undermentioned for their valuable co-operation :—

Mrs. ALLAN, Honorary Secretary, Wells, Somerset.

Mrs. BRUCE, Honorary Secretary, Harrow.

LADY MARY COBBY, Honorary Secretary, Enniskillen.

The Rev. T. R. COUCH, Honorary Secretary, Poplar and Stepney.

Mrs. KEVILL DAVIES, Honorary Secretary, Whitechurch.

Major A. T. FISHER, Honorary Secretary, Salisbury.

C. OSCAR GRIDLEY, Esq., J.P., Honorary Secretary, Bermondsey.

E. H. LEWIS, Esq., Honorary Secretary, Mansfield.

Miss MINTER, Honorary Secretary, Woodbridge.

Miss A. J. PHILLIPS, Honorary Secretary, Tunbridge Wells.

A. R. SLADEN, Esq., Honorary Treasurer, Lake District.

HARRY TURNER, Esq., Honorary Secretary, Atherton.

Miss E. WILSON, Honorary Secretary, Bannockburn.

Councillor G. R. YOUNG, Honorary Secretary, Darlington.

Miss STELLA HAMILTON, Honorary Collector at Windermere (Lake District Branch).

Awards to Coxswains.

DURING February, March, and April, 1921, the following awards were made to Coxswains :—

To JOSEPH JONES, on his retirement, after 15½ years' service as Coxswain of the Bull Bay Life-boat, and, previously, 12½ years as Second Coxswain, a Framed Certificate of Service and a Pension.

To THOMAS HARRIS, on his retirement, after 22 years' service as Coxswain of the Little-haven Life-boat, and, previously, 8 years as Second Coxswain, a Framed Certificate of Service and a Pension.

To CHARLES CAIN, on his retirement, after serving 15 years as Coxswain of the Peel Life-boat, and, previously to that, 5 years as Second Coxswain, a Certificate of Service and a Special Gratuity of £18.

News from the Branches.

Walton-on-the-Naze.

The Annual Meeting was held on the 29th December, the chair being taken by Mr. E. Standley, in the unavoidable absence of Mr. J. W. Eagle, the Chairman. The account for the year ending the 30th September last showed that the Branch had raised a sum of £224 8s. 5d., the proceeds of the Life-boat Day being £200, nearly double the sum obtained by the Day of the previous year. Special reference was made to the fine work of Mr. William Hammond, the Coxswain, and of the services of the Joint Honorary Secretaries, Mr. Greenwood and Mr. Graham. The officers and Committee were re-elected, Mr. Holden and Mr. Harris being added to the Committee.

Manchester, Salford and District.

The Annual Meeting was held on the 1st February, the chair being taken by Lord Derby. The report for the year ending the 30th September last showed that Manchester had remitted £5,230 to the Institution, of which sum over £2,000 had been raised by the Life-boat Day. With this contribution Manchester is fourth in the list of all contributing cities, coming after London, Liverpool, and Bradford. In moving the adoption of the report Lord Derby referred in particular to the international value of the Service, and, speaking of the visit which the Prince of Wales is expected to pay Manchester in July, said he thought it would be a splendid offering to His Royal Highness, as President of the Institution, if they could say that Manchester had beaten even last year's fine record. Sir William Milligan, the new Chairman of the Committee, suggested that Manchester should offer the Prince a Motor Life-boat. The report was adopted, and the officers of the Branch were re-elected, the Lord Mayor of Man-

chester and the Mayor of Salford being respectively President and Vice-President.

Clacton-on-Sea.

The Annual Meeting was held on the 2nd February, the chair being taken by Mr. George B. Fieldgate, Chairman of the Committee. The report for the year ending the 30th September last showed that the Branch raised a sum of £306. In congratulating the subscribers on the success of the year, the Chairman said that they had not yet reached the figure they desired. He spoke in very warm terms of the untiring efforts of Mrs. Percy Coleman, who organised the Life-boat Day, and her helpers. He referred to the increasing need there was to support the Institution on account of its great programme of Motor Life-boat construction. The officers were re-elected, and Dr. Cook, the Vice-Chairman, spoke of the great value to the Branch of Mr. Fieldgate's services as Chairman.

Oxford.

