THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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Notes and News.

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

UNEMPLOYMENT, strikes, the world-wide trade depression, and the political uncertainty—in a word, the full reaction after the years of war from which we have been suffering during this present year—have necessarily had a grave effect on all public charities. The Institution has suffered with the rest. If it has perhaps suffered less than most, that is because we have a most capable and devoted body of honorary helpers, working for us all through the country, and because the national value of the Service must, whatever be the circumstances of the time, make a direct appeal to every patriotic man and woman.

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Nevertheless, the Institution is face to face with a very heavy deficit on the year's working. It amounts, at the date of writing, to over £90,000, and is due entirely to increased expenditure connected with Motor Boats, new Boat Houses, and Slipways. It will therefore again be necessary to make up the deficit by a transfer from general capital. The Institution is fortunate in this that, during the war, when all construction of new Life-boats ceased, it was able to put by considerable sums. Were it not for this fact, the only way to meet our present difficulties would have been to curtail the important programme of Motor Life-boat construction on which the Institution embarked some time ago. That would have meant some sacrifice of the efficiency of the Service; and to sacrifice its efficiency would be to risk the loss of lives which could have been saved. The Committee of Management decided, therefore, that the building of the new Motor Life-boats should go on. But, as was indicated in the Annual Report, the programme may have to be spread over a longer period than was at first contemplated.

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Naturally, this method of meeting the deficit by the realisation of investments cannot be continued indefinitely, particularly as the annual revenue from investments is a most important part of our ordinary income, and without it the sums received from subscriptions and donations would not be sufficient to meet the expenses of the Service. I mention these facts lest anyone should think, on reading of the many developments which we are now making, that we have not suffered from the prevailing depression. On the contrary, the Institution is passing through a period of grave anxiety, and there is urgent need to obtain a great increase of public support.

Manchester and Salford's Record Contribution.

In spite of the exceptional difficulties to which I have just referred, the Manchester, Salford and District Branch has again raised a record sum. Its contribution in 1920 was £5,230, the largest sum which the Institution has ever received from it; and had the Branch succeeded in maintaining this record during the past year we should have felt that it was giving the Institution really splendid support. But Manchester was not content to do this. Determined to show in the most striking way that, whatever else might be affected by the scarcity of money, by strikes and unemployment, the Life-boat Service ought not to suffer, it has beaten last year's record by £340. This increase would have been still greater but for the fact that the largest of the Works Collections had not been completed

when the Branch financial year ended on the 30th September. Our cordial congratulations and most grateful thanks to Manchester and Salford! Such help is a great encouragement to the Institution at a time of grave difficulty and anxiety.

Life-boat Days.

The general depression and unemployment have necessarily had a marked *effect on the results of the Life-boat* Day Efforts, as will be seen from the list published elsewhere; but, taken as a whole, they have been extraordinarily good, and are yet another proof of the hold which the Life-boat Service has on the affection and generosity of the public. It is indeed something to be proud of that in a year of unexampled difficulty it is possible actually to report a number of record results.

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As one would expect, the effect of stagnant trade has been greatest in the Efforts in the industrial areas. It has been most marked in the Midlands and in South Wales. In the agricultural districts and in the seaside resorts the decrease in results has not been so great. The chief effect of the depression, however, has been not so much a decrease where Days have actually been held, as an inability to carry out Efforts in a good many places.

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To start with Scotland: Edinburgh, Aberdeen, Dumferline, Largs, Stranraer, and a number of smaller places have all actually raised larger sums than last year; while the result in Glasgow, though smaller than last year, was, in the circumstances, very good. In the North of England, Manchester and Bradford both raised large sums; Preston Bridlington, Morecambe, Whitby, and Hornsea all raised larger sums than in 1920. Life-boat Day was revived at Wigan, and Middleton held a Day for the first time. The Welsh holiday resorts—Colwyn Bay, Llandudno, Aberystwyth, and Barmouth—all had very successful Days; and, in spite of the acute depression in South Wales, Newport, in the neighbouring county of Monmouthshire, more than doubled its result of 1920. In Ireland, in spite of the exceptional difficulties of these times, both Dublin and Belfast Lough had splendid results; and Portrush fell only a little below its record sum of 1920.

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Oxford, as already reported, had a record result, and in the Eastern Counties, Cromer raised twice as much as in 1920, Colchester showed an increase, successful Days were held at Margate, Walton-on-the-Naze, Skegness, and Mablethorpe, and a Day was held for the first time at Ely. In the South of England there were many successes, record results being obtained at Eastbourne, Southampton, Portsmouth, Exmouth, Teignmouth, Banbury, Truro, Taunton, Ventnor, Shanklin, Frome, Clevedon, and Newbury; while for the first time Days were held at Weston-Super-Mare and Swindon, and proved a great success.

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To summarise: In about eighty places, which, in 1920, brought in over £5,000, no Days have been held during 1921, and 60 per cent. of the "Days" held show a decrease on the results of 1920. The remaining 40 per cent. show an increase on 1920, and about thirty Days were held at places which did not have a Day in 1920. I should add that this summary of *results, like the list of Days published* elsewhere in this issue, is for the Branch year ending the 30th September, 1921, and does not take into account a number of Days held during October, which belong to the financial year 1922.

"House to House" Appeals and Collecting Cards.

In spite of these notable and encouraging successes, the fact remains that there has been this year a great falling-off in the income obtained by street appeals. This fact has to be faced, and the best way of facing it is not simply to say—true though this may be—that as the country recovers from its present unexampled business depression so will the proceeds of our Life-boat Days increase, but at once to use all other possible means of appealing to the public. We know by experience that,

in bad times as well as good, the public will give to the Life-boats as generously as they can. The chief need is for workers to carry our appeals *everywhere*. I would ask all those who are willing to help us in this way, and especially, of course, members of the Ladies' Life-boat Guild, to read the article published elsewhere in this number on "House to House Collections." I am confident that if we could get some thousands of ladies who would be willing systematically to appeal for the Institution, in this way, and also with individual collecting cards, we should obtain such an increase in our income as would remove all our present anxiety.

Life-boat Collecting under Fire.

The ladies who help the Institution by working for it on Life-boat Days have often to endure great fatigue and serious discomforts of weather, but I think they will all admit that no conditions have ever been more trying than those most bravely faced by the ladies of Dublin who were collecting on the 24th June, when there was fighting actually going on in the Dublin streets. The Assistant Secretary of the Branch wrote to me on that day: "There were two serious ambushes in our streets to-day—several persons wounded. Some of our Collectors (Ladies) were actually at the scene in Dorset Street, and had narrow escapes, while one of our ladies rendered first aid to a woman who fainted. The same lady helpers are nevertheless continuing to sell flags, and we are doing very well in the special effort generally."

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This brave devotion to the Life-boat Cause was well rewarded by the result of the Dublin appeal. I am sure it must have given a very special pleasure to all who took part in the Day—as it most certainly did to the Institution—when they heard that the total sum realised was £572, which exceeded last year's result by over £80. In the midst of civil war, with fighting in its streets, Dublin ladies collected and Dublin people contributed still more than before to the Life-boat Service. It is an amazing comment on Irish character and Irish affairs. It is also as signal a tribute as the Institution could ever hope to receive to the high and universal appeal of its work.

Sir William Hillary's Descendants.

It is very gratifying to be able to report that, as a result of the article on Sir William Hillary in the May number, the Institution has heard from his descendants. It will be remembered that his son died without issue, but his daughter, Elizabeth Mary, married a Captain Preston and had children, and her descendants, who have taken the name Preston-Hillary, have written and most kindly offered to place at the disposal of the Institution any information which they have about its founder. The present head of the family is Mr. S. R. Preston-Hillary, of Upminster, in Essex, who has become an Honorary Vice-President for Life of the Institution, while his two sons have become Life Governors.

Certificates for Life-boat Men.

The Committee of Management decided some little time ago that Certificates of Service should be awarded not only, as has long been the practice, to Coxswains, but to all members of the crews, in recognition of long and meritorious service. The first of these awards were made in July, and are reported elsewhere in *The Life-Boat*. The Certificate is a reproduction in colours of a painting of a Life-boat launch by the famous marine painter, Mr. W. L. Wyllie, R.A. It records the number of years which the recipient passed in the Service and the position which he held in the Boat. When the Committee decided to have this new Certificate it consulted Mr. Wyllie about the design, knowing that it had in him a friend who had taken a life-long interest in the Life-boat Service, and that in the past he had always been most ready to give it his help and advice.

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In fact, on one famous occasion Mr. Wyllie and a number of other distinguished artists played the part of very candid friends. They did it by sending a "Round Robin" (now framed and hanging at the House of the Institution) in which they wrote—"Meaning

no offence, and asking pardon for the liberty"—that however much they wished to immortalise the heroic deeds of the Life-boat men, they were "daunted by the excruciating blue paint" used on the Institution's Boats. They prayed that we would adopt some other of the one hundred and fifty tints of blue. Among the famous names on the "Round Robin," besides Mr. Wyllie's, are Millais, Dicksee, Sant, Alma Tadema, Pettie, and Orchardson. It was characteristic of Mr. Wyllie that he was not content simply to sign the "Round Robin," but sent the Institution a painting of a Life-boat at sea, to show how much more beautiful she would look when painted a delicate pale blue. If the Institution did not adopt this colour, nor any other of the remaining one hundred and forty-nine tints, but obstinately adhered to its original French ultramarine, it was not out of want of sympathy or respect for the distinguished painters who had so courteously criticised it, but because it was compelled to put such practical questions as cost and durability before even the feelings of the artist.

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That, however, is by the way. When consulted about the Certificate, Mr. Wyllie's advice took the most practical and generous form of a very fine painting of a Life-boat being launched through breakers, which he presented to the Institution. This painting showed not only his skill as an artist—which other people can appreciate—but also his intimate knowledge—which we appreciate as others cannot—of even the smallest details of Life-boat work. It was accurate in every particular except—need I say ?—the blue of the Life-boat.

A Plucky Rescue.

A service which deserves a word of special mention was performed by Thomas Griffiths, the Second Coxswain of the Cardigan Life-boat, on the 16th August. Several small sailing boats were fishing outside Cardigan Bar when the weather became squally, and they had to run for shelter. Griffiths was in one of the boats, with a boy named David Davies. He was farther out in the Bay than the others, and was the last to return. On his way in he saw another boat in distress, labouring in the sea, and went to her help. A strong southerly gale was now blowing, with squalls and a rough sea. Before Griffiths could reach the boat, she was swamped and sank, leaving her one occupant struggling in the water. Griffiths had to lower his sail, but with oars managed to reach the drowning man just in time, and got him on board, completely exhausted. Not only was the rescue most promptly carried out, but Griffiths and Davies ran a considerable risk themselves, and the Committee of Management have awarded the Thanks of the Institution inscribed on Vellum to Griffiths, and a monetary award both to him and to Davies.

The Motor Life-boat Programme.

Excellent progress has been made with the building of Motor Life-boats, and the Boats for six Stations have already been completed and sent to the coast this year, those for Gorleston, Peterhead, Wick, Eastbourne, Wexford, and Blyth. This makes a total of thirty-one now on the coast, out of the fleet of two hundred and forty-three Life-boats. In addition to the completion of these Boats, work has gone on satisfactorily with the first twelve of the large programme of Motor Life-boat construction. The Boats for Brixham, Selsey and Sennen Cove should be finished before the end of this year, and the Boats for Buckie, Bembridge, Barry Dock and Appledore early in the new year. Meanwhile, the plans for the New Brighton Life-boat—the new and larger type, with cabin accommodation, of which particulars were given in the Annual Report of last year—are now finished, the Boat has been ordered, and I hope to be able to publish, in the next issue, an article by the Chief Inspector of Life-boats fully describing this Boat.

Motor Tractors for Launching.

There are now four Tractors stationed on the coast, at Hunstanton, Bridlington, Rhyl, and Hoylake, while there is a fifth at Newquay, Cornwall, not yet available for service. In June a very successful night practice was carried out at Hoylake under exact Service

conditions. No notice was given to the crew, and a night was chosen when a strong on-shore wind was blowing and there was a high sea. The alarm-rocket was fired at five minutes to eleven, and at a quarter past eleven the Boat was launched. The night was dark, the moon being covered with heavy clouds, but the work was made very much easier by the acetylene headlight which the Tractors carry. Not only was it found that the Boat was more easily and promptly launched than had ever been possible with horses, but in the surf the Tractor was able to push the Boat-carriage farther out than horses had been able to take it. Altogether it was a launch which not only showed the value of the Tractor, but the smartness of the Hoylake crew.

A Line-Throwing Gun.

I had hoped to publish in this issue an article by the Chief Inspector of Life-boats on the Line-throwing Gun which the Institution has adopted, and which we hope to instal in all Motor Life-boats, and in other Life-boats where it is considered necessary. This gun is now being tested at different Stations by the District Inspectors, and as these tests have not yet been completed, the Chief Inspector's article must be postponed until the February issue.

Gift from a Norwegian Shipping Firm.

