

# THE LIFE-BOAT.

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## Notes and News.

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

ELSEWHERE in this issue will be found full accounts of services performed by the Life-boats at Lowestoft, Gorleston, Spurn and Stromness, for each of which the Committee have made special awards of the Institution's medals for gallantry. The service to the s.s. *Hopelyn* will take a very high place in the Institution's long record of heroism, not only for the great skill and courage shown, but perhaps even more for the repeated efforts made and the gallant refusal to be beaten. The struggle went on for over thirty hours, and in the end was crowned with complete success, every life on board the wrecked vessel, down to the ship's cat, being saved. In this persistence, in spite of failure, the rescue of the crew of the *Hopelyn* bears some resemblance to the Service to the Hospital Ship *Rohilla* in 1914, and it is the first service since that one in which two Gold Medals have been awarded.

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The point to which I wish to draw special attention is that not only were three of the four Boats concerned Motor Life-boats, but that in each case mechanical power was the dominant factor. Without it the conspicuous seamanship shown in each case would have been unavailing. Even with it, in the case of Spurn, the Life-boat failed to rescue the crew of the wrecked vessel. But it was through no fault of the Boat or her crew, and the way in which the Coxswain manœuvred her right over the sunk deck of the smack, a most hazardous act, and the way in which he brought her round again when she was swept over the sandbank into the heavy broken sea, show as conspicuously as the other two services the splendid new power which the motor has placed in the hands of that skilful and coura-

geous seamanship which has always been conspicuous in the Service.

### The Institution and Shipping.

I am very glad to be able to report that, as a result of the prominence given by all the speakers at the last Annual Meeting, and as a result of the special and urgent appeal issued soon afterwards by the Chairman and Deputy Chairman, with the support of Sir William Cory and Sir August Cayzer, the attention of the shipping community has been definitely drawn to the inadequacy of the support which it gives to the Life-boat Service. The Institution has been fortunate in obtaining the powerful help of the Chamber of Shipping of the United Kingdom. I propose to deal fully with this matter in the next issue of *The Life-Boat*, and I will only say now that the Committee of Management hope that, when the Institution celebrates its Centenary in 1924, we shall already have obtained from the shipping industry of Great Britain the same generous support which in other countries shipping gives to the Life-boat Services.

### The Institution and the Merchant Service.

Readers of *The Life-Boat* will remember the earnest appeal at the last Annual Meeting which Lieutenant Moore, the Secretary of the Imperial Merchant Service Guild, made to the officers and men of the Mercantile Marine to support the Life-boat Service. In order to bring the Institution into closer touch with the Mercantile Marine, the Committee of Management have invited Captain G. C. Holloway, O.B.E., R.D., R.N.R., to become a member of the Committee, and Captain Holloway has accepted the invitation. The following particulars of his career are taken from the *Dolphin*,

the monthly magazine of the Imperial Merchant Service Guild, of which Captain Holloway has for many years been a member :—

"A most interesting appointment has just been made by the ROYAL NATIONAL LIFE-BOAT INSTITUTION as Captain G. C. Holloway, O.B.E., R.D., R.N.R., has now been made a member of the Management Committee of that worthy Institution. This is the first occasion upon which an officer of the Mercantile Marine has been asked to serve in this important capacity, and his practical experience will no doubt do much to add to the efficient working of the Institution. Captain Holloway commenced his sea career in the training ship *Conway* in 1886, and was subsequently apprenticed to the firm of Messrs. Trinder, Anderson & Co., of London. After a voyage as second officer in sail, he joined the P. and O. Co.'s service, and was chief officer of the *Coromandel*, when she was sold in Bombay, and was lent by the P. and O. Co. to the purchasers as commander of this ship. After some four years on foreign service he returned home and received customary leave. During this period he delivered several ships in India for the Royal Indian Marine, and received the thanks of Admiral G. H. Hewett, R.N., Director of Indian Marine, for his valuable work in this direction. On several occasions Captain Holloway has displayed conspicuous gallantry in saving life and holds three separate awards from the Royal Humane Society. After commanding the s.s. *Heliopolis*, Captain Holloway entered into business in London as a ship and insurance broker, and personally delivered abroad some eighteen vessels of all types. On the outbreak of the War he was lent to the Canadian Navy and worked under the Commander-in-Chief of the North Atlantic and Canadian Government as Naval Transport Officer at Halifax, subsequently promoted Senior Naval Officer at Montreal. On America coming into the War, he joined the staff of Admiral Sir Lowther Grant, K.C.B., and was latterly promoted to D.N.T.O. (Deputy Naval Transport Officer) Suez and Red Sea ports, from which sphere he was invalided out of the service. For his

excellent work in attacking fires, arising out of the Halifax explosion, Captain Holloway was mentioned in a memorandum to the Governor-General of Canada, and has also been thanked by the Admiralty for his excellent work as Port Convoy Officer at Halifax."

#### A Trawler-Owner's Wealth.

The following paragraph appeared in *The Times* on 23rd October, under the heading "Fishing Fleet Owner's Fortune" :—

"Sir George Frederick Sleight, Bt., of Weelsby Hall, Great Grimsby, fish merchant and fishing fleet owner, who began life by gathering cockles on Cleethorpes beach, eventually becoming a large owner of trawlers, and who died on 19th March, 1921, aged sixty-eight, left estate valued for probate at £992,147 with net personalty £325,727."

We may, I think, be permitted to express our regret at finding that no recognition is made in the will of the debt which such a business necessarily owed to the Institution, although the trawler industry benefits more directly than any other by the maintenance of an efficient Life-boat Service. Twenty-five per cent. of our services are rendered to trawlers and drifters.

#### Life-boat Days in 1922.

Practically the same number of Life-boat Days was held as in 1921, but the continued industrial depression was reflected in the smaller amounts obtained in the great majority of places. One of the most noticeable features was the great decrease in the proportion of contributions in silver. On the other hand there were several places which had record collections, and several which either revived their Life-boat Days or held them for the first time.

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Not only had our appeals to contend with the effects of bad trade and unemployment, but also with very bad weather, which affected a great many Days, and completely ruined several. Our workers have always shown themselves bravely indifferent to discomfort, but rain, so heavy that scarcely any one will go into the streets, makes collecting

impossible. Hull was one of the places where the day was ruined, and the *Hull Daily News* celebrated both the badness of the weather and the devotion of Life-boat workers in an amusing cartoon, which showed a Life-boat coming through the flood to the rescue of the collectors all but submerged, and crying out "Save the Boxes."