The Annual Meeting was held in the Hall of Christchurch on the 4th February, the chair being taken by the Dean. Among those present were the Earl of Jersey, Brigadier-General Miller (High Sheriff for the County), Admiral Sir Doveton Sturdee, the Rev. Father Bernard Vaughan, Sir Godfrey Baring, Bt. (Deputy Chairman of the Committee of Management), the Deputy-Mayor (Colonel Waller), Viscount Valentia, Mr. J. A. R. Marriott, M.P., the Rev. Father O'Hare, the Warden of New College, the Provost of Worcester, and many other distinguished representatives of the University, City and County. Miss Marshall, the Honorary Secretary of the Branch, presented the report for the year ending the 30th September last, which showed that the Branch had raised a sum of £1,179 2s. 8d. Admiral Sir Doveton

Sturdee congratulated Miss Marshall and her helpers on the excellence of the work which they had done, and, after speaking of the great changes which were now being made in the Life-boat Service, said he considered it a great thing when inland towns gave their support to the Life-boat Cause, and he hoped that they would never cease to do so, remembering all that the Institution did to save lives in peace as well as in war. The Rev. Father Bernard Vaughan, in the course of a very eloquent address, said that they had seen, in recent years, many examples of the bravery of men, but there were none more brave than those who man the Life-boats. He felt that it was a magnificent thing that in Great Britain, where the idea of a National Service for saving life from shipwreck had first been started, the people should take a pride in maintaining the Service as a voluntary Institution. Sir Godfrey, in thanking the Oxford Branch for its support, said that he had long since exhausted his vocabulary in praising Miss Marshall and her helpers. Their work showed what could be done by enthusiasm and tact. He specially welcomed the words of Father Vaughan on the subject of maintaining the Service by voluntary contributions.

New Brighton.

The Annual Meeting was held on the 11th February, the chair being taken by the Chairman of the Branch, Mr. S. S. Jerrett. In presenting the report for the year ending the 30th September last, which showed that the Branch raised a sum of over £60, the Chairman referred in particular to the new type of Motor Life-boat which the Institution is proposing to build for this Station out of the money generously provided by the Johnstone family (of the Johnstone Line of Steamers). This Life-boat, when built, will be the largest afloat, having a length of 60 feet and being fitted with two engines

capable of developing 80 H.P. It will have a speed, it is believed, of 10 knots, and will carry fuel sufficient for a distance of 150 miles. She will also have two large cabins, a thing unknown in Life-boat work, and will be provided, in the centre of the boat, with a net,* for people to jump into when the Life-boat is lying alongside a vessel. Coxswain Cross was presented by the Mayoress of Wallasey with the framed Certificate of Service, which, together with a pension, had been awarded to him by the Committee of Management on his retirement after twenty years service as Coxswain of the New Brighton Life-boats, during which time he had taken part in the rescue of 100 lives. Mr. Livingston was re-elected President, Captain Hugh B. Kent, Vice-President, Mr. S. S. Jerrett, Chairman, and Mr. B. J. Kirkham, Honorary Secretary.

Leeds.

The Annual Meeting was held on the 16th February, the chair being taken by the Lord Mayor (Mr. A. Braithwaite). The report for the year ending the 30th September last showed that the Branch had raised a sum of £2,098, of which sum £363 was obtained by the Life-boat Day and £443 by the workshop collections, organized by Miss Kingston. In presenting the report the Honorary Secretary, Mr. J. A. Batley, said that the severe depression in trade had seriously affected the work of the Branch, and that the Committee was finding increasing difficulty in raising money. In fact, so extensive was unemployment in the city that the Committee had decided that it could not continue the workshop collections.

Keighley.

The Annual Meeting was held on the 16th February, the chair being taken by

* It is interesting to note that such a net is carried on the Dutch Motor Life-boat *Brandaris*, of which a photograph appeared in the February issue of *The Life-Boat*.

Mr. J. W. Carruthers, the Chairman of the Committee. In presenting the report for the year ending the 30th September last Mr. Walter Smith, the Assistant Secretary, said that the year had been, on the whole, very satisfactory. The Ladies' Auxiliary collected £66; Life-Boat Days held in the borough and district had raised £151; and the workshop collections £62, with the result that, after expenses had been paid, the sum of £234 had been remitted to the Institution.

Southport.