I have, before this, called attention to the generous way in which many foreign shipping companies support the Institution. They contributed nearly £1,000 to our funds in 1920—about a quarter the total received from the shipping community of the United Kingdom—and we have just received another proof of their recognition of the international value of the Service. A Norwegian firm, who were already subscribers, Messrs. H. M. Wrangell & Co., of Hangesund, have sent the Institution a cheque for over £15, this being the whole of a sum which they received from the Admiralty as their share of a salvage award for the salving, by one of their ships, of an Admiralty buoy. No country has been more ready than Norway to show its appreciation of the services to its shipping of the British Life-boats. On seventeen different occasions our Life-boat men have received presentations or special thanks from the Norwegian Government.

Two More Gifts from Salvage.

The Committee of Management have received with much pleasure a gift of £33 from the crew of the Blyth Life-boat, which they have made to the Institution out of money awarded to them in connexion with the salvage of the ketch *Arkley*, of Liverpool, on the 13th June, 1920; and a gift of £5 from the Sennen Cove crew out of the amount awarded them for services to the s.s. *Haliartus*, also of Liverpool, on the 22nd January last. The Institution has now received three gifts of this kind from its own crews during the present year.

A Life-boat Crew's Generosity.

Another very fine instance of the generosity of the Life-boat men themselves towards the Institution comes from Scarborough. On the 20th September last the Life-boat was launched, during the forenoon, to the help of two fishing and pleasure cobles full of passengers, which were in danger of being swamped. The Life-boat took off the passengers, sixteen in all, landed them, and, again going out, stood by the cobles until they had come safely into harbour. Meanwhile the rescued passengers had made a collection among themselves and other visitors, and on the Life-boat's return offered the money to the Coxswain and crew; but they refused it, asking, instead, that it should be put in the Institution's Collecting Box at the Boat-house. When the Life-boat men themselves, who are prepared to risk their lives in the Service, remember also its need of financial help, I am sure that those whose only way of helping is with money will feel that they must not fall below this generous example.

A Life-boat Man's Gift of his Pension.

Under "Awards to Coxswains and Life-boat Men" it is reported that Joseph Bell has been awarded a Certificate of Service and a Pension on his retirement after twenty-seven years'

service as Signalman at Mablethorpe. There is something to be added to this. When told of the award, Bell said that he did not wish to receive a pension. The Committee therefore commuted it to a lump sum, and this sum was sent to him. *He has returned it as a donation to the Institution.*

Practical Gratitude.

On the night of the 19th August, the Porthdinllaen Boarding-boat went out to the rescue of three boys, who had been caught by the fog while fishing, and had not returned. The alarm was given by the friends of one of the boys, who offered to pay all expenses of the launch. They were told that in no circumstances could the Institution accept payment for the saving of life, and the father of the boy thereupon sent a generous donation to the Branch.

Sand Picture Appeals.

In the issue for last November I gave an account of a charming sand-model of a Life-boat rescue and a Light-house which was made at Rhyl, during their summer holiday, by two boys of Royton, in Lancashire, and by three Birmingham girls. Again, this summer, a girl and two boys, all three from Nottingham, built a fine lighthouse and sea scene out of sand, with toy figures and ships. The model was lighted at night with Chinese lanterns, and the following stirring appeal was shown with it :—

S. O. S.
HELP THEM TO LAUNCH
THE LIFE-BOAT.

Saturday £1 6 0
Monday . . Depends upon you.

UP THE VISITORS!

And the visitors did "up" to the excellent sum of £15 1*s.* 2*d.* in eight days. I hope that many others will realise the possibilities of sand-models as a way of appealing to people when they are on their holidays, that is, at the time when they are feeling happy and generous, and when, for the one time in the year, they see ships and the sea. I should like to see such appeals made at all the big seaside places, and I recommend it to all members of the Ladies' Life-boat Guild. There are the children on the shore in their hundreds, ready to be their willing helpers.

Life-boats in Bolshevist Russia.

In his speech at the Annual Meeting, the Prince of Wales gave a list of those foreign countries—seven in all—which in the course of the previous few weeks had applied to the Institution for advice and help. To this list is now to be added the present Russian Government, which, through its Trade Commission in this country, applied for a copy of *The Life-Boat*, and on receipt of this asked that its Department of Salvage, Diving, and Life-saving Work might be supplied with full particulars of the recent improvements and innovations carried out by the Institution. These particulars were at once sent to Russia.

Trinity House and the Coast-guard Service.

I am very glad to be able to publish together, in this number of *The Life-Boat*, articles on Trinity House and the Coast-guard Service, which have been specially written for it respectively by Captain Sir Herbert Acton Blake, the Deputy Master of Trinity House, and by Admiral Sir Dudley de Chair, until recently Admiral commanding the Coast-guard and Reserves. With these two very interesting historical articles before them, readers of *The Life-Boat* will be able to see clearly how the duties of watching and protecting the 5,000 miles of coast of the United Kingdom are distributed, and how the Coast-guard and Trinity House work with the Life-Boat Institution to prevent disaster and to save life.

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It is interesting to note that for many years the Corporation of Trinity House were large contributors to the funds of the Institution. In the first year of its existence, 1824, they were the most generous of its supporters with a contribution of £500, and this sum was given regularly for over twenty years. It was then increased to £1,250, and this remained the Corporation's annual donation until 1864. In that year—and the reason for the change I have not been able to discover—it was reduced to £50, and four years later it

ceased altogether. Twenty years later it was revived, and from 1885 to 1888 the Corporation gave the Institution 100 guineas a year. This new contribution then ceased, but from 1895 onwards the Corporation have contributed 10 guineas a year to the City Branch. In this connexion it may be interesting to recall that, in the early days of the Institution, very large contributions were received yearly not only from Trinity House, but from Lloyd's and many big Marine Insurance Companies as well as from many shipping firms, but that these contributions ceased altogether long since, or else contributions of hundreds of pounds became contributions of a few guineas. When I reflect on the urgent needs of the Service, and the meagre support which it at present receives from some quarters which have most cause to recognise its value to the nation, I feel the truth of the poet's words :—*Nessun maggior dolore che ricordarsi del tempo felice nella miseria.*

The Prince of Wales in a Motor Life-boat.

IN his speech at the Annual General Meeting the Prince of Wales said that he hoped one day to have an opportunity of going out in a Life-boat. This opportunity came when, a month later, he made his tour through his Duchy of Cornwall, and visited the Isles of Scilly. One of the incidents of that two days' visit was a trip in the new Motor Life-boat at St. Mary's, which took place immediately after the Prince had unveiled the War Memorial of the Isles. We quote the description which appeared in the *Western Morning News and Mercury* from the pen of Sir Herbert Russell :—

"The Atlantic curled in subdued murmuring notes upon the sand below, and the wind whispered in low, rustling through the little glen as we filed out in solemn silence. But the melancholy of this moving requiem refused to be nursed under the spell of this joyous May morning, and by the time we had reached the Life-boat House, perched under the pinnacle of Carn Thomas Rock, we were back in the crowded hour of life. The *Elsie*, brilliant in her coat of blue and white enamel, had been brought forth from her shed, and rested slantwise on the launching-slip, with triangles of flags flickering from her masts. This magnificent Life-boat, presented by the Right Hon. Arnold Morley in memory of his wife, has a fine record since she first started on her splendid career on the 3rd March, 1920. One of her latest exploits was the rescue of twenty-four German seamen from the Hamburg steamer *Hathor*, in the howling blackness of the 2nd December last, one of the most gallant and hazardous feats ever performed in the annals of Life-boat work, to which full tribute is paid in a letter from the German Embassy displayed in the Boat House.*

"The men, a statuesque array of bronzed and burly seafarers, stood drawn up in their life-belts and red stocking caps, under Coxswain Lethbridge. With each of them the Prince shook hands and exchanged a few words.

"Then 'Man the boat, boys,' was the cry. There was a rush for the craft, the Prince, yielding to the infectious excitement, scrambling inwards with the rest. The haul-up stopper was released, and with her motor beginning to whirr, the Life-boat sped down the slip and took the water with a fine burst of spray. For half-an-hour the *Elsie* cruised about the Sound. The Prince yarned with Coxswain Lethbridge, and learned of the poor man's sorrow when, his five sons having served unscathed throughout the war, two of them were drowned whilst fishing twelve months ago. He asked the crew to tell him some of their life-saving experiences, and promptly had them all talking at once. With half a score of unfinished thrills still ringing in his ears his Royal Highness stepped ashore at St. Mary's Pier."

It should be added to this account that the Prince, like the good sailor he is, "paid his footing" on the Life-boat.

* This service was described in the February issue of *The Life-Boat*.

The Corporation of Trinity House.

By Captain Sir HERBERT ACTON BLAKE, K.C.M.G., K.C.V.O.,
Deputy Master of Trinity House.

IN the Journal of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION it is fitting that there should appear a brief account of the history and functions of the Corporation of Trinity House, the General Lighthouse and Pilotage Authority for the United Kingdom, who are allied to the Institution by the common bond of service to the mariner navigating the waters surrounding our coasts.

In proof that this bond is a real one it may be mentioned that, in addition to the means established at various Lighthouses for communicating with Life-boat Stations, a complete system of signalling exists between Trinity House Light Vessels and the shore whereby the Life-boat can be summoned at short notice to a vessel in distress on the shoals lying farthest from the coast.

The history of the Corporation of Trinity House, as such, properly begins with the original Charter of King Henry VIII. granted in 1514, but beyond all doubt it can claim much greater antiquity, for that Charter not only mentions the Almshouses at Deptford (which were erected probably a century before) as the headquarters of the Society of Mariners which the Charter incorporated, but it also contains much evidence of a practically corporate influence already long existing, and so well established as to have inspired sufficient confidence, and to have acquired sufficient authority, to enable the Society to make regulations for the navigation of ships and the good government of seamen. Following on the grant of the Charter an Act of Parliament was passed in the reign of Elizabeth giving authority to the Corporation of Trinity House to "Erect and maintain Beacons, Marks and Signs for the Sea, for the better navigation of the Coasts of England."

The affairs of the Corporation were first conducted at their House or Hall at Deptford, and then, at succeeding periods, at Ratcliffe, at Stepney, and at a house in Water Lane, Great Tower Street. Finally, in 1792, an estate was purchased on Tower Hill, where the present Trinity House was built in 1798 from designs by Thomas Wyatt.

The birth of the Corporation, as such, coincided with other manifestations of the zeal and interest of the Tudor Monarchs for the naval and maritime affairs of England. About six years after the grant of the Trinity House Charter there was begun the formation of Admiralty and Navy Boards, the inception of which is primarily ascribed to Henry VII.; and when, following this, dockyards and arsenals were established, the Deptford Building Yard was placed under the direction of the Corporation of Trinity House, together with the superintendence of all stores and provisions for the Navy. As evidence of the close connection of the Services it may be mentioned that the first Master of the Corporation under the Charter was Sir Thomas Spert, Commander of the *Henry Grace-a-Dieu* (the first English man-of-war) and also for a time Controller of the Navy.

The Corporation thus became, as it were, the civil branch of the English maritime service with a naval element which, to some extent, exists even at the present day. There is abundant proof from contemporary records that the Corporation exercised very considerable powers both in manning and out-fitting the Navy and in protecting the interests of the Mercantile Marine.

After the Restoration the Corporation's Charters were renewed and confirmed by the Sovereign, to whom, shortly before his death, they were surrendered in proof of loyalty. His successor, King James II., in 1685, formally re-granted the Charter, which remains in force up to the present time. It is worthy of note that the Charter of King James II. named, as Master of the Corporation, the immortal Samuel Pepys, at that time Secretary of the Admiralty—a further proof of the close connection between the Royal Navy and the Trinity House Corporation.

Although the principal duties entrusted to the Corporation were essentially of a peaceful character, the Charter stipulated that its members should be liable to serve the Crown at sea if required, and in recognition of this liability the Brethren and their subordinates were exempted from land service of every kind. On two notable occasions at least, the Corporation were called upon to give their services under this liability. During the mutiny at the Nore, in 1797, the Elder Brethren removed or destroyed every beacon and buoy which could guide the mutinous fleet to sea; and in 1803, when a French invasion appeared to be imminent, the Elder Brethren undertook the defence of the entrance to the Thames by manning and themselves officering a cordon of fully-armed ships moored across the river below Gravesend. Further, it has been from time immemorial, and still is, the prescriptive and highly-prized duty and privilege of the Elder Brethren to attend the Sovereign on journeys by sea.

In connection with the Corporation's liability for service under their Charter it may perhaps be of interest here to mention that during the Great European War the Corporation of Trinity House rendered continuous service in connection with the maritime defence of the kingdom, which has been fully acknowledged by the Admiralty, and that a very large number of the officers and men of all branches of the Trinity House Service gave personal service in His Majesty's Forces both on land and by sea.

The governing body of the Corporation are the ten Acting Elder Brethren, all of whom are practical seamen, one of them being always the Master's Deputy, whilst there are also a number of Honorary Elder Brethren, including His Majesty the King, His Royal Highness the Prince of Wales, and other members of the Royal Family. The Master of the Corporation at the present time is His Royal Highness the Duke of Connaught and Strathearn, K.G.

