

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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Annual Meeting.

THE Ninety-eighth Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at Caxton Hall, Westminster, on Wednesday, 29th March, 1922, at 3 P.M., the Right Hon. Stanley Baldwin, M.P., President of the Board of Trade, in the Chair. Among those present were:—The Earl Waldegrave, P.C. (Chairman of the Committee of Management), Sir Godfrey Baring, Bt. (Deputy-Chairman of the Committee of Management), and Lady Baring, the Right Hon. Sir Donald Maclean, K.B.E., M.P., Admiral the Hon. Sir Stanley Colville, G.C.B., G.C.M.G., G.C.V.O., Lieut. T. W. Moore, C.B.E., F.R.G.S., R.N.R. (Secretary of the Imperial Merchant Service Guild), Commander Sir Harry Mainwaring, Bt., R.N.V.R., the American Consul-General, the Mayor and Mayoress of Paddington, the Mayor and Mayoress of Wimbledon, the Mayor and Mayoress of Bermondsey, Major Sir Maurice Cameron, K.C.M.G., the Hon. George Colville, Sir John G. Cumming, K.C.I.E., C.S.I., Mr. Thomas B. Gabriel, Engineer Vice-Admiral Sir George G. Goodwin, K.C.B., Mr. Harry Hargood, O.B.E., Sir Woodburn Kirby, Brigadier-General Noel M. Lake, C.B., Mr. John F. Lamb, Mr. Herbert F. Lancashire, Colonel Sir A. Henry McMahon, G.C.M.G., G.C.V.O., K.C.I.E., C.S.I., Commander Francis Fitzpatrick Tower, R.N.V.R., Mr. W. Fortescue Barratt (Hon. Secretary of the Civil Service Life-boat Fund), Miss Alice Marshall (Hon. Secretary, Oxford Branch), Commander Thomas Holmes, R.N. (late Chief Inspector of Life-boats), Mr. George F. Shee, M.A. (Secretary of the Institution), Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats), Commander Stopford C. Douglas, R.N. (Deputy Chief Inspector of Life-boats), Mr. P. W. Gidney and Mr. Charles Vince (Assistant Secre-

taries), and Lieut.-Colonel A. S. Murray, O.B.E. (District Organising Secretary for Greater London).

The CHAIRMAN: Lord Waldegrave, ladies and gentlemen, in presenting to you the Annual Report of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, I assume we may take that Report as read; but, in accordance with custom, it is my duty to say a few words on the adoption of that Report, as an introduction to the proceedings to-day.

I think it is one of the few agreeable facts in the life of a public man that he is on occasion allowed to be present at a meeting of this kind, and to support, however inadequately, one of the most noble and self-sacrificing works that are carried on in the country. I do not suppose you could have chosen one who has less first-hand knowledge of the subject, but, on the other hand, I am convinced that you could have chosen no one to whom your appeal comes with a greater seriousness.

I do not propose to talk to you to-day about your own Institution, because you know far more about it than I. But I do want to say something to encourage you to go on with your work and to encourage the people of this country to support that work as they ought to do.

There are certain facts connected with Life-boat work that ought to make your work easy. In the first place, wherever an Englishman lives, whether on the coast or inland, some knowledge and a real love of the sea enter into his very being. I notice to-day a letter in one of the popular daily papers, in which a man writes to explain the interest which people take in the Boat Race as arising from the fact that we are a nation to whom anything connected with water appeals. In the same way, if you can imagine such a thing as the literature of our country from the earliest time; from which all reference to the sea was taken, our literature would sink from being the greatest in the world to one of the most poverty-stricken. You have only to consider just for a moment how the very language of the sea has become part and parcel of our mother tongue. There is not one among us who does not use maritime phrases in his daily life, without for a moment thinking that to be the case. Take the work that my friend Sir Donald Maclean and I do, and just think for a moment; did any Government ever come into power in this country save under the influence of a fair wind? When Ministers first come in they are apt to be free and easy

—another nautical phrase—but if they do not attend to their work, they may be taken aback—another seafaring phrase—and such Ministers very soon find themselves in deep water. What Government has ever been in power more than a few months before it begins to tack? It tacks again and again until it gets into heavy seas, and ultimately, whether I or Sir Donald Maclean belong to the Government, the ultimate fate of that Government is a wreck—with no Life-boat to save it! (laughter).

Now, not only have you got this inbred love of the people for the sea to ground your appeal on, but you have another thing connected very closely with our national character. That is, that your system is a voluntary system. Deep down in the very fibres of our being we are individualists and voluntarists, and that is why our people in some ways are hard to govern. I always think the basis of that grumbling which goes on year in and year out against any Government which exists in this country arises from the fact that there is no individual man or woman in England or Scotland but feels that he or she could govern the country a great deal better than those who are in office.

All the best work that is done in our country is either voluntary or not done for money. The great life-saving services of the country, whether they be the services rendered by the Life-boats or the services rendered by the Hospitals, are founded mainly on a voluntary basis. The greatest professions that help our country in all departments do not look to pecuniary rewards for their remuneration. There is no profession which renders such service to humanity as the medical, and how much of that is rendered free of charge! As to the services that are rendered to this country (such as they are) by our public men, whatever the ambitions may be that move them, they are not ambitions to make a fortune. The last kind of service by which a man in England (and it is fortunate that it is so) could make a fortune is by rendering public service, whether it is of a national or of a local kind. And so it is that the spirit which animates your Institution and those who work for it, finds itself in the closest consonance with the very best spirit that actuates the best life, both spiritual, political and civil, in our country.

There is one more thing I think we must have regard to, and that is that when people come to consider the kind of services which the Life-boats on our coasts render, we cannot but be struck with the quality of the lives which they go out to save. They represent very largely the lives of some of the very best elements of our civilisation. The men who sail our mercantile fleets and the men who pursue their own avocations, such as fishing in deep waters, those are the men who rallied to the support of our country during the great war and performed services day by day and night by night of a valour which will always be held in remembrance (cheers).

It is not possible, nor would it be desirable if it were possible, to compare courage and bravery. You can make no common denominator by which you can compare these

things; but I am sure that the heart of England recognises that there was no courage shown in the war superior to that shown by those men who went out to sea again and again and again to bring this country her food, the means of carrying on the war, and who went out to clear the seas for those who were performing those functions. The mere recollection of those days ought to make all who survived that awful time only too thankful that they have an opportunity given to them to show their gratitude in a practical form.

Now, such being the ground in which you have to work, and such being the material with which you have to deal, there ought to be no difficulty in this country, even in these times of depression, in your succeeding in getting all that you require, not only for the preservation of your service, but for the equipment of that service with the very best boats obtainable at the present day.

For that purpose you have an organisation which I imagine covers most of the country. I know that in a town near where I live at home, in the heart of England, the collection goes on steadily and well, under the auspices of the Mayor, for the Life-boat Institution; and there ought to be no town in England where such collections are not held.

I am glad to see, too, that you have enlisted in your support the Women's Committees, which I hope may cover the country, because that is work for which they are peculiarly fitted, and their work ought to bring in a rich reward.

Before leaving this subject, there is just one thing I should like to say, and that is this: that I have been very much struck, in looking through your Report and Accounts, to see how meagre the support is which you receive from the shipping trade in this country. I feel convinced that there must be some reason for this. The shipping trade is a great trade and a generous trade, and has never been behind the other great trades in this country in supporting charitable objects, and, in particular, in lending magnificent help to the charities connected with shipping. I feel convinced that it only requires, shall I say, some better co-ordination between them and ourselves to achieve the result desired, and a result which ought to be attained. I feel convinced that in some way the needs of this Institution have not been brought home to them, or they could not fail to respond to the appeal in a manner worthy of their great traditions. I, as a landsman, have always been brought up to believe in what is termed the brotherhood of the sea, and it seems to me that if ever there was a case in which that brotherhood might be manifested practically it is in a case like this. Where those who are responsible for this great trade, where those who are in this great trade, are successful, it seems to me that they only need the realisation of their duty, to do it; and I hope very much that the officers of your Institution, and the representatives of that industry, may succeed in coming to some understanding together that will be of great and lasting benefit to both.

I do not propose at this moment to say anything of the valiant deeds which have been

performed during the last year, and which are going to be recognised at this meeting before we part, because our Secretary, by and by, will make us fully acquainted with their details; but I should like to say, as a note to what I said in my opening remarks, that I think it is a great privilege to be allowed to represent you here to-day in offering your right hand of fellowship to those who have performed these gallant deeds, and to offer to them, on your behalf, the formal recognition which you keep for the most conspicuous acts of sacrifice and courage that come under your notice during the course of the year (cheers).

It only remains for me, ladies and gentlemen, to thank you sincerely for the welcome you have given me here to-day, and for having listened to these few remarks of mine. If anything that I have said may help you in any way, in the course of the year we have now entered upon, to make a still more successful appeal to the people of this country, I shall be more than repaid (cheers).

I will now call upon the Secretary to read the list of those nominated for the various offices of the Institution.

(The Secretary read the list of nominations of Officers for the ensuing year.)

President.

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

Vice-Presidents.

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

His Grace the Duke of Leeds.

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

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

The Most Hon. the Marquis of Ailsa.

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

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

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

The Earl of Lonsdale.

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

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

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

Sir Godfrey Baring, Bt.

Noel E. Peck, Esq.

Treasurer.

The Earl of Harrowby.

Committee of Management.

The President.

The Vice-Presidents.

The Treasurer.

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

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

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

Frederick Cavendish Bentinck, Esq.

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

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

Captain Charles J. P. Cave.

Sir August B. T. Cayzer, Bt.

Colonel Lord William Cecil, C.V.O.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

The Hon. George Colville.

Sir William Corry, Bt.

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

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

Henry R. Fargus, Esq.

John Beville Fortescue, Esq.

Thomas B. Gabriel, Esq.

R. H. Gillespie, Esq.

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

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

Rear-Admiral Sir Lionel Halsey, K.C.M.G., K.C.V.O., C.B.

The Earl of Hardwicke.

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

T. W. H. Inskip, Esq., C.B.E., K.C., M.P.

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

Sir Woodburn Kirby.

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

John F. Lamb, Esq.

Herbert F. Lancashire, Esq.

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

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

General Sir Charles Monro, Bt., G.C.M.G., G.C.B., G.C.S.I., A.D.C. GENERAL.

Captain George B. Preston.

Engineer Rear-Admiral Charles Rudd.

The Right Hon. Walter Runciman.

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

Rear-Admiral Hector B. Stewart.

Commander Francis Fitzpatrick Tower, R.N.V.R.

The Lord Tredegar, O.B.E.

Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R.

The Lord Mayor of London.

The Admiral Commanding Coast-Guard and Reserves (Vice-Admiral Sir Morgan Singer, K.C.V.O., C.B.).

The Deputy Master of the Trinity House (Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O.).

The Hydrographer of the Admiralty (Rear-Admiral Frederick C. Learmouth, C.B., C.B.E.).

The Chairman of Lloyd's.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: I will ask Sir Godfrey Baring to say a few words.

SIR GODFREY BARING: Ladies and gentlemen, this business of the re-election of the Vice-Presidents and the Committee of Management generally goes through with a rapidity and a unanimity exceedingly satisfactory to those of us who have to be re-elected. But I just wanted to say one word to call the attention of the Governors present to the fact that a new name has been added to the list of Vice-

Presidents in the person of Mr. Noel Peck. The Governors will recollect that there has been an ambition of the Committee of Management for the last three or four years to extend very largely, and to complete if possible, the provision of a scheme of placing Motor Life-boats all round the coasts, and we have appealed to the generous public to assist us to secure a sum approximating to half a million pounds in order to provide these Motor Life-boats. The Committee of Management felt that, before they went on with such a large scheme as that, which made a very great demand on the organising power of the Institution and on our financial resources, it would be well if they were fortified with the best technical and expert advice as to the organisation of the Institution with regard to boat building. We applied to Lord Inchcape in this matter, and, owing to Lord Inchcape's kindness, we were put in touch with Mr. Noel Peck, who is the Managing Director of Messrs. Barclay, Curle & Co., one of the great building firms on the River Clyde. Lord Inchcape told us that Mr. Peck was a very busy man; he was engaged in very big business enterprises, and Lord Inchcape was very doubtful whether we should secure his services. I was able, on behalf of the Committee of Management, to have an interview with Mr. Peck. Mr. Peck not only agreed most readily to do the work, but he added a stipulation, which I am sure you will find extraordinarily generous on his part; he said he would only undertake the work on one condition, and that was that the work was done without any payment or remuneration of any sort or kind. That is an example of the voluntary work which has been eulogised by our Chairman to-day. That offer, I need hardly say, was gratefully accepted by the Committee of Management (cheers).

Mr. Noel Peck made a thorough review of the whole organisation of the Institution. He was occupied two days a week for a period extending to over three months. He supplied us with a most able and a most valuable report. I should like to say that in the forefront of that report he says that, after careful investigation and inquiry, he considers that there can be no institution in England which is served with greater efficiency, with greater zeal, and with greater discretion than the Life-Boat Institution is served by its staff, from the highest official to the lowest.

The Committee of Management already knew that, but we very heartily welcome the testimony of a distinguished expert in a matter of this kind. The detailed recommendations made by Mr. Peck, with which I need not trouble you on this occasion, have been adopted by the Committee of Management, and I am sure they will be most valuable to our working.

We then had to consider how we could show our gratitude for the great and noble services which Mr. Noel Peck had rendered in this way, and we came to the conclusion that the only way in which we could show our gratitude was by conferring on Mr. Peck the highest honour which it is in our power to bestow—that of appointing him to be a Vice-President of the Institution, and we hope that the Governors

of the Institution, assembled here in their Annual Meeting, will consider that that is an appropriate close to an incident which is a very valuable, very instructive and very helpful incident in the long and glorious history of the Life-Boat Institution (cheers).

The CHAIRMAN: I now declare the noblemen and gentlemen whose names have been read out duly elected.

I will ask the Secretary to read the account of the services for which Medals have been awarded.

(The Secretary read the Report of Services.)

Holy Island.

A Bar to his Silver Medal is awarded to George Cromarty, the Coxswain, and the Bronze Medal to William Wilson, the Second Coxswain, and to Thomas A. Stevenson, the Bowman of the Holy Island Life-boat, for the following service. A special Letter of Thanks was also sent to the women of Holy Island, and a Letter of Thanks to the Honorary Secretary, Mr. Fred Hollingsworth.

On Sunday evening, the 15th January, 1922, the trawler *James B. Graham*, of Hartlepool, with nine men on board, went ashore on the rocks of False Emmanuel Head on the north side of Holy Island off the Northumberland coast, during a strong S.E. gale, heavy sea and snow-storms. She burnt flares of distress, and these were seen at the Life-boat Station on the other side of the island. It was then eight o'clock. The crews of the Life-boat and of the Coastguard's Life-saving Apparatus were summoned, and the apparatus was hurried across the island. The trawler was found lying in a very perilous position, with a heavy list, and the seas breaking along her decks. The apparatus was taken as near as possible, but it was too far away by a hundred yards. No rocket could reach the vessel. Meanwhile the whole of the village, men and women, had turned out in the dark and snow to launch the No. 1 Life-boat. The tide was low and the wheels of the carriage sank deep into the mud. It was only with extreme difficulty, and by the gallant efforts of sixty helpers, that the Boat was launched. Undeterred by the bitter cold, the women waded out waist-deep into the sea, and just forty minutes after the alarm had been given the Boat was afloat. The distance round the island to False Emmanuel Head was nearly four miles, and it was close on ten o'clock before the Life-boat reached the stranded vessel. She lay surrounded by dangerous rocks and by the iron remnants of an old wreck. Among these the Life-boat would have to make her way, in the pitch darkness and the blinding snow-squalls, if she was to rescue the crew. The Coxswain made the attempt, but, owing to the rocks, he was compelled to pull out again. The Life-boat then lay off for two hours waiting while the tide rose. The Coxswain then tried to approach the wreck from the other side. Again he had to pull out. The rocks were too dangerous. He waited another hour, and then, with his anchor dropped, veered the Boat slowly and cautiously down towards the vessel, and in between two rocks, before he could reach her.

By skilful and daring seamanship this dangerous manoeuvre succeeded, and all nine men on the trawler were safely taken aboard the Life-boat. She was hauled out from among the perilous rocks, and reached her station again at two o'clock in the morning.

This fine service was only carried through to its successful issue by the promptness, energy and devotion of the launchers and by the coolness, daring and good seamanship of the Coxswain and crew (cheers).

The Silver Medal to which the Coxswain, George Cromarty, now receives a Bar, was awarded to him for a fine service during the war, when, in November, 1916, the Holy Island No. 2 Life-boat rescued fourteen lives from the Swedish barque *Jolani*.

(The Medals were presented by the Chairman amid applause.)

The SECRETARY: I was directed by the Committee of Management to write to the women of Holy Island to express the deep indebtedness and appreciation of the Committee to the women of Holy Island, who had so long and so often served the Life-boat in the way that has been described; and the women of Holy Island have selected from among themselves Miss Daisy Cromarty to receive the copy of the letter which I now propose to read.

"MESDAMES,—The Committee of Management have entrusted to me the pleasant duty of conveying to all those who took part in the launch of the Life-boat *Lizzie Porter*, on January 15th, 1922, to the trawler *James B. Graham*, their very sincere and cordial thanks for the fine spirit of humane and helpful service which the women showed on this occasion.

"Great difficulty was experienced in launching the Boat owing to the soft mud, but you, the women of Holy Island, acting in accordance with the noble traditions of a coast which will ever be associated with the name of Grace Darling, overcame these difficulties by exerting yourselves to the utmost, many of you entering the water waist-deep, and thus shared, to a notable extent, in the rescue of the nine hands of the trawler which was in jeopardy.