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Two facts stand out very prominently from the experience of this year. The first is the value of the Life-boat Day and the importance of continuing this form of appeal in spite of the often-repeated cry that "the public are tired of Life-boat Days." I feel very strongly that we shall now hear this cry less and less, especially when trade begins to revive, for the reason that fewer and fewer street appeals are being allowed by the authorities, who in most parts of the country now grant Days only to the local hospitals and to one or two national charities like the Life-boat Service. The public will cease to "feel tired of Flag Days" when they are only appealed to in this way two or three times during the year, and it must never be forgotten that by means of Life-boat Days we reach many thousands who otherwise would not contribute at all to our funds and who, through an experience of these appeals going back many years, have come to expect an invitation in this form to give their support to the Life-boat Service.

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The other and no less important fact is the necessity of developing the Ladies' Life-boat Guild. In a great many places, and notably in London, our appeals were enormously handicapped by the scarcity of collectors, but a most noticeable and encouraging fact has been not only the success of the Days in those places where a Guild had already been formed, but the organisation, in addition to the Day, of other kinds of appeal. I hope to return to this very important subject in the next issue of the *Journal*, when I shall be able to publish a list, both of the new Guilds and the new Branches of the Institution formed during the year.

#### Dublin's Achievement.

It will be remembered that last year Life-boat Day was held in Dublin when

there was actually fighting going on in the streets, and, in spite of this, raised the splendid sum of £575, an increase of £80 on the previous year. This year again the Day fell at a time of a series of tragic events, although the actual street collecting had fortunately just been completed before the outbreak. The following is the account sent to the Institution:

"I feel sure you will easily understand the delay in letting you know something of the Special Effort, from what you have seen in the newspapers of the terrible times we have had here since the morning of the 28th June. I had intended writing to you that very day, but our activities were cut short by the outbreak of trouble, and it is only now that we are back to something like normal conditions.

"Most fortunately our Flag Days took place immediately before the outbreak, and the Ladies' Envelope Collections were also completed. A good many of our collecting boats, however, were in hotels that were destroyed, and others raided, and in addition we believe a good many works and factories would have made collections from their employees on their pay days of the 30th June and 1st July, but unfortunately their places were then closed, and no communication could be made either by letter or telephone until now, and so we fear we have lost the help of a good many who would in ordinary circumstances have supported the appeal. However, I am glad to inform you that our gross receipts have reached £502, as against £575 in 1921, and Major Whewell and the S.E. Committee think it was a marvellously good result in the face of the terrible circumstances which overtook the latter part of the effort. The Committee and helpers have, thank God, escaped any injury. The little daughter of the managing director of the Hammam Hotel, which was subsequently completely destroyed, brought in her collecting boat, with nearly £4 in it, the day before the fighting commenced."

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The following is an extract from a letter from Greenore, dated 11th October:

"During some recent trouble here a down spout on the Life-boat House was damaged by gun fire and requires repairs."

### A New Collecting Box.

During last summer we adopted a new collecting box for Life-boat Days in the form of a Life-boat. It is of a very simple and ingenious design, is made of cardboard, and can be very strongly and cheaply manufactured. We owe this box to Mr. P. W. Gidney, the Assistant Secretary, who made over a dozen different designs, from which this one was chosen. The advantage of having so distinctive a box, which appeals for itself, is obvious, and it has been much appreciated by our collectors. For the present its use is being confined to the large towns until our stock of the other collecting boxes is exhausted. Mr. Gidney is now designing a smaller box on a stand for members of the Ladies' Life-boat Guild to have in their houses.

### Honour Among Thieves!

Collections on behalf of the Institution were made in the Picture Houses of Manchester at the beginning of October, and immediately afterwards one Picture House was broken into and extensively burgled. A large safe was cut open, and everything of value was removed—except the Life-boat Collecting Boxes. These, the conspicuous new boxes in the form of a Life-boat, were standing in the safe, full of money—but they were left untouched!

### Exhibitions.

The stall which the Institution took at the Deep Sea Fishing Exhibition at the Royal Agricultural Hall, from 24th July to 5th August, proved a great success. The exhibits aroused much interest, especially the model of a Self-righting Life-boat in a tank, with which visitors were allowed to experiment for themselves, and we are greatly indebted to those ladies who generously gave their time to take charge of the stall. The sale of literature and the collecting boxes brought in the excellent sum of over £60.

### Amalgamated Legacies.

I wish to call special attention to the particulars published under "Inaugural Ceremonies" of the amalgamation of three legacies for the construction of the new Appledore Motor Life-boat. By this means it has been possible to

employ at once, in providing a new and powerful Motor Life-boat, three sums of money which otherwise would have had to remain invested for many years before it became possible to use them for the specific purposes for which they were left to the Institution. A similar arrangement has been made in the case of the new Motor Life-boat at Buckie.

Owing to the great increase in the cost of building during the past few years, and owing also to the larger and more expensive types of Boat which are now being designed, the Institution has a number of legacies which are in the same position, and it is earnestly to be hoped that other executors will follow the public-spirited example set in the case of these two Boats, and give the Institution permission to amalgamate legacies. In this way money will be put to immediate and fruitful use in the provision of Motor Life-boats, and the real purpose of benevolent testators realised much sooner than would otherwise be possible.

### The New Motor Life-boat at Bembridge.

The provision of a Motor Life-boat for this Station is an excellent illustration of the general working of the whole Motor Life-boat scheme. It illustrates both the increased efficiency obtained, and at the same time the ultimate *annual* economy which will be effected in return for a large *capital* expenditure. This expenditure has been larger than usual in the case of Bembridge because, in order to launch the Boat into deep water, it has been necessary to build the House over the foreshore, and to connect it with the shore by a gangway.

\* \* \* \*

Bembridge was chosen for a Motor Life boat because it is the Station from which the area to the east of the Solent can be most effectively protected. At the same time several other Stations have now been rendered unnecessary. Southsea was closed some time ago. Littlehampton was closed last year, and it is proposed, shortly, to close both Hayling Island and Ryde. Yet, with four fewer Stations, this part of the coast will be far more effectively protected than ever before, because there are

now Motor Life-boats at Bembridge and Selsey.

#### A Tractor Demonstration.

During the Carnival Week at Bridlington last July a special Life-boat Rescue demonstration was given, in which the new tractor for launching played an important part. The demonstration was very realistically carried out. A passenger steamer anchored off the town sent up rockets of distress, and the Coast-guard fired the alarm gun. The Life-boat was immediately taken out, drawn by the tractor right through the town, a distance of three-quarters of a mile, and launched. She was afloat twenty-five minutes after the signal had been fired. Two rafts put off from the steamer, and the "shipwrecked" people on board them were "rescued" by the Life-boat. This very prompt and efficient demonstration of the new method of launching was witnessed by 20,000 people.