In the present day the Corporation of Trinity House exists in a three-fold capacity—as a General Lighthouse Authority, as a Pilotage Authority, and as a private Corporation.

As the General Lighthouse Authority for England and Wales, the Channel Islands and Gibraltar (under the Merchant Shipping Act 1894) the Corporation are responsible for the establishment and maintenance of lighthouses, light-vessels, buoys, beacons and seamarks for the guidance of general navigation; and also exercise, by statute, a supervisory control over the lights and seamarks established and maintained by Local Lighthouse Authorities in or near the ports, harbours, and estuaries, etc., round the coast of England, whilst, subject to the over-riding authority of the Board of Trade, the approval of the Corporation is necessary prior to the establishment of new Seamarks or the alteration of existing ones on the coasts of Scotland and Ireland.

For the purpose of lighthouse administration the coast of England is divided into seven Trinity House Districts, each of which is in charge of a District Superintendent who has under him the requisite staff of officers and men, together with (except in one case) a specially built and equipped steamer to carry out the work of maintaining the lights and seamarks in his district.

As evidence of the extent of the Trinity House Service it may be mentioned that for the guidance of shipping, and in order to guard rocks, shoals, and other dangers to navigation round the coasts of England, the Corporation maintain 95 lighthouses, 51 light-vessels, 66 beacons, and some 620 buoys, of which 125 are lighted.

Another branch of the work of the Corporation, which perhaps specially affects THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, is that relating to wrecks. Under the provisions of the Removal of Wrecks Act, 1877, since embodied in the Merchant Shipping Act, 1894, the Corporation of Trinity House is empowered to deal with, remove, or destroy, any vessel or wreckage which sinks or strands on or near the coast of England and Wales in a position where it constitutes a danger to navigation or to Life-boats on Life-boat service. This duty it performs,

except where there is a Harbour or Conservancy Authority having jurisdiction over the locality in which the wreck lies. In this case the onus of dealing with the wreck devolves on the Local Authority.

The wrecks so dealt with each year are very numerous at all times, and, owing to the great number of wrecks resulting from enemy action in the late war, the work of Trinity House in this connexion has enormously increased. It is estimated that it will take four or five years to deal with all the wrecks caused during the war.

As the principal Pilotage Authority of the United Kingdom, the Corporation examine and licence pilots and control the Pilotage Service for the River Thames and its Estuary and approaches from Orfordness to Dungeness, and also for certain outport districts, such as the Isle of Wight District (which includes Spithead and the Solent, Southampton and Portsmouth), Plymouth, Falmouth, Penzance, Beaumaris and Menai Straits, Barrow, Fleetwood and Solway Firth, etc.

As a private Corporation the Trinity House administers certain charitable funds specially dedicated to the relief of aged and distressed master mariners and their widows, and the Corporation also possess certain private funds which are devoted to other Corporate purposes.

Space does not permit of more than the foregoing brief outline of the history, constitution and functions of the Corporation of Trinity House, but it is hoped that enough has been said to give a general idea of the Corporation's activities in the service of the seafaring community.

Ten Crews Rescued in Seven Hours.

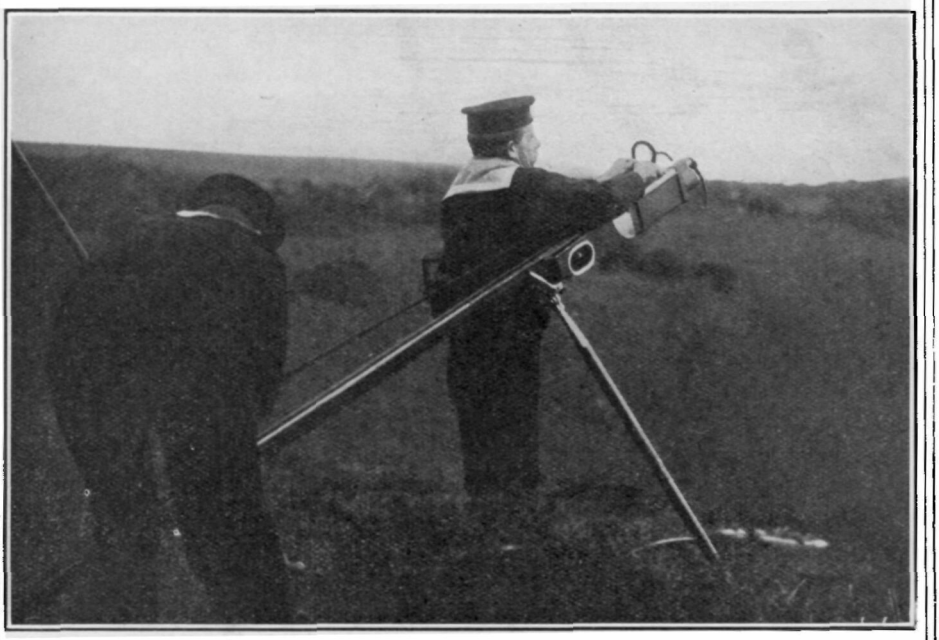
ON the 29th July the St. Ives Life-boat performed a series of arduous services, going out five times to the rescue of no fewer than ten vessels, and saving forty men, in the course of seven hours. On the 28th July a strong gale was blowing from the S.S.W., which, early on the following morning, suddenly veered to N.N.W., throwing a very heavy sea into St. Ives Bay, where a fleet of over thirty Breton crabbers had taken shelter, as well as a number of other vessels. The first signal of distress was shown about 6 A.M., when a Bideford ketch, the *F. H. Bolt*, was seen to be dragging her anchors and driving towards Porthminster Point. The Life-boat was immediately launched, and took off the crew of three men. Shortly afterwards another ketch, the *Anne*, of Gloucester, signalled for help, and her crew of four men were brought safely ashore. The next signal came at 10 A.M. from one of the Breton fishing-boats, the *St. Eloi*, of Camaret, and her five men were taken off. Immediately afterwards, three other crabbers asked for help, the *Susanne Yvonne*, the *St. Mauday*, and the *Eclair*, and from these three twelve men were rescued. The final call came just after 12 A.M., and the Life-boat put out for the fifth time, bringing in the crews, sixteen men in all, of four more of the crabbers, the *Anne Marie*, the *En Avant*, the *Turquoise*, and the *Providence*. Altogether she saved, during the morning, seven Englishmen and thirty-three Frenchmen.

In view of the prolonged and arduous nature of the service, and the skill with which the Coxswain, Robert Wedge, handled the Life-boat, the Committee of Management have awarded him the Thanks of the Institution inscribed on Vellum, and have given extra monetary rewards to the crew. A Letter of Thanks has also been sent to the Honorary Secretary of the Station, Mr. C. J. A. French, who remained on duty the whole time and kept the Life-boat afloat until the gale began to moderate and the remaining craft in the Bay were out of danger.

The Coast-guard Service: Its Origin and Life-saving Work.

By Admiral Sir DUDLEY R. S. de CHAIR, K.C.B., M.V.O.,
lately Admiral Commanding Coast-guard and Reserves.

A GOVERNMENT Service for the prevention of smuggling, from which the present Coast-guard Service has evolved, was already in existence in this country in the early part of the eighteenth century. In those days a considerable force was employed afloat; a large fleet of small vessels, heavily armed, being kept in commission for the purpose of capturing or destroying smuggling craft. In addition, Commanders of Men-of-War were instructed by the Admiralty to assist the Customs officers in carrying out these duties. Later in the century the Admiralty took a more active part in the work by appointing a number of small vessels to cruise on the coasts of the United Kingdom for the prevention of smuggling.



COAST-GUARD FIXING THE LIFE-SAVING ROCKET PREPARATORY TO FIRING.

In 1816 all the Revenue Cruisers were transferred to the Admiralty—although their crews continued to be paid by the Board of Customs—and a Captain of the Royal Navy was, for the first time, appointed to be Superintendent of the Revenue Service, all preventive boats and stationary vessels being placed under his orders. Then in 1882 the Revenue Cruisers and the whole of the Preventive Waterguard were again placed under the authority of the Board of Customs, and the term "Coast-guard" was substituted for that of "Preventive Service." A considerable number of Naval Officers were at this time employed in the Coast-guard, and in 1831 a regulation, by which seamen in the Navy were admitted into the Service, came into force. Later, orders were issued that the arrangements for filling all vacancies by the appointment of seamen from the Navy were to be strictly adhered to.

In 1845 the Admiralty first required nominees for the Coast-guard from amongst the seamen in the Navy to enter into a written agreement to serve

in the Fleet should their services be required in an emergency. In 1848 a number of Coast-guard men were embarked for service in vessels on the coast of Ireland; and in the spring of 1854, 3,000 were drafted to the Fleet during the Russian War.

In 1857 the Coast-guard was once again transferred from the Board of Customs to the Admiralty, under whose control it still remains, and in 1869 arrangements were made by the Admiralty for dispensing with the services of all civilians employed in the Service.

COAST-GUARD AND VOLUNTEERS SETTING UP THE HAWSER AFTER CREW OF SHIP HAVE SECURED THEIR END OF IT.

Since the carrying out of this order, the Coast-guard has been manned exclusively by officers and men from the Royal Navy.

From the time the Coast-guard was brought under the entire control of the Admiralty down to the outbreak of the Great War, officers and men were embarked in the Fleet periodically for training. They were kept always in readiness for instant mobilisation, and formed the First Reserve for the Fleet. On the outbreak of the war a considerable number were drafted to sea for service, their places on shore being filled as necessary by civilians. Those whose services could not be spared were employed for the most part at the War Signal Stations on the coasts and the Wireless Stations in the United Kingdom, where their numbers were augmented by newly-enrolled men of the Royal Naval Volunteer Reserve.

At the conclusion of hostilities the Force was so far depleted by casualties sustained in action, deaths, and invaliding due to exposure and war strain, and the discharge of men who had reached the age limit, that it was some 1,200 below strength. Owing partly to this, and in order to obviate in future the loss of efficiency which was the result of so many men being drafted to the Fleet, it was decided to re-organise the Force on a pensioner basis, so that the *personnel* would not be required to serve afloat in the event of war, but would remain available as in peace. It was also decided to admit pensioners from the Royal Marines, for the first time, into the Force.

This re-organisation is now complete.

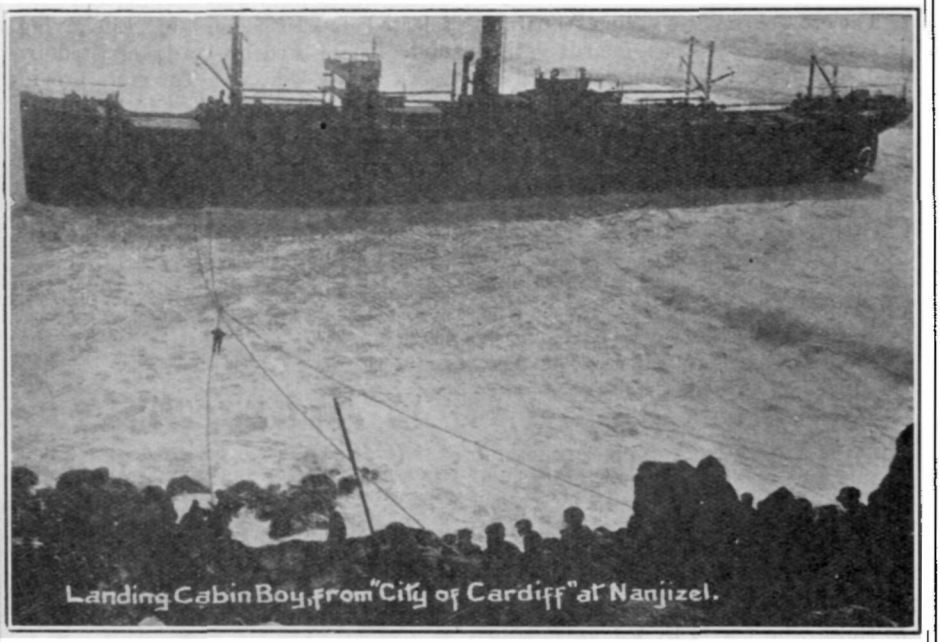
All new entries are either Naval or Marine Pensioners who have completed the full period of their engagements in the Royal Navy or Royal Marines. There is still some of the Old Force remaining, consisting mostly of men who have not yet completed the time for their pensions and, for that reason, are not eligible to join the new force. They are, however, a rapidly dwindling body, and in a few years the Coast-guard man dressed as a bluejacket will have disappeared from our coasts.

The connexion of the Coast-guard with Life-saving dates back many years. Soon after 1824, the year in which dwelling houses for the crews of Stations were first built, orders were issued that on a wreck taking place every individual on the spot or within reasonable distance was to use his utmost endeavours to save the lives of the persons on board; and a list comprising a full set of "apparatus for saving life" was promulgated at the same time. This apparatus was the property of the Crown, and was administered by the Board of Customs. It has nothing in common with the apparatus in use at the present time.