"It is gratifying to the Committee of Management to feel that the mothers, wives and daughters of the Life-boatmen of Holy Island are eager to assist in the noble task so often and so honourably carried out by the crew, and they feel that the action of the women of Holy Island reflects infinite credit, not merely on themselves, but on the women of our maritime race. With honourable greetings,

"I am,
"Yours very faithfully,
"GEORGE F. SHEE,
"Secretary."

(The Chairman presented a copy of the letter to Miss Daisy Cromarty, amid applause.)

The CHAIRMAN: I will call on Sir Donald Maclean to move a resolution.

Sir DONALD MACLEAN: Mr. Chairman, Lord Waldegrave, ladies and gentlemen, I think I should like on behalf of all of you in the first place to congratulate our three sailor friends on the remarkably successful way in which they have survived the ordeal which they have just gone through; I am quite certain it terrified them far more than the deeds of heroism which we have celebrated to-day.

Now, sir, I am accustomed, when I follow you in speech, as a rule to get up and say that, much as I appreciate the services of my right hon. friend, I regret that I have to point out the many occasions upon which I think he and his Department have been wanting in duty to the public. But to-day I am in hearty, uncompromising, absolute agreement with him.

You, sir, in the course of some delightfully humorous remarks at the commencement of your address, made some references to the sea of troubles which assail any Parliamentary ship of State. I noticed with mitigated grief that you anticipated at no distant date that the vessel with which you are most intimately associated at the present moment might find itself a wreck—without a Life-boat. Well, I can provide a Life-boat; but under no circumstances will I give her a name! Whilst you were yet speaking I turned to page 2 of the Annual Report, and I found a very interesting note there: "The Donna Nook Life-boat, which, on the 24th December, 1921, was capsized by tremendous seas while she was made fast to the wrecked vessel, instantly righted herself and all her crew, and the rescued crew of the vessel regained the boat in safety." Now that is a very remarkable performance, and I suggest that if the whole of His Majesty's Government were to become annual and generous subscribers to this Institution there is no knowing what luck might befall them yet (laughter). For myself, I say this: that I have not hitherto become an annual subscriber to this Institution, but I intend to do so from to-day; and so far as my limited opportunities allow I will do my best for the Institution (cheers).

I was moved very much indeed, first of all, by the Report which I have read, and, secondly, by the speech which the Chairman has made, and not least of all—indeed, perhaps most of all—by the very touching ceremony in which we have all taken part here to-day.

Now, sir, there are one or two points which I should like briefly to make in connection with the resolution which I have to move. The resolution is this:—

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

There are one or two figures which I have noted in the perusal of the Report which, I am sure you will agree, are very striking. The work which the Institution has done since its commencement—a work of over ninety-eight years of splendid record—is one of which any institution might be proud. They have rescued no fewer than 58,364 lives, an average of ten a week during the whole of that period; and during the first three years since the war finished they have saved no fewer than 1,505 lives; and last year, although it was an exceptionally fine year as far as the dangers of the seas around our coasts were concerned, they rescued 410 lives. Now that is a great and splendid record, one of which, as I have said, this nation has every right to be proud. But much more work, I am convinced, can yet be done. That cannot be done without adequate financial aid; and I join in the Chairman's expression of surprise that the great ship-owning firms and individual ship owners have not contributed in a much larger measure to the necessary expenses of this noble work. I find that out of the sum which was necessary to be spent during last year, round about £300,000, from the ship-owning firms and individual ship owners came a sum only of under £2,000. There were only 290 subscribers or donors, but 125 foreign ship owners subscribed. I cannot make out what the reason is. There is no lack of generosity on the part of ship owners or of ship-owning firms, because you can take up any list of the great philanthropic institutions of this country and you will find that ship owners and ship-owning firms occupy a leading and an honoured place in all those lists.

I am quite certain that that position of affairs ought to be remedied. I emphasise it for this reason: that we have in the Chair to-day the President of the Board of Trade, and the Board of Trade has within the ambit of its duties one of the most important of them, namely, the care of all the huge State administrative, and, indeed, legislative, work connected with the Mercantile Marine, and I hope that ere the time comes—and long may it be—when my Right Hon. friend vacates his office as President of the Board of Trade—before the time comes for his promotion to a yet higher office, he may find it within the sphere of his pleasures (because I am sure he would so regard it) to see if something cannot be done relative to this. There is no better man. He stands high in the honour and respect of the whole of the community. Everybody trusts him. He is full of tact as well as of ability. I do hope by the time the next Annual Meeting of this Institution is held it may be possible to record a very much more favourable state of things with regard to this matter, which has come under some perfectly friendly criticism here to-day.

In the expenditure of the Institution, there has been an appreciable sum in connection with the change over from manual work in connection with Life-boats, to mechanical aid. That certainly is a matter in regard to which anybody who knows anything about the sea—and I have lived in a great seaport for quite a number of years—knows that a very great

and sweeping improvement can be made, not only in the launching of the Life-boat, but in those very important minutes of getting her through the surf into deeper water, and after that, getting the Life-boat right away down to the vessel which she seeks to save.

There is one other point upon which I wish to say just a word before I sit down. That is this. There is not a single penny of the money of the State goes into this Institution; it is purely voluntarily supported. We live in days when there are great calls upon the national exchequer for all sorts of schemes for the development and betterment of the community as a whole. With regard to a large portion of that, I sympathise with and support it, but I do hope the day will never come when this country will depend too much upon State aid for what men and women ought to do for themselves. Our Chairman this afternoon, I am sure, will agree with me in this: that you may pick the best men, and indeed the best women, who have distinguished themselves by initiative, sympathy, foresight and general efficiency in working under voluntary conditions, and if you place them inside the State machine, I do not hesitate for one moment to say that 50 per cent. of their efficiency is nearly always lost. I do not know why. It is not for me to inquire now why; but there is the fact, and I am convinced that if this Institution had been taken on in the first ten or twenty years of its existence, and developed and supported within the State, it would not have done half the work which it has done by its voluntary aid and by the splendid humanitarian individual responsibility which has accompanied it. We cannot shift off our burdens on the State without somebody or other dropping out of the fighting line because they think they are not needed there. I do think that this is one of the chief attractions of this Society: that this splendid and noble work has been carried out based only upon the sense of the individual responsibility of a number—a far too small number—of citizens. It is so gloriously widespread in its operation. These men that we saw here to-day, and this lady who is here, representative of those splendid women at Holy Island; did they consider whether that vessel in distress was British, or German, or French, or Italian? They never thought of it for a moment. They did not know, I venture to say. All they knew was that a vessel was in distress, lives were in danger, and they risked their own to save them.

The appeal that this Society makes to you and to me is an appeal which is more likely to lift us nationally and internationally (and how sadly we need it!) on to a higher and better plane, in that it works for the nations as a whole (cheers).

The CHAIRMAN: I will ask Sir Stanley Colville to second the resolution.

Admiral the Hon. Sir STANLEY COLVILLE: Mr. Chairman, Lord Waldegrave, ladies and gentlemen, it is always a very difficult task to second a resolution, because one always finds that the board has been cleared previously. We have just heard a most eloquent and inte-

resting speech from Sir Donald Maclean, and what pleased me more than anything else, in the peaceful atmosphere of Caxton Hall, was to hear two Members of Parliament what you may call poking fun at each other. I must say I am very pleased that there is no Admiral to have a go at me afterwards (laughter).

Sir Donald Maclean said that he lived in a seaport, or on the beach near a seaport, no doubt. I have a great advantage over him, because I happen to be a sailor, and I intended to say just a few words as a sailor; but he is so jolly well near it that I do not exactly like to say that he has had no experience as a sailor. Still, it is as a sailor that I will speak to you. The Navy has a very great regard for the gallant Life-boatmen. They have both got to fight one enemy, and that is the dangers of the deep, and we sailors can appreciate the gallantry of the Life-boatmen perhaps even more so, I may say, than Sir Donald Maclean or the laymen, the people on shore, can. We think that what they do is magnificent. Again, there is another thing. Many of the Superintendents of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION are old naval officers. Another link is this. The first Silver Medal which was given, in the year 1824 (of course you all remember that), was won by a coast-guardsmen; and the first Gold Medal which was given for an actual service was won by a naval lieutenant.

Now, it is all very well for people on shore to sing out: "Man the Life-boat," but it is a very different thing on a dark, wintry night, such as we have heard of, when it is blowing a gale of wind, and raining and snowing and everything that you may call beastly, to get into a boat and to be launched into the unknown, to go to find a ship somewhere on a lee shore, with none of your Regent Street lights to guide you there, but only the skill and gallantry of men like that. There they have to go in the darkness, and just a little bit of stupidity, or anything wrong, and the boat is upset; she is on the rocks, or she will be on top of the wreck. That is what these men here have done. They had such a night as that and they went out and they brought the men from the wreck safely ashore.

Now, what these men want is the best of everything, the best boat that can be supplied. Let me illustrate what the Motor Life-boat can do. In the year 1861 (I remember it very* well) off Whitby there were seven wrecks. The Life-boat went out, and the end of it was that she upset, after gallant service, and only one man of the crew was saved. At Whitby, in October, 1914, the hospital ship *Rohilla* ran ashore in a very heavy gale. The gallant Life-boatmen, in the pulling and sailing Life-boats went out, and one boat out of five managed to get there and saved a few lives: but there were still fifty survivors on that ship, waiting to be saved, and for forty-eight hours, with the sea gradually breaking up the ship, there those men remained, with death staring them in the face. I knew a doctor who was aboard—a gallant man—well, and the captain.

* Needless to say, the gallant Admiral was having his little joke in making this remark. 1861 was the year of his birth!—EDDOR.

Then the Tynemouth Motor-boat appeared on the scene, and forty-eight hours after the Motor-boat was brought alongside the *Rohilla* with great skill, and rescued the whole of those fifty men and brought them ashore.

Therefore my appeal to you is for more money. What is £9,000? Why, the President of the Board of Trade could produce that in five minutes at his office. £9,000: that is what you want for a Motor Life-boat, and, as I say, what these gallant fellows want is the best of everything. In a Motor Life-boat there is less strain on your men and lives are saved that otherwise it is impossible to get at, and that no human aid can save without that help.

I have only one other thing to say, and that is with regard to the Ladies' Guild. I am speaking to a great many ladies here to-day, and I am prepared to say that you have your heroines, your sisters, round a 5,000 mile coast: Grace Darling, Mrs. Armstrong, and now, last, but not least, Miss Daisy Cromarty. They go into the water and help to save life. Now, the ladies inland, if they will form themselves into Guilds, can equally save life by getting the money to do it, and they can get £9,000, and many another £9,000, which cannot be supplied by the President of the Board of Trade. I also appeal to the ladies—I am asked to do so—to remember that the 2nd May is Life-boat Day in London. Now, there is a chance for you all, I am sure, in this room, to come forward and help in the streets and to join in the grand work of collecting money for THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

I have much pleasure in seconding the resolution that is put to my name (cheers).

The CHAIRMAN: I will call on Lieut. T. W. Moore to support the resolution.

Lieut. MOORE: Mr. Chairman, Lord Waldegrave, ladies and gentlemen, the distinguished speaker who preceded me complained of the task which had been allotted to him in seconding this resolution. If that presents a difficulty to an officer of his calibre, where am I? I can tell you, sir, that he has left me very badly on a lee shore. But I must say this: that the invitation to support this resolution was regarded by me as a very great compliment and honour to the officers of the Merchant Service, whom I represent. As I happen to be Vice-Chairman of the Seafarers' Joint Council in this country I can very safely speak for the men as well.

We, in this country, take far too much for granted. That is the great trouble. If I might presume to advise the great Parliamentarians who are present, so long as an institution or any philanthropic effort is going along splendidly and smoothly, and is not the whole time shrieking for money, we think and we presume that everything is all right. We get lackadaisical and we get apathetic, and, of course, naturally and inevitably the result is that a great institution fails for want of support, for these reasons. It is just the same with all philanthropic institutions. You may take the hospitals. The desperate position in which they stand to-day, especially in this great city, needs no proof from me. But, after

all, with the inmates of hospitals it is not always a case of life and death. It is the case with this Institution. In the case of officers and men cast ashore amidst all the dangers and the terrors of the position so luridly described by Admiral Colville, when thrown on those rocks, facing what appears to be not only a certain but a lingering death, the one gleaming ray of hope which penetrates their hearts is represented by this Institution—the Life-boat. That is the only means of saving them for their wives, their children, and all they love.

Let me add, on behalf of all the people that I represent, our measure of gratitude to these gallant men and women who do such grand work. They are never failing. I know these people so well who have been saved. To what do I owe the existence to-day of some of my best friends? The Life-boat. I have come, in the course of my duties, into personal contact with these officers and men when, so to speak, the water is hardly dry on their clothes, and their first expression of thankfulness for their lives is inevitably accorded to the Life-boat.

There is another element about this Institution which I admire, and which, so to speak, gave us a cue and a lesson so far back as the year 1869, when the Committee of Management of this Institution decided that they would refuse any further help from money raised by taxation, and that they would in future rely upon voluntary contributions. What a pity it is that we have not been able to keep that spirit up in this country all through our different institutions! That very fact makes the claims of this Institution all the more undeniable. It is perfectly obvious that we must, and should, command and demand voluntary support, and support with a will.

There is nothing that gave me greater pain in reading this admirably compiled Annual Report than to see the meagre support which emanates from the Mercantile Marine. There is some underlying and subtle reason for it, but, again to be nautical, I cannot fathom it. There ought to be some closer touch, some link connecting intimately the association of the Mercantile Marine with the Royal National Life-Boat Institution. It is not, as has been truly said, from the want of generosity on the part of ship owners. Amongst the ship owners of this country have ranked the country's greatest philanthropists. Many of them to-day, as I know from personal knowledge, are philanthropists, and yet it may be, for all I know, that even they are not subscribers to this Institution. We see them at their annual meetings declaring dividends; unfortunately for me and for the country there is not much of that just at present, and it is a shockingly bad time for everybody concerned; but, nevertheless, there are some of them even to-day returning dividends, and, probably, substantial ones. But, even apart from that, as indicating their generosity, we frequently see, in the case of big companies, that in declaring those dividends they recommend that a substantial sum shall be put aside for the purposes of superannuation, a most admirable thing to do. Now, if it is desirable to make

provision for old age for their officers and men, is it not much more desirable that they should contribute to something which preserves the very lives of their people—that is, make a contribution to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION? (cheers).

In dealing with the Mercantile Marine I want, in justice, to include, so to speak, the rank and file of the officers and men of the Mercantile Marine. For many years, in the office that I hold, I have made myself very intimate with the workings of this organisation, and it always has been a puzzle to me why there has been such limited support from the active sea-going *personnel* of the Mercantile Marine. The only thing that I can imagine as possibly being a reason for it is that no one more than the sailor takes things for granted. He sees this Institution and the Life-boats, he has got his charts and guides and all that sort of thing, showing him exactly where he is and where the Life-boat Stations are, and I think somehow or other he has got it into his head that this organisation has some form of State aid or something of that kind. I rather think that that is at the back of his mind. Therefore I think he ought to know more about this grand Institution.

I myself, in my own very humble sphere, would like to be an emissary in the work. We publish in connection with my organisation a monthly periodical known as *The Dolphin*, which has a very big circulation. It circulates amongst, roughly speaking, 12,000 officers of the Mercantile Marine per month, and I have reason to believe that many of the wives and women friends of those officers read with considerable interest the pages of that magazine. I hope in the next issue to give a special report of this meeting. If I can be furnished with it, I shall be glad to have a report for insertion so that those officers of the Mercantile Marine can see what has been said. I should like to be practical as far as possible in this case, and, what is more, if the Institution will agree to accept it, I should be very pleased to offer it a half-page advertisement in that magazine for twelve months free of charge (cheers). I will leave the Secretary to insert whatever form of advertisement he may consider appropriate or desirable.

In conclusion, I have the very greatest pleasure in supporting this resolution. I hope the united efforts which have been made will lead to the continued prosperity of the Institution and will restore the financial position, which undoubtedly has been rather badly damaged of late (cheers).

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

EARL WALDEGRAVE: Ladies and gentlemen, it is my pleasant duty to propose a hearty vote of thanks to Mr. Stanley Baldwin for so kindly coming here to-day.

The Committee of Management are very gratified at his presence, because it manifests that close relationship which has always existed, and must always exist, between the Board of Trade and this Institution. Mr. Baldwin, in following the example of his predecessors, has given us hope that the relation-

ship may be even more close than it is now, and we look forward in the future to great help from the Board of Trade—though not to that “£9,000 out of his office,” because we do not want Government pay.

I am very grateful also to those speakers who touched on the question of the Mercantile Marine. I think, from what has been said to-day, particularly in the speech of Lieut. Moore, we may hope for better things in future.

The financial state of the Institution is that at present our expenses exceed all our sources of income, and we shall have to put our shoulders to the wheel more than ever to try to get more support from the public. The public never has failed us all through and I am sure it will not fail us now. We must do everything that we can to obtain its increased help, and I want to second the appeal that has already been made to the ladies of London to rally round us and give us all the help they can on the 2nd May, Life-boat Day. I am sure that no lady in London will refuse an appeal like that to help such a cause and such an Institution.

There is one more thing I want to say, for I do not think it has been touched upon. I want to say, on behalf of myself and my colleagues on the Committee of Management, how greatly we appreciate the good work of the staff of the Institution, Mr. Shee, and those under him in the clerical departments,

and also Captain Rowley and his staff of Inspectors. Our staff is most energetic, and we are very thankful to have such a good staff. They work long hours and do their best for the Institution, and I am very glad to take this opportunity of expressing my own and my colleagues' thanks to them for what they have done (cheers).