#### The Dutch Life-boat Service.

On 23rd October, 1921, as was reported in *The Life-Boat* for February of this year, the *Brandaris*, one of the five Motor Life-boats on the Dutch coast, was lost with all hands. She and another of the Dutch Motor Life-boats were the largest in the world, although the Life-boat now being built for our own Station at New Brighton will be still larger. Her loss was a heavy blow to the Society, and it is a pleasure to report that the keel of a new twin-screw Motor Life-boat to replace her was laid at Amsterdam this autumn.

#### Dutch Motor Life-boats.

I have had an interesting letter from Mr. de Booy, the Secretary of the North and South Holland Life-Saving Society, with an account of the Society's plans for building Motor Life-boats. In Holland the crude-oil motor seems to be preferred to the petrol motor such as is used in the British service. Mr. de Booy writes: "It will be interesting to see the evolution of two types of Motor Life-boat—British wood and light petrol motors, Dutch iron and heavy crude-oil motors."

#### Gifts from Life-boat Men.

It is with pleasure that I report two generous gifts to the Service from the Life-boatmen themselves. Life-boat Day was held at Sheringham on 3rd August, and the quarterly exercise of the Life-boat took place on the same day. For this the crew and helpers were entitled to receive over £18, the customary payment for the exercise, and they returned the whole of this sum as their contribution to the appeal.

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The crew of the Filey Life-boat have made a donation to the Institution of £5 10s. out of the sum which they received for salving the ketch *Clymping* in December, 1921.

#### The "Life-boat Stores Unlimited."

Some strange letters come to the Institution, but one would have to search far to find an equal to one which came a short time ago from the Gold Coast. The envelope was addressed to me as Secretary of the "Royal, National, Life, Boat, Instruction," and the letter itself reads exactly as follows:—

"29th April, 1922.

"From V. J. Santo.  
via Seconde & Axim  
Attuaboe.

"To Merssar George.  
"SIR,—With much pleasure and good condition to inform you that a friend of mine has been recommended your firms to me about the goods and provisions affair; I beg a friend to allow me your Catalogue for one hour as to quoted many things inside, they refuse to give me because I got store for myself. I would have remitt you £5-0-0 for a trial by this mail, I cant no what I will order from you as to get profit on same. I always deling with Glasgow. But, the profit is too small. If I see your hand, I will take you as a generally customers for goods and provisions. My Store require many things for my customers. Look the back of the letter for the Samples which I required.

"(Samples.) Cloths, Beads assorted kinds, hooks, Bottens, silk threal; White hand kerchiefs for young mens, silk head kerchiefs, Black Thread, White thread, Marchine thread, needles, pins, Ties, Rubber-Balls for small boys, Whistle for Scout-boys & etc things. Send one bottle Lovendar as samples to show them.

"I want your Envelope address, Indents forms, price list completed. Awaiting for your favourable reply. One Calendar 1922 require.

"I remain

"Yours faithfully indeed

"V. J. SANTO.

"via Seconde & Axim  
"Attuaboe."

The Institution in its time plays many parts. Here we see the Secretary as the head of a general provision stores. Some theatres, when the Institution had asked them to hold Life-boat collections, replied that they must refuse until the restrictions on the sale of chocolates had been removed, evidently under the impression that the Secretary had but to speak and the British Government would obey. And now the gratifying discovery has been made that the Institution's influence is believed to extend to the most distant parts of the British Empire.

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In response to the appeal to shipping companies, a letter has been received from an Australian firm, which says: "We are forced to trade here in Australia under what we may term the iniquitous provisions of the Commonwealth Navigation Act, which, in our humble opinion, will sooner or later strangle shipping on this coast. . . . If your Institution could, by their influence,

bring some pressure to bear upon the Australian Commonwealth Government, and get the whole of the Navigation Act in Australia repealed, and leave the British Merchant Shipping Act in force here, you would be doing Australia a very great service, and we, ourselves, would be quite willing to contribute to your funds."

It is interesting that when we appeal for support, partly on the ground that we ourselves get no help from the State, some people should think that we are just the Institution to help *them* to get something from it.

#### Gifts in Memory of the Dead.

A lady recently sent the Honorary Secretary of the Sunderland Branch a gift of five guineas "In loving memory of a dear friend" who had just died, instead of spending the money on flowers. I think that there may be others who will feel in these days of many appeals, that such a gift is the best way of showing love and reverence for the dead.

## The Service to the S.S. "Hopelyn."

By **Commander E. S. CARVER, R.D., R.N.R.,** Inspector of Life-boats for the Eastern District.

ON Friday, 20th October, at about 11 A.M., I arrived at the harbour at Gorleston. A strong gale was blowing from the N.E. with a very heavy sea. It was then just over twelve hours since the Gorleston No. 1 Life-boat had been launched, the scene of the wreck being the extreme north end of the North Scroby Sands.

I went at once to the Coastguard Look-out, where I obtained the following information from their Log Book:—

THURSDAY, 19TH OCTOBER.

9.45 P.M. Coastguard, Gorleston, observed rockets to N.E.

9.48 P.M. Caister Coxswain reported preparing to launch.

9.50 P.M. Gorleston fired green rockets.

10.29 P.M. Coxswain, Gorleston, to Coxswain, Caister: "Is your Life-boat launched yet?"

10.30 P.M. Reply: "Just in water, will shortly be away."

10.42 P.M. Harbour Master, Gorleston, to Honorary Secretary, Caister: "Please let me know as soon as possible if your Boat can get off, otherwise I shall take the Gorleston Life-boat out."

10.50 P.M. St. Nicholas Light Vessel fired two red rockets and one gun.

Gorleston answered with green rockets.

11 P.M. Caister reported: "Our Boat unable to get away."

11.3 P.M. H.M.T. *Kennet* (lying at Yarmouth) reported by wireless: "Wreck breaking up."

11.10 P.M. Gorleston No. 1 launched, and proceeded in tow of tug *George Jewson* to wreck.

I subsequently learnt from the Coxswain that on arrival at the scene of the wreck he was unable to do anything until daylight, owing to the darkness and terrific seas. At daylight he approached the wreck, only the amidship portion of which was above water. No sign of life was visible, and very heavy seas were sweeping right over. The Life-boat remained there for about two hours, and then being forced to the conclusion that there were no survivors, tug and Life-boat returned to Gorleston, arriving there about 9 A.M. on 20th October. They had been afloat just ten hours.