The Annual Meeting was held on the 18th February, the chair being taken by the Mayor (Councillor W. H. Potts). In presenting the report for the year ending the 30th September last, Mr. Cochshott, the Honorary Secretary, referred to the death of the Coxswain of the Life-boat, Richard Robinson, who had held that post for twenty-one years, and always handled the Boat with great skill. Reference was also made to the loss which the Branch had sustained by the death of Dr. Harris, who had long been an active worker for the Life-boat Cause. The statement of accounts showed that nearly £84 had been collected at the Boat-house. It was decided to make a house-to-house collection on behalf of the Institution.

The same day a meeting of the Ladies' Auxiliary was held, with the Mayoress, Mrs. Potts, in the chair. Lady Paton, the Honorary Treasurer, presented a financial statement for the year ending the 30th September last, which showed that nearly £120 had been collected. It was decided to hold a fête in the coming summer in order to raise funds.

Coventry.

The Annual Meeting was held on the 22nd February, the chair being taken by the Mayor, Councillor W. H. Grant. The report for the year ending the 30th September last, which was presented, showed that the Branch had remitted to the Institution the sum of £372.

Special reference was made to the substantial sums received by the collection in works and factories, and an appeal was made to the employers and employees of those works where, so far, no collection had been held. Moving the adoption of the report and balance-sheet, the Mayor expressed his regret that the amount which Coventry had raised was somewhat behind previous efforts, and expressed the earnest hope that this would be put right in the coming year, for he knew of no cause which should appeal with greater force to the community. Special reference was also made to the valuable services of the Chairman of the Committee, Alderman Drinkwater, J.P., and to the valuable work which had been done by Mrs. Walter Beamish, of the Ladies' Committee. Since the meeting Alderman Drinkwater and Mrs. Beamish have been awarded the Gold Pendant and the Record of Thanks by the Committee of Management in recognition of their long and valuable services to the Life-boat Cause.

Birmingham.

The Annual Meeting was held on the 28th February, the chair being taken by Alderman Sir David Brooks, G.B.E. The report for the year ending the 30th September last was presented, and showed that the Branch had remitted to the Institution the record sum of £1,977. Proposing the adoption of the report, Sir David Brooks appealed for still more generous support for the Life-boat Cause. During the meeting a presentation was made by Lady Brooks, on behalf of the Institution, to Mrs. F. Williams, on her resignation of the post of Joint Honorary Secretary of the Ladies' Auxiliary. The Lord Mayor was re-elected President of the Branch.

Perth.

The Annual Meeting was held on the 4th May, the chair being taken by the Rev. P. Landreth, the Chairman of the

Committee. The report for the year ending the 30th September last showed that the Branch remitted the sum of £840 to the Institution, which placed it third on the list of Scottish Branches. The Perth Branch, which has considerably extended its work, now includes twenty-one towns and villages in the neighbourhood. It will for the future be known as the Perth and County Branch. Life-boat Days have become the recognised form for making special appeals, and it was found that they had given most satisfactory results. The Patrons, Presidents, and officers were re-elected.

Worthing.

The Annual Meeting was held on the 5th March, the chair being taken by Sir Godfrey Baring, Bt., the Deputy-Chairman of the Committee of Management, who was supported by Major-General J. E. B. Seely, a Member of the Committee of Management, the Mayor (Alderman Mrs. Chapman), and Mr. Harry Hargood, President of the Branch and a Member of the Committee of Management. The report for the year ending the 30th September last, which was presented, showed that the Branch had raised a sum of £482, and special reference was made to the sum of £94 which had been collected by Mr. Evans and the men at the Prince Albert Convalescent Home; the sum of £151 which had been obtained by the Triennial Life-boat Sunday Church Collection; and the sum of £17 which had been received from the Management of the Picturedrome. Sir Godfrey Baring announced that an offer had been received from the Town Council for the use of one of the rooms in the public library for the holding of a Life-boat Exhibition during August, and said that the Institution would be very pleased to send pictures of Life-boat work and some models of Life-boats from the earliest days of the Institution up to the present time. He felt sure that such an Exhibition would prove

a great success. In the course of an address on the present developments of the Life-boat Service, General Seely made a special appeal for increased support, and said he felt sure that it would mean a less efficient and a much more costly Service if the Life-boats ever had to be taken over by the State. "If," he said, "all other Life-boat Stations in the country did as much as Worthing, the financial difficulties of the Institution would vanish." General Seely also paid a warm tribute to the sixty years' work that Mr. Hargood had done for the Life-boat Cause. In moving a vote of thanks to General Seely, Mr. Hargood spoke of the loyalty which had always existed between the Life-boat crew and the Committee. Mr. R. J. Fry, who has been a collector of the Branch for many years, was presented by the Chairman with a handsomely framed picture.