I beg to move :

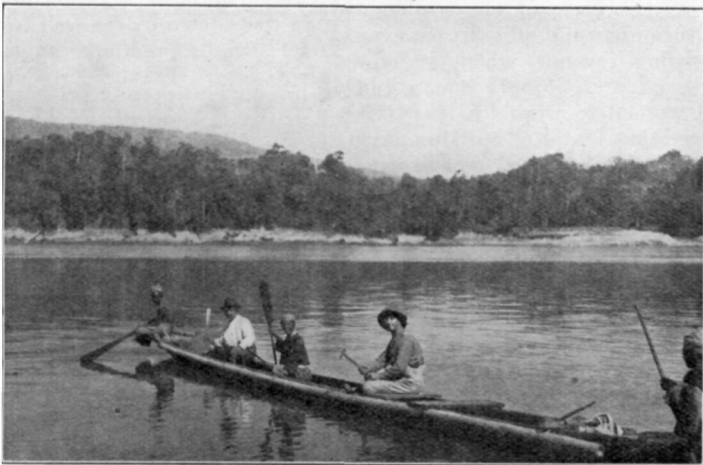
“That the hearty thanks of this Meeting be given to the Right Hon. Stanley Baldwin, M.P., President of the Board of Trade, for presiding over this, the Ninety-eighth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.”

I will ask Sir Harry Mainwaring to second that.

SIR HARRY MAINWARING: Lord Waldegrave, ladies and gentlemen, I think I may fairly say that the wind has been completely taken out of my sails by everything that the able speakers have already said, so I will merely say that I have much pleasure in seconding the vote of thanks.

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

THE CHAIRMAN: Ladies and gentlemen, I thank you very much for your kind vote of thanks, and I declare the meeting closed.



A "LIFE-BOAT" ON THE IRRAWADDI.

Notes and News.

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

LIFE-BOAT DAY was held throughout the area of Greater London on 2nd May, and a gross sum of about £2,514 was raised. A number of separate Days were held in different parts of London in 1920 and 1921, but this is the first Greater London Day since 1919. In that year the Day raised a gross sum of £5,901. The difference is great, and the important point to notice is that it reflects not any failure in the readiness of the public to support the Life-boat Service, nor even the present depression in trade, but primarily the increasing and serious difficulty of getting *Honorary Collectors*. The number this year, instead of being 6,000 or 7,000, was only just over 1,000. This gives on an average £2 10s. per collector, an excellent result, which entitles us to believe that, if only it had been possible to get an adequate number of collectors, London would have contributed quite as generously as in previous years.

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I have dwelt on this point because I know that in greater or less degree the same difficulty is found everywhere. It is, in fact, the crux of the problem. The Institution can undoubtedly get even the increasing revenue which it now requires, each year, if only it can find men and women to work for it. It is on this need that I hope all our Honorary Secretaries and other workers will concentrate.

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The great scarcity of collectors makes the Institution all the more grateful to those ladies who gave it their help—the Ladies' Committee and members of the Ladies' Life-boat Guild; and I should like to take this opportunity of acknowledging their generous services. I would mention in particular the help which we received from the following ladies who organised depôts: Mary, Marchioness of Queensberry, the Dowager Marchioness of Tweeddale, C.B.E., the Countess of Halsbury, the Lady Brownlow, Lady Baring, Lady Frank, Lady Laird Clowes, Lady Forbes, the Mayoresses of Kensing-

ton, Richmond, Paddington, Deptford, and Bermondsey, Mrs. Hopkinson, Mrs. Bennett, Mrs. Mount Batten, Mrs. Webster, and Mrs. Rix, M.B.E. It is typical of the spirit in which they worked that one lady was abroad with her box at 3.30 in the morning, in order to catch the numerous carmen and other early workers in her district. Another collected outside her house, which stands in its own grounds, all the morning. When she went in to lunch her butler, moved by her example, asked to be allowed to take a tray and box for the rest of the day. When the Deputy Chairman and I visited this depôt, we were met, therefore, by the unaccustomed but welcome spectacle of a gentleman in top hat and morning coat carrying out, with great dignity and success, the beneficent work so often done by women. I trust his excellent example will be widely followed in future.

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As has been the case before, one of the noticeable features of the Day was the readiness of the poorer classes to give, a greater readiness in very many cases than was shown by the well-to-do. The latter can be, and are, approached in other ways. To the former the Life-boat Day is their one opportunity of contributing. As such they recognise it, and welcome it.

* * * *

I was told two stories by collectors which show the way in which the poor give. One working class woman, very poorly dressed, gave a shilling, which she could ill afford, saying that her son had been drowned during the war; and a sailor gave half a crown with the remark, "I've never been wrecked yet, but I never know when I shall be," which exactly expresses, in popular speech, that feeling to which Sir William Hillary appealed when he said: "From the calamity of shipwreck no one can say that he may at all times remain free, and whilst he is now providing only for the safety of others, a day may come which will render the cause his own."

The Institution and the Mercantile Marine.

I should like to direct the special attention of readers of these notes to the speech of Mr. T. W. Moore at the Annual Meeting. As Secretary of the Imperial Merchant Service Guild and Vice-Chairman of the Seafarers' Joint Council, he was able to speak both for the officers and the men of the Mercantile Marine, and his warm promise of support is very welcome. I should like to take this opportunity of acknowledging his kindness in giving the Institution immediate and very practical help by promising it a free advertisement for twelve months in the Guild's monthly journal, *The Dolphin*. The first of these advertisements appears in the May issue, and also a long report of our Annual Meeting. I will quote one passage from the introduction to the report, for it seems to me to state with admirable point and clearness the claim of the Institution on all those who go to sea.

* * * *

"Every officer and man going to sea owes a personal debt of gratitude to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, but it is only few of them who seem to know that this Institution receives no contributions whatever from the State, and entirely depends upon the voluntary contributions of people who understand and appreciate the inestimable value and importance of the work of the Institution in saving life at sea. We, as acutely as anybody else, feel the financial pinch in these days, but there are certain things for which support is indispensable, and what could be more so than the cause of preserving and saving life?"

* * * *

I feel sure that, with the appeal of the Life-boat Service placed continually before the Mercantile Marine in one of their own magazines, and by the help and with the cordial support of their own Guild, we may hope that its officers and men will contribute as generously and consistently as the officers and men of the Royal Navy.

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We have additional proof of the warm admiration of seafarers for the work of

the Life-boat Service, and of their readiness to give it their support, in the fact that the National Sailors and Firemen's Union of Great Britain and Ireland has most generously offered to help the Institution in making its appeals, in every way and in all parts of the country. Not a little of this help was given with London Life-boat Day, and I would take this opportunity of expressing the Institution's warmest thanks to the officials of the Union, and especially to Mr. J. Henson, C.B.E., the Union's Assistant General Secretary.

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In this connexion I certainly think that much more might be done to make systematic appeals to officers and men when they come ashore, and I would invite the Honorary Secretaries at our branches in ports, both large and small, to consider what they can do in this way. At one port on the south coast masters of ships are invited at the harbour office to make a contribution to the Branch funds. At this port there is at present no Life-boat, but a station is to be established there, and when this is done, the harbour authorities themselves propose to make a voluntary "levy" of one shilling on every incoming vessel. It is anticipated that this levy will raise £30 a year.

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Independently of this, a Life-boat worker of many years' experience has suggested that the crews of fishing boats also should be systematically approached when and where they are paid, and that, in time, they would come to look upon it as a matter of course on these occasions to contribute a small coin as a thank-offering for their own safety. It would be most appropriate that they should do so, for no one benefits more directly and more frequently by the Life-boat Service. Over one-quarter of the lives saved by the Life-boats each year are the lives of fishermen. That this can be done is shown by the example of Berwick-on-Tweed. The Honorary Secretary of the Life-boat Station there writes: "At my instigation every fishing boat hailing from here has agreed to give 10s. per annum to the funds of the R.N.L.I., most willingly and gladly."

The Loss of the "Brandaris."

In the February issue of *The Life-Boat* I referred to the tragic loss of the Dutch Motor Life-boat, *Brandaris*, which went out on service on October 23rd, 1921, and never returned. I have now received from Mr. de Booy, the Secretary of the North and South Holland Life-Saving Society, a copy of the April issue of *De Reddingboot*, the Society's monthly journal. The first article in it is on the *Brandaris*, and is written by a Dutch naval officer, Lieutenant P. S. J. de Vries. It seems to me so fine a tribute to Life-boat work (such a tribute as can only be paid by those whose profession is the sea), and it so vividly describes the dangers of the Life-boat Service, that I will quote it in full.

* * * *

"The evening journal of Monday told us that the *Brandaris*, the Terschelling Motor Life-boat, was missing. It is thus possible that this wonderful boat is lost. Many will have read this tragic news without being struck by it, but those who inhabit our islands will understand what the loss of this Life-boat, with her able and courageous crew, means. No weather so rough, no storm so heavy, but *Brandaris* went out. Full of hope and confidence, we saw the brave boat leave harbour, and we knew for certain that the endangered crew would be saved. Other Life-boats on our coast may have saved more men, but the circumstances under which *Brandaris* had to work were more difficult than those of other Life-boats.

"Many a time I saw her go out during the War. From my patrol boat, looking for a good lee, I would watch *Brandaris* go out through *Stortemelk* ('Spilt Milk'), though the mouth of this channel seemed unapproachable because of the surf. Right through the heavy breakers she would go, against the fierce current which one meets here when the weather is stormy, buried in the seething water, but always forging ahead.

"We would watch her with anxious hearts, for she had not only to fight the elements, but also ran the risk of meeting a mine. (Think of the *G. 11* and the *Frans Narebout*!) Then, hours later,

we would see her coming back, a proud victor.

"We seamen were proud of this boat, for we could appreciate what she had done for our fellow-men, our comrades in danger. But oh, how little in Holland the man ashore appreciates what a sailor does! In this compare Holland with England—and see the difference! Now *Brandaris* no longer exists. She has been vanquished at last, but with honour and glory. The dismay along the coast will be great, but never shall we forget *Brandaris* and her fine crew!"

An Interesting Ceremony.

An interesting ceremony took place on May 8th, when the Lord Mayor of London unveiled at the Royal Exchange a portrait of John Julius Angerstein, who is known as the "Father of Lloyds." He was born in St. Petersburg in 1735, being of German descent, came to England at the age of fourteen, and lived to the age of eighty-eight. He was Chairman of Lloyd's from 1790 to 1796, and, by common consent, is one of the leading figures in the history of marine insurance. With the advice and help of Sir Thomas Lawrence, he made a fine collection of pictures, and thirty-eight of these, purchased by the Government after his death, formed the nucleus of our National Gallery.

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His claim to our special remembrance is that, on May 20th, 1802, at a general meeting of Lloyds, he proposed "That the sum of two thousand pounds sterling be given out of the funds of this House into the hands of a committee for the encouragement of Life-boats being instituted in different parts of the coast of the three kingdoms, to be under certain restrictions, such as that the parties applying to engage, to man and take care of the boats at the different places do so at their own expense."

* * * *

Mr. Angerstein has been described as the "originator of the idea of establishing Life-boats round our coasts." This is hardly correct, since the first Life-boat Station had been established at Bamburgh, on the Northumbrian coast, sixteen years before his resolution was proposed, and this had been

followed, in 1789, by the establishment of the famous Station at South Shields and, in 1798, by the establishment of a Station at North Shields. Undoubtedly, however, Mr. Angerstein did much to encourage the building of Life-boats in the days before this Institution was founded. The Institution has another, and personal, link with him in the fact that its present Chief Inspector of Life-boats, Captain Howard Rowley, R.N., is Mr. Angerstein's great-great-grandson.

Remarkable Feat by Two Life-boats.

The very much greater range of action which mechanical power gives is one of the chief advantages of the Motor Life-boat, but this does not mean that the Pulling and Sailing Life-boat cannot also cover great distances. It can, and does, although it is important to emphasise the fact that it cannot be depended upon to do it with anything like the same certainty as a Motor Life-boat. We have just had from the north of Scotland striking proof of the sailing powers of a Life-boat.

* * * *

At four in the afternoon of 15th April the Coxswain at Thurso, on the north coast of Scotland, received a message from the Wick wireless station asking for help for the s.s. *Pretoria*, which had broken adrift from two tugs near Whiten Head, Loch Eriboll, thirty-five miles to the westward of Thurso. A strong northerly gale was blowing, with a heavy broken sea and heavy rain. The Boat was launched by 4.30, and proceeding under sail, reached the *Pretoria* three and a half hours later. She sailed round the vessel several times, burning flares, but got no response. She then made for the entrance of Loch Eriboll, where she found the two tugs, and learnt that one of them had got the crew of the *Pretoria* on board. The Life-boat stood by until ten o'clock. The weather had then got very much worse. She returned to her station, reaching it at 6.30 next morning. She had been afloat for fourteen hours, and had covered a distance of no less than seventy miles.

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The same message from the Wick Wireless Station had also been received just after four in the afternoon, at the

Longhope station in the Orkneys, and a similar message from Cape Wrath. Ten minutes later the Boat was afloat. The distance to Loch Eriboll was forty-five miles, and this was covered under sail in four and a half hours, but no trace of the *Pretoria* could be found, although the Life-boat cruised about for an hour. She then returned to her station, reaching it at five in the morning. She had been afloat for thirteen hours and had sailed ninety miles. Both these were not only very fine services, but remarkable feats for Pulling and Sailing Life-boats, and the Committee of Management have shown their appreciation by giving the crews of both Boats extra monetary awards.

A "Lifeboat" on the Irrawaddi.

I reproduce on another page a very interesting photograph which I have received from Mr. H. S. Hunter, the late Honorary Secretary of the Cresswell Branch, who, as mentioned in the last issue, left this country some months ago to take up a post at Rangoon. Mr. Hunter has not been long in making Life-boat experiments in Burma, and no doubt he is right in claiming to be the first man who has ever fitted air-tight cases to a Burmese dug-out. This is his description of the photograph.

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"It is a photograph of myself in a 'dug-out' on the Chinese border, 1,000 miles up the Irrawaddi. It tickles my sense of humour to claim that, since the Stone Age, I am probably the first man to change a 'dug-out' into a Life-boat. I did so, as the photograph shows, by securing two 30-foot bamboo poles along each side. These poles are, of course, made up of air-tight sections about 10 inches long and 3 inches internal diameter. I am sorry to say that it was not very efficient as the bamboo was green, and, owing to the terrific heat of the sun beating on one pole, steam was generated in one of the sections and it burst with a tremendous bang, shattering the whole length of the pole."

Sennen Cove and Appledore Motor Life-boats.

These two Boats left Cowes to go to their Stations by sea on April 28th,

under the command of Captain Innes, the Inspector of Life-boats for the Western District. The weather during their voyage was fine. Sennen Cove was reached on May 1st, and Appledore on the following day. Altogether the Sennen Cove Boat covered 226 miles in thirty hours, giving an average speed of $7\frac{1}{2}$ knots; and the Appledore Boat covered 324 miles at an average speed of just under $7\frac{1}{2}$ knots. The new Motor Life-boats for Brixham and Selsey have also gone to their Stations; and those for Bembridge, Buckie, Penlee and Barry Dock are nearing completion.

The Line-Throwing Gun.

It has been decided to supply the following stations with the new Line-throwing Gun: Broughty Ferry, Seaham, Fishguard, Beaumaris, St. David's, Fraserburgh, Port Patrick, Wick, Buckie, St. Abb's, Spurn, Dover, Newhaven, Brixham, The Lizard, Sennen Cove.

Tractor used for Salvage.

Unexpected uses are already being found for the Motor Caterpillar Tractors whose main duty is the launch of Life-boats on flat sandy beaches. At Rhyl on 14th April a boat, weighing eight tons, went ashore on a sand bank, and the Tractor was used to drag her off.

Station Branches.

I hope in future to record in these notes the special Letters of Thanks and Appreciation which are sent to the Honorary Secretaries or other officials of the Station Branches, and I have much pleasure in saying that, in accordance with the decisions of the Committee of Management at its meetings in April and May, Letters of Appreciation were sent as follows:—

To the Teignmouth Branch, for the excellent condition of the station.

To Captain Stephen, Harbour Master, of Fraserburgh, for taking charge of the Life-boat on service on 15th March and the 6th April, when the Coxswain was absent owing to illness.

To the Coxswain and Crew of the Bembridge Life-boat, in recognition of their services in saving the motor barge *Clipper* and her two hands on 8th March.

To the Cullercoats Branch, for the excellent condition of the station.

To the Kessingland Branch, for a very smart launch on 1st May in connexion with the presentation ceremony to the Honorary Secretary.

To the Youghal Branch, for a smart launch on 25th April.

To the Dunbar Branch, for a smart launch on 27th April.

A Life-boat Dance in Ulster.

In the issue of *The Life-Boat* for November, 1921, I recorded the bravery of our workers in Dublin who were collecting in the streets when fighting was going on, and who, even in these difficult and terrible circumstances, actually succeeded in raising a larger sum than in the previous year. A somewhat similar story comes to me from an Honorary Secretary of a Branch in the north of Ireland, where a dance was held in aid of our funds at the beginning of May. He writes: "You cannot realise how difficult times are over here, but when I tell you that there was considerable danger in having a dance at all, you will realise how splendidly those in charge responded to my request for help. The police were ready for any emergency, but, happily, their aid was not required. However, they were on patrol all night." The dance raised £40. Another Branch in Ulster recently held a Sale of Work on behalf of the Institution, which realised the substantial sum of £70.

An Appeal to the Army.

It will be remembered that in 1920 the Duke of Connaught issued a personal appeal to all those corps in the Army of which he is Colonel or Colonel-in-Chief asking their officers and men to support the Institution. As a result of this appeal the Institution received altogether nearly £1,000 from units scattered all over the world. This splendid response from only a small proportion of the Army decided the Committee of Management to make an appeal to the whole, and this has now been issued. It will, in future, be issued every year, and it is hoped that the Army will take its place with the Navy as one of the permanent and most generous supporters of the Life-boat Service.

Exhibitions.