About the year 1864 the Board of Trade took over the administration of the Life-saving Apparatus, and the provision of the present efficient, well equipped Life-saving Stations around our coasts was proceeded with. The substitution of Rockets for the Mortars which had hitherto been used in firing a line over wrecked vessels was also carried out about this time.

The Life-saving Apparatus (L.S.A.) in its present form is exceedingly mobile. It is kept ready for immediate use in either cart or wagon, whichever is more suitable for the nature of the coast at the place where it is stationed, and in this cart or wagon the rockets, lines, whips, ladders, hawser, lights, lifebuoy, breeches buoy, etc., are stowed.

The apparatus is taken in the cart or wagon to the scene of the wreck, and if it is necessary for it to be brought into action at a spot which the vehicle cannot reach, the several parts comprising the apparatus can be readily carried where required by the men forming its crew. Arrangements are made in cases where a wreck occurs at a considerable distance from a station,



ROCKET LIFE-SAVING APPARATUS IN ACTION.

to transfer the gear to a motor vehicle for rapid transport.

The Life-saving Apparatus can only be used when a wreck occurs close to the shore, its range being limited. It is specially useful where, owing to the rocky nature of the coast, it is impossible or extremely hazardous for the Life-boat to approach a wreck. Volunteer companies assist the Coast-guard in working the Life-saving Apparatus, and the service has reached a high state of efficiency. By its means, upwards of 11,000 lives have been saved from shipwreck since 1870.

The crew of the Life-saving Apparatus is made up of Coast-guard ratings and "enrolled" or volunteer members, and they are exercised once a quarter at a dummy wreck, when everything is carried out as far as possible to represent a vessel driven ashore. The crew usually consists of from fifteen to twenty-five men including the Coast-guard, and its strength depends principally on the locality and the number of available men. In addition to their care of some 300 Life-saving Stations, the Coast guard assist to man the Life-boats at a number of places, and also assist to launch the Life-boats at many others.

Keeping a strict look-out for shipping casualties and passing early information to the Life-boat authorities respecting them is an important duty of the Coast-guard. Close co-operation between the two Services has been maintained for many years in their efforts to save life from shipwreck. A few years before the war the Board of Trade decided to construct watch huts on various exposed headlands and at points where casualties were considered likely to occur. These watch huts were erected on sites selected by Inspectors of Life-saving under the Board of Trade, assisted by Coast-guard Officers. The huts are in almost all cases connected by telephone to the nearest Coast-guard Station, and thus early warning can be given to the Life-boats and to the Rocket Apparatus crews. When a Life-boat is launched, the fact is communicated by the Coast-guard telephone system to the Life-boats on either side, in order that they may hold themselves in readiness, and news of her return is sent to them in the same way.

Passenger Steamers and the Life-boat Service.

THE Institution receives each year from a number of the big shipping companies part of the proceeds of collections which have been made on board their ships on behalf of different charities. The increasing numbers, as well as the wealth, in a very great many cases, of those who travel by the great trans-Atlantic and other liners, and the fact that they, more than most people, should realise the importance of supporting the Life-boat Service, make one hope that we shall receive increasingly large sums from this source.

In this connexion the following very practical proposal which appeared some time ago in the Liverpool *Journal of Commerce* will be read with interest:—

LIFE-BOAT CONTRIBUTIONS.

"One constantly hears the complaint that the Life-Boat Institution is very inadequately supported by the British mercantile marine, and investigation into the matter forces one reluctantly to admit that it is well founded. Many companies are splendid, many others are forgetful, while for some there is no excuse. The fact remains that the red ensign does not pull its weight beside the Navy, which calls upon the Service comparatively rarely. It occurs to one that there is one scheme which has not yet been tried, and which would do infinite good to the funds of the Institution, and that is to have a rake-off of 10 per cent. on the daily sweepstake which takes place in the smoking-room of every liner on the day's run. The average liner passenger is the most generous of mortals, and contributes handsomely towards the orphanages, but the Life-Boat Society, in which he is very willing to be keenly interested, gets very little from him. In a first-class ship on the Atlantic ferry £50 would be quite a moderate sum to hand over to the Institution at the end of each voyage, and every penny of it given with the best of good feeling. In a year some of the big companies would collect enough to endow a Motor Life-boat, and one must admit that *Cunard Passengers* or *White Star Passengers* would not look ill as the name of the Life-boats presented to the country and the seafaring community by this means."

There is little doubt that the passengers themselves would welcome such a proposal if the shipping companies would allow this appeal to reach them.

The Ladies' Life-boat Guild.

"I have given all those fifty badges out, and now am wanting many more as I have more new members to give them to, and also many of the old workers are very anxious to join. . . . I am quite sure that the Guild is a great attraction, and the workers feel that Headquarters are really 'taking notice of them.'"—FROM A STATION BRANCH.

"Those to whom I have been able to send their Certificates and Badges are delighted about the Ladies' Life-boat Guild, and 'proud' to be members. . . . It is like a tonic to the work here."—FROM A FINANCIAL BRANCH.

THESE two quotations from letters received from two of the largest and most successful Branches of the Institution, as well as the reports from other Branches, describing not only the launching of the Guild, but the actual work which its members have already done, go far to confirm the hope with which the idea of a Ladies' Life-boat Guild was started, that it would be a real encouragement and incentive to Life-boat workers.

On one point, however, there has evidently been a slight misunderstanding with regard to the purpose and working of the Guild, and it will be as well to remove this at once. In a number of places, where meetings were held in response to the Duchess of Portland's request, the opinion was expressed that it was a mistake to add to the already large number of charitable organizations, and that it would be better to continue working for the Institution without joining a separate Guild. So fully does the Institution share this feeling that when the Guild was first discussed all idea of a separate organization was at once set aside, and the Duchess of Portland, in her letter to the Branches, wrote that it was not proposed to have "any central organization." It should be made clear that, for the same reason, there is no idea of forming separate organizations locally, that is to say, of having Branches of the Guild as distinct from the existing Branches of the Institution. The intention is simply to bring all women workers into closer touch with each other and with the Honorary Secretaries and Committees of the Branches in virtue of the fact that they will be recognised as members of a Guild.

The Inaugural Meeting of the Guild was held in London on the 21st June, at Claridge's Hotel, at the invitation of the President, the Duchess of Portland, who took the chair, and who delivered an address on the aims of the Guild. The other speakers were Sir Godfrey Baring, Bt., the Deputy-Chairman of the Institution, Lady Baring, Lady Cynthia Colville, and Mr. George F. Shee, M.A., the Secretary of the Institution. This inaugural meeting was immediately followed by two others in and near London, one at Hampstead Garden Suburb and the other at St. Albans, both of which are reported in "News from the Branches." In the case of the first, the launching of the Guild coincided with the formation of a new Branch, and in the second with the revival of a Branch where, for some years, little had been done.

In the South of England the Guild has been warmly welcomed at Eastbourne, where, as is reported elsewhere, a record sum was raised by the Life-boat Day. Other places in the South of England where it has been most successfully launched are Andover, Sidmouth, Torquay, and Weymouth; and it is especially interesting to note that at Andover it led to a revival of Life-boat Day, which had not been held in 1920, and at Sidmouth to a special *fête* (reported in "News from the Branches") in addition to the ordinary Effort, with the result that the Branch has more than doubled its remittance.

At Oxford, as at Eastbourne, the Guild has been most warmly received, and a great many members have been enrolled.

In the North of England the Guild was inaugurated at Manchester and

Salford, at a meeting, on the 4th July, at which the Lady Mayoress presided. Lady Sheffield, the President of the Ladies' Auxiliary, delivered an address "appealing very earnestly to all present to use their best efforts to secure new members of the Guild," and the following resolution was moved by the Lady Mayoress of Manchester, seconded by the Mayoress of Salford, and unanimously carried: "That in harmony with the desires of H.R.H. The Prince of Wales (President) and of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, this meeting hereby resolves that the Manchester, Salford and District Branch Ladies' Auxiliary be in future known as the Manchester, Salford and District Ladies' Life-boat Guild, and that those present, in heartily commending such Guild, further resolve to do all possible to secure new members of the Guild, in the confident and fervent hope that the women of this great district will continue to show their high appreciation of the truly national and humane work of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION."

On the 17th August a special meeting was held at Blackpool, presided over by the Mayoress, and a similar resolution was passed to that at the Manchester meeting, and on the 11th October special meetings were held to inaugurate the Guild at Bradford and Ilkley. In Scotland it has been launched with special success at Wick in Caithness, where its members took a prominent part in making the arrangements for the launching ceremony of the New Wick Motor Life-boat, of which an account appears on another page of *The Life-Boat.*

Reports have been received that the Guild will be inaugurated during the autumn in a number of places where it was not found possible to take any steps immediately, and we feel sure that the facts given in this article will encourage the Branches in those and other places to adopt the Guild, and enroll their helpers as members of it without delay. Enough has been done already to entitle us to hope that by next year not only will the Guild be established in the great majority of the places where there are Branches of the Institution, but that it will have enlisted the help of many new workers, and led to the starting of Branches where at present none exist. All this will prove most helpful in 1924, when the Institution celebrates the Centenary of its foundation.

Danish Honour for the Life-boat Men of Johnshaven.

IT is with much pleasure that we record that the King of Denmark has generously recognised the courageous, but tragic, service of the Johnshaven Life-boat *James Marsh*, last December, to the Danish schooner *Fredensborg*. The service was fully described in the February issue of *The Life-Boat*. It will be remembered that in a whole gale, with a very heavy sea, the Life-boat succeeded in taking off the schooner's crew of nine, but that, in attempting to make the very difficult entrance to the harbour, she heeled over so far that all on board were thrown into the water, and, although she righted herself at once, two of the crew of the schooner and one of the Life-boat men were drowned.

The King of Denmark has presented to Coxswain John McBay and to each of the eleven members of the crew, a Silver Cup with the following inscription: "Awarded by the Royal Danish Government, in recognition of bravery and self-sacrifice on the occasion of the rescue of the crew of the schooner *Fredensborg*, of Korsör, wrecked in St. Cyrus Bay, on the 21st December, 1920."

The King has also made a monetary award to Mrs. Jane McBay, the widow of James McBay, the member of the crew who lost his life. The presentation took place on the 11th October, the cups being handed to the crew by Captain R. C. Hoyer Millar, the Danish Vice-Consul at Montrose.

This is the third occasion since 1873 on which the King of Denmark has made a presentation to British Life-boat men in recognition of services to Danish vessels. Altogether, since 1873, sixty-five awards or special records of thanks have been received from foreign Governments, Monarchs, or Life Saving Societies.

William Wouldhave's Centenary.

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

THE 28th September of this year was the centenary of the death of William Wouldhave, of South Shields, whose name will always be honourably remembered, with those of Lionel Lukin, of London, and John Greathead, also of South Shields, as one of the three men to whom we owe the modern Life-boat. There was controversy at the time, and it was revived again over fifty years later, with regard to the respective claims of the three. But it is enough now that we remember them all with gratitude—Lukin as the man who first, in this country, tackled the problem of making boats, to use his own word, "unimmergible," and as the father of the buoyant non-self-righting Sailing Life-boat, the type still most popular on the East Coast; Wouldhave as the discoverer of the self-righting principle, and Greathead as the actual builder of the first Life-boat, the *Original*, which was launched at Tynemouth in 1789. It is not the least interesting circumstance in the birth of the Life-boat that, of these three men, only one was in any way connected with the sea. Greathead was a boat-builder, but Wouldhave was a house-painter, and became the parish clerk of the parish church of St. Hilda, in South Shields; while Lukin was a coach-builder, becoming Master of the Worshipful Company of Coach-makers in 1793.

South Shields is rightly proud of the part taken by her citizens in the work of the Life-boat Service, and has celebrated the centenary of Woodhave's death by erecting a new headstone on his grave in St. Hilda's churchyard, the old having begun to crumble away. A sum of money has also been left by a citizen of South Shields, the late Mr. John Hinde, to be used for keeping the grave always covered with flowers. The ceremony took place on the 2nd October, the first Sunday after the anniversary day. The Mayors of South Shields and Tynemouth went in procession from the Town Hall to St. Hilda's Church, where a special memorial service was held, and the new headstone was then unveiled.

Wouldhave died as he had lived, a poor man. There was no self-interest in his efforts to invent a Life-boat. He was moved only by his desire to prevent some of the terrible and familiar scenes of shipwreck at the mouth of the Tyne, just as, over thirty years later, Sir William Hillary, moved by similar scenes in Douglas Bay, made his famous appeal to his countrymen for a National Life-boat Service. The story is told of Wouldhave that, when he submitted his model, in response to a public offer of a reward for the best Life-boat design, he was offered only half the promised sum, as the Committee were not entirely satisfied with his, or any of the plans submitted. He refused to take only half, and handed the money back; but, in spite of his own feeling of anger, and in spite of the remonstrances of his friends, he left his model with the Committee, knowing, as he said, that they would have the sense to adopt its good points, and certain that, though he went unrewarded, he would "be instrumental in saving the lives of some of his fellow-creatures." It was not until sixty-two years later that the self-righting principle, which was his great discovery, was actually used in a Life-boat; but to-day, of the Institutions fleet of 243 Life-boats, nearly 150 are self-righters. He has indeed been "instrumental" in saving the lives, not of "some," but of many thousands, of his fellow-men and women.