About an hour afterwards the Coast-guard at Caister reported that a flag was being shown from the wreck. The Coxswain consulted with the temporary Honorary Secretary, Mr. A. D. Snell, and returned with tug to wreck, Mr. Snell accompanying them. The Life-boat had left about half an hour when I arrived on the scene.

I remained in the Gorleston Coast-guard Look-out, being in continuous communication with Caister who could at times see both wreck and Life-boat. They reported to me that the Life-boat had apparently anchored close to the wreck.

At about 3.30 P.M., it being then low water, and the Life-boat apparently still unable to get alongside I telephoned to Lowestoft calling out the Motor Life-boat with instructions to call at Gorleston for me. The message was sent at 3.45 P.M., and the Motor Life-boat arrived Gorleston within the hour. She picked me up, and we proceeded to the scene of the casualty. A fresh N.E. gale was blowing with squalls and a heavy sea.

Darkness had fallen before we reached the wreck, and we met the tug and Life-boat returning. We stopped them, and

learnt from the Coxswain that he had been unable to get alongside the wreck owing to the terrific sea, the broken portions of the hull and the remains of an old wreck some 30 to 40 yards off; and that his boat had apparently been damaged by striking heavily on the sands, the mizzen outrigger being broken and wale stove in.

I asked him if he would return to the wreck with us, which he immediately volunteered to do and came on board. We then went on. On arrival at the scene of the wreck it was obvious that nothing could be done that night owing to the intense darkness and very heavy seas. After consulting with Coxswain Swan and Coxswain Fleming I decided to return to Gorleston and make a further attempt at daylight. Arrived back at Gorleston 7.30 P.M.

We left Gorleston again at 4.30 A.M. on the Saturday morning. N.E. gale with squalls, rough sea, very heavy on the Sands.

We arrived at the scene of the wreck at daylight, and found only the bridge, funnel and fidley casing above water. The fore and after decks were completely submerged, and the hull of the vessel was split down on afterpart of foredeck and fore-end of afterdeck, with jagged edges of plates projecting, leaving barely the length of the Life-boat in which to come alongside.

We dropped anchor astern, and to windward of the wreck, and veered down. While we were doing this the Life-boat was struck by a terrific sea, and almost thrown on to the afterdeck.

*Had it not been for the powerful Motor fitted in this Boat, I do not consider we could have got alongside.*

We sheered alongside, and the shipwrecked crew jumped and slithered down ropes into the Life-boat (in about thirty seconds). We then steamed ahead to cable. The bight of it had fouled the sunken portion of the wreck, and with the very heavy seas it was impossible even to make an attempt to clear, so the cable was cut, and almost at the same time the Life-boat was buried by a terrific broadside sea. Fortunately no one was washed out and we returned to Gorleston, arriving at 7 A.M. We then proceeded up the river to Yarmouth,

and landed the shipwrecked crew of twenty-four (and one black kitten) at Hall Quay, where they were sent in charge of Coxswain Fleming to the Sailors' Home. The vessel, which became a total wreck, was the s.s. *Hopelyn*, of Newcastle-on-Tyne, of 1,301 tons.

In recognition of this splendid service, the Committee of Management have made the following awards:—

To Coxswain J. SWAN, of the Lowestoft Motor Life-boat, the Gold Medal and the Thanks of the Institution inscribed on Vellum.

To Coxswain W. FLEMING, of the Gorleston No. 1 Life-boat, the Gold Medal and the Thanks of the Institution inscribed on Vellum.

To R. SCOTT, Motor Mechanic of the Lowestoft Motor Life-boat, the Silver Medal and the Thanks of the Institution inscribed on Vellum.

To Commander E. S. CARVER, R.D., R.N.R., Eastern District Inspector, the Silver Medal and the Thanks of the Institution inscribed on Vellum.

To each of the fourteen men who manned the Lowestoft Life-boat when the actual rescue was performed, and to each of nine of the crew of the Gorleston No. 1 Life-boat who

went out twice in that Boat, the Bronze Medal and the Thanks of the Institution inscribed on Vellum.

To Mr. A. B. SNELL, the temporary Honorary Secretary at Gorleston, the Thanks of the Institution inscribed on Vellum and a Pair of Binoculars.

To the tug *George Jewson*, the Thanks of the Institution inscribed on Vellum.

Additional monetary rewards have also been given to the life-boatmen concerned, and the attention of the Admiral Commanding Coast-guard and Reserves was called to the valuable help given by the Coast-guard at Caister and Gorleston.

Coxswain Swan already holds the Silver Medal with a Second Service Clasp for two fine services to H.M. ships during the War. He was awarded the Silver Medal when the Lowestoft Pulling and Sailing Life-boat rescued nine men from H.M. Minesweeper *Condor* on 22nd November, 1914, and the Second Service Clasp when the same boat, manned by a crew of veterans, rescued nine men from H.M. Sloop *Pomona*, wrecked on 30th September, 1918, seventeen miles away from Lowestoft. It is hoped to publish photographs of the two coxswains in the next issue.

## 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 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. It is probable that the Institution will be fully represented in this manner at the British Empire Exhibition in 1924. 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

## Inaugural Ceremonies of Motor Life-boats.

DURING the summer the Inaugural Ceremonies of new Motor Life-boats have been held at the Lizard, Appledore, Peterhead, Brixham, Eastbourne and Bembridge. Of these, the Lizard boat went to her station in 1920, the Peterhead and Eastbourne boats last year, and those at Appledore, Brixham and Bembridge this year. In addition to these last three, another four Motor Life-boats have been completed and have gone to their stations, and it is hoped to hold their Inaugural Ceremonies later on. These four are the Boats for Barry Dock, Glamorganshire; Buckie, Banffshire; Selsey, Sussex; and Sennen Cove, Cornwall.

### The Lizard.

The Lizard Motor Life-boat is a self-righter, 38 feet by 9 feet 9 inches. She is fitted with a Tylor engine of 45 h.p., and is the gift of Mr. Frederick H. Pilley, of Upper Norwood, London, after whom she has been named. The Inaugural Ceremony took place in fine weather on 18th August, and besides the large number of guests at the boathouse itself, the cliffs near the station were lined with visitors. The Mayor of Helston presided, and all the Life-boat stations from Falmouth to Sennen Cove, as well as some of the North Cornish stations, were represented.