Readers of *The Life-Boat* who live in London, or who are likely to be in London during July, will, I am sure, be interested to know that the Institution has taken a stall, and will show Life-boat models and equipment, at the Deep

Sea Fishing Exhibition, which will be held at the Royal Agricultural Hall from 24th July to 5th August. The Institution is also exhibiting at the Marine and Small Craft Exhibition, which will be held, also at the Royal Agricultural Hall, from 14th to 22nd November.

The Life-boat Service and the Shipping Companies.

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

READERS of *The Life-Boat* will not need to be reminded of the efforts which the Institution has made during the last two years to call attention to the failure of the shipping community of Great Britain to give adequate support to the Life-boat Service, and they will read with especial interest in the report of the Annual General Meeting the remarks on this subject made by the President of the Board of Trade and by all the speakers who followed him. The facts before them were that in 1921 the Institution received from British shipping companies a sum of less than £2,000; that this sum was contributed by 290 firms, and that 1,610 firms did not contribute at all. The speakers one and all expressed their astonishment at these facts. Their comments were repeated and emphasised in the Press. The *Morning Post* wrote: "We trust that the shipowners, the trawling companies, the fishing companies, and the shipping trade generally will consider a method of combining together in a scheme which shall permanently provide for the adequate support of the Life-boat Institution." The same paper suggested that shipping firms should combine in a number of groups, each group to provide and endow a Motor Life-boat. The *Daily News*, while expressing its opinion in favour of making the Life-boats a State service, pointed out that, unless and until that was done, the chief responsibility rested on the shipping community. The *Journal of Commerce*, the paper which represents the shipping community, wrote: "An organisation of such service to the Mercantile Marine should naturally look to the ship-owning industry for a large measure of support,

and we are certain that now the facts are known it will not look in vain."

The *Morning Post* also drew the attention of Sir Frederick Lewis, the President of the Chamber of Shipping, to the facts, and Sir Frederick's reply was that "he knew nothing of the deficit of the Institution, and he was sure that, if the shipping community were fully informed, they would not hesitate to show generosity to an organisation of such service to the Mercantile Marine."

The Committee of Management most heartily welcomed this assurance from so important a member of the shipping community, and they felt that an immediate appeal, addressed direct to the head of every shipping firm, would be the best means of putting before the whole shipping community the claims upon it of the Life-boat Service and the Institution's present and urgent needs.

The following letter has, therefore, been sent, signed by the Chairman and Deputy Chairman, and accompanied by a personal request from Sir William Cory, of the Cunard and Commonwealth and Dominion Lines, and from Sir August Cayzer, Chairman of the Clan Line, both members of the Committee of Management, that it might receive the earnest attention of the directors of all shipping companies.

"On behalf of the Committee of Management of this Institution we desire to address to your Company a most earnest appeal for its generous support of the Life-boat Service.

"For nearly a hundred years the work of providing and maintaining the Life-boats round the 5,000 miles of the coasts of the United Kingdom; of rewarding all those who rescue, or attempt to rescue, life from shipwreck; of compensating those who are disabled in this heroic work, and of pensioning the dependents of those who lose their lives on

service, has been carried out by this Institution, which was founded in the City of London in March, 1824. In performing this great national task the Institution depends for its necessary funds entirely on voluntary contributions. It receives no State subsidy whatever.

"In addressing those who are intimately connected with the shipping industry we feel it to be unnecessary to dwell on the vital importance to Great Britain, with her enormous maritime interests, of maintaining what she has at present—the best equipped and most skillfully manned Life-boat Service in the world. Nor need we do more than mention the fact, with which you will already be familiar, that the cost of maintaining the Service, including its equipment with the latest inventions of mechanical science, is now far greater than it has been in the past, and is steadily increasing. A Motor Life-boat costs six or seven times as much as a Pulling and Sailing Boat did before the War.

"The fact to which we would ask you to give your most earnest attention is that the shipping and trawling companies do not appear to have given to the Life-boat Service that support which, surely, it should receive from the one section of the community which is most directly and personally concerned in the maintenance of an efficient service.

"The facts for 1921 can be briefly stated. The Institution spent during the year a sum of £300,679. It received during the year £199,339, and the difference has had to be made up by drawing upon invested funds. Towards this revenue of nearly £200,000 the whole of the shipping community of Great Britain contributed under £2,000, less than 1 per cent. There are over 1,900 British shipping firms and shipowners, and of these over 1,600 contributed nothing. Of the remaining 290 (15 per cent. of the total) only two or three made a contribution in any way commensurate with the national importance of the Life-boat Service and the direct interest which the shipping community has in its maintenance.

"These facts were before the Annual Meeting of the Governors of the Institution at the end of March, presided over by the President of the Board of Trade, and were the subject of comment by all the speakers.

"The President of the Board of Trade said: 'I have been very much struck, in looking through your Report and Accounts, to see how meagre is the support which you receive from the shipping trade in this country. It is a great trade and a generous trade, and has never been behind the other great trades in this country in supporting charitable objects, and in particular in lending magnificent help to the charities connected with shipping. . . . I feel convinced that in some way the needs of this Institution have not been brought home to it, or it could not fail to respond to the appeal in a manner worthy of its great traditions. . . . It seems to me that if ever there was a case in which the brotherhood of the sea might be manifested practically it is in a case like this. . . . I hope very much that the officers of your Institution and the representatives of that

industry may succeed in coming to some understanding together that will be of great and lasting benefit to both.'

"These views found expression in several important organs of the Press, and we enclose for your perusal a reprint of the leading articles which appeared in the *Morning Post*, the *Daily News* and the *Journal of Commerce*.

"When the facts were brought to the notice of Sir Frederick Lewis, the President of the Chamber of Shipping, he said: 'The Chamber knows nothing of the deficit of the Institution, and I am sure that, if the shipping community were fully informed, they would not hesitate to show generosity to an organisation of such service to the Mercantile Marine.'

"The Committee of Management are greatly encouraged by this statement, which they have read with great pleasure. They also feel sure that, when the shipping companies realise the facts, they will respond at once, and on a permanent basis, to the Institution's appeal.

"We have only to add that the Committee of Management would ask for your help in two ways:—

"1. We would ask your Company to give an annual subscription to the Institution. The amount of your contribution we confidently leave to your generosity, merely suggesting that it should bear some relationship to your Company's position in the shipping world, and to the truly national character of the Life-boat Service.

"2. We would ask you to allow us, on one evening of each voyage, to appeal to your passengers and crews by means of a collecting card (supplied by the Institution), and we would ask you to invite the captains of your ships to make it their special contribution to the Life-boat Service to see that this appeal is never omitted.

"The Committee of Management feel that in this way there would easily be established that broad basis of steady support from the maritime interests of Britain, *i.e.*, from the shipping companies, the crews, and the passengers, which all the circumstances of the case call for, and without which, we freely confess, the efficient maintenance of the Life-boat Service, upon which this country has always prided itself, must become a matter of the gravest anxiety to the charitable Society which has managed and administered it for close on a hundred years."

The Committee of Management earnestly trust that this appeal will lay the foundations for a permanent and adequate contribution from the shipping community to the Institution, and I hope that it will be possible in the next issue of *The Life-Boat* to report that this has been done. Meanwhile it is a pleasure to be able to announce that, before the letter was sent, Sir August Cayzer informed the Committee that for the future the contribution from the Clan Line would be at the rate of £1 a

vessel, a basis of contribution which, it will be remembered, the Institution itself suggested nine years ago.

If any additional incentive were needed to lead the shipping companies to meet their obligations to the Life-boat Service in the most generous spirit, it would surely be found in the tragic loss of the liner *Egypt* off Ushant on 20th May, when she sank in twenty minutes as a result of a collision in a fog, with a loss of over ninety lives; and the wreck of the *Wiltshire* on the Great Barrier Island, off New Zealand, on 1st June. These two disasters within two weeks of each other bring home the truth that the hand of fate falls on great ships as well as on small, and that if it falls on them more rarely, it falls all the more heavily.

I will recall also, for those who need to be reminded of it, that again and again the great liners have owed to the Life-boats of the Institution the rescue of scores of lives which were in peril. Here are some of the services of this nature performed in recent years:—

March, 1907 :	456	saved	from
s.s. <i>Suevic</i> .			
March, 1912 :	83	saved	from
s.s. <i>Oceana</i> .			
June, 1914 :	152	saved	from
s.s. <i>Gothland</i> .			
November, 1914 :	85	saved	from
s.s. <i>Rohilla</i> (hospital ship).			
February, 1916 :	110	saved	from

s.s. *Empress Queen* (Government transport).

November, 1916 : 54 saved from s.s. *Sibiria*.

November, 1916 : 118 saved from s.s. *Bessheim*.

May, 1917 : 53 saved from s.s. *Galiccia*.

July, 1917 : 130 saved from s.s. *City of Oxford*.

December, 1917 : 92 saved from s.s. *Peregrine*.

In those ten services to big ships more lives were saved than during the whole of the years 1919, 1920 and 1921, although in those three years over 800 Life-boat launches took place.

Although it is well that these services should be remembered, I do not for a moment believe that any members of the great shipping companies would base their support to the Life-boat Service on any merely selfish calculation of the probability of the vessels of their own lines being in need of the help of the Life-boats. I am confident that they will recognise that citizenship of our island kingdom carries with it an obligation to support the Life-boat Service, and that this obligation rests especially on those whose wealth and power depend solely on our maritime position.

It is most gratifying to be able to announce that, as the *Journal* goes to press, we are beginning to receive from the shipping companies a very encouraging response to the appeal.

Blyth Motor Life-boat : The Inaugural Ceremony.

THE Blyth station is one of the oldest on the coast—it was established in 1826, two years after the Institution itself was founded—and the inaugural ceremony of the *Joseph Adlam*, the Motor Life-boat which arrived at the station on 4th October last, after a voyage of six days from Cowes,* was a function in which the whole life of the town was fully represented. Mr. C. E. Baldwin, J.P., presided over the ceremony. The Right Honourable Walter Runciman, a member

of the Committee of Management, presented the Boat to the Branch on behalf of the relatives of the late Mr. Joseph Adlam, out of whose legacy to the Institution the Boat had been built. The Right Rev. Dr. Wild, Bishop of Newcastle, dedicated the Boat, and the naming ceremony was performed by Lady Runciman, of Newcastle-on-Tyne. Among those present were Sir Walter Runciman, Major H. E. Burton, R.E., Honorary Superintendent of the Motor Life-boat at Tynemouth, the Rev. A. Tuson, Vicar of Blyth, Mr. John Easton, Mr. J. W. Hogarth, and other members of the Blyth Committee; Mr. R. Smith,

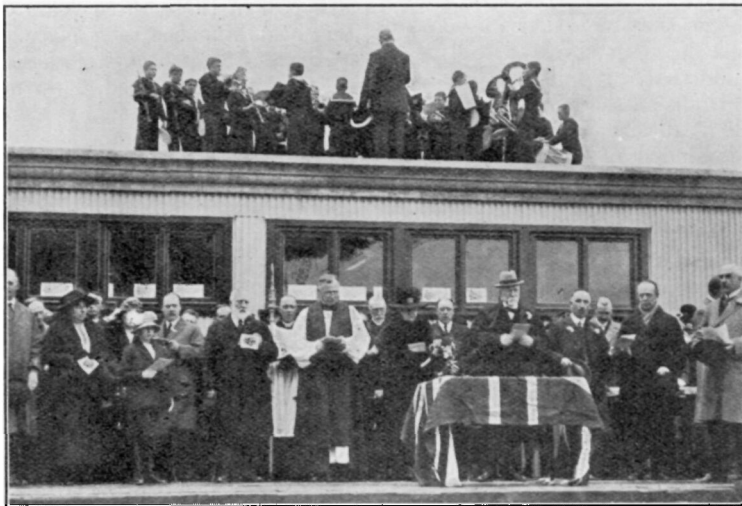
* This voyage was described by Commander Carver, Inspector of Life-boats, in the February issue of *The Life-Boat*.—EDITOR.

ex-Coxswain of the Tynemouth Life-boat, and Mr. W. J. Parker, the Honorary Secretary of the Branch, to whom the Institution is indebted for the admirable arrangements of the ceremony.

The function itself was preceded by a procession through the town. This was headed by the band and boys from the Wellesley Nautical School. The old Life-boat *Dash*, with the crew on board, and drawn by six horses, followed, and the rest of the procession was made up of boy scouts, sea scouts, girl guides,

represented the high-water mark so far reached in Life-boat construction. Blyth was not a large port when compared with the Tyne, but in the course of 1920, 2,289 vessels had entered their harbour, with 34,278 persons on board. Those figures gave some idea of the numbers who risked their lives at sea and of the need there was to be ready at all times to render help.

In presenting the Life-boat to the Branch, Mr. Runciman spoke of the generosity of the late Mr. Joseph Adlam,



Photograph by]

[Mr. J. H. Cleet, South Shields.

INAUGURAL CEREMONY, BLYTH.

The names of those in front, reading from right to left, are: Mr. C. E. Baldwin, J.P., the Right Hon. Walter Runciman, Major Barton, R.E., Mr. W. J. Parker (Hon. Secretary), Sir Walter Runciman, Lady Runciman, the Lord Bishop of Newcastle, the Rev. A. Tuson, and Mr. John Easton.

ambulance brigades, life-saving brigades, friendly societies and the Cowpen Colliery band.

After the opening hymn "O God our Help in Ages Past" and a prayer by the Rev. A. Tuson, Mr. Baldwin recalled the fine record of the *Salford*, the *Dalmar* and the *Dash*, the three Life-boats which had succeeded one another at Blyth since 1872, and which had saved in all over 170 lives. The first Life-boat House had been shut off from the sea by commercial developments, the second was not suitable for a Motor Life-boat, and so it had been necessary to build a third to house the *Joseph Adlam*, which

after whom the Boat was to be named, in leaving the Institution over £11,000 to be expended as the Committee of Management thought fit. This new Boat had cost £9,000 and she was replacing a Boat which had cost £1,300. That difference showed the enormous increase in the cost of maintaining the Service, which was the result of the determination of the Institution to continue improving the Boats and their equipment, and to give the Life-boatmen the best that art, science and good workmanship could provide.

Mr. Runciman then spoke of the splendid part which the North-east

Coast had played in the history of the Life-boat service. On that coast the first Life-boat station had been established, and the *Tyne* Life-boat, which had served at Tynemouth for forty-eight years, still held, with 1,024 lives rescued, the record for life-saving. Good as had been the record of the Boats on the North-east Coast it was no better than the record of the men, and he was glad to think that they could secure crews not only from among professional seafaring men but from among those who, as yachtsmen, went to sea for their

proud of its achievements, and it was no reflection on State ownership to point out that it had always been voluntarily managed and controlled by a voluntary Committee, manned by volunteer crews, and supported by voluntary contributions. He would ask the voluntary subscribers not to let their generosity fail, for he could assure them that what they gave would be put to the best use possible.

After Mr. John Easton had accepted the Boat on behalf of the Branch, she was dedicated by the Bishop of New-



Photograph by]

[Mr. J. H. Cleet, South Shields.

LAUNCH OF THE BLYTH MOTOR LIFE-BOAT, "JOSEPH ADLAM."

pleasure, and were ready, when the call came, to risk their lives in the Life-boat service. In that connexion he would remind them of the splendid service, one of the finest ever performed by a Motor Life-boat, in which Major Barton and Coxswain Smith took part, winning the Gold Medal of the Institution, when, in 1914, the Tynemouth Motor Life-boat came to the rescue of the *Rohilla* off Whitby. That service not only showed the splendid bravery of men but marked the great advance made by science in the work of saving life from shipwreck, an advance without which many who had been saved would have been lost.

The Institution, with its record of over 58,000 lives saved, had a right to be

castle; the hymn "Eternal Father Strong to Save" was sung, and Commander Carver, Inspector of Life-boats for the Eastern District, gave particulars of the Boat. Major Barton then proposed and Mr. Hogarth, of the Blyth Committee, seconded a vote of thanks to Lady Runciman, Mr. Walter Runciman and the Bishop of Newcastle, and the Boat, which had been on the slipway at the edge of the water, was hauled up by the motor-winch into the Boat-house. Here Lady Runciman performed the naming ceremony, and to the playing of the Wellesley Boys' band on the roof of the Boat House, and the cheering of the crowd, the *Joseph Adlam* was launched.



From a drawing by Mr. S. W. Clatworthy, presented to the Institution by the artist, and reproduced by permission of The Graphic.

THE BARNETT (TWIN-SCREW) MOTOR LIFE-BOAT.

60 feet by 15 feet. Fitted with two 75 h.p. motors, giving a speed of 10 knots, and a radius of action of 100 miles. Provided with two cabins; Line-throwing Gun; Searchlight, and Life-saving net.

A New Type of Motor Life-boat.

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

At the end of last year we began building the first of a new type of Motor Life-boat. She will be by far the largest and most powerful Motor Life-boat in the Institution's Fleet, and will, in fact, be the largest Motor Life-boat in the world.

This new type has been designed by Mr. J. R. Barnett, of Messrs. G. L. Watson & Co., the Institution's Consulting Naval Architect, in consultation with the Institution's officials, and she will be known as the Barnett Type. With a length of 60 feet, a beam of 15 feet, and a draught of 4 feet 6 inches, her displacement will be about 40 tons, and she will be fitted with twin screws, driven by two six-cylinder 75 h.p. motors. These engines also are of a new type specially designed by the technical staff of the Institution for its Motor Life-boat Service as the result of an experience which now extends over fifteen years, and it is intended to use this type of engine in all Motor Life-boats. Mr. A. F. Evans, the Institution's Surveyor of Machinery, and the head of the department which has designed the new engine and supervised its construction, describes it in a separate article.

With these two engines, developing 150 h.p. the Barnett Boat will have a speed of nine to ten knots, and her radius of action will be 100 miles, or 150 at cruising speed. She will not be rigged like the other Motor Life-boats, which have a standing jib, standing lug, and usually also a mizzen, but will carry simply a jury rig of one mast with a small triangular fore-lug and jib.