His character is clearly written on the bust which is in the Public Museum at South Shields. It is a fine, indeed a beautiful face, full of sensitiveness, intellect, character, and, one would say, suffering also. The new stone on his grave bears the same words that were inscribed on the old. They are not unworthy of him:—

"Heaven genius scientifick gave
Surpassing vulgar boast, yet he, from soil
So rich, no golden harvest reap'd, no wreath
Of laurel gleaned, none but the sailor's heart,
Nor that ingrate, a palm unfading this,
Till shipwrecks cease, or Life-boats cease to save."

"House to House" Collections: A Suggestion for the Ladies' Life-boat Guild.

By a Life-boat Worker of Twenty-five Years' Experience.

Now that the Ladies' Life-boat Guild has been formed and many new members are being enrolled who are not yet acquainted with the methods which the Institution employs for raising its funds, it seems an opportune moment to call attention to one of the best and most inexpensive methods of making appeals—the "House to House" Collection. There is no surer means of reaching the generosity of the public, and old Life-boat workers, as well as new, may like to be reminded of it, and of the different ways in which it can be carried out.

There are three such ways. The first, and perhaps most comprehensive, is what is known as the "Envelope" system. The town, or district, is divided into streets or roads of, roughly, a hundred houses, and the Collector is given a card showing the precise locality, with instructions to deliver the Appeal, attached to which is a small donation envelope, at each house, and to state that the reply will be called for the next day. Experience has shown that few householders fail to avail themselves of the opportunity to show practical sympathy with the "Life-boat," and, very often, the multiplicity of coins in the envelope proves that father, mother, and the other members of the family have all contributed individually.

The "Appeal" itself is an attractive reproduction of the Wreck Chart of the British Isles, with short concise facts about the Institution's work. The Collectors receive their supplies, badges, and instructions on the Thursday; on the Friday they deliver the appeals; and on the Saturday call for the responses, which are taken to the Committee Room and opened, all contributions of 5*s.* and upwards being acknowledged by formal receipt.

The second method of "House to House" collecting is by personal solicitation. This is a happy way of interesting the "Lady of the House" in the Institution's work, and of securing her as an Annual Subscriber. For this system the Lady Collector is provided with leaflets dealing with Life-boat work and an official receipt book, and, generally, a well-defined district is taken. One lady who had "done" a district for many years, called during the recent coal strike at a house in a working-class street, and was told, "I'm sorry I can't help you this year, as my husband is out of employment; but, you know, I'm doing what I can for the Institution by buying its soap"! It was quite some time before the Collector could get the lady to believe that the Institution was not the owner of that soap which is advertised so conspicuously with a Life-boat man in a life-buoy.

The third method is by the use of the new Collecting Card, issued to members of the Ladies' Life-boat Guild; but, as the space on this card is limited, it is best, in systematic "House to House" collecting, to use one of the other two methods, reserving the card for obtaining, from time to time, personal contributions from among one's own friends and acquaintances.

It is becoming more and more evident that those who help the Institution in its task of raising the funds to maintain the Service—and it now needs £250,000 a year—must use each and every method of approaching the public and asking for their help if this sum is to be obtained. New workers may be encouraged by this fact, which older workers will already have discovered for themselves: The national claims of the Service are so clear, and the appeal of its heroism so simple and direct, that those who work for it may depend on being received with sympathy, and, in the great majority of cases, on obtaining an immediate response to their appeal.

The Voyage of the Motor Life-boat "William Evans" from Cowes to Wexford.

By Lieutenant P. E. VAUX, D.S.C., R.N., Inspector for the Irish District.

THE following are some extracts from the report of the Irish District Inspector on the voyage which the new Wexford Motor Life-boat made to her Station, under her own power, as soon as her trials at Cowes had been completed. She was in charge of the District Inspector, who had with him the District Assistant Surveyor of Machinery for the South-Western District, the Wexford Coxswain, the Motor Mechanic, and three members of the Wexford crew. The new Boat is a sister Boat to the *Dunleary*,* at Kingstown, and the *Shamrock*, at Baltimore, being of the Watson type, 45 feet by 12 feet 6 inches. She is fitted with a Tylor engine of 60 b.h.p., and is capable of taking ninety people on board.

Five out of the twenty-six Irish Stations are now provided with Motor Life-boats, and for yet another, Dunmore East, a Motor Life-boat is under construction.

The Wexford Boat made her voyage of 408 miles in six days, being actually at sea for fifty-four hours, which gives an average speed for the whole voyage of 7·3 knots.

Sunday, 14th August.

10.10 A.M. Left West Cowes pontoon and proceeded to Portland. Weather fine; sea smooth; westerly breeze. 11.35 A.M. Shingle buoys abeam; wind increased to fresh breeze; sea rough. 3.40 P.M. Made Portland Harbour and ran alongside H.M.S. *Tiger* in order to give my crew an opportunity of seeing over a powerful and comparatively modern battle cruiser. 5.0 P.M. Picked up moorings off Life-boat Station at Weymouth. Distance run, 48 miles. Time, 6 hours. Average speed, 8 knots.

Monday, 15th August.

6.0 A.M. Slipped from Weymouth and proceeded to Plymouth. Weather cloudy; sea choppy; wind, a gentle westerly breeze. 2.30 P.M. Made sail and reduced to 550 revolutions, as the petrol was reported to be scarce. 4.40 P.M. Made fast close to Plymouth Life-boat Station. The *Nyria* and *White Heather* raced from Weymouth Bay to Plymouth, leaving at 8 A.M. and arriving Plymouth at 7.30 P.M., so unfortunately we were unable to watch the race. Distance, 84 miles. Time 10⅔ hours. Average speed, 7·8 knots.

Tuesday, 16th August.

Left Plymouth 6.15 A.M. and proceeded to Penzance. Sky overcast and misty; sea calm; light airs from W.S.W. 10.30. Fog came down, lifting for short intervals periodically. 1 P.M. Wind shifted to N.W. by N., and increased to a fresh breeze, with a rough sea. 1.15 P.M. Lizard abeam; made sail. 3.30 P.M. Made fast in Penzance Harbour. St. Michael's Mount only just visible when abeam. Distance run, 69 miles. Time, 9¼ hours. Average speed, 7·5 knots.

Wednesday, 17th August.

Left Penzance 7.15 A.M., and proceeded to Padstow. Weather fine; sea calm; light airs. 8.25 A.M. Off Runnelstone; very heavy W.N.W. swell, and light north-easterly airs, with rain squalls. 3.30 P.M. Made fast to schooner in Padstow Harbour. Distance, 63 miles. Time, 8¼ hours. Average speed, 7·6 knots.

Thursday, 18th August.

6.40 A.M. Left Padstow (we were piloted in and out of Padstow by Coxswain of Padstow Life-boat) and proceeded to Angle. Moderate wind from N.E.; confused sea; weather fine. NOON. Lundy Island abeam. Made sail, but wind backed to N.N.E. and dropped, so an hour later we reduced sail. Sea calm; light airs. 5.15 P.M. Made Angle. 5.45 P.M. Came to moorings. Distance run, 77 miles. Time, 10⅚ hours. Average speed, 7·1 knots. The Coxswain of the Angle Life-boat informed us that it had

* An account of the *Dunleary's* very successful voyage appeared in *The Life-Boat* for February, 1920.—ED.

been blowing a gale, and that a large tramp steamer, anchored in Angle Bay, had parted her cable. This was very curious, as we had had light airs from noon onwards.

Friday, 19th August.

5.30 A.M. Slipped and proceeded to Wexford. Weather fine; light airs from N.E. by N.; sea calm. 6.30 A.M. Skokham Island abeam; shaped course between Bishop and Smalls. 7.15 A.M. Thick fog. Visibility about 100 yards or less. Wind backed to N. and become fresh; sea getting very rough. 11.30 A.M. Visibility increased to about 2 miles; sea grew calmer. 1 P.M. Made sail. Blackwater Bank on starboard bow, a few miles to the N. of Rosslare Point. 2.30 P.M. Made fast off Rosslare Point to Old Wexford Life-boat. Distance, 68 miles. Time, 9 hours. Average speed, 7·6 knots.

I was informed on arrival at Wexford that the Fishguard–Rosslare steamer was five hours late in making her passage on account of the weather conditions, but I cannot vouch for the truth of this. The remainder of the crew at the Wexford Life-boat Station were very surprised to see us in so early. They informed us that a steamer, anchored off the Point, had dragged during the forenoon with two anchors out.

Generally speaking, we had a good passage round. The Coxswain and crew were very pleased with the way in which the Boat behaved in all states of sea, particularly whilst off Land's End, when we had a very heavy swell on the quarter. Of course, the Boat was very wet, but that was to be expected. The engine ran exceptionally well all the time, and developed no defects. The only adjustments made at all were cleaning and easing the ignition plug on No. 4 cylinder, which occasionally missed, but only for short periods of time. We made very good landfalls, particularly so as we had fog to deal with; and I consider this is due to the comparative ease and comfort with which one can steer a compass course with the centre line compass. We were very unlucky with our winds, as wherever we went the wind headed us.

The conduct of the crew ashore and afloat was all that could possibly be desired. I think they enjoyed their trip considerably, and were most interested in what they saw of the South of England, as they had not seen that coast before. Cowes was of particular interest, as there were some 23, 19 and 6 metre boats about, also the *Britannia* and the *Quest*.

On entering Wexford we found a rat in the fore part of the Boat; it had eaten the best * part of one oilskin jacket, and I was afraid it might have begun on the cable, but owing to the prompt action of the crew, armed with the lead cane and sundry axes and hammers, the rat was slain.

* This statement caused much interest among the experts of the Institution, who had been of opinion that every part of an oil-skin, except the buttons, would taste exactly the same, and have the same food value. The matter still remains in doubt, the rat being dead (without having expressed any opinion), and the experts, so far, refusing to verify their opinion by personal experiment, in spite of the Secretary's warm appeal to their public spirit.—ED.

Life-boat Day Results.

WE give below a list of the results, so far received, of Life-boat Days which have been held during the Branch financial year which ended on the 30th September. With regard to the London list it should be added that a Day was held in another 19 districts on the 18th October, but these are *not included as they belong to the* financial year 1921–22.

London.

	£.	s.	d.
City of London	87	–	–
Hampstead	142	–	–
Kingston	71	–	–
Lewisham *	15	–	–
Richmond	40	–	–
Sheen	24	–	–
Surbiton	120	–	–
Wimbledon	37	–	–
Winchmore Hill	100	–	–

* The result of the Day in Lewisham on the 18th October last was £115.

South-West of England.

	£.	s.	d.
Andover	27	–	–
Banbury	122	–	–
Basingstoke	25	–	–
Bath	111	–	–
Blandford	20	–	–
Bournemouth	300	–	–
Bridgewater	22	–	–
Bude	118	–	–
Chard	24	–	–
Clevedon	43	–	–
Dartmouth	40	–	–
Dawlish	25	–	–
Dorchester	29	–	–
Exeter	168	–	–
Exmouth £186			
and Budleigh Salterton 20			
Total —	206	–	–
Fareham	20	–	–
Frome	48	–	–
Gosport	44	–	–
Hayling Island	30	–	–
Ilfracombe	60	–	–
Isle of Wight—			
Bembridge £15			
East Cowes 16			
Newport 46			
Ryde 46			
Sandown 67			
Shanklin 59			
Ventnor 69			
West Cowes 32			
Yarmouth 5			
Total —	355	–	–
Looe	20	–	–
Lymington	16	–	–
Lynmouth	113	–	–
Melksham	17	–	–
Minehead	30	–	–
Newbury	41	–	–
Newquay (Corn.)	131	–	–
Newton Abbot	24	–	–
Oxford	212	–	–
Paignton	143	–	–
Plymouth	375	–	–
Port Isaac	50	–	–
Portsmouth (Oct. 1920)	346	–	–
Portsmouth (,, 1921)	323	–	–
Reading	65	–	–
Romsey	19	–	–
St. Ives (Corn.)	57	–	–
Salcombe	38	–	–
Salisbury £120			
Gillingham 15			
Wilton 6			
Total —	141	–	–
Scilly	65	–	–
Sherborne	16	–	–
Sidmouth	228	–	–
Southampton	541	–	–
Swanage	57	–	–
Swindon	125	–	–
Taunton	52	–	–
Teignmouth	166	–	–
Torquay	154	–	–
Trowbridge	45	–	–
Truro	60	–	–
Warminster	13	–	–
Wells (Som.)	21	–	–
Weston-super-Mare £126			
Cheddar 31			
Total —	157	–	–
Weymouth	122	–	–
Yeovil	75	–	–

South-East of England.