To his deep regret, neither Mr. Pilley nor Mrs. Pilley was able, on account of ill-health, to be present, and in his absence, Miss May Pilley presented the Boat to the Branch. Colonel Sir Courtenay Vyvyan, in the absence of the President, Lord Clifden, gratefully accepted her, and in doing so said: "Without those stout arms and willing hearts which man the Boat, and which time and again have faced all kinds of danger to save life, and bring help to people in sore need, the best boat in the world would be valueless. I am sure Miss Pilley will endorse what I say when I assure you that the value of her father's gift is very largely enhanced by the value of the services which will be given so cordially, willingly and bravely to make the gift all that its donor could desire."

The opening prayer was recited by

the Rev. H. O. Barratt, the Rector of Landewednack, and the Boat was dedicated by the Rev. H. Vyvyan, Rector of Ruan Minor, who, as Honorary Secretary of the Cadgwith Branch, has taken part in a number of services, and was wearing the silver medal awarded to him by the Institution in connexion with the service to the liner *Suevic* in 1907, when 456 lives were rescued. The vote of thanks to Miss Pilley and all who had taken part in the ceremony was proposed by the Honorary Secretary of the Branch, Mr. Claude M. Hart, and was seconded by the Vice-Chairman, Mr. John Hendy, who appealed for an increased number of annual subscribers in order that the station might become self-supporting.

Miss Pilley then named the Boat *Frederick H. Pilley*, Mrs. Claude M. Hart released her, and she glided swiftly down the 300 feet of slipway into the sea.

### Appledore.

The Appledore Boat is also a self-righter, 40 feet by 10 feet 6 inches, and, like the Lizard Boat, fitted with a Tylor engine of 45 h.p. She is the gift of three benefactors of the Institution, all of whom bequeathed sums for the construction of Life-boats, Miss L. A. Marshall, of Hassocks, Sussex, Mr. Alfred Sleemin, of Plymouth, and Mr. Henry James Vagg, of Camberwell. Each of these legacies by itself was insufficient to provide a Motor Life-boat, and the executors gave permission for them to be amalgamated. The names desired by the three testators have all been inscribed on a plate inside the Boat, which reads:—

"The *Ellen and James Vagg*,  
The *Sarah Sleemin*, and  
The *Cecilia* Life-boat."

The cost of this Boat was defrayed from the legacies of:—  
Mr. H. J. Vagg,  
Mr. Alfred Sleemin,  
Miss L. A. Marshall.

On the outside, the Boat has the initials "V. C. S."

The Inaugural Ceremony took place on 18th August, in brilliant weather, in

the presence of a large gathering of the residents of Appledore, Bideford and Instow, besides many visitors. The President of the Branch, the Rev. J. B. White, presided at the ceremony, Captain Innes, R.N., District Inspector of Life-boats, presented the Boat to the Branch, and Captain Prideaux-Brune, the Chairman of the Committee, accepted her. The Dedicating Service was conducted by the Venerable the Archdeacon of Totnes, Canon T. Newton Leeke (formerly Rector of Bideford, and a member of the Life-boat Committee), with the help of the Rev. H. C. A. S. Muller, Rector of Appledore, and the Rev. J. J. Nelson, the Baptist Minister. The singing was led by the combined choirs of the Parish Church and the Non-conformist Churches, and was accompanied by the Town Band. Among those present were Councillor W. J. Pursey, Chairman of the Northam Urban District Council, who proposed the vote of thanks, and Mr. H. C. Whitehead, Honorary Secretary of the Branch.

In the course of his speech, Mr. White said that with such a Boat they could feel that everything had been done for the safety of the brave men who would man her, as well as for the succour of the shipwrecked. It was an honour to be entrusted with a Motor Life-boat, but extra honours always brought extra responsibilities, and they were now liable to be called upon to co-operate with a Welsh Boat and the Boat at Padstow in deep sea work. They would be expected to go great distances, and this was where additional responsibility was laid on the station. It was not necessary to tell his hearers that to build boats and stations cost a great deal of money; and he trusted that they would open their purse strings wide and give to the utmost of their ability. They could do even better by becoming annual subscribers, if only to the extent of 6d. a year.

In accepting the Boat, Captain Prideaux-Brune warmly thanked the Institution, and reminded his hearers that Appledore was one of the oldest Life-boat stations in the country, having been established in 1825, the year after the Institution itself was founded.

Miss White then named the Boat *V.C.S.* A strong wind was bringing the tide in very fast, and it was already lapping round the platform as the Boat took the water.

#### Peterhead.

The Peterhead Boat is of the Watson type, 45 feet by 12 feet 6 inches, being one of the largest and most powerful in the Institution's Fleet. She is fitted with a Tylor engine of 60 h.p., and showed a speed of over 8 knots on her trials. She has been presented and endowed by the United Grand Lodge of English Freemasons.

The Inaugural Ceremony was held on 28th August in brilliant weather, and practically the whole town took part. The Duke of Atholl, as representative of the United Grand Lodge of England, presented the Boat to the Institution, and she was received on behalf of the Committee of Management by Sir Woodburn Kirby, who, in turn, presented her to the Branch. The Marquess of Aberdeen, the Lord Lieutenant, represented Aberdeenshire, and ex-Baillie Duncan, the President of the Branch, presided over the ceremony. A prominent part was taken in it by the members of the Masonic Lodges in Peterhead and Aberdeenshire, among those present being Major W. E. Hutchison, of Cairngall, Provincial Grand Master for Aberdeenshire East. All the Fishing Fleet and other vessels of Peterhead were decorated for the occasion, and were stationed off the slipway, and each drifter gave a cran of herrings to the funds of the Branch.

The neighbouring stations of Fraserburgh and Newburgh were represented by their Honorary Secretaries and Committees, and the Fraserburgh Motor Life-boat was present. The Rev. Canon Wilkinson, of St. Peter's, and the Rev. Alexander Lourie conducted the religious service, and the Boat was named by Mrs. Dinnes. All the arrangements for the ceremony had been most successfully made by the Honorary Secretary of the Branch, Mr. James Henderson.