Compare her dimensions with those of the largest of the existing Motor Life-boats, the one which was completed last autumn, and sent to Lowestoft, and the one now being built for Cromer. Those two boats have a length of 46 feet 6 inches and a beam of 12 feet 9 inches. They are fitted with one 60 h.p. engine. Their speed is 8.3 knots and their range of action is fifty miles. These figures partly show the great advance which is being made with the new Boat. I say partly, because the increase of speed from 8.3 to 9 or 10 knots gives no idea of the

increased value of the new design of engine and the greater horse-power. That value lies in the very great *reserve of power* which it will give, enabling the Life-boat to *maintain* her maximum speed under conditions of weather which would materially reduce the speed of any other Motor Life-boat.

The Barnett Boat will be of the non-self-righter type, but she will be practically unsinkable. Built almost entirely of a double thickness of teak, with light mild-steel bulkheads, she will have nearly 100 buoyant air cases, each of which will be virtually a water-tight compartment, so that she will have practically as many water-tight compartments as a modern battle cruiser. These water-tight compartments, as I say, will make her practically unsinkable, but a no less important feature of the Boat is that each *motor will be in a separate water-tight compartment*. It will, in fact, be possible for the wing compartments amidships, *that is, the compartments next to the motors*, to be flooded without any water reaching the motors themselves.

Mechanical power is to be used on board her wherever possible, and there will be auxiliary machinery consisting of an 8 h.p. petrol engine, with an air compressor and a dynamo. These will be used for working the bilge pump, winch and capstan and for supplying both a searchlight and the general lighting of the Boat.

In addition to the much greater speed, power, range and ease of working, which will be among her advantages over the other types, the Barnett Boat will also have a number of important accessories which they have not. She will be the first British Motor Life-boat to have cabins. Of these there will be two. One, provided with a stove and a lavatory, will be forward of the engine-room, and the other abaft. The two cabins will hold between them about fifty people, while the total number able to be taken on board will be 150, as compared with ninety in the 46 foot 6 inch Boats. Thus, for the first time, it will be possible to give at once to the rescued—who are

often in a state of exhaustion or complete collapse after long exposure—shelter, warmth and warm food.

Amidships there will be stretched a life-saving net, so that when the Boat is alongside a vessel high out of the water the people on board will be able, by jumping, to get into the Life-boat much more quickly and easily than at present is possible.

Like other Motor Life-boats the Barnett Boat will carry a line-throwing gun, and she will have, in addition, the searchlight already referred to, and a screen to protect the helmsman. These interesting features can be clearly seen in the accompanying drawing, made by Mr. Clatworthy of the *Graphic*, from the Institution's plans and drawings, in order to show the Boat's internal as well as external arrangement. The line-throwing gun is right aft, the searchlight is by the mast, and the net is under the triangular sail, with the helmsman's shelter just aft of it.

The first Barnett Boat is being built for New Brighton, on the Mersey, where she will take the place of the Steam Life-boat the *Queen*. It is a station for which she is especially suited, because of the great volume of traffic, the outlying sandbanks to the Mersey, the strong tides and the long distances which frequently have to be travelled. It is hoped in the future to build Life-boats of this type for other stations, especially those where it is possible to keep Boats permanently at moorings.

This new Boat marks a very great advance in life-saving work. She will be able to go to the succour of vessels far beyond the reach of any existing Motor Life-boat. But for every such advance in its power to save life the Institution has to pay. The New Brighton Life-boat will cost little short of £20,000, that is to say, twice as much as the largest Motor Life-boat that up to the present has been built.

A New Life-boat Engine.

By Arthur F. Evans, Surveyor of Machinery.

THERE is one very important difference between the designing of a Life-boat and the designing of her engine.

The requirements of the Institution, so far as hulls are concerned, are quite special. No other small craft are built which would be in any way suitable for the Life-boat Service. In the case of the engine, however, this is not the case. Any engine that was designed entirely to comply with marine conditions as met with in small open boats would be in every way suitable for the Life-boat Service, provided such engine were manufactured in accordance with the usual practice appertaining to automobile engines.

This being so, it is very unfortunate that there does not exist, in the opinion of the technical officers of the Institution, any standardised engine on the market which really meets the requirements of small open boats and is, therefore, suitable for Life-boat work. The

result is that when, some time ago, our growing experience of Motor Life-boat work made it seem advisable to have a new engine embodying that experience, it was considered best for the Institution to design one for itself.

A design was made, and specifications were drawn out, at the beginning of 1920, and Messrs. J. Tylor & Sons, Ltd., who had made practically all the previous Life-boat engines, were instructed to build the engine. Unfortunately, before very much progress had been made, they had to discontinue all work of this kind, and there was nothing for the Institution to do but to take over and complete the work itself.

The engine has been constructed on what is termed "the Component system," that is to say, detailed drawings of the various parts have been issued to different firms who make a speciality of them, and contracts placed for their supply. When completed, they

were delivered to a convenient engineering works near Godalming, the Weyburn Engineering Co., Ltd., to which was entrusted the work of erecting and testing the engine.

The testing of the engine was rather an anxious business. In the first example of an entirely new design one might expect to experience some trouble. We were very fortunate in finding nothing more serious than some faults in the starting motor, which was bought from an outside firm practically complete, some faulty piston rings, and carburettors which required rather a long time for adjustment. Eventually the engine went through the whole of its tests in a very satisfactory manner.

Unfortunately, while the engine was receiving its final coat of enamel in April last, before being sent to Cowes to be installed in a Life-boat for its test at sea, part of the Weyburn Works were burnt down, and the engine was so seriously damaged that it will be at least three months before it is in working order again.

The features which we considered essential, and which were embodied in the design, are as follows:—

The engine is spray-proof, all working parts, ignition details, and other items which can be effected by damp, rust or dirt, being enclosed in a water-tight cover, and if there are any actual moving parts, they are supplied with a copious bath of lubricant, the lubricant being pumped up from the bottom of the crank chamber by a very powerful pump, and, after being filtered and cooled, distributed throughout the whole of the engine.

As a matter of fact the only moving part that can be seen or touched is the flange on the thrust shaft at the after end of the engine, and this passes into the reverse gear through a substantial gland. For this reason the engine is submersible, the limit of submersibility being the air intake to the carburettor. If for demonstration purposes a hose were attached to the air intake, the engine could be lowered as many feet under water as the length of the intake and the hose, and still continue to run.

It is dangerous to have hot pipes or parts on a marine engine, besides being

uncomfortable and unsatisfactory, and, therefore, every hot part is enclosed in a water jacket.

Many engines, in themselves excellent, are made without a reverse gear, and this gear, probably made by another firm, has to be installed in the Boat in such a manner that it is absolutely in line with the engine, although there is no guarantee that the movements of the Boat will not place it out of line. A marine engine ought to have its reverse gear as an integral part of the engine both to avoid this serious difficulty, and also the necessity of providing a separate oiling system. That is what we have done.

The thrust block is a very vulnerable point in the usual marine engine, and this block also should be part of the one system, so that it can share in the adequate oiling arrangements provided for the engine. This is necessary, not because a ball-thrust requires much oil, but because, in a marine engine, if there is a flow of oil, any water which may inadvertently find its way into such a delicate thing as the ball-thrust, will at once be washed away and removed to the filter.

In a marine engine, and especially in a Life-boat engine, the control should be as obvious and as easy to operate as are the controls in a motor car, and for this reason inter-connection has been arranged between the throttle and control gear so as to leave one operation only for the driver to attend to. This involves a certain amount of mechanical work which may appear to have complicated the engine, but it has simplified the handling of it.

It will be realised that there must be one definite temperature at which an engine gives the best results, and also that, unless the temperature is regulated, it will vary greatly between the extremes of the engine running slowly in neutral in the winter, and fully opened out on a hot summer's day. To rely upon hand regulation to rectify this has been found to be unsatisfactory, and a very simple apparatus has been added to this engine which automatically keeps the water in the jackets at the same temperature by regulating the amount which it allows to pass through.

Great trouble has been experienced in the past in starting some of our larger engines on a cold morning. The new engine, therefore, has been fitted with a starting gear which is not dependent on outside batteries or bottles of compressed air, but which consists of an ordinary bicycle motor.

It must be realised that a Life-boat engine (in fact any marine engine), must not stop, since there are times when a stoppage would mean disaster. To provide against the possibility of stopping every reasonable precaution has to be taken, and one of these precautions has been to design the bearings of the crankshaft of such ample proportions that they are not at all likely to give any trouble.

While it is not considered admissible that any adjustment should be made to a Life-boat engine while actually running on service, yet there are times when a quick adjustment for examination is essential, and for this reason every effort has been made to allow parts which require adjustment, examination, or replacement, put in such a position that they are accessible. For instance,

the whole of the pistons can be removed from the engine through the crank chamber doors, and this has actually been done in one hour.

In order to provide for a thorough overhaul of the engine at stated intervals without undue expense or trouble as would be occasioned by removing the whole engine from the Boat, the design includes a detachable cylinder head, which contains all the delicate mechanism, such as the valves, ignitors, coils, etc., while all pipe-joints for the exhaust, water and oil circulations are made on the engine body. This allows the head to be removed, the valves ground in, and adjustments made without breaking any joint other than the main cylinder head-joint which is a plain soft copper grummet, as it is called, and the head can be replaced without upsetting the adjustment of the parts.

The engine is capable of giving 100 h.p., but will be running at somewhere about 80 h.p., and together with its reverse gear it occupies the same space as the old type 60-h.p. engine.

Centenary of the Institution, 1924.

Appeal to Honorary Secretaries.

The history of the Institution is now being written, and will be published in the autumn of 1923. The Secretary 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

Honorary Workers of the Institution.

No. 6. Mr. William Bertram, J.P.,

Hon. Secretary of the Dunbar and Skateraw Branch.

NOWHERE on the coast of Scotland, or, indeed, on the coasts of the British Isles, has the Institution an Honorary Secretary who has worked harder and more successfully for the cause than Mr. Bertram at Dunbar.

For thirty-five years he has been associated with the work of the Dunbar Station. The first nine years he was the Assistant Honorary Secretary; for the past twenty-six years he has been the Honorary Secretary, and for fifteen of those twenty-six years he has also been Honorary Secretary of the Skateraw Station, which was established in 1907, as the result of representations which he made to the Institution. He was also responsible for the establishment of the St. Abb's Head Station in 1911, of which he acted as Joint Honorary Secretary for several years, and of which he is still a member of Committee.

When Mr. Bertram became Honorary Secretary at Dunbar the Station was in a far from satisfactory state, and that it is now one of the most efficient on the coast is due in very great measure to his energetic and skilful administration. He never spares himself; he gives to the work of both stations his constant and daily attention. Moreover, on many occasions he has been out in the Life-boat, not only on practice, but on service, and in the course of twenty-five years has only missed three of the practice launches. During his Honorary Secretaryship the two boats have been

launched on service forty-six times, and have saved over 100 lives.

Mr. Bertram has also done much to develop the financial side of the Branch. The year before he became Honorary Secretary the subscriptions to the Branch amounted to just £10, and the whole of its revenue to £18. In 1921 it had a subscription list of £44, and raised altogether £228.

One typical instance may be given of the practical energy which he has devoted to his work. He is the son-in-law of the late Captain S. B. Wilkins, for many years Fire Master of Edinburgh, and he him-



Mr. WILLIAM BERTRAM, J.P.

self went through a course of training with the brigade. He studied, in particular, the brigade's methods for turning out quickly. The experience thus obtained he adapted to Life-boat work, and put the crew through a course of training, with the result that the Dunbar Boat can now be launched in three and a quarter minutes, while the Skateraw Boat is in the water, on an average, forty-five minutes after the firing of the gun, although, when it is called out, both crew and beachmen have to be taken from Dunbar, a distance of four and a half miles. It should also be mentioned that Mr. Bertram has further increased the efficiency of the two Stations by having the coxswains, second coxswains and bowmen taught semaphore signalling.

Mr. Bertram is a man of many activities, and has devoted himself, in

particular, to the welfare of Scottish fishermen. In 1888 he became Honorary Central Secretary of the East Coast Fisheries Association, and held this post until 1918, his work during the war being specially onerous, as all fishing on the east coast of Scotland was suspended by Admiralty order, and thousands of fishermen, thrown suddenly out of work, had to be drafted into new employment—with the fleet, at the dockyards, and even in mines and on farms. During the War, as Secretary of this Association, Mr. Bertram served on the Food Control Board in London.

In 1919 a new body, the Scottish Drift Net and Line Fishermen's Association, was formed, into which all existing fishermen's organisations were merged, and Mr. Bertram was appointed its Central Secretary, refusing, however, the salary which was offered. He had given his services for thirty years, and he preferred to continue to work without reward.

For many years Mr. Bertram has been a representative on the Haddingtonshire and Berwickshire coasts of the Royal Humane Society and on the Carnegie Hero Trust in connexion with the grant of rewards for rescues from drowning. He is Honorary Agent for the Shipwrecked Mariners' Society, has been Chairman of the Institute of Journalists for Edinburgh and the East of Scotland, and for twenty-two years was an office bearer in the Dunbar

Wesleyan Church. He has been a Justice of the Peace since 1915, and has twice been asked to stand as a parliamentary candidate for Scottish fishing constituencies. These invitations he was compelled, by his many other activities, to refuse.

Mr. Bertram has received many presentations and rewards in recognition of his public services. In 1900 the Institution presented him with an Aneroid Barometer, in appreciation of the help which he gave when the Dunbar Life-boat rescued twenty-four of the crew of the barque *Ecclefechan*, which had stranded on Skateraw Point, and in 1905 he received a pair of Binoculars as a mark of the Institution's gratitude for his "long and valuable co-operation" in the work of the Life-boat Service. In 1888 he was presented with a silver salver by the Haddingtonshire Humane Society; in 1902, at a public dinner in Dunbar, with a marble clock, by the town; in 1905 with a silver cigarette case by the crews of the Dunbar and Skateraw Life-boats, and in 1913 with a service of gold plate and an illuminated address by the Dunbar and Skateraw Branch, its Life-boat crews, and the fishermen, beachmen and coastguard on the Haddingtonshire coast. Mr. Bertram, who has helped to save many lives from drowning apart from his Life-boat work, holds the medal and diploma of the Royal Life-Saving Society.

Awards to Honorary Workers.

To J. WIGNALL HODSON, Esq., upon his retirement after 10 years as Honorary Secretary of the Fleetwood Branch, the Gold Pendant and a Framed Photograph of a Life-boat proceeding to a vessel in distress.

To Mrs. E. MAXWELL, upon her retirement after 8 years as Honorary Secretary of the Aranmore Branch, a Silver Instand.

To Commander D. L. HOWE, R.N.V.R., upon his retirement, after 10 years as Honorary Secretary of the Bristol Branch, the Gold Pendant and Record of Thanks.

To Mrs. ELLISON, in recognition of her valuable co-operation as District President at Liverpool for over 20 years, the Gold Brooch and Record of Thanks.

To W. DOREY, Esq., on his retirement from the Honorary Secretaryship of the Clacton-on-Sea Branch, the Gold Pendant and Record of Thanks.

To J. T. GEE, Esq., on his retirement, after

more than 10 years as Honorary Treasurer of the Bolton Branch, a Framed Photograph.

The following awards have been made to Honorary Secretaries on completion of 10 years' service:—

To Lt.-Col. R. A. NEVILL, D.S.O. (Ferryside); ERNEST WOOLFELD, Esq. (Kessingland); and T. W. GOMM, Esq. (Margate)—Binoculars.

To the Hon. Mrs. JOICEY (Morpeth); C. B. STODDART, Esq. (Cardiff); Miss STEPHENS (Devizes); EDWARD COCHRANE, Esq. (Paisley); J. CURRIE LIDDLE, Esq. (Bo'ness); J. WALKINSHAW, Esq. (Coatbridge); H. FRYER SMITH, Esq. (Bedford), and W. H. ASHMOLE, Esq. (Swansea)—Framed Photographs.

To C. H. LEMMON, Esq. (King's Lynn), and STANLEY HAYWARD, Esq. (Reading)—Gold Pendants and Records of Thanks.

To Mrs. ISOBEL HOLBROOK (Derby)—The Record of Thanks.

Summary of the Meetings of the Committee of Management.

Friday, 27th January, 1922.

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

Reported the receipt of the following special contributions:—

	£	s.	d.
TRUSTEES OF THE ESTATE OF THE LATE MR. S. H. THOMPSON, for a Life-boat to be named "M. C. Thompson"	5,000	--	--
KING GEORGE'S FUND FOR SAILORS	1,000	--	--
THE LATE BISHOP CORFE, per Miss E. D. Wilson	100	--	--
MRS. WHITAKER	100	--	--
MISS MOSER, Hon. Sec., Shrewsbury Branch	50	--	--
ANONYMOUS	50	--	--
ANONYMOUS	50	--	--
ALFRED BARRETT, Esq.	26	5	--
F. O. BROWN, Esq. (contents of box)	23	--	--

—To be thanked.

Paid £16,006 9s. 9d. 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 £883 11s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barry Dock . . .	S.S. <i>London</i> , of Dundee; s.s. <i>Exeter City</i> , of Bristol; and s.s. <i>Sea Serpent</i> , of Dover. Assisted three vessels.	
Bembridge . . .	S.S. <i>Kingsley</i> , of Newcastle. Stood by vessel.	
Berwick-on-Tweed.	A fishing yawl of Burnmouth	3
Clacton-on-Sea (Motor)	S.S. <i>Sheafarrow</i> , of Newcastle. Stood by vessel.	
Cullercoats . . .	Fishing coble <i>Europe</i> , of Cullercoats. Saved coble and	4
Donaghadee (Motor)	Barquentine <i>Gaelic</i> , of Beaumaris. Landed 7.	
Donaghadee (Motor)	Ketch <i>New Leader</i> , of Ramsey. Landed 3.	
Donna Nook . . .	Danish fishing vessel <i>Kovisto</i>	4
Eastbourne (Motor)	A French trawler. Stood by vessel.	
Flamborough No. 1.	Two cobbles of Flamborough. Stood by cobbles.	
Hythe	Boat of s.s. <i>War Tamar</i> , of London	4
Hastings	Fishing boat <i>Kathleen</i> , of Hastings. Escorted boat into harbour.	