	£.	s.	d.
Aylesbury	90	–	–
Bexhill	82	–	–
Brighton £211			
Hove 174			
Total —	385	–	–
Bury St. Edmunds	39	–	–
Canterbury	70	–	–
Clacton-on-Sea	143	–	–
Colchester	83	–	–
Cromer	111	–	–
Deal	97	–	–
Diss	36	–	–
Dover	79	–	–
Eastbourne	590	–	–
Ely	53	–	–
Farnham	69	–	–
Folkestone	73	–	–
Frinton-on-Sea	39	–	–
Gravesend	46	–	–
Guildford	64	–	–
Halstead	85	–	–
Hunstanton	59	–	–
Hythe	25	–	–
King's Lynn	55	–	–
Lewes	56	–	–
Littlehampton £45			
Arundel 13			
Total —	58	–	–
Lowestoft	70	–	–
Maidenhead	35	–	–
Margate	165	–	–
Mundesley	12	–	–
Newhaven	21	–	–
Norwich	65	–	–
Ramsgate	84	–	–
Rochford and District	24	–	–
Seaford	56	–	–
Selsey £35			
Bognor 81			
Total —	116	–	–
Sheringham	66	–	–
Southend £94			
Leigh-on-Sea 41			
Total —	135	–	–
Southwold	48	–	–
Tonbridge	31	–	–
Tunbridge Wells	75	–	–
Walton-on-the-Naze	190	–	–
Westgate-on-Sea	20	–	–
Wisbech	78	–	–
Worthing	146	–	–

Midlands.

	£.	s.	d.
Bedworth	25	–	–
Birmingham	475	–	–
Bishop's Castle	12	–	–
Boston	23	–	–
Bridgnorth	66	–	–
Bromsgrove	12	–	–
Burton-on-Trent	197	–	–
Buxton	82	–	–
Cheltenham	80	–	–
Chepstow	47	–	–

	£.	s.	d.
Chesterfield	50	–	–
Cleobury-Mortimer	10	–	–
Coventry	281	–	–
Cradley Heath	24	–	–
Derby	189	–	–
Droitwich	26	–	–
Gloucester	73	–	–
Grantham	38	–	–
Grimsby	182	–	–
Halesowen	16	–	–
Henley-in-Arden	7	–	–
Hereford	38	–	–
Kettering	93	–	–
Kidderminster	130	–	–
Lampeter	18	–	–
Leicester	330	–	–
Leominster	10	–	–
Lincoln	112	–	–
Louth	20	–	–
Ludlow	60	–	–
Mablethorpe	28	–	–
Much Wenlock	10	–	–
Newcastle (Staffs.)	21	–	–
Newport (Mon.)	174	–	–
Nottingham	350	–	–
Oswestry	23	–	–
Peterborough	75	–	–
Redditch	12	–	–
Retford	82	–	–
Skegness	232	–	–
Sleaford and Billinghay	8	–	–
Smethwick	39	–	–
Spalding	43	–	–
Stoke-on-Trent	150	–	–
Stone	20	–	–
Stourbridge	85	–	–
Stratford-on-Avon	24	–	–
Walsall	41	–	–
West Bromwich	30	–	–
Woodhall Spa	9	–	–
Worcester	100	–	–
Worksop	13	–	–

Ireland.

Belfast	300	–	–
Bray and Greystones	42	–	–
Dublin	572	–	–
Howth	20	–	–
Kingstown	70	–	–
Portrush	92	–	–
Skerries	26	–	–

Wales.

Aberystwith	157	–	–
Barmouth	27	–	–
Borth	17	–	–
Cardiff	110	–	–
Colwyn Bay	240	–	–
Holyhead	29	–	–
Llandrindod Wells	25	–	–
Llandudno	560	–	–
Llanwrtyd Wells	19	–	–
Milford Haven	20	–	–
Mountain Ash	6	–	–
New Quay (Card.)	27	–	–
Pembroke Dock	27	–	–
Pontypridd	80	–	–
Rhyl	80	–	–
Swansea	214	–	–
Tenby	60	–	–

North of England.

	£.	s.	d.
Berwick-on-Tweed	60	–	–
Blackpool	520	–	–
Bolton	90	–	–
Bradford	850	–	–
Bridlington	150	–	–
Castleford	43	–	–
Castletown	230	–	–
Dewsbury	113	–	–
Durham	44	–	–
Elland	26	–	–
Filey	56	–	–
Flamborough	28	–	–
Fleetwood	90	–	–
Goole	61	–	–
Grange-over-Sands	35	–	–
Harrogate	80	–	–
Hauxley	15	–	–
Holy Island	5	–	–
Hornsea	65	–	–
Keighley	160	–	–
Kendal	51	–	–
Leeds	316	–	–
Lytham	69	–	–
Manchester	1,651	–	–
Maryport	33	–	–
Middleton	113	–	–
Morecambe	101	–	–
North Sunderland	15	–	–
Peel (I. of M.)	110	–	–
Preston	349	–	–
Runswick and Staithes	33	–	–
Saltburn	46	–	–
Scarborough	271	–	–
Sheffield	223	–	–
South Shields	112	–	–
Southport	470	–	–
Stockport	381	–	–
Sunderland	422	–	–
Whitby	96	–	–
Wigan	108	–	–

Scotland.

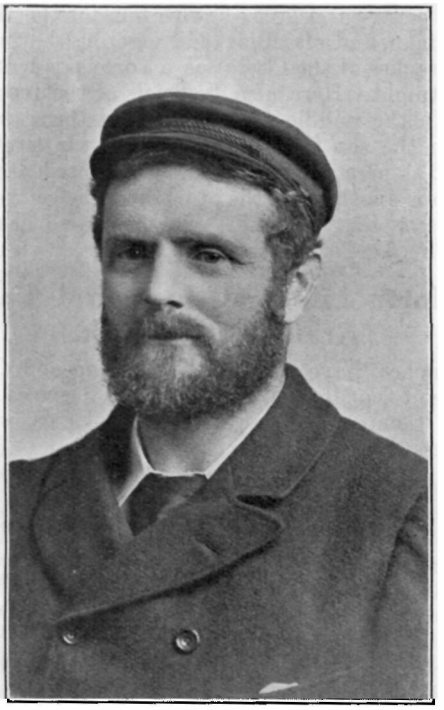
Aberdeen	329	–	–
Alloa	134	–	–
Arbroath	62	–	–
Bathgate	33	–	–
Dumbarton	77	–	–
Dunfermline	152	–	–
Dunoon	64	–	–
Edinburgh	654	–	–
Findhorn	8	–	–
Gourock	47	–	–
Girvan	49	–	–
Glasgow and District	925	–	–
Grangemouth	28	–	–
Greenock	176	–	–
Hamilton	53	–	–
Inverurie	11	–	–
Johnstone	35	–	–
Kilmarnock	54	–	–
Kirkcudbright	23	–	–
Kirkintilloch	29	–	–
Largs	115	–	–
Peebles	47	–	–
Perth	305	–	–
Rothesay	77	–	–
St. Andrews	42	–	–
Stranraer	79	–	–
Wick	124	–	–
Wishaw	30	–	–

Honorary Workers of the Institution.

No. 3. Mr. J. A. GARDINER,

Honorary Secretary of the Campbeltown, Southend, and Machrihanish Branch.

BEFORE Mr. Gardiner became Honorary Secretary of the Campbeltown Branch, he had had an adventurous career in many parts of the world. He was the second son of Sheriff Gardiner, and began his career in the office of a big Glasgow firm of shipowners and brokers. But he was of a character that asked for something more strenuous and adventurous in life than the work of an office. After a few years in Glasgow he went to Canada, where he took up farming in Manitoba.



Photograph by [*Lafayette.*

MR. J. A GARDINER.

He had always been fond of sailing, and after five years of farming he left Manitoba to ship before the mast. The next ten years of his life he spent at sea, almost entirely aboard sailing ships. In that time he rose to the position of acting Chief Officer, and then, in 1894, for family reasons, he left the sea. After fifteen years abroad he settled down at home, and since that time has devoted himself to the business of the family estate of Kildalloig, in Argyllshire, near Campbeltown.

Five years after he returned home he became Joint Honorary Secretary, with the Rev. C. T. Wakeham, of the Life-boat Stations at Campbeltown and Southend; and from 1907 until the present year, when a second Honorary Secretary was appointed to help him, chiefly with the clerical work, he has been in sole charge of all the financial and administrative work of the Branch. In 1912 a Motor Life-boat was sent to Campbeltown, in place of the Pulling and Sailing Boat already there, and in the same year a Station was opened at Machrihanish under the control of the Campbeltown Branch. Mr. Gardiner, therefore, for the past ten years has administered three Life-boat Stations for the Institution. During that time the Life-boats have been launched on many useful services, have rescued nearly fifty lives, and saved three vessels.

Mr. Gardiner has been equally successful in developing the financial side of the Branch. When he became Honorary Secretary its income from local subscriptions and donations was only £30. Last year the Branch raised nearly £200.

As one would expect of such a man, he has not been satisfied only to do the administrative work. Hardly an exercise of any of the Boats under his care has taken place when he was not on board, and on fifteen occasions he has gone out on service. He holds a Norwegian medal, presented to him and to each member of the crew of the Campbeltown Boat, which went out, in February 1903, to the help of the barque *Argo*, of Frederikstad. She had been driven

ashore in a whole gale, with a very heavy sea, on the rocks known as the Arranman's Barrels, on the south-east coast of Kintyre. Her hull was nearly under water and her crew were in the rigging. A few minutes after they had been rescued the barque went to pieces. Mr. Gardiner was also presented, in 1908, with a pair of Binoculars, in recognition of his services to the Institution.

He is a keen yachtsman, and a familiar figure on the lower reaches of the Clyde during the Clyde Fortnight. Here, also, he has saved life. In the middle of a race he jumped into the sea from his yacht and rescued a man who had fallen overboard from another of the competing yachts.

Mr. Gardiner has brought to the work of the Branch not only a wide and practical experience of the sea, gained in the hardest of seafaring schools, but the abundant energy and enthusiasm, which are characteristic of him. One has only to meet him and talk with him for a few minutes to realise why it is that he commands the ready and affectionate service of all those who work with him for the Life-boat Cause ; and his vigorous but unconventional style as a correspondent is a delight to the officials of the Institution.

No Life-boat worker, indeed, has given the Institution more generous and unstinted service, nor brought to that service more valuable gifts of experience and character.

Two Motor Life-boat Inaugural Launches: Arklow and Wick.

Two Life-boat launches have taken place this year, those of the Motor Life-boats at Arklow in County Wicklow, and Wick in Caithness-shire.

The Arklow Boat, which is a Self-Righter, 40 feet by 10 feet 6 inches, fitted with a Tylor engine developing 40 h.p., was one of the Motor Life-boats completed before the war. She went to her Station in 1914, but it was not until this year that it was possible to arrange for the launching ceremony. It took place on the 3rd June, in the presence of several hundreds of spectators.

Lieutenant-Commander Lord George Seymour, R.N., presided, and the Boat was formally presented to the Branch by the Secretary of the Institution, Mr. George F. Shee, M.A., who represented the Committee of Management in the unavoidable absence of the Deputy-Chairman, Sir Godfrey Baring, Bt. The Boat was received on behalf of the Branch by its Honorary Secretary, Colonel the Earl of Wicklow, who had made all the arrangements for what proved to be a most successful and impressive ceremony—a ceremony which once again showed that even in the midst of civil war in Ireland it was possible for Irishmen, widely separated though they might be by their political ideals and their religious beliefs, still to unite in the humane and Christian work of the Life-boat Service.

As in the cases of the launches at Kingstown and Baltimore last year, there was a double religious ceremony. The parish priest, the Rev. Father J. Breen, blessed the Boat and her crew, and the Roman Catholic choir sang " Sweet Star of the Sea." The Church of Ireland clergyman, the Rev. C. Strong, then dedicated the Boat, and the Protestant choir sang the hymn " For Those at Sea."

When the religious services were finished, the crew, and the two clergymen with them, manned the Boat, and Lady Caroline Howard gave her the name of *John Taylor Cardwell*, in memory of the late Mr. Cardwell, by whose generosity she was built.

As soon as the bottle of wine had been broken on her bows the Boat was launched, and the first trip in her was made together by the Catholic priest and the Church of Ireland clergyman. When Ireland is at last united, the Life-boat might well be taken as one of the symbols of that unity.

Wick and Achergill.

The new Wick Motor Life-boat left the shipyard at Cowes on the 1st June, to go to her Station by sea, in company with the new Motor Life-boat for

Peterhead. She was manned by Life-boat men from Wick, and Commander Drury, O.B.E., R.N.R., Inspector of Life-boats for the Northern District, was in command of the two Boats. It was not until the 22nd June that Wick was reached, very rough weather being encountered nearly the whole way. The Boat arrived at Wick, in fact, after a thorough testing, which she had stood very well indeed. She is a Life-boat of the Watson type, 45 feet by 12 feet 6 inches, one of the largest yet built, and is fitted with a Tylor engine developing 60 h.p. She can carry up to ninety people before her decks are brought awash.