Dublin.

The Annual Meeting was held on the 8th March, being presided over by Mr. J. E. Dudgeon, in the unavoidable absence of the Chairman, the Right Hon. A. Jameson, D.L. The report for the year ending the 30th September last showed that the Branch had made a substantial increase on the previous year, and had raised the record sum of £865. The Committee expressed its thanks to its generous helpers, and its deep indebtedness to the Dublin Press for the valuable help in bringing the claims of the Service prominently before the public. A Certificate of Service was presented to Mr. Michael Dalton, the Ex-Coxswain of the Poolbeg Life-boat, and in returning thanks for it Mr. Dalton said that he already held three certificates. The President, officers, and Committee were re-elected, and a number of new names were added to the Committee.

Loughborough.

The Annual Meeting was held on the 8th March, the chair being taken by

Miss Godkin, Chairman of the Ladies' Committee, in the unavoidable absence of the Mayor. The report for the year ending the 30th September last was presented, and showed that the total receipts amounted to close on £116. This excellent result was largely due to the appointment of Miss Godkin as Chairman of the Ladies' Committee, and the sum would have been still larger but for the fact that, owing to illness, no collection has yet been made in the district, which in the previous year raised £50. The officers were re-elected.

Preston.

The Annual Meeting was held on the 26th April, the Mayor (Alderman T. Parkinson) being in the chair. The report for the year ending the 30th September last was presented by the Honorary Secretary, Mr. J. G. Bradshaw, and showed that nearly £90 had been raised by the Mayor's appeal, while the total subscriptions for the year amounted to over £126. This amount included a subscription of £20 from the Preston North End Football Club, being part of the proceeds of the practice matches held at the beginning of the season. The Annual Life-boat Day realised over £166, and the house-to-house collection on the same day over £116, both sums being an increase on those obtained in the previous year. The report concluded that it was hoped to obtain even better results next year. The officers were re-elected, and Miss Cross was appointed Honorary Secretary of the Ladies' Auxiliary in recognition of her valuable services to the Branch.

Peterborough.

The Annual Meeting was held on the 8th March, the chair being taken by Mr. H. B. Hartley. The report and balance sheet for the year ending the 30th September last were presented to the meeting. The annual subscriptions amounted to nearly £43, but, as no Life-boat Day had been held, the sum remitted to the Institution was

some £70 less than in 1919. The adoption of the report was moved by the Chairman, who referred to the loss which the Branch had sustained by the death of its Honorary Auditor, Alderman J. Batten, and seconded by Major Shipley Ellis, who said that he would view with dismay any possibility of the Life-boat Service ceasing to be maintained by voluntary contributions.

Eastbourne.

The Annual Meeting was held on the 9th March, the chair being taken by Mr. C. A. Leatham, J.P., the Chairman of the Committee, who was supported by the Mayor (Alderman E. Duke, J.P.), the Mayoress, Mrs. Astley Roberts (President of the Ladies' Committee), Major H. P. Molineux, J.P., the Honorary Treasurer of the Branch, and Mr. George F. Shee, the Secretary of the Institution. The Chairman spoke of the deep regret felt by the Branch at the death of its Deputy-Chairman, Mr. R. H. Ellis, J.P., who had always been a very willing helper of the Life-boat Cause. He also moved that the resignation of Mr. A. E. Infield from the post of Honorary Secretary of the Branch, which he has held for nearly eighteen years, should be accepted with deep regret, and said that it was proposed to present Mr. Infield with a Framed Photograph of the crew and an Illuminated Address. The Mayor seconded the motion, and spoke in very warm terms of the excellence of the work which Mr. Infield had done. Mr. Shee said that he had come down specially to present the Thanks of the Committee of Management inscribed on Vellum, which had been awarded to Mr. Infield, and very much regretted that gentleman's absence through illness. Mr. Infield, he said, had been an active member of the Branch for upwards of twenty years, for nearly eighteen years of which time he had held the post of Honorary Secretary. It was a post entailing a great deal of work and requiring great tact and ability. Not

only had Mr. Infield very successfully carried out the work of the Station, but during the time that he had been Honorary Secretary the amount raised by the Branch had increased from £115 in 1903 to £748 in 1920. This splendid increase was, in a great measure, due to Mrs. Astley Roberts and her indefatigable Ladies' Committee, but much of the credit was also due to Mr. Infield himself. Mr. Shee also announced that the new Motor Life-boat for Eastbourne would be ready during the spring. It was an experimental Boat—the first Motor Life-boat constructed to be launched off a carriage. Although the Institution was not convinced that Eastbourne was the most suitable Station for a Motor Life-boat, this special Boat has been constructed in response to a request from the town, and in recognition of the wonderful work which Eastbourne had done for the Life-boat Service.