Life-boat.	Vessel.	Lives saved.
Lowestoft (Motor)	Steam trawler <i>Halifax</i> , of Grimsby. Landed 10.	
Lowestoft (Motor)	S.S. <i>Tidal</i> , of Cardiff. Landed 15.	
Moelfre	S.S. <i>Convonium</i> , of Liverpool. Landed an injured man.	
Montrose No. 1.	A schooner. Stood by vessel.	
Padstow No. 2, and Padstow Tug.	Fishing boat <i>Porpoise</i> . Saved boat and . . .	3
Ramsey	Schooner <i>Ianthe</i> , of Bristol. Landed 7.	
Scarborough . . .	Motor coble <i>Breadwinner</i> , of Scarborough. Escorted coble into harbour.	
Stromness (Motor)	Steam trawler <i>Freesia</i> , of Grimsby	2
Teesmouth (Motor)	Small boat <i>Eva</i> , of Teesmouth	1
Wicklow (Motor)	Schooner <i>Sannox</i> , of Glasgow	6

The Cresswell Life-boat assisted the s.s. *Wandla*, of Haugesund; the Filey Life-boat assisted to save the ketch *Clymping*, of Littlehampton; the Holyhead No. 1 (Steam) Life-boat assisted the R.M.S. *Hibernia*, of Dublin; the Iffracombe Life-boat assisted to save the s.s. *Woolston*, of London; the North Deal Life-boat saved the barge *Mocking Bird*, of Whitstable, and her three hands; the Scarborough Life-boat saved the steam trawler *Eccleshill*, of Scarborough, and her crew of three; and the Spurn (Motor) Life-boat saved the trawler *Xania*, of Grimsby, and the trawler *Pomona*, of Hull.

Also voted £888 9s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Arklow (Motor), Brixham, Bridlington, Caister, Campbeltown, Cromer, Donna Nook, Dunbar, Easington, Eyemouth, Flamborough No. 2, Filey, Fraserburgh (Motor), Holyhead No. 1 (Steam), Johnshaven, Lyme Regis, Lytham, Margate No. 1, Montrose No. 2, North Deal, Padstow No. 2 and Padstow Tug, Penlee, Porthleven, Ramsgate, Rhoscolyn, Sennen Cove, Southport, Sheringham, Totland Bay, Wexford (Motor), Weymouth, and Wicklow (Motor).

The Ramsgate Life-boat was also launched on service.

Granted £32 10s. to men for injury in the Life-boat service at Cardigan, Hilbre Island, and North Deal.

Voted a compassionate grant to the widow of the late ex-Bowman David McCreadie, of Ballantrae.

Voted a compassionate grant of £10 to the widow of Second Coxswain George Lowrie, of Eyemouth, who was left in poor circumstances.

Awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum, to WILLIAM JOHNSTON, Coxswain of the Stromness Motor Life-boat, in recognition of a very meritorious service on the 1st January when two of the crew of the steam trawler *Freesia* were saved.

Also sent a Letter of Appreciation to Mr. G. L. THOMSON, for his valuable co-operation; granted an extra monetary reward to the crew of the Life-boat and to the Signalman; and granted monetary rewards to the crews of three boats which put off to render help. (A full account of this service appeared in the last issue of *The Life-boat*.)

Voted the Thanks of the Institution inscribed on Vellum to JOHN T. DOBSON, Acting Coxswain, and to the other twelve members of the crew of the Donna Nook Life-boat, in recognition of a meritorious service on the 24th December when the crew of four hands of the Danish fishing vessel *Kovvisto* were saved. The Life-boat capsized on this service, happily without loss of life.

Also granted a monetary reward to the crew of the tug *Lynx*, which rendered assistance. (A full account of this service appeared in the last issue of *The Lifeboat*.)

Decided to send a Letter of Appreciation to Mr. C. H. GRAY, Honorary Secretary at Bridlington, and granted extra monetary rewards to the Life-boat crew and helpers, in recognition of an arduous launch in very severe weather on the 4th January.

Granted an additional monetary reward to the Teesmouth Motor Life-boat crew in recognition of their meritorious services in saving the occupant of a small boat on 12th January.

Also decided that Letters of Appreciation be sent to Mr. ROBT. GRAY, who arranged for a locomotive to convey the Life-boat crew to the station, and to the Coast-guards, for their valuable co-operation.

Decided that in connexion with an arduous assembly at Donna Nook, on the night of the 15th January, in very severe weather, a Letter of Appreciation be sent to the Honorary Secretary, Mr. WM. ROBINSON, and to all concerned.

Voted £6 to three men for bringing ashore the seven members of the crew of the s.s. *Flevo IV.*, of Guernsey, who had taken to the ship's boat when their vessel struck some submerged wreckage and foundered about nine miles W.S.W. of the *Royal Sovereign* Light Vessel during foggy weather on the 14th December. Also granted 10s. to the owner of the motor boat used, to cover the cost of petrol. The salvors lost some of their fishing tackle when they left their fishing to tow the shipwrecked men to Eastbourne.

Friday, 17th February, 1922.

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

Reported the receipt of the following special contributions :—

MAJOR THE HON. J. J. ASTOR, £ s. d.
(new sub.) 26 5 -
—To be thanked.

Reported that Mr. J. A. GARDNER, Honorary Secretary of the Campbelltown, Southend and Machrihanish Branch, had presented to the Institution a Storehouse in its occupation in memory of his late Brothers.

Paid £13,856 16s. 2d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £382 19s. 6d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Arbroath . . .	Belgian S.S. <i>Rosa</i> . Saved, by means of lines,	7
Broughty Ferry (Motor)	Belgian S.S. <i>Rosa</i> . Stood by vessel.	
Clovelly . . .	Ketch <i>Gorey Lass</i> , of Bideford. Landed 3.	
Filey	Two fishing cibles of Filey. Escorted cibles into harbour.	
Holy Island No. 1	Trawler <i>James B. Graham</i> , of Hartlepool .	9
Lowestoft . . (Motor)	Steam Trawler <i>Electric</i> , of Lowestoft. Landed 9.	
Pwllheli . . .	Fishing smack <i>Norah</i> , of Pwllheli	3
Spurn (Motor) .	Steam trawler <i>Darracq</i> , of Grimsby. Stood by vessel.	
Winterton No. 1	Barge <i>Briton</i> , of London. Saved, by means of lines . . .	1

The Bull Bay Life-boat assisted to save the ketch *Excel*, of Poole, and her three hands; the Spurn (Motor) Life-boat stood by and rendered assistance to the steam trawler *Gozo*, of Hull; and the Spurn (Motor) Life-boat also rendered assistance to the steam trawler *Seraption*, of Grimsby.

Also voted £137 12s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Angle, Broughty Ferry (Motor), Blyth, Caister, Crail, Dunbar, Hastings, Newcastle (Co. Down), New Brighton No. 2 (Steam), Newhaven (Motor), North Deal, Palling No. 1, Porthleven, and The Lizard (Motor).

The Ramsgate Life-boat was also launched on service.

Granted £37 19s. to men for injury in the Life-boat service at Broughty Ferry, North Deal, and Southport.

Awarded the Silver Second Service Clasp,

together with a copy of the Vote inscribed on Vellum, to GEORGE CROMARTY, Coxswain of the Holy Island No. 1 Life-boat, in recognition of a fine service on the night of the 15th January, when the nine hands of the trawler *James B. Graham*, of Hartlepool, were saved.

In connexion with the same service the Bronze Medal of the Institution was awarded to WILLIAM WILSON, Second Coxswain, and to THOMAS A. STEVENSON, Bowman, and an additional monetary reward to the Life-boat crew and helpers. A Special Letter of Thanks was also written to the "Women of Holy Island," who helped to launch the Life-boat; and a Special Letter of Thanks to Mr. F. HOLLINGSWORTH, the Honorary Secretary. (An account of this service appeared in the last issue of *The Life-boat* and an account of the presentation of these awards in the report of the Annual General Meeting in this issue.)

Decided that a Letter of Thanks be sent to Mr. G. WATERS BECK, Honorary Secretary at Winterton, for the personal interest he took in the welfare of the crew of the barge *Briton*, which was wrecked on 23rd January.

Granted an extra monetary reward, accompanied by a Letter of Appreciation, to Coxswain PENGILLY, of Clovelly, for his zeal in watching on the night of the 21st January, with the result that the crew of three hands of the ketch *Gorey Lass* were landed by the Life-boat.

Decided that a Letter of Thanks be sent to the Arbroath Corporation for supplying horses, free of charge, when the Life-boat was called for service, on the 26th January.

Decided that Letters of Appreciation be sent to Mr. A. MCGREGOR ELDER, Honorary Secretary, and to the Coxswain and crew at Craill in connexion with an attempted service under severe conditions on the 17th January.

Granted an extra monetary reward to the crew of the Broughty Ferry (Motor) Lifeboat for arduous services performed in severe weather on the 26th and 27th January.

Decided, in view of his exceptional services, to make a contribution to a testimonial to the Rev. JOHN RAYMOND, of Llandudno, who had acted as Branch Honorary Secretary for thirty-two years.

Voted a special gratuity of £25 to CANNON HARVEY, Coxswain at Hasborough, who retired after twenty-three years' service.

Voted £2 to four men who assisted in the rescue of fourteen persons from the Greek steamer *Jannakis*, which stranded at Prah Cove, Cornwall, on the 26th December.

The rescue, which was performed at night, was carried out by Coast-guards and civilians by means of a hawser which was allowed to drift ashore in the vessel's boat. Many willing hands assisted, but only the men referred to, who, together with the Coast-guards, entered the water, incurred any personal risk.

Voted £15 to three men who, at great risk to themselves, rescued two men from some rocks off Moher, Co. Clare, on the 27th September

1921. These two men and another had gone out fishing in a canvas canoe, which had been swamped by a breaking sea. One of the three was drowned and the other two were washed up on to a ledge of rock. Their perilous position was seen by the rescuers, who were also out fishing in a canvas canoe, and who made at once for the rocks. In carrying out the rescue in a boat of this type they themselves ran a very great risk.

Friday, 23rd March, 1922.

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

Reported the resignation from the Committee of Management of Lord Airedale.

Passed a special Vote of Thanks to H.R.H. the Duke of York for attending a Ball at the Palais de Danse, Hammersmith, on 24th February, in aid of the Institution; and also to H.R.H. The Princess Beatrice for attending a matinée at Oxford on the 22nd February.

Reported the receipt of the following special contributions:—

CHURCH OF SCOTLAND, Zomba	£	s.	d.
Nyasaland (collections)	4	10	—
TRUSTEES OF THE LATE MR WILLIAM KIRKHOPE, of Edinburgh (cash and stock)	6,353	10	—
D. COATS, Esq. (donation)	100	—	—

—To be thanked.

Suitably recognised the services of a number of ladies and gentlemen for valuable help extending over many years. (A list of their names appears under "Awards to Honorary Workers.")

Paid £18,053 18s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways and the maintenance of the various Life-boat establishments.

Voted £169 5s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Lowestoft (Motor)	Steam trawler <i>Whitby</i> , of Grimsby. Stood by vessel.	
Moelfre	Yacht <i>Alert</i> , of Beaumaris. Saved vessel and	2
Newbiggin-by-the-Sea	Eleven cibles of Newbiggin. Escorted cibles into harbour.	
Penlee	S.S. <i>Gracefield</i> , of Swansea. Stood by vessel.	
Ramsey	Schooner <i>Brackenheim</i> , of Bideford. Landed 4.	

The Blakeney Life-boat stood by and assisted the auxiliary ship *Argosy Lemal*, of Newcastle.

Also voted £283 8s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Arbroath, Caister No. 1, Campbeltown No. 1 (Motor), Cullercoats, Dun-

bar, Easington, Exmouth, Fraserburgh (Motor), Hoylake, Ilfracombe, Lowestoft (Motor), Plymouth, Poole and Bournemouth, Rams-gate, Rhoscolyn, Staithes, and Walton-on-the-Naze (Motor).

The Lowestoft (Motor) Life-boat was also launched on service.

Granted £54 8s. to men for injury in the Life-boat service at Blakeney, Cardigan, Ilfracombe, Kingsdowne, Kessingland, Moelfre, North Deal, and St. Anne's.

Granted an additional monetary reward to the crew of the Poole and Bournemouth Life-boat in recognition of an arduous service on the 24th January.

Decided to send a Letter of Thanks to the King's Harbour Master at Plymouth, for arranging for a tug to tow the Life-boat, when on service, on 3rd March.

Voted a compassionate grant of £5 to ORSON FRENCH, who had been connected with the Padstow Life-boats for thirty years and was in very poor circumstances.

Voted a compassionate grant of £3 to the widow of WILLIAM JONES, of Cemaes, who was left without any means of support. JONES had been a member of the Life-boat crew for over forty years.

Voted £2 to eight men for putting off from Eyemouth with the intention of saving life on the 17th January. A small boat was seen by the Coast-guards drifting before a strong wind and heavy sea, but when the eight men reached her they found her to be empty.

Voted £6 to six men for going out in a motor boat and saving a fishing coble and her three occupants in danger of sinking off Bridlington on the 4th February. Also granted 8s. 6d. to cover the cost of petrol used.

Voted £3 to three men for putting off in a boat in a heavy sea and saving a man who fell from the Pier at Worthing, on the 19th December. Unfortunately the man died as the result of his immersion.

Friday, 28th April, 1922.

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

Reported the resignation from the Committee of Management of Mr. CHARLES LIVINGSTON.

Reported the receipt of the following special contributions:—

	£	s.	d.
H.R.H. PRINCE HENRY, K.G. (new sub.)	10	—	—
H.R.H. the DUKE OF CON-NAUGHT, K.G. (new sub.)	15	—	—
ALEXANDER O. JOY, Esq., to-wards the cost of a Motor Life-boat for Scarborough (addi-tional).	2,000	—	—
The WHITE STAR LINE, being a portion of the contributions made by passengers on their steamers.	25	—	—

Proceeds of Concert at St. Jean de Luz, per Mrs. MACDONALD. 23 — —
—To be thanked.

Suitably recognised the services of a number of Honorary Workers for valuable help extending over many years (their names are given under "Awards to Honorary Workers.")

Directed that a Letter of Appreciation be sent to the Teignmouth Branch for the excel-lent condition of the Lifeboat Station.

Paid £22,841 15s. 4d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the main-tenance of the various Life-boat establishments.

Voted £448 4s. 2d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Anstruther	S.S. <i>Kullaberg</i> , of Molle. Landed 13.	
Appledore (Boarding boat)	Ketch <i>Alfred and Emma</i> , of Barnstaple. Rendered assistance.	
Bembridge	Motor barge <i>Clipper</i> , of Southampton. Stood by and assisted to save vessel and.	2
Brixham	S.S. <i>Eider</i> , of London.	10
Cloughy	Steam Trawler <i>Cap Fagnet</i> , of Fécamp. Stood by vessel.	
Cullercoats	Fishing coble <i>Nellie Mavis</i> , of Culler-coats. Escorted coble into harbour.	
Donaghadee. (Motor)	S.S. <i>Raylight</i> , of Greenock. Stood by vessel.	
Fraserburgh. (Motor)	Steam Trawler <i>Chikara</i> of Grimsby	7
Fraserburgh. (Motor)	Three fishing vessels of Fraserburgh. Stood by vessels.	
Filey	Twelve fishing cobles of Filey. Stood by cobles.	
Helvick Head	Ketch <i>Hanna</i> , of Bre-men. Rendered assistance.	
Looe	Trawler <i>Marguerite</i> , of Boulogne.	21
Lyme Regis	Ship <i>Jessie Norcross</i> . Stood by vessel.	
St. Mary's (Motor)	Ship <i>Pampa</i> , of Abo. Rendered assistance.	
Saltburn	Fishing boat <i>Ever True</i> , of Skinningrove.	3
Stonehaven	Yawl <i>Lois Smith</i> , of Gourdon	7
The Lizard. (Motor)	French S.S. <i>Deputé Henri Durre</i> . Stood by vessel.	
Thurso	S.S. <i>Pretoria</i> . Stood by vessel.	
Weymouth	Barge <i>Savoy</i> , of Dover. Stood by vessel.	

The Appledore Life-boat rendered assistance to the ketch *Nellie Mary*, of Bideford; the Broughty Ferry (Motor) Life-boat saved the

ferryboat *Abertay*, of Tayport, and her six occupants; the Cloughey Life-boat stood by the steam trawler *Cap Fagnet*, of Fécamp; the Margate No. 2 Life-boat saved the barge *Scot*, of London, and her crew of three hands; and the Southend-on-Sea Life-boat assisted to save the s.s. *Orcades*, of London.

Also voted £606 8s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberdovey, Aldeburgh No. 1, Barry Dock, Bembridge, Brighton, Brixham (Motor), Caister, Cardigan, Cresswell, Donna Nook, Dunbar, Fishguard (Motor), Fraserburgh (Motor), Hastings, Holy Island, Hilbre Island, Johnshaven, Kingsdowne, Longhope, Newhaven (Motor), North Deal, North Sunderland, Padstow No. 2 and Padstow Tug, Sennen Cove, Skateraw, Swanage, Teesmouth (Motor), Weymouth, and Wicklow (Motor).

The Ramsgate Life-boat was also launched.

Granted £36 16s. to men for injury in the Life-boat service at Blackpool, Broughty Ferry, Donna Nook, North Deal, and Southport.