The launching ceremony took place six weeks after the arrival of the Boat, on the 8th August. The chair at the ceremony was taken by General Lord Horne, who was supported by all the leading men of Wick and the neighbourhood; and the launch was witnessed by a large crowd, the Town Council having made it known that they would like the day to be observed as a public half-holiday. The new Boat was formally presented to the Branch by Sir John R. G. Sinclair, Bt., D.S.O., on behalf of the relatives of the late Miss Elizabeth Mary Beer, of Selly Park, Birmingham, to whose generosity the Institution was indebted for the Boat; and Colonel Henderson, of Bilbster, Chairman of the Local Committee, accepted her on behalf of the Branch, and expressed their great pleasure at receiving from the Institution a Motor Life-boat of the latest and most powerful type.

After the hymn "Star of Peace" had been sung, the Boat was dedicated by the Rev. N. C. Robertson, and Miss Henderson named her *Frederick and Emma*. This name was given to her at the wish of Miss Beer, in memory of the late Mr. Frederick Smith, a ship-owner of London, and of his wife. The Boat was then launched, and made a tour of the bay.

Following the launching ceremony, a Garden Party was held, which had been organized by Mrs. Henderson, of Bilbster, the local President of the Ladies' Life-boat Guild, with the help of other members of the Guild. Lord Horne, Sir John Sinclair, and Colonel Henderson had all made urgent appeals for increased support for the Institution, Colonel Henderson saying that although the upkeep of such a large Boat would necessarily mean a much heavier annual expenditure, he hoped that, with the help of the Ladies' Life-boat Guild, the Branch would not only be self-supporting, but able to contribute to the general funds of the Institution.

The response to these appeals was immediate, a sum of £124 being collected, of which £31 was obtained at the Garden Party. The success of the ceremony was in great measure due to the admirable way in which it had been arranged by the Acting Honorary Secretary of the Branch, Mr. James Stevens, and to the excellent work of Mrs. Henderson and her fellow-members of the Guild.

Obituary.

WE regret to report two serious losses which the Committee of Management have suffered by the death, on the 11th September, of Admiral of the Fleet the MARQUESS OF MILFORD HAVEN, and, on the 14th August, of Sir EDWARD FEETHAM COATES, BT.

The Marquess of Milford Haven was elected a member of the Committee at the last Annual Meeting, and it is a matter of deep regret that the Institution should have lost, almost at once, the help of the wide and ripe experience of so distinguished a sailor.

Sir Edward Coates had been a member of the Committee of Management for six years, and his colleagues will greatly miss his genial help and his deep interest in the Life-boat Service. As business man, as politician, and as yachtsman he brought valued qualities to the work of the Institution. Nor was he content to help it only at the meetings of the Committee. He was a practised and able speaker, and on many occasions put before the public, with force and persuasion, the claims of the Institution.

Summary of the Meetings of the Committee of Management.

Wednesday, 11th May, 1921.

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

Reported the receipt of the following special contributions :—

	£.	s.	d.
ANCIENT ORDER OF FORESTERS FRIENDLY SOCIETY (sub.) .	120	–	–
THE MINE SWEEPERS' FUND, per Mrs. ARTHUR THESIGER, O.B.E., (additional) . . .	25	–	–

—*To be thanked.*

ANNUAL MEETING, COLLECTION AT	27	17	9

Suitably recognized the services of Mrs. SHIMWELL, for many years President of the Gatley District of the Manchester Branch.

Paid £17,204 2*s.* 9*d.* for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £130 17*s.* 6*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Crail . . .	S.S. *North Inch*, of Dundee. Landed 5.	
Cullercoats . .	Cobles *Undaunted*, *Queen Elizabeth* and *George and Redford*, of Cullercoats. Escorted cobles into harbour.	
Hythe . . .	Fishing-boat *Breadwinner*, of Folkestone. Stood by and assisted vessel.	
Poole and Bournemouth	S.S. *Fernande*, of Ostend. Stood by vessel.	
Spurn (Motor) .	Sloop *Liberty*, of Hull. Saved vessel.	

Also voted £107 2*s.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Dunbar, Fishguard (Motor), Fraserburgh (Motor), Newhaven (Motor), Ramsgate, and St. David's (Motor).

Granted £20 17*s.* to men for injury in the Life-boat service at Ilfracombe and St. Anne's.

Produced a copy of the provisional scheme for the disposal of the money contributed to the Rhoscolyn Life-boat Disaster Fund.

Granted additional rewards to the crew and helpers at Crail for an arduous service performed in severe weather, on the 2nd May, 1921.

Voted £7 15*s.* to twelve men for saving the two hands and two passengers of a small ferry-boat which got out of control during a whole N.N.E. gale at Warrenpoint, Co. Down, on the 29th March. Also granted 17*s.* 6*d.* to the owner of a motor boat for oil and petrol used.

Voted £3 15*s.* to five men for saving two children who, with their dog, were cut off by the rising tide at Ilfracombe, on the 22nd April, and who would certainly have been drowned but for the prompt action of their rescuers. Also granted 4*s.* to another man who assisted.

Voted £4 10*s.* to six men for putting off from Blackpool and saving the three occupants of a small boat which was in distress, on the 10th April. Also granted 10*s.* to another man who assisted.

Friday, 17th June, 1921.

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

Co-opted Rear Admiral Sir LIONEL HALSEY, K.C.M.G., K.C.V.O., C.B., and Mr. T. W. H. INSKIP, C.B.E., K.C., M.P., members of the Committee of Management.

Reported the receipt of the following special contributions :—

	£.	s.	d.
CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESCUE BARRATT, Esq.), Expenditure connected with Civil Service *Life-boats* in 1920 . . .	2,530	8	6
"BATH" (additional) . . .	1,000	–	–
WHITE STAR LINE, being a portion of the contributions made by passengers on board their steamers	25	–	–
EXECUTORS OF THE LATE SAMUEL ERSKINE, Esq. (balance) .	11	5	–

—*To be thanked.*

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

Mrs. WALTER BEAMISH . Coventry.
Alderman GEORGE RENNARD . . . . . Bridlington.
Mr. WM. COTTAM. . . Lincoln.

Paid £20,308 18*s.* 8*d.* 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 £74 2*s.* to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives saved.
Eastbourne No. 2	Motor yacht *Donavon.* Stood by vessel.	
Newbiggin . .	Coble *Isabella*, of Newbiggin. Saved boat and . . .	4
Walton-on-the-Naze (Motor)	Steam trawler *William Johnson*, of Hull. Stood by vessel.	

Also voted £167 4*s.* 2*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Eastbourne No. 2, Folkestone, Newhaven (Motor), North Deal, Totland Bay, and *Winterton No.* 2.

Voted £1 10*s.* to three men for attempting to save life, off New Quay (Cardigan), on the 11th May, 1921.

Voted £4 to four men for saving a small boat and her two occupants, at Bridlington, on the 6th May, 1921, during a strong S.S.E. gale with a high sea. Also granted 12*s.* 6*d.* to the owner of the boat in which the service was performed, to cover the cost of oil used.

Voted £1 10*s.* to two men for saving the occupant of the small yacht *Elizabeth*, which was blown on the Tower of Refuge rocks in Douglas Bay, Isle of Man, on the 16th September, 1920. Also granted 15*s.* for damage to the boat which was used for the rescue.

Directed that a Letter of Thanks be sent to Mr. W. H. MOORE, Assistant Harbour Master, Douglas, and voted £1 10*s.* to four other men for saving the lives of three boys who were drifting in a boat without oars, at Douglas, on the 14th April.

Directed that a Letter of Thanks be sent to Mr. WM. JAMES, Assistant Secretary, Runswick and Staithes Branch, and voted £3 15*s.* to five other men for saving the two hands of a coble which was caught in a heavy squall and foundered off Staithes, on the 29th May.

Also voted £4 10*s.* to nine men who put off, with a view to saving life, on the same occasion.

Voted the Thanks of the Institution inscribed on Vellum and the sum of £2 10*s.* each to THOMAS QUIRK and JOHN KISSACK, in recognition of their very meritorious conduct in saving, at considerable personal risk, two men whose boat was swamped in a rough sea during a strong N.N.E. breeze, off the Harbour Peel, Isle of Man, on the 4th May, 1921.*

Voted £1 to two men for saving the three occupants of a small boat which was being carried out to sea off Tenby, on the 1st June. Also directed that a Letter of Thanks be sent to Major LATHAM, and that £1 be sent to two other men, who, with Major Latham, also put off to the rescue.

Voted £4 to four men for saving two persons who were cut off on the rocks by the tide at Ilfracombe on the 8th May. There was a flood tide, with a strong N.W. wind and a heavy ground swell, and considerable difficulty was experienced in effecting the rescue.

Voted £2 5*s.* to three men for going out in a motor boat to rescue three men and their boat, at Hythe, on the 2nd June. Also granted 13*s.* to cover the cost of petrol and oil used. The three rescued men were a military bathing picket, and were carried out to sea by a high N.E. wind.

* An account of this service is given in the paragraph "Peel, Isle of Man," in "News from the Branches."

Friday, 22nd July, 1921.

Sir GODFREY BARING, Bt., in the Chair.

Co-opted General Sir CHARLES MONRO, Bt., G.C.M.G., G.C.B., G.C.S.I., a member of the Committee of Management.

Reported the receipt of the following special contribution :—

	£.	s.	d.
COXSWAINS AND CREW OF BLYTH LIFE-BOAT, from salvage money received (don.)	33	–	–

—*To be thanked.*

Paid £25,182 4*s.* 6*d.* 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 £101 19*s.* 6*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Kessingland .	Fishing-boat *Maria*, of Southwold. Stood by boat.	
New Brighton No. 2 (Steam)	Fishing-boat *Mona* .	2
St. Mary's (Scilly) (Motor)	S.S. *Western Front*, of Seattle. Landed 40.	
Sunderland (Motor)	Two fishing-boats, of Sunderland . .	12
" "	A fishing-boat, of Sunderland. Assisted boat into harbour.	
Walton-on-the-Naze (Motor)	Fishing-smack *Celerity*, of Harwich. Saved vessel and .	2
Walton-on-the-Naze (Motor)	S.S. *Hani IV.*, of Cardiff. Stood by vessel.	

The Walton-on-the-Naze (Motor) Life-boat saved the barge *Siola*, of London, and her crew of four, and also saved the barge *Toots*, of London, and her two hands.

Also voted £151 19*s.* 6*d.* 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, Cullercoats, Howth, Peterhead No. 2 (Motor), Ramsgate, and Winterton No. 2.

Granted £2 to a man for injury in the Life-boat service at Kessingland.

Voted an additional reward to THOMAS VAUGHAN, who, in the absence of both Coxswains, took charge of the Howth Life-boat, on service, on the 12th June.

Also reported that a Letter of Thanks had been sent to Mr. B. J. NEWCOMBE, Honorary Secretary, for going out in the Life-boat on this occasion.

Reported that Letters of Thanks had been sent to Capt. W. J. OLIVER, Joint Honorary Secretary, who went out in the Sunderland Life-boat on the 10th June, and to Mr. E. WOOLFIELD, Honorary Secretary, who went out in the Kessingland Life-boat on the 10th June.

Decided that a Letter of Thanks be sent to Dr. W. B. ADDISON, Honorary Secretary, at St. Mary's, Scilly, for going out in the Life-boat, on service, and for giving medical aid to several injured men belonging to the s.s. *Western Front*, of Seattle, which had caught fire and been abandoned on the 11th July, 1921.

Voted £2 10*s.* to four men for putting off in a boat from St. Helier, Jersey, with a view to saving life, on the 24th March, 1921.

Voted £8 to the four hands of the motor fishing-boat *New Sea Flower*, for saving the crew, nine in number, of the motor fishing-boat *Majestic*, when in a sinking condition off Peterhead, on the 29th June. Also granted 5*s.* for petrol and oil used.

Voted £4 to two men, a man of sixty-eight and his grandson of seventeen, for putting off in a sailing boat in rough weather and saving the two occupants of a small boat which was being blown out to sea, off Howth Head, on the 12th June.

Voted £1 to two men for putting off in a motor boat and bringing ashore a small pleasure-boat, containing a man and a woman, who were being blown out to sea off Shoreham, on the 2nd June. Also granted 10*s.* for the expenses of the motor boat used.

Voted £6 to four men for saving two fishing-boats, with seven occupants, which were being blown out to sea off South Shields, on the 11th June. Also granted 30*s.* as compensation for damage to the salvors' net, and a further 5*s.* for oil and petrol consumed.

Voted £4 to eight men for saving, or attempting to save, the five occupants of a pleasure-boat, at Swanage, on the 8th June. Also directed that a Letter of Appreciation be sent to Coxswain MASTERS, and that he be granted a further 5*s.* for petrol and oil used. The boat was reported to be dangerously near the tide race over Peveril Ledge, and the Coxswain, on learning this, promptly put off in his motor boat. In the meantime a small pleasure-boat, manned by one man, put off, as also did the Coast-guard boat, with a crew of three, but a small yacht with two hands picked up the drifting boat and took her in tow. When the motor boat reached the casualty, she towed the yacht and pleasure-boats to the shore against a strong ebb tide. The motor boat then towed the Coast-guard's boat back to her Station.

Awards to Honorary Workers.