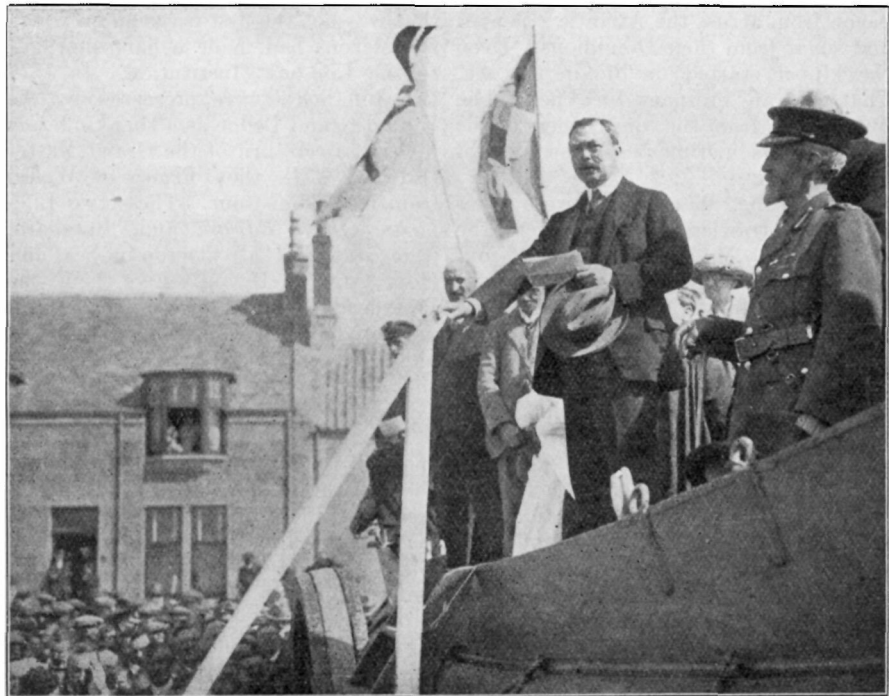
One very sad event marred the pleasure of the occasion. It was known that the Coxswain, John Geddes, was lying dangerously ill, with little hope of

recovery, and while the hymn "For those in Peril on the Sea" was being sung he passed away.

Before the ceremony itself there was a procession through the town, consisting of the brethren of the Peterhead Masonic Lodges, in full regalia, the Boy Scouts, Girl Guides, and all the schoolchildren of the district, the Peterhead Pulling and Sailing Life-boat,

some present, for they had lost on that occasion, not only a splendid Boat, but three gallant lives, in the effort to rescue the crew of one of His Majesty's boats which went ashore and was dashed to pieces in attempting to enter the harbour.

The Duke of Atholl said that as the representative of Scottish Freemasons near the Grand Lodge of England, he



**INAUGURAL CEREMONY OF THE "DUKE OF CONNAUGHT" AT PETERHEAD. THE DUKE OF ATHOLL SPEAKING, WITH THE MARQUESS OF ABERDEEN ON HIS LEFT.**

*George Pickard*, with the crew on board, the band of the Salvation Army, the ex-Servicemen's Pipe Band, and the Fishermen's Fife and Drum Band.

The ceremony took place at noon, and the speeches were delivered from the *George Pickard*. In introducing the Duke of Atholl, the Chairman said that they were met to inaugurate a new Motor Life-boat which was to take the place of that other lost so tragically, in the early days of the War, on the rocks just below where they stood. The mention of that tragedy would awaken very poignant memories in the hearts of

had been asked to present the Life-boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. She was to be named the *Duke of Connaught*, and was a gift from the Freemasons of England as a thank-offering for the safe return of His Royal Highness the Grand Master Mason of England, after a distinguished period of service as Governor-General of Canada.

No one knew better than the people of Peterhead the need for a Life-boat. Landsmen like himself, who lived far inland, did not always appreciate the troubles and dangers that beset those who lived by the sea. They were apt to

forget that they were an island, dependent almost for their very existence on what their ships brought to them. They forgot the risks that those who manned ships had to run. Few of them, when they grumbled over their breakfast, ever thought of how that breakfast arrived; the tea from India or China, the coffee from Ceylon; the flour with which to make the scones from the United States; maybe butter and eggs from Denmark; bacon from across the Atlantic; pepper and sugar from their Dominions. Even the kipper started its life in the sea. That was an ordinary breakfast-table, but it came from the four corners of the world, and sometimes cost the lives of the bringers.

During the War where were their Peterhead trawlers? Where were the fishermen? Messing about as conscientious objectors? No; out wherever there was danger, fishing for more dangerous stuff than herrings. He had seen them from one end of the Mediterranean to the other, bobbing about in the Adriatic. Where other ships feared to go, there the Aberdeenshire trawler was sure to be found. They kept our trade routes open, and they helped to save this country from starvation.

It was not too much, he continued, to ask the people of Great Britain to support the NATIONAL LIFE-BOAT INSTITUTION, which carried on its splendid service without one penny of help from the State. It had made a pledge, and kept it, that it would place a Life-boat on every spot where necessity could be proved. It gave rewards for every rescue or attempted rescue from shipwreck, and since it had been in existence, it had given rewards for the saving of over 58,000 lives, the great majority of whom had been British seamen and fishermen. Last year it spent on its work over £300,000, and at that moment it wanted help more than ever before, not so much because of high prices or inflated currency, but because it must be up to date, and because nothing could be considered as too costly which could help to save life at sea.

In acknowledging the gift of the Boat on behalf of the Institution, and thanking the Duke of Atholl for his admirable address, Sir Woodburn Kirby said that

as long ago as 1916, he was in Grand Lodge in London, when the question of commemorating the return of the Duke of Connaught from Canada was under consideration, and it was then unanimously resolved by some 500 or 600 representatives of Masonic bodies in Grand Lodge to present the new Boat which was to be launched that day. He was very glad to see so many Masons present, and to be able to tell them that that was not the first occasion on which the Masons had made a handsome gift to the Life-boat Institution. In 1877 two Life-boats were presented by the United Grand Lodge as a thank-offering for the safe return of the Grand Master (Edward VII., then Prince of Wales) from his Indian tour. These two Life-boats, *Albert Edward* and *Alexandra*, were stationed at Clacton-on-Sea and Hope Cove, in Devon. Like them, the Peterhead Life-boat had not only been presented by the United Grand Lodge, but had been endowed in perpetuity, so that there would always be a *Duke of Connaught* in the Institution's Fleet.

In conclusion, Sir Woodburn Kirby spoke of the serious financial position of the Institution, with an expenditure increasing much more rapidly than its income, and appealed to the great shipping firms and the great trawling companies of Great Britain to open their purses, and give it their generous support. It was a deplorable fact that the shipping community of the United Kingdom contributed last year an amount which represented something less than 1 per cent. of the whole expenditure. He hoped some of the shipping firms would follow the noble example set by the Masons, and contribute Motor Boats or their equivalent, so that they might be able to complete their big programme, and put such Boats wherever they were required round the coast.