Granted additional monetary rewards to the crews of the Thurso and Longhope Life-boats for long and arduous services on the night of the 15th April when the Life-boats covered seventy and ninety miles respectively. (An account of this service appears in "Notes and News.")

Directed that a Letter of Appreciation be sent to Captain Stephen, Harbour Master, of Fraserburgh, for taking charge of the Life-boat on service on the 13th March and on the 6th April, when the Coxswain was absent owing to illness.

Directed that a Letter of Appreciation be sent to the Coxswain and Crew of the Bembridge Life-boat in recognition of their services in saving the motor barge *Clipper* and her two hands on 8th March.

Voted £2 to two men for saving the three occupants of a seaplane, which nose-dived into the sea and was wrecked on the 15th March, off Hastings. A strong breeze was blowing with a rough sea.

Voted £1 10s. to two men for putting off in a motor boat in a S.W. gale with a very heavy sea, with a view to assisting the schooner *Perseverance*, which was in difficulties near Salcombe, on the 8th March. Also granted 5s. for petrol consumed. As their assistance was declined by the Master of the schooner they returned.

Voted £8 to eight men for saving four persons and a dog, from the barge *Mystery*, which was driven ashore near Margate on the 21st March during a full N. gale with a snowstorm and a heavy sea. The rescue was carried out in a 23-ft. skiff and with great difficulty and at considerable personal risk to the rescuers.

Voted £3 15s. to five men for saving two men in the fishing coble *Irene* off Scarborough, on the 16th April. Also granted 10s. for petrol consumed. The two men were out at sea getting in their crab pots when they were

overtaken by a strong N. gale with a rough sea and were in danger of being swamped. The salvors, therefore, put to sea, took the *Irene* in tow and brought her into harbour.

Voted £13 10s. to six men who put off in a motor boat and saved five men from a sailing smack which was dismasted and drifting helplessly in a strong S.W. gale with a heavy sea off West Calf Island, Schull Harbour, Co. Cork, on the 2nd February. Sent a letter of Thanks to TIMOTHY REGAN, whose boat was used, and who, although ill himself and unable to go to the rescue, was mainly instrumental in getting a crew and sending the boat off. Also granted him £2 5s. to compensate him for damage to ropes and for oil fuel consumed. The vessel was taken in tow by the rescuers, but before they could reach safety their supply of fuel became exhausted, and they had to leave the smack and proceed to Cape Clear for more fuel. On returning to her they found her in a perilous position, but, at great personal risk, they completed their work of rescue without mishap.

Voted £2 5s. to three men who, while out fishing, saved a man belonging to the motor vessel *Countess of Seafield*, which was destroyed by fire off Peterhead, on the 7th April. The man was picked up in the water in a very exhausted condition. An attempt was made to save the burning craft, but she had to be cut adrift, and sank a few minutes after.

Voted £2 to two men who, during a S.E. gale, put off in a motor boat and saved three persons who were in difficulties in a small boat off Tenby, on the 12th April. Also granted 5s. for petrol consumed.

Granted £3 to three men for saving one of the crew of the motor launch *D. 114* which was destroyed by fire off the Isle of Wight on the 16th March. The other members of the crew, four in number, were picked up by a motor boat.

Friday, 19th May, 1922.

Sir GODFREY BARING, Bt., in the Chair.

To report the receipt of the following special contributions:—

	£	s.	d.
"BATH" (additional donation)	1,000	—	—
Sir LUCAS RALLI, Bt. (donation)	100	—	—
—To be thanked.			

Directed that a Letter of Appreciation be sent to the Cullercoats Branch for the excellent condition of the Station, and also to the Kessingland Branch for a very smart launch.

Paid £12,412 18s. 9d. 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 £150 8s. 10d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	A salmon coble of Berwick.	3
	and	3

Life-boat.	Vessel.	Lives saved.	Life-boat service at Aldeburgh, Eastbourne, and Winterton.
Clacton-on-Sea . (Motor)	Cutter <i>Dulcebella</i> , of Westcliff.	Saved vessel and . . .	Directed that Letters of Appreciation be sent to the Youghal and Dunbar Life-boat Stations, with reference to smart launches for service on the 25th and 26th April respectively.
		6	
Cloughey . . .	Motor drifter <i>Mashona</i> , of Glasgow	Voted £2 to Mr. P. J. MILLER for saving the nine occupants of a rowing boat which capsized at Poole on the 17th April. During the morning nine members of the Poole Amateur Rowing Club had set out in an eight-oared boat to row from Hamworthy to Sandbanks; but while they were in the main channel at the entrance to Poole Harbour a sudden squall arose from the N.N.E.; the boat was flooded, and capsized. The crew managed to support themselves on the upturned boat until Mr. Miller, who was in a motor boat, reached them and, with some difficulty and at some risk, saved all the men, who were in an exhausted condition.
Dunbar . . .	S.S. <i>Thistlemore</i> , of Liverpool.	Stood by vessel.	
North Berwick .	S.S. <i>Thistlemore</i> , of Liverpool.	Landed 1.	Voted £2 to two men for saving a motor launch and her three occupants off Tenby in a strong Westerly wind with a nasty sea on the 4th May. Also granted 5s. for petrol consumed.
Youghal . . .	Schooner <i>Nellie Byewater</i> , of Garston	
Youghal . . .	A yawl of Youghal.	Saved boat and . . .	

The Aldeburgh No. 2 Life-boat saved the ketch *Zarita*, of Guernsey, and her crew of four hands.

Also voted £117 14s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 1, Dunbar, Helvick Head, Llandudno, Lyme Regis, St. Mary's (Motor), Stromness (Motor), and Thurso.

Granted £19 5s. to men for injury in the

Awards to Coxswains and Life-boatmen.

To R. D. JONES, on his retirement, after serving 21 years as Second Coxswain of the Crickieth Life-boat, a Certificate of Service and a Pension.

To JOHN HOWELLS, on his retirement, after serving 11½ years as Coxswain of the Fish-guard Life-boat, a Framed Certificate of Service and a Pension.

To R. HARDING, on his retirement, after serving 15½ years as Second Coxswain and 11 years as Coxswain of the Ballycotton Life-boat, a Framed Certificate of Service and a Pension.

To WILLIAM SLADE, on his retirement, after serving 10 years as Bowman of the Minehead Life-boat, a Pension.

To J. SIMMONDS, after serving 12 years as Bowman of the New Romney Life-boat, a Pension.

To N. MASON, upon his retirement, after serving 4 years as Bowman and 7 years as Second Coxswain of the Hasborough Life-boat, a Pension.

To JOHN WARD, on his retirement, after serving 10 years as Bowman of the Lynmouth Life-boat, a Pension.

To THOMAS MAX, on his retirement, after serving 13 years as Bowman of the Little Haven Life-boat, a Pension.

To CANNON HARVEY, on his retirement, after serving 23 years as Coxswain of the Has-

borough Life-boat, a Framed Certificate of Service and a Gratuity.

To ROBERT WATSON, on his retirement, after serving 18½ years as Signalman at Campbeltown, a commuted Pension.

To JAMES CORMACK, on his retirement, after serving 21 years as Coxswain of the Banff and Macduff Life-boat, a Pension.

To CHARLES OILLER, on his retirement, after serving 25 years as Bowman of the Dungeness No. 2 Life-boat, a Certificate of Service and a commuted Pension.

To SAMUEL PARRISH, on his retirement, after serving 20 years as Coxswain of the Donna Nook Life-boat, a Pension.

To WILLIAM MCLEOD, on his retirement, after serving 9 years as Bowman and 8½ years as Second Coxswain of the Lossiemouth Life-boat, a Pension.

WILLIAM JONES, who had been a member of the crew of the Cemaes Life-boat for over 40 years, died recently, and the Committee decided to make a compassionate grant of £3 to his widow in view of her straitened circumstances.

GEORGE LOWRIE, who had been a member of the crew of the Eyemouth Life-boat for 20 years, and Second Coxswain for 11 years, died recently, and the Committee decided to make a compassionate grant to his widow in view of her straitened circumstances.

Forthcoming Life-boat Days.

THE following is a fairly complete list of the Life-boat Days which have already been arranged for the summer. The dates, however, are subject to alteration. This list does not include a large number of places where days will be held, but for which no dates have yet been fixed :—

June 2-3. Swansea.

„ 3. Aberdeen, Barry, Bolsover, Bridgnorth, Brighton, Edinburgh, Glasgow, Grangemouth, Newcastle (Staffs.), Smethwick, Stourbridge, Warrington.

„ 9. Pembroke Dock.

„ 10. Gloucester, Liverpool, Penarth, Sunderland, Wisbech.

„ 17. Dover, Neath, South Shields.

„ 20. Lewes.

„ 22. Dublin.

„ 24. Bradford, Coventry, Newcastle-on-Tyne, Tunbridge Wells, Rotherham, Warwick.

July 1. Bristol, Colchester, Maryport, Newhaven.

„ 7. Chatteris, Exeter, Faversham.

„ 8. Birmingham, Hull, Portsmouth, Preston.

„ 15. Alloa, Chelmsford, Darlington, Goole, Kirkintilloch, Maidenhead, Margate, Newcastle (Co. Down), Norwich, Port Patrick, Retford, Rothesay, Sheffield, Southport, Stirling.

„ 19. Stranraer.

„ 22. Basingstoke, Canterbury, Chatham, Farnham, Gillingham, Gravesend, Perth, Portrush (First Day), Preston, Rochester.

„ 26. Romford.

„ 29. Gorleston, Gt. Yarmouth, Herne Bay, Lowestoft, Millport, Newport (Mon.), West Bromwich.

Aug. 2. Oswestry.

„ 3. Barnstaple, Newbury.

„ 4. West Cowes.

Aug. 5. Isle of Wight, Borth, Bournemouth, Morecambe, Westgate-on-Sea.

„ 7. Aberystwyth, Looe, Ramsgate, Southwold.

„ 9. Retford.

„ 10. Barmouth.

„ 12. Folkestone, Grimsby, Mablethorpe, Sidmouth.

„ 14. Laugharne, Llandrindod Wells, New Quay (Card.).

„ 15. Youghal.

„ 16. Newquay.

„ 17. Sidmouth Fête.

„ 19. Bexhill-on-Sea, Dublin Coast Towns, Portrush (Second Day), Tenby.

„ 21. Skegness.

„ 22. Hastings and St. Leonards.

„ 23. Appledore, Bideford, Bognor, Salisbury.

„ 26. Frinton-on-Sea, Halesowen, Penzance, Walton-on-Naze.

Sept. 2. Ayr, Kilmarnock, Nottingham, Peterborough, Seaton, Southend and Leigh-on-Sea.

„ 9. Walsall.

„ 16. Coatbridge, Cork, Malvern, Weedon.

„ 23. High Wycombe.

Oct. 21. Cheltenham and Oxford.

„ 28. Stoke-on-Trent.

Nov. 29. Bradford, Alhambra Matinee.

Life-boat Days have already been held at the following places :—

Axminster, Banbury, Barrhead, Bath, Belfast, Bromsgrove, Burton-on-Trent, Buxton, Cardiff, Chesterfield, Cowbridge, Cradley Heath, Derby, Dorchester, Dunbar, Eastleigh, Ely, Fordingbridge, Grantham, Greenock, Haverfordwest, Henley-in-Arden, Hereford, Kings Lynn, Lampeter, Leeds, Lincoln, Llanelly, London, Manby, Manchester, Melksham, Northampton, Pontypridd, Redditch, Reigate and Redhill, Sleaford, Southampton, Spalding, Swindon, Tamworth, Tonbridge, Weybridge, Wick, Winchester.

News from the Branches.

Belfast Lough.

The Annual Meeting, which was largely attended, was held on 16th January, the chair being taken by the Lord Mayor, Sir William Coates, Bt., D.L. The financial statement for the year ending 30th September, 1921, showed that a sum of £766 had been raised, as compared with £776 in 1920, and of this sum £678 had been remitted

to the Institution. The report also pointed out that in no part of the British Isles was there a larger proportion of Motor Life-boats than round the Irish coast, and that the upkeep of these boats was considerably more than the amount which Ireland annually contributed to the funds of the Institution. In moving the adoption of the report the Lord Mayor said that good as was the result

of the work in 1921, still more might be done by carefully organised appeals. He referred especially to the great success, in such towns as Manchester and Birmingham, of the collections among the employees of works and factories, and appealed to the heads of the works and dockyards in Belfast to give their workpeople an opportunity of contributing to the Life-boat Cause. This appeal was supported by the Very Rev. T. G. Collins, B.D. On the proposal of Sir Robert Kennedy, K.C.M.G., seconded by Mrs. M'Mordie, M.P., the Lord Mayor was elected President and the Countess of Shaftesbury was elected President of the Ladies' Life-boat Guild. In the course of his speech the Lord Mayor expressed the regret of the meeting that Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management, had been prevented by the bad weather from attending the meeting. He had got as far as Carlisle, but had been unable to come further.

Dublin.

The Annual Meeting was held on 17th January, the chair being taken by Mr. Andrew Jameson, who was supported by Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management, Sir Maurice Dockrell, M.P., and the High Sheriff, Alderman Hubbard Clarke. The report for the year ending 30th September, 1921, which was presented to the meeting, showed that the record amount of £872 had been raised as compared with £813 in 1920. This successful result was due to the work of the Special Effort Committee and the Ladies' Committee as well as to the generous support which the Branch had received from the city merchants. In moving the adoption of the report the Chairman mentioned that the Life-boat Day had raised over £500, while subscriptions amounted to only £300. He made a special appeal for an increased number of annual subscribers. Sir Godfrey Baring, in the course of an address on the work of the Institution, expressed the Committee of Management's earnest and sincere thanks for the efforts made on behalf of the Life-boat Service in all parts of Ireland, especially in Dublin.

Cork.

A meeting was held on 18th January, with Mr. A. F. Sharman Crawford as Chairman. Among those present were a number of prominent local supporters of the Institution, and Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management. The Honorary Secretary, Mr. Donegan, pointed out that while in 1918 the Branch had raised a sum of £285 the total sum collected during the following three years had only been £52, and the Chairman said that the failure was due to the terrible conditions prevailing in Cork. They had not lost their keenness for the Cause, but it had been altogether impossible to carry out the work while they had been living practically in a state of war. He hoped, however, that there were brighter times ahead, and that they would then be able to reorganise the Branch, and give the Life-boat Service the same help as in the past. They all enormously appreciated the work of the Institution. They looked upon it as an international Institution. It had saved lives and ships irrespective of nationality, and for that reason should be supported by everybody and by all nations. In the course of an address on the work of the Service, Sir Godfrey Baring assured the meeting that the Irish coast had not been neglected by the Institution. Out of its twenty-six Life-boats no fewer than six were Motor Boats, and the claims of Ireland would be similarly recognised in the future, for the Institution realised the importance of the Irish coast. He appealed to the Branch to revive its activities and to give the Institution the same generous support as in the past. Mr. G. Crosbie, in supporting a vote of thanks to Sir Godfrey Baring, pointed out that the Life-Boat Institution spent more in Ireland than it collected, and hoped that in the future Ireland would contribute as much as the Life-boat Service in Ireland cost the Institution. Ireland had never collected more than £3,000 in a year, while the yearly cost of maintaining the Irish Stations was about £5,000. In conclusion, a special appeal was made by the Chairman to the merchants and shipowners of Cork who, he thought, did not realise

the enormous value of the Life-boat Service to the Mercantile Marine.

Banff and Macduff.

The Annual Meeting, which was largely attended, was held on 20th January, the chair being taken by the Chairman of the Committee, ex-Provost Walker. The report for the year ending 30th September, 1921, showed that £33 had been raised as compared with £31 in 1920. Mr. Findlay, of Whitehills, in the course of the meeting, handed the Secretary a cheque for nearly £10, being a contribution to the Branch from the fishermen of Whitehills, and also proposed that a Life-boat Day should be held in the district during the summer. Supporting this suggestion, the Chairman said that whether or not it was decided to retain a Life-boat at Banff he hoped the people in the district would continue to give the Institution their generous support. The officers were re-elected, and a number of new names were added to the Executive Committee. During the War the Banff and Macduff Station was closed, owing to the fact that the majority of the able-bodied fishermen were on service with the Fleet, and before the annual meeting, the Executive Committee met to discuss the difficulty which had existed, since the end of the War, in finding a crew.

Coventry.

On 26th January, at a special and largely attended meeting of the Branch, presided over by the Deputy Mayor (Councillor J. I. Bates), Alderman A. H. Drinkwater was presented by Mr. Herbert Solomon, the District Organising Secretary for the Midlands, on behalf of the Committee of Management, with a Gold Badge in recognition of his very valuable co-operation for many years as Chairman of the Branch. In making the presentation Mr. Solomon said that a great deal of the success of the Life-boat Cause in Coventry was due to Alderman Drinkwater's personal efforts, and pointed out that his work for the Institution was only one part of a long career of public service. In reply Alderman Drinkwater expressed his thanks to the Institution for its recognition of the work done in Coventry, and to Mrs.

Walter Beamish and the members of the Ladies' Committee. Mr. Liggins, the Honorary Secretary, then made a surprise presentation of two silver photograph frames to Mrs. Drinkwater in recognition of all that she had done to help the work of the Branch.

Plymouth.

A meeting was held on 1st February for the purpose of forming the Plymouth Ladies' Life-boat Guild, and the following resolution, proposed by Lady Albertha Lopes and seconded by Mrs. Roe, was carried unanimously:—

“That, in agreement with the desires of the Prince of Wales (President) and of the Royal National Life-boat Institution, this meeting resolves to form a Plymouth and District Ladies' Life-boat Guild, and to do all possible to enrol members. Further, it is hoped that the women of this historic seaport will do their uttermost to support and show their high appreciation of the truly national and humane work of the Royal National Life-boat Institution.”