DURING May, June, July, August, and September, 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 Mrs. SHIMWELL, in recognition of her valuable co-operation as President of the Gatley District of the Manchester Branch, a Framed Photograph, "The Life-boat."

To Mrs. BEAMISH, in recognition of her valuable co-operation for many years as Honorary Secretary of the Ladies' Auxiliary at Coventry, the Record of Thanks and the Gold Brooch.

To WM. COTTAM, Esq., in recognition of his valuable co-operation for very many years as Chairman and Honorary Treasurer of the Lincoln Branch, a Mounted Aneroid Barometer.

To GEORGE RENNARD, Esq., in recognition of his valuable co-operation for many years at Bridlington, a Pair of Binocular Glasses.

To M. J. O'CONNOR, Esq., upon his retirement after ten years as Honorary Secretary of the Wexford Branch, the Thanks of the Committee of Management inscribed on Vellum.

To Mrs. C. F. GRANTHAM, M.B.E., in recognition of her valuable co-operation as President of the Ladies' Auxiliary at Skegness, the Record of Thanks and the Gold Brooch.

To the SECRETARY, Prince Albert Convalescent Home, Worthing, for assisting the Life-boat Cause through the co-operation of the patients of the Home as Honorary Collectors, a Framed Record of Thanks.

Awards to Coxswains and Life-boat Men.

DURING May, June, July, August, and September, 1921, the following awards were made to Coxswains and Life-boat men :—

To THOMAS HENRY NICHOLAS, on his retirement, after ten years' service as Coxswain of the Sennen Cove Life-boat, and, previously, eighteen years as Second Coxswain, a Framed Certificate of Service and a Pension. Coxswain Nicholas was awarded the Silver Service Medal in 1919.

To the widow of JAMES GALLOWAY, who was Coxswain of the Port Logan Life-boat for twenty-nine years, and, previously, Second Coxswain for three years, and was drowned, while fishing, in June, 1920, a Certificate of Service.

To RICHARD WILLIAM STEVENS, on his retirement, after twenty-six years' service in the St. Ives Life-boat, during the last three years of which he was Coxswain, a Certificate of Service.

To HENRY MURLEY ANDREWS, on his retirement, after twenty years' service in the St. Ives Life-boat, during the last three years of which time he was Second Coxswain, a Certificate of Service.

To SAMUEL MCCLURG, on his retirement, after thirty years' service as Bowman of the Port Logan Life-boat, a Certificate of Service and a pension.

To WILLIAM GEORGE DOUGLAS, on his retirement, after forty years' service as Signalman of the Whitby Life-boats, a Certificate of Service and a pension, commuted, at his request, to a lump sum.

To JOSEPH BELL, on his retirement, after twenty-seven years' service as Signalman of the Mablethorpe Life-boat, a Certificate of Service and a pension.*

To GEORGE FENNEY, on his retirement, after twenty-seven years' service as a member of the crew, and then as Bowman, of the Saltburn Life-boat, a Certificate of Service.

To THOMAS STEVENS, on his retirement, after nineteen years' service as a member of the crew, and then as Bowman, of the St. Ives Life-boat, a Certificate of Service.

To ALEXANDER HILL GOURLAY, on his retirement, after twenty-eight years' service as a member of the crew, and then as Bowman, of the St. Andrews Life-boat, a Certificate of Service.

* See "Notes and News," page 193.

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, if possible, 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.

News from the Branches.

Gateshead.

The Annual Meeting was held on the 1st June, the chair being taken by the Mayor (Alderman W. Clough). The report for the year ending the 30th September, 1920, showed that the Branch had raised a sum of nearly £108, and that the number of regular subscribers—which was now forty-five—had been nearly doubled in the course of the year. In moving the adoption of the report, which was felt to be very satisfactory, Lord Ravensworth expressed his earnest hope that the Life-boat Service would always remain voluntary, for he believed that the country could never get results half as satisfactory from a State Service. The Mayor was re-elected President, and the other honorary officials were also re-elected.

Worthing.

A most successful garden fête, organized by Lady Louisa Cecil, Chairman of the Ladies' Committee, was held on the 2nd June in the grounds of Tisree, Wykeham Road, lent by Mrs. Chrestien. The fête was opened by Lord William Cecil, and among those present were the Mayor (Alderman Mrs. Chapman, J.P.) and Mr. Harry Hargood, O.B.E., D.L., J.P., President of the Branch and a member of the Committee of Management. Lord William Cecil appealed to all present to make the fête such a success that the Institution would say, "Well done, Worthing!" Mr. Hargood spoke of the urgent need of the Institution for increased funds, and also of the serious tendency which there was among the fishing population—who manned the Life-boats and also sent so many men to the Fleet and the Mercantile Marine—to forsake the sea for higher paid work elsewhere. It was a question which he thought should be taken up by the educational authorities in seaside towns.

A number of very attractive stalls had been prepared by ladies interested in the work of the Branch, and, in addition, games and competitions were organized. Altogether the fête raised the excellent sum of over £146.

Interest in the work of the Branch has been still further stimulated by a Life-boat Exhibition at the Corporation Art Gallery, admirably arranged by its Curator, Miss Marian Frost, which attracted large crowds. Besides a number of local exhibits and photographs of the Worthing Life-boat and crew, the exhibition contained a dozen models of Life-boats, several Life-boat paintings and photographs, and a case of medals specially lent by the Institution. Other models were lent by the Hull Museum. The exhibition was opened, on the 3rd August, by the Mayor of Worthing (Alderman Mrs. Chapman, J.P.), and Mr. Harry Hargood, who had first proposed this exhibition, and given his help and advice in arranging it, presided at the opening ceremony, and gave a short history of the Life-boat Service. Altogether, during the six weeks the Exhibition was open, nearly 18,000 persons visited the Art Gallery.

Newport.

The Annual Meeting of the Ladies' Auxiliary was held on the 3rd June, the chair being taken by the Mayor, who was supported by the Mayoress, President of the Ladies' Auxiliary, and by Mrs. Claude Martyn, its Chairman. Mr. A. J. Phillips, the Chairman of the Branch, paid a warm tribute to the work done by the Ladies' Auxiliary, and said that it was fortunate in having obtained so capable a Chairman as Mrs. Claude Martyn. In the course of an address on the work of the Institution, Mr. H. G. Solomon, the Organizing Secretary for the Midlands, Ireland and Wales, referred to the splendid services to the Institution of Mr. Phillips, who had been associated with its work for over thirty years, and said that the work of the Branch was greatly appreciated by the Committee of Management.

Sheffield.

The Annual Meeting was held on the 7th June, the chair being taken by the Lord Mayor (Alderman W. F. Wardley). The report for the year ending the 30th September, 1920, which was presented to the meeting, showed that the

Branch had raised a sum of £1,227. To this sum the collections in works and factories had contributed £161, and the Special Appeal made by the ex-Lady Mayoress (Mrs. S. Roberts) had obtained the fine response of £328. The report suggested that in the churches special reference should be made to the work and needs of the Institution at least once a year, to be followed by collections on its behalf. In moving the adoption of the report the Lord Mayor spoke of the great revolution which the Motor Life-boat was making in the work of the Service. The Lord Mayor was elected President of the Branch.

Glasgow.

The Annual Meeting was held on the 8th June, the chair being taken by Sir Samuel Chisholm, Bt. The report for the year ending the 30th September, 1920, showed that the Branch had raised a sum of £3,150. In submitting the report to the meeting, Mr. Leonard Gow, the Honorary Secretary, said that one of its gratifying features was that £555 had been raised by collections on board Clyde-owned deep-sea vessels. In contrast to this Mr. F. Bedford, Manager of the Clan Line, in seconding the adoption of the report, expressed regret that the shipowners themselves had not done all that they might financially to help the Institution. The Chairman made a special appeal to the public to help the Institution to carry on its work without the continual strain of financial anxiety. The office-holders were re-elected.

Hampstead Garden Suburb.

A Garden Party and meeting were held on the 23rd June at the house of Mrs. St. Clair Stobart, for the purpose of inaugurating a new Branch which had just been formed in the Suburb. The chair was taken by the Honorary Secretary, Mrs. Blount, and the speakers were Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, and Lieut. Colonel Murray, O.B.E., the District Organizing Secretary for Greater London. Thanks, in great measure, to the kindness of Mrs. Stobart, who had spared no efforts organizing the meeting, it was well attended, and proved a great success. Forty new subscribers were obtained, ten ladies at once joined the Ladies' Life-boat Guild, and a number have since enrolled themselves as members.

St. Albans.

A most successful Garden Meeting was held on the 3rd July for the purpose of reviving the work of the Branch. The meeting was organized by Miss Silvester, Honorary Secretary of the Branch, with the help of her co-Honorary Secretary, Miss I. Toulmin, and an influential committee, on which both the Mayor and Mayoress (Councillor and Mrs. E. Watson) sat. The chair at the meeting was taken by Lord Salisbury, who was supported by the Mayor of St. Albans, Sir Godfrey Baring, Bt., Deputy-Chairman of the Committee of Management, and Captain the Viscount Curzon, R.N.V.R., M.P., a member of the Committee of Management. Many well-known people of St. Albans and the county of Herts attended, and a letter was read from Admiral Sir Lionel Halsey regretting that he could not be present to help an Institution second to none in national importance. Lord Salisbury asked St. Albans to help the Prince of Wales in the efforts which he was making to increase the public support of the Life-boat Service. St. Albans in recent years had done very little for the Life-boat Cause, but, although it was an inland city, it must remember that the sea was of as vital importance to its people as to those of any sea-coast town. He appealed to all present to help the Institution by putting their hands not only in their own pockets, but in other people's pockets as well.

Sir Godfrey Baring gave an account of the Institution's record, and described the great developments in life-saving work which were now being made; and Lord Curzon spoke of the immense value of the work which women all over the country were doing for the Life-boat Cause as collectors of its indispensable funds.

Votes of thanks were passed to the Chairman, the speakers, and the organizers of the meeting; to Mr. McIlwraith for lending his grounds for the meeting,

to Messrs. Butler and Angel for lending a motor charabanc to bring people to it, and to Mr. Harry Ress for arranging the music.

An evening meeting was also held, which was addressed by Lt.-Col. F. E. Fremantle, O.B.E., M.P. for St. Albans. As a result of these two meetings many ladies have joined the Ladies' Life-boat Guild, and it is hoped that the Branch will now give the Institution generous and increasing support.

Portsmouth.

The Annual Meeting was held on the 18th July, the chair being taken by the Mayor (Councillor John Tompson, J.P.). The annual report, which was presented by the Honorary Secretary, Mr. E. S. Butler, M.B.E., referred to the greatly increased interest in the work of the Life-boat Service which had been shown during the previous year. Early in the year a Special Appeal had brought in a number of new subscribers, and attention had been directed to the work of the Service by addresses which had been delivered to the Portsmouth Brotherhood and to various P.S.A.'s. As a result of this increased activity the Branch had raised, during the year ending the 30th September, 1920, a sum of £113 1*s.* 8*d.* Special reference was made in the report to the fact that, of the sum of £346 obtained by the Life-boat Day, held shortly after the close of the financial year, over £86 was collected in the schools. A vote of thanks was passed to Mrs. Arnold Forster for her services to the Branch as Honorary Secretary of the Ladies' Auxiliary, and of regret that she was compelled to resign; and Miss D. Hole was elected Honorary Secretary in her place. The Mayor was elected President of the Branch, Alderman Sir Harold Pink, J.P., Chairman, Lady Pink President of the Ladies' Auxiliary, and the Mayoress Chairman. The question of enlisting members for the Ladies' Life-boat Guild was entrusted to the Ladies' Auxiliary.

Peel, Isle of Man.

The Annual Sacred Service on behalf of the Institution was held on the 24th July in the grounds of Peel Castle. The different churches were represented, and the music was played by the Salvation Army's band. Besides the Life-boat men of Peel, detachments of Boy Scouts took part in the Service. The preacher was the Rev. W. C. Jordan, who made an earnest appeal for funds for the Institution, with the result that nearly £50 was collected. After the Service the presentation was made of the Thanks of the Institution inscribed on Vellum, which had been voted by the Committee of Management, together with a monetary award, to Mr. Thomas Quirk and Mr. John Kissack, both over seventy years of age, for their gallantry in rescuing two men whose craft had been swamped and sunk in a heavy sea on the 4th May. Being unable, owing to the sea, to take the two men on board their own boat, the rescuers lashed them to it, and in this way brought them safely to land. A sad feature of the ceremony was that Mr. Kissack, who was taken ill shortly after the rescue, died just before the news of the recognition of his gallantry reached Peel, and his Vellum was presented to a member of his family.

Sidmouth.

On the 1st September a most successful Garden Fête was held in the grounds of Sidmouth Manor, which had been lent by Colonel and Mrs. Balfour. Mrs. Balfour is President of the Ladies' Life-boat Guild at Sidmouth, and spared nothing to make the fête attractive. She arranged a firework display, lent her horses for rides round the grounds, and had all the gardens specially illuminated with electric light for the dancing which took place in the evening. As a result of these and many other attractions the Fête realised £197.

NOTICE.

The next number of THE LIFE-BOAT *will be published in February,* 1922.