The Chairman then gratefully accepted the new Boat on behalf of the Branch, and she was dedicated by Canon Wilkinson. The hymn "Eternal Father, Strong to Save," was sung, and the Chairman then announced that news had just been brought to him of the death of Coxswain Geddes.

In moving votes of thanks to all who had taken part in the ceremony, the

Marquess of Aberdeen said that it was an occasion of much more than local interest. Peterhead had a position geographically, historically, and commercially, which caused its career to be a source of interest to the whole county to which it belonged. As His Majesty's representative in the county, he was sure that that inauguration would be regarded with special approbation and goodwill by the King, and all the more because that assembly at one of the chief headquarters of the fishing industry on the East coast—and they were not forgetting Fraserburgh in that connexion—called to mind the splendid services rendered by fishermen during the War.

The Marquess also said that he would like to congratulate the organisers on the prominent position which they had given to children in the ceremony, and asked to be allowed to offer twelve medals as prizes for the twelve best essays by the children present describing this memorable occasion.

Major Hutchison seconded the votes of thanks, and the Boat was then launched, the Duke of Atholl slipping the chain, and Mrs. Dinnes naming her *Duke of Connaught*. The drifters and other vessels had formed two lines from the toe of the slipway, and between these the *Duke of Connaught* passed, welcomed by the hooters and sirens of all the shipping of Peterhead.

After the ceremony the guests were entertained to luncheon by the Peterhead Committee, and the crew were entertained to a supper and concert in the evening.

Three days later Coxswain Gaddes was buried. The funeral was very largely attended. Among those who followed the coffin were the crew in their service dress, members of the local Committee, and representatives of the Masonic lodges.

#### Eastbourne.

This ceremony took place on 27th September in the presence of several thousand people, and was especially interesting for the reason that it was the launch of an entirely new type of Motor Life-boat. Until this Boat was built all Motor Life-boats had been of a size and weight which made it essential

to use a slipway for launching, or to keep the Boat at moorings. As the foreshore at Eastbourne made either of these methods impossible, the Committee of Management decided, as a result of representations from the Eastbourne Committee, to design a new type of Motor Life-boat, light enough to be launched from a carriage. This Boat was built simply as an experiment, but before the Inaugural Ceremony took place she had justified herself sufficiently to decide the Institution to lay down a similar Boat for Scarborough.

The Eastbourne Boat is of the self-righting type, 35 ft. by 8 ft. 6 inches, and is fitted with an auxiliary engine of 15 h.p. The total weight of the Boat and engine is less than 6 tons, as compared with over 9½ tons, which is the weight of the next lightest type. She has a speed of 6 knots and a radius of action of 80 miles.

The greater part of the cost of this Boat has been defrayed by a legacy received from the late Mr. Edward Macbean, of Helensburgh and Glasgow.

Mr. A. J. Bowen, Deputy Chairman of the Eastbourne Committee, presided. The Boat was presented to the Branch on behalf of the Donor's relatives by the Hon. George Colville, a member of the Committee of Management, and was accepted on behalf of the Branch by the Mayor of Eastbourne, Alderman H. W. Keay, J.P. The religious ceremony was conducted by the Right Rev. Dr. Southwell, Bishop of Lewes, who dedicated the Boat, by Canon W. C. Streatfield, Vicar of Eastbourne, and the Rev. W. Macfadyean Scott, and the Boat was named *Priscilla Macbean* by Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-boat Guild.

Among those present were Mr. J. L. Ferguson and Mr. A. B. Carr, partners in the firm of Messrs. Edward Macbean & Co., of Glasgow, manufacturers of oilskin clothing, of which Mr. Macbean was the founder, Mr. George F. Shee, M.A., Secretary of the Institution, Alderman E. Duke, J.P., and Mr. J. Cowper Smith, Hon. Secretary of the Branch, who had made all the arrangements for the ceremony. The singing was led by the choir of All Saints' Church.

Mr. Bowen said, in his introductory

address, that the Eastbourne Branch was one of the oldest in the kingdom. It had been founded in 1822, two years before the Institution itself, so that they were celebrating their Centenary as well as inaugurating a new Life-boat. He also expressed the thanks of the Branch to Mrs. Astley Roberts, President of the Eastbourne Ladies' Life-Boat Guild, and to the ladies of Eastbourne, for their enthusiastic work which had enabled the Branch to increase its annual income from £87 in 1910 to £259 in 1921, and besides maintaining the Station to make substantial contributions each year to the general funds of the Institution. In conclusion, Mr. Bowen pointed out that, splendid as were the results of their Life-boat Days, reaching a record of £701 in 1918, the backbone of the Branch was the annual subscriptions, and he asked that still more residents of Eastbourne should give their support in that way.

Mr. Colville, in presenting the Boat to the Branch, expressed the gratitude of the Institution to Mr. Edward Macbean, and their pleasure that two representatives of his firm were present at the ceremony. He congratulated Eastbourne on its fine record, both as a Station and as a Financial Branch, and spoke of the Committee of Management's plans for stationing Motor Life-boats all round the 5,000 miles of the coast of the British Isles at those points where inquiry showed that these costly Boats were necessary and the conditions suitable.

In accepting the Boat the Mayor said that he was sure not only that the Crew would continue to do their duty, but that the new Boat would increase the zeal of all who were working for the Life-boat Cause.

Lieutenant Hayes, R.N.R., District Inspector of Life-boats, gave details of the new Boat, and after Mr. Shee had proposed and Alderman Duke had seconded a vote of thanks to the Committee and Officers of the Branch, Mrs. Astley Roberts named the Boat *Priscilla Macbean*, and she was launched.

#### **Brixham.**

The Brixham Motor Life-boat is a sister boat to the Appledore Life-boat.

The Boat herself has been built out of a legacy from the late Mr. Alfred J. Heath, of London, and the engine out of a legacy from the late Mrs. Augusta H. Tozer, of Oxford. The Inaugural Ceremony took place on 9th September, and a Life-boat Day was held in Brixham on the same day. The joint effort was most successfully organised by the Honorary Secretary of the Branch, Mr. W. H. K. Brewer, and the Honorary Secretary of the newly-formed Brixham Ladies' Life-boat Guild, Miss Lillian Shears, and a sum of £86 was collected.

Captain Manley, the Chairman of the Committee, presided, and the Boat was presented to the Branch on behalf of the relatives of the donors by Mr. Harold D. P. Clayton, a member of the Committee of Management. In accepting the Boat, Lord Churston, President of the Branch, expressed the gratitude of Brixham to the Institution in providing the Station with one of the latest types of Motor Life-boat.