Admiral Hutchison, the Chairman of the Branch, gave an account of the Institution's work. The Mayoress, Mrs. J. F. Winnicott was elected Vice-President, the Committee was chosen, and Mrs. Roe undertook the duties of Honorary Secretary of the Guild. The Mayor, being unable to be present, sent a message, that he would give the Guild all the support in his power. Among those present were Lady Browning, Lady Humphreys, Mrs. Mullins and Mrs. Hutchison, besides many other ladies who have already given the Life-boat Service much help by their work on Life-boat Days.

Oxford.

The Annual Meeting was held on 3rd February in Christ Church Hall, the chair being taken by the Earl of Jersey, the High Steward of the City of Oxford. Among those present were the Dean of Christ Church, the Mayor and Mayoress of Oxford, the Archdeacon of Oxford, the Master of Balliol, the Warden of New College, Admiral Sir Dudley de Chair, Father Austen, S.C., Mr. J. A. R. Marriott, M.P., Sir George Dashwood, Bt., and Mr. George F. Shee, the Secretary of the Institution. The report for the

year ending 30th September, 1921, which was presented to the meeting by Miss Alice Marshall, the Honorary Secretary, showed that the sum of £1,236 had been raised, an increase of £64 on the previous year. During the year 140 names of new contributors had been added to the list. The Branch was fortunate in having the services of 300 honorary workers. Of these 293 were collectors, by whose efforts the sum of £790 had been obtained. In moving the adoption of the report Sir Dudley de Chair said that, as Admiral commanding the Coast-guard, he had had special opportunities of seeing the work of the Life-boat Service, and, from that special knowledge, was able to pay a tribute to the perfection with which the Service was equipped and the ability with which it was organised. There were few, even of those who knew the sea and its various moods, who realised the difficulties and dangers of the men who manned the Life-boats, or of the Coast-guard who kept their lonely watch on the cliffs of Great Britain, right from the north of Scotland to Land's End. The two Services worked together for the protection of all seafarers, for it was from the Coast-guard that the Life-boats most frequently received the warning that a vessel was in distress. Father Austen, in seconding the adoption of the report, spoke of the deep interest which, in spite of the fact that it was an inland town, the City of Oxford took in the work of the Life-boat Service. He quoted the saying of a French politician, "It is a well-known fact that in every Englishman's heart there is a ship," and said that he would adopt and alter that phrase and say that not only was there in every Englishman's heart a ship, but there was, or ought to be, a Life-boat also. Mr. George F. Shee, in moving a vote of thanks to the Dean and Governing Body of Christ Church for the Hall, paid a tribute of admiration and respect to the endurance and self-sacrifice with which the Honorary Secretary of the Branch devoted herself to the work of the Institution.

On 22nd February a matinée in aid of the funds of the Branch was held in the Town Hall. The matinée was under the patronage of H.R.H. the Duke of

York, K.G., and of H.R.H. Princess Beatrice, the Princess herself being present at the performance. Among those present were Sir George and Lady Mary Dashwood, Lady Warren, Lady Baring, the Mayor and Mayoress of Oxford, Miss Minnie Cochrane and Mr. Victor Corkran, C.V.O. (in attendance on Princess Beatrice), Colonel S. Waller, C.V.O., Miss Alice Marshall, the Honorary Secretary of the Oxford Branch, and Mr. George F. Shee, Secretary of the Institution. The play performed was entitled "By Shakespeare's Fireside," and had been specially written for the occasion by Mademoiselle de Bergerac, who was also responsible for its production. The long cast included a number of members of the Oxford University Dramatic Club, the part of Shakespeare being taken by Mr. Ivan Christopherson of Worcester College, while Anne Hathaway was played with much charm by Miss Muriel Dashwood.

Bradford.

The Annual Meeting of the Branch was held on 7th February, the chair being taken by the Lord Mayor, Mr. Thomas Blythe. The annual report for the year ending 30th September, 1921, which was presented to the meeting by the Assistant Secretary, Miss Nora Grainger, showed that the sum of £2,288 had been raised, as compared with £2,852 in 1920. To this total the works collections had contributed only £25, and it was felt that this sum was scarcely worthy of the workpeople of Bradford. Thanks to the excellent help of Lieut.-Colonel Gadie and Sir Henry Whitehead, the appeal for a special sum of £10,000 to build a *City of Bradford* Life-boat, to be stationed at Spurn, had made good progress, and altogether £3,700 of it had been raised. In moving the adoption of the report, the Lord Mayor said that he thought that, of all the excellent Institutions in the city, the Life-boat Institution was the noblest because of the vastness of the dangers against which it protected human beings. In seconding the motion Sir William Priestley said he hoped that the Branch would not depend on any one particular form of effort, and trusted that the list of annual subscriptions would be

increased. He thought it ought to be higher than £268, and he hoped that, in the course of 1922, the special fund for £10,000 would be completed.

Swansea.

The Annual Meeting of the Branch was held at the Guild Hall on 8th February, and a special appeal was made for contributions to the Glamorgan Fund of £20,000, which it is hoped to raise in order to present to the Prince of Wales the two Motor Life-boats now being built for The Mumbles and Barry Dock. The appeal for this fund, which was issued by the Lord Lieutenant, Lord Plymouth, in December, 1920, had, owing to the serious state of trade, only raised up to the present £2,700. The Mayor of Swansea made a special and urgent appeal for the remaining £17,000. He said that he hoped that, for the credit of the county, it would be possible to raise the whole of the sum during the present year, and that until this had been done it would not be possible to invite the Prince of Wales to come down to launch the Boats.

Clacton-on-Sea.

The Annual Meeting was held on 10th February, Dr. J. Coxhead Cook presiding, in the absence, through serious illness, of the Chairman, Mr. G. B. Fieldgate. The report for the year ending 30th September, 1921, which was presented to the meeting, showed that a much larger sum had been raised in 1921 than in 1920—£426 as compared with £297. This very gratifying result was due to the holding of several special efforts, a whist drive, a dance and a football match, and also to an increase of over £60 in the subscription list. Special reference was made to the work of Mrs. Coleman, who very energetically organised the Life-boat Day with much success, and also to the work of the Honorary Secretary, Mr. Dorey. The cost of the maintenance of the station for the year was £551. The Officers and Committee were re-elected *en bloc*, and it was decided to refer to it the selection of a small Executive Committee.

Port of Liverpool.

The Annual Meeting was held on 14th February, the chair being taken by

the Lord Mayor. The report for the year ending 30th September, 1921, which was presented to the meeting, showed that £4,583 had been raised, as compared with £8,298 in the previous year, this latter figure including £3,612 in response to the special Motor Life-boat Appeal. The adoption of the report was proposed by the Lord Mayor and seconded by Sir Maurice Cameron, K.C.M.G., of the Committee of Management, who gratefully acknowledged, on behalf of the Committee, the debt which the Institution owed to the Liverpool Branch. He pointed out that during the last three years the Branch's contributions had totalled nearly £20,000, and that was exclusive of the sum of £8,000 from two Liverpool donors towards the cost of the new Motor Life-boat which was being built for New Brighton. Sir Maurice dwelt especially on the need of increasing the list of annual subscribers, since this would increase the assured income of the Institution, and, in referring to the meagre support received from the shipping companies, said that in 1920 two-thirds of their contributions had come from Liverpool. A special vote of thanks to the members of the Ladies' Life-boat Guild, congratulating them on their splendid achievement in collecting £1,600, was moved by Sir Francis Danson and seconded by Mr. Charles Livingston, the President of the New Brighton Committee.

City of London.

The Annual Meeting was held on 15th February at the Mansion House, the chair being taken by the Lord Mayor. Among those present were the Lady Mayoress, Mr. J. G. Howell, C.C. (the Chairman of the Executive Committee), Lord Avebury (Honorary Treasurer), Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O. (the Deputy Master of Trinity House), Colonel R. A. Johnson, C.B.E. (the Deputy Master of the Mint), and the Hon. George Colville. The annual report for the year ending 30th September, 1921, showed that a sum of £8,284 had been raised as compared with £8,858 in the previous year. In moving the adoption of the report, Mr. Howell said he thought that, in view of the special conditions of the

times, the Branch could feel, even with the fall in its income, that it had had a successful year's work. He made a special appeal to the Shipping Firms, City Guilds, and Business Houses to support the Institution, and expressed the hope that the Stock Exchange and the Corn Exchange would replace the two boats which had once borne their names, but which had now been withdrawn from the coast as obsolete. The adoption of the report was seconded by Sir Herbert Acton Blake, and the honorary officers and the Committee were re-elected.

Berwick.

The Annual Meeting was held on 16th February, the chair being taken by the Mayor. The statement of accounts for the year ending 30th September, 1921, which was submitted by the Honorary Treasurer, Mr. Younger, showed that the sum of £122 has been raised as compared with £123 in 1920. Lieut.-Colonel C. L. Fraser, Honorary Secretary, in his general report on the work of the Station during the year, made a special appeal for a "back-bone" of regular subscribers of 20s., 10s., and 5s. He also mentioned that it was proposed to make a special effort to increase subscriptions by forming a Ladies' Life-boat Guild. In view of the difficulty of getting the attendance of members at meetings of the Committee some suggestions were made, and these were referred to the Committee itself for consideration.

Manchester.

The Annual Meeting was held on 21st February, the chair being taken by the President of the Branch, Sir William Milligan. The report for the year ending 30th September, 1921, showed that the record sum of over £5,570 had been remitted to Headquarters. Of this sum £1,083 had been contributed by donations and subscriptions; £1,530 by the Life-boat Day; £1,196 by places of amusement, including a matinee which raised £820; and £812 by works collections. The efforts of the Ladies' Life-boat Guild raised no less a sum than £875, and it was hoped to increase this amount in future years. In moving the adoption of the report Sir William

Milligan reminded the meeting that the Institution would celebrate its Centenary in 1924, and said that he hoped that a great effort would be made during the next three years to enable the Branch to increase its contribution in the Centenary year to £10,000. He knew of no charity which made a deeper appeal than the Life-boat Service, and the responsibility of seeing that it was adequately supported was all the greater because the only alternative would involve the surrender of the great principle of voluntary administration. The adoption of the report was seconded by Mr. H. A. Hailwood, M.P., and a vote of thanks to the officers and other workers was proposed by Lady Sheffield. A cordial welcome was extended by the Branch to Sir E. F. Stockton who had succeeded the late Sir Edward Broadhurst as Honorary Secretary.

Birmingham.

The Annual Meeting was held on 2nd March, the chair being taken by Sir William Bowater, in the unavoidable absence of the Lord Mayor. The report for the year ending 30th September, 1921, showed that the Branch had raised £1,451, as compared with £2,036 in 1920. In moving the adoption of the report Sir William Bowater announced that a Birmingham citizen had presented a sum of £5,000 to the Institution for the construction of a Motor Life-boat, and expressed the hope that this gift would encourage the generosity of others. The donor, Mr. H. S. Thomson, explained that the gift was made from a family fund, of which he was executor, and it had been decided to give this sum to the Institution because the family felt that there was no charity which better deserved generous support. The Life-boat was to be a gift in memory of his son who died in Palestine on active service. The Lord Mayor was elected President of the Branch, the Officers and Committee were re-elected, and the following officers of the Ladies' Life-boat Guild were also elected:—The Countess of Plymouth, President; the Lady Mayoress, Lady Bowater, Lady Brooks, Vice-Presidents; and Mrs. Lewis Crump and Mrs. E. Smith, Honorary Secretaries.

Lytham.

The Annual Meeting was held on 3rd March, the chair being taken by Mr. E. W. Mellor, J.P., Chairman of the Committee. The report for the year ending 30th September, 1921, which was presented to the meeting by Mr. John Pearson, the Honorary Treasurer, showed that £177 had been raised as compared with £387 in 1920. Special reference was made to the excellent work of the Ladies' Committee and also of the Honorary Secretary of the Branch, Mr. C. A. Myers. The officers were re-elected.

Torquay.

The Annual Meeting was held on 6th March, the chair being taken by the President, Commander Milne, R.N. The statement of accounts for the year ending 30th September, 1921, which was presented to the meeting by the Honorary Secretary, Mr. H. C. Slade, showed that the sum of £296 had been raised as compared with £342 in 1920. It was felt that this was a satisfactory result, and special mention was made of the indebtedness of the Branch to Mrs. Towell and other ladies who had helped to collect over £170 on Life-boat Day. The Honorary Secretary mentioned the increasing difficulty which was found in launching the Boat owing to the removal of large stones from the beach, and it was decided that the Committee should meet the Institution's Inspector and discuss the matter with him.

Leeds.

The Annual Meeting was held on 7th March, the chair being taken by the Lord Mayor (Mr. W. Hodgson), who was supported by Commander Sir Harry Mainwaring, Bt., R.N.V.R., representing the Committee of Management. The report for the year ending 30th September, 1921, which was presented to the meeting by Mr. J. Arthur Batley, the Honorary Secretary, showed that the Branch had raised £1,303 as compared with £2,098 in 1920, the decline being due to the severe trade depression. There had been a decrease in subscriptions of £30. The Lord Mayor proposed the adoption of the report, and Sir Harry Mainwaring, in seconding, expressed the warm thanks of the Committee of Management for the

generous support which the Institution received from Leeds. He also suggested that the city might possibly follow the example of Bradford, which was raising a special sum of £10,000 to provide a new Motor Life-boat, to be named after the city, and placed at the Spurn Station on the Yorkshire coast. The officers of the Committee were re-elected, and Mrs. Leigh and Mrs. J. Marshall were elected Chairman and Treasurer respectively of the Ladies' Life-boat Guild.

Walton-on-the-Naze.

The Annual Meeting was held on 10th March, with Mr. A. F. Fitter, the President of the Branch, in the chair. The annual report for the year ending 30th September, 1921, which was presented to the meeting, showed that the sum of £206 had been raised as compared with £208 in 1920. The officers were re-elected, and a number of gentlemen were added to the Committee. The meeting was followed by a dinner, at which the President entertained the members of the Committee, the Crew and other guests, numbering altogether nearly sixty. In the course of the evening the President presented to Mr. A. B. Greenwood, Honorary Secretary of the Branch, the Binoculars which had been awarded to him by the Committee of Management as a slight appreciation of his valuable services to the Life-boat Cause for the past ten years. The President then presented a silver Cigarette Box and an illuminated Album to Mr. J. F. Graham, on behalf of the Committee of the Branch, in recognition of his untiring work as Joint Honorary Secretary.

Darlington.

The Annual Meeting was held on 13th March, the chair being taken by the Mayor, Councillor T. M. Hinde. The annual report for the year ending 30th September, 1921, showed that the sum of £137 3s. 10d. had been raised, as compared with £212 0s. 2d. in 1920, and of this sum £120 10s. had been sent to Headquarters. The report stated that the miners' strike and the consequent closing of the works in the town seriously interfered with the work of the Branch. The Mayor was elected President, and the other officers of the Committee were re-elected.

Swindon.

The Annual Meeting was held on 12th April, the chair being taken by the Mayor. The report for the year ending 30th September, 1921, which was presented by Madame Dockray, the Honorary Secretary, showed that a sum of £215 had been collected. The report was adopted, and thanks accorded to Miss M. E. H. Wright on her resignation from the Honorary Treasurership of the Branch.

Hastings.

A Special Meeting was held on 13th April, the chair being taken by the Mayor, Alderman W. James Fellowes, J.P., for the purpose of making a special presentation to Mr. James Coleman, a local fisherman, who had rescued two boys from a dangerous position on the rocks in 1920 at considerable risk to himself. For this exploit the Institution had awarded him £12, and, later on, in view of the exceptional circumstances of the rescue it was decided also to present him with a Barometer. In making the presentation, the Mayor expressed to Mr. Coleman the gratitude of the town for his fine action. Lieutenant Hayes, the District Inspector of Life-boats, referred to the very efficient way in which Coxswain Plumer maintained the Boathouse, and expressed the thanks of the Committee of Management to Mr. J. G. Anson, the Honorary Secretary of the Branch, and to Mrs. Anson for the valuable work which they had done for the Life-boat Service in Hastings.

Wigan.

In March, 1921, a special meeting was held, at which it was decided to revive the Wigan Branch, and the report of the first year's working was presented to a meeting which was held on 13th April last, the chair being taken by Mrs. J. A. Parkinson in the unavoidable absence of the Mayor. The report,

which was presented by the Honorary Secretary, Councillor D. Cowser, stated that a Life-boat week had been held during last summer, which included a display of films, collections in all the cinemas and a carnival. As a result a sum of £108 had been raised. In addition to this special effort an appeal had been issued by the Mayor which had brought a number of annual subscribers to the Branch, and several Churches and Chapels had made special collections. The report concluded by expressing the grateful thanks of the Branch "for the whole-hearted support given to it by every section of the town, both religious and political."

Fishguard.

A meeting was held on 24th April, at which the Chairman of the Local Committee, Mr. J. C. Bowen, J.P., presided, for the purpose of presenting to Coxswain J. Howells the Certificate of Service awarded to him by the Committee of Management on his retirement after eleven and a half years as Coxswain. Captain R. Sharp, who had known Coxswain Howells for over twenty-two years, paid a special tribute to the way in which he had performed his duties. He was still one of the most vigorous men present, but as he was getting on in years he had felt that the time had come to pass on his duties as Coxswain to younger hands. In returning thanks Coxswain Howells recalled that it was through Captain Sharp that he first became associated with the Life-boat Service. One Sunday afternoon the Boat was going out on service, there was no Coxswain available, and Captain Sharp called on him to take charge of her. The Honorary Secretary of the Branch, Mr. M. L. Nicholls, announced that five applications had been received for the post of Coxswain, and, after discussion, it was decided to appoint Captain Thomas D. Lewis, at present serving as Chief Officer of the s.s. *Brighton*.

NOTICE.

Owing to lack of space reports of many meetings of Branches are held over until the next number of The Life-Boat, which will be published in November, 1922.