Special reference was also made by other speakers to the splendid work of Mrs. Astley Roberts and the Ladies' Committee. Vice-Admiral Sir Robert Prendergast, K.C.B., was elected Chairman in place of Mr. Leatham, who had resigned, and Mr. Cowper Smith was elected Honorary Secretary. The other officers were re-elected, as was also the Committee, with the addition of Mr. and Mrs. Eeley, Mr. Infield, and Mr. Whitmore.

Wigan.

A special meeting was held on the 9th March for the purpose of reviving the Wigan Branch, the chair being taken by the Mayor (Councillor E. Yates, J.P.). Mr. Johnson, the District Organizing Secretary of the Institution for the North of England, explained that, some years ago, Wigan was a very active Branch of the Institution and had had a strong Ladies' Auxiliary. During the war, however, the Branch had been in abeyance, and it was now hoped to re-establish it, in view of the fact that the Institution is carrying out

most important developments in the Life-boat Service, and, in consequence, is in greater need of public support than ever before. The Mayor said that he hoped every effort would be made in Wigan to raise money to carry on this great work, and proposed the following resolution, which was unanimously carried: "That the meeting, sympathising with the humane work of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, resolves that those present shall be constituted the Wigan Committee with power to add to their number, with a view to raising much-needed funds on its behalf." The Mayor and Mayoress were unanimously appointed Presidents, and Councillor Cowser accepted the position of temporary Honorary Secretary.

Blackpool.

The Annual Meeting was held on the 10th March, the chair being taken by the Mayor (Councillor C. W. Callis), who was accompanied by the Mayoress. The statement of accounts for the year ending the 30th September last, which were submitted to the meeting, showed that the Branch had raised £580. In his report on the work of the Station, Councillor C. E. Tatham, the Honorary Secretary, said that though it had been a quiet year, the crew had shown that they were always in a state of readiness for service, and had been specially congratulated by the Institution for a very smart practice launch, when a surprise visit was made to the Station by the Inspector of Life-boats, the crew assembling in eight minutes, and the Boat being afloat in twenty-six. A cordial letter of appreciation of the work done by the Branch from Sir Godfrey Baring, the Deputy-Chairman of the Committee of Management, was also read. The Mayor was elected President of the Branch, and, in proposing a vote of thanks to him, Mr. L. H. Franceys, the Honorary Treasurer, said that the Branch has always had the sympathy and help of the Watch Committee in

its appeals, and, during the eighteen years that he had been associated with it, had raised £10,000, mostly in coppers.

Burton-on-Trent.

The Annual Meeting of the Ladies' Auxiliary was held on the 11th March, at the residence of the President, Mrs. J. R. Morris, who took the chair. The report for the year ending the 30th September last showed that over £252 had been raised. In moving the adoption of the report, Mrs. Morris said that the collection in 1920 had raised a record sum, and Mr. H. G. Solomon, District Organizing Secretary for the Midlands, congratulated the Branch on a most successful year. The officers were re-elected, and four more ladies were added to the Committee.

Northampton.

The Annual Meeting was held on the 17th March, the chair being taken by the Mayor (Councillor W. Harvey Reeves, O.B.E.), who was accompanied by the Mayoress. The report for the year ending the 30th September last was presented, and showed that the Branch had remitted £525 to the Institution. It was proposed by Mr. F. O. Roberts, M.P., that, in view of the special needs of the Institution, an effort should be made to raise £1,000 during 1921. In giving his cordial support to this proposal, the Mayor mentioned that only five flag days had been sanctioned by the authorities, and he was very glad that one of these was Life-boat Day. The Mayor was elected President of the Branch, and it was decided to ask him to combine with this the Chairmanship of the Committee, which he had held for many years. The Mayoress was elected President of the Ladies' Auxiliary.

Sunderland.

The Annual Meeting was held on the 23rd March, the chair being taken by the Mayor. Mr. W. J. Oliver, the

Honorary Secretary and Treasurer, presented the report for the year ending the 30th September last, which showed that £605 had been remitted to the Institution. He pointed out that the Branch from 1900 to 1910 had not been entirely self-supporting, but that for the last eleven years, thanks very largely to the work of the Ladies' Auxiliary, the Branch had not only paid the expenses of the Station, but had contributed £3,700 to the general funds of the Institution.

St. Anne's.

A meeting of the Branch was held on the 29th March for the purpose of presenting to Mr. Thomas Bradley the Gold Pendant and the Record of Thanks which had been awarded to him by the Committee of Management in recognition of his thirty-one years' services as Honorary Secretary of the Branch. Sir Godfrey Baring, Bt., the Deputy-Chairman of the Committee of Management, specially attended the meeting in order to make the presentation, and in doing so he said that he had always regarded St. Anne's as an exceptional Branch, since it not only had a very gallant and efficient crew, but it had the advantage of Sir Charles Macara, who for many years past had rendered such important services to the Life-boat Cause. Mr. Bradley had shown himself to be a splendid Honorary Secretary, and the Committee of Management owed him a very great debt for all that he had done during his long term of office. Sir Godfrey also spoke of the work and claims of the Institution, and the great saving in cost which was the result of keeping it a voluntary organization. In returning thanks, Mr. Bradley spoke of the bravery which had always been shown by the crews on service, and of the generous interest which the people of St. Anne's took in the work of the Station. In proposing a vote of thanks to Sir Godfrey Baring, Sir Charles Macara said that he wished to endorse everything which Sir

Godfrey had said about the absolute necessity of keeping the Life-boat Service as a voluntary organization.

South Shields.

The Annual Meeting was held on the 7th April, the chair being taken by the Mayor (Councillor A. D. Johnston). The accounts for the year ending the 30th September last, which were presented, showed that the Branch had raised a sum of over £350. Mr. Bridge, the Honorary Treasurer, also presented a statement which showed the great increase which had been made in the past eight years. The subscriptions in 1912 had been under £6; in 1920 they were over £85. Altogether, since 1912, the Branch had raised over £2,320. Mr. Bridge also said that during 1920 there had been no sale of picture post-cards in the schools, but that it was hoped to resume this work in 1921. The Mayor was elected President, Captain Whyte, the Chairman of the Committee, pointing out that, for the first time in the history of the town, they had a sailor as Mayor.

Belfast Lough.

The Annual Meeting was held on the 26th April, the chair being taken by the High Sheriff (Alderman Joseph Davison) in the unavoidable absence of the Lord Mayor. The report for the year ending the 30th September last, which was presented by Mr. R. Vance Cleeland, showed that the total income of the Branch had been £776. In the course of an address on the work of the Life-boat Service the Chairman pointed out that the money raised in Ireland was not nearly enough to pay for the Irish Stations, and expressed the hope that Belfast would soon contribute as much as Dublin to the Institution. The Lord

Mayor was re-elected President of the Branch. A resolution was passed expressing regret that Mr. S. A. Robinson had been compelled to resign the Honorary Treasurership, and offering him the thanks of the meeting for his services to the Branch during many years. Mr. W. H. Mann was elected Honorary Treasurer. The Chairman then presented the Challenge Shield for Ireland and Wales, in the Duke of Northumberland's Life-boat Essay Competition, which had been won by Miss Maggie McCabe, of the Bloomfield National School, for the best essay submitted in the whole of the United Kingdom. Five other prizes in the same competition won by Belfast scholars were also presented, and the Chairman pointed out that for two years running the best essay in the United Kingdom had come from Ireland.

Darlington.

The Annual Meeting of the Branch was held on the 11th May, Mr. C. H. Dent, the Honorary Treasurer, taking the chair in the absence of the Mayor (Councillor F. Leng). The report for the year ending the 30th September last, which was presented, showed that a sum of £204 had been remitted to Headquarters. This included a biennial subscription of fifty guineas from the Darlington Forge Co. It was pointed out that the actual expenses incurred in raising this sum was only just over £10, of which nearly £9 had been spent in postage, and that it had been raised in spite of a decline in the house-to-house collection due to the increasing and great difficulty of finding collectors. The Mayor was re-elected President, Mr. Dent Honorary Treasurer, and Councillor George R. Young Honorary Secretary.

NOTICE.

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