The Boat was dedicated by the Venerable T. N. Leeke, Archdeacon of Totnes, and the singing at the religious ceremony was led by the Salvation Army Band and a choir from the British Seamen's Orphan Boys' Home.

Captain Hay Mathay proposed the vote of thanks to all who had contributed to the success of the ceremony, and the Rev. T. L. Brown, chaplain of the British Seamen's Orphan Boys' Home, seconded. Lady Churston then named the Boat *Alfred and Clara Heath*, in memory of the donor and his wife, and the engine *Mary and Katherine* after the sister and niece of the donor, and the Boat was launched.

#### **Bembridge.**

The Bembridge Motor Life-boat is a sister boat to the Appledore and Brixham boats, and is the first Motor Life-boat to be stationed in the Isle of Wight. She has been built out of a legacy received from the late Mr. T. G. Langham, of London and Great Wigston, Leicester, and the Institution is much indebted to the executors of Mr. Langham's estate, who, when it was pointed out to them that the original legacy was insufficient for the purpose for which it had been left to the Institution, made it up to the full cost of the Boat

out of the residue of the estate, which had been left for general charitable purposes.

The Inaugural Ceremony took place on 5th October. Sir Charles Seely, Bt., President of the Isle of Wight Branch, took the chair, and the Boat was presented to the Station on behalf of the donor's relatives by Mr. L. J. Thrupp Chidell, of the firm of Messrs. Thrupp Chidell & Sharp, the solicitors of Mr. Langham's estate. Mr. R. S. Saule, J.P., received the Boat on behalf of the Branch, and Mrs. Thrupp Chidell named her the *Langham* in commemoration of the

donor's generosity. Among those present were Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management, who proposed the vote of thanks, the Hon. George Colville, who seconded it, and Mr. W. Couldrey, the Honorary Secretary of the Branch.

The Bembridge Motor Life-boat illustrates in a very clear and interesting way the general policy of the Institution with regard to the construction of Motor Life-boats, and is discussed by the Secretary in his "Notes and News" on another page of this issue.

## The French Life-Boat Service.

By M. GRANJON de LEPINEY, Administrateur Délégué.

[The footnotes are by the Editor of "The Life-Boat."]

THE Central Society for Saving the Shipwrecked\* was founded in 1865 in the following circumstances. The Department of Public Works, which has charge of the lighting and buoying of the coasts, recognised the importance of completing this organisation by the establishment of a life-saving service. Realising that practically the whole of the coast was without any means of giving help to the shipwrecked, and alarmed at the consequences of such a state of affairs, it decided that it was the duty of the State to find some means of supplying this need.

A Committee, presided over by M. Reynaud, the Inspector-General of Roads and Bridges, made an inquiry into the causes and number of wrecks, recognised the comparative uselessness of what had been done up to that time and examined the arrangements which it appeared possible to make. It seemed to the Committee that these should consist of the establishment of a certain number of life-saving posts, and in the formation of local societies, to which the Government would give its help with gifts of material and, if necessary, with subsidies.

"But, if these societies," the Committee's report stated, "were left to their own resources there would be a

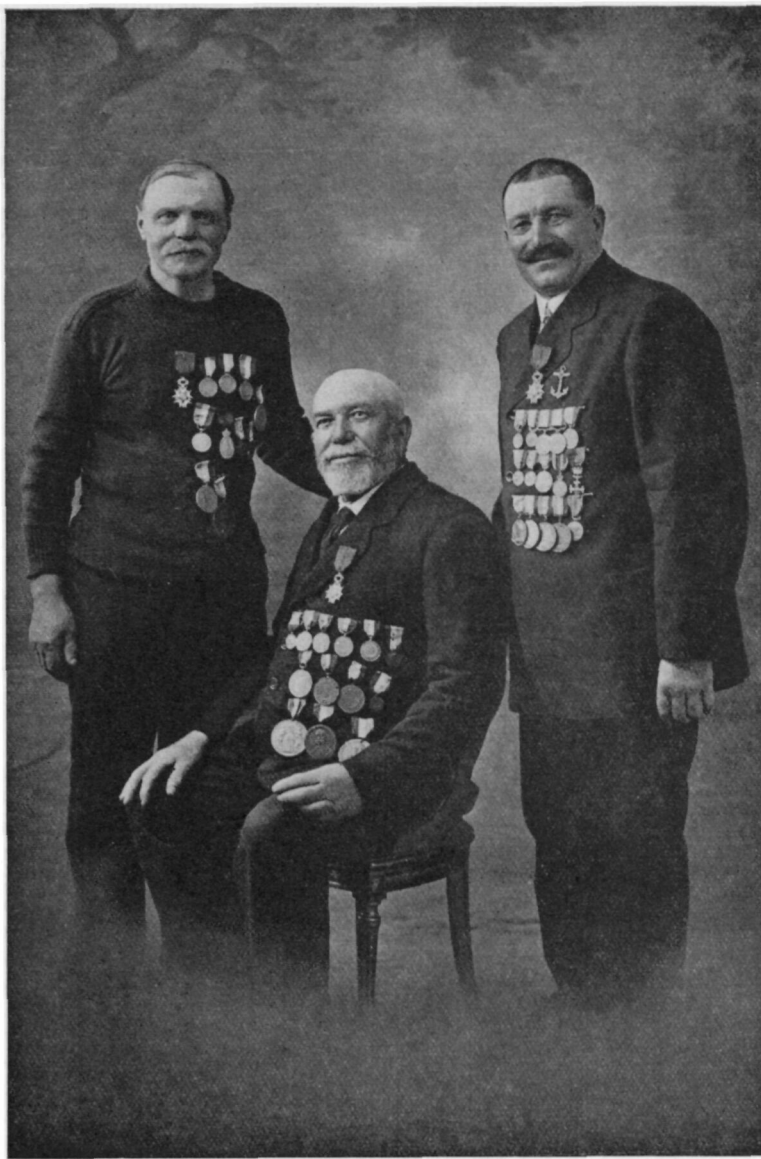
danger, judging by the example of the past, that their efforts would ultimately fail. It would be necessary, therefore, to set up a central driving force. Further, crews were necessary for the Life-boats, and for them also some form of control would be indispensable. The centralisation of the life-saving service on the coasts of France would seem therefore to be essential."

The Government Departments of Marine, Finance and Public Works unanimously agreed that the best solution would be to entrust the formation and control of the general service of life-saving to the initiative of a private society, to which the help of the Government would be accorded. The Central Society has been recognised as a national service since 17th November, 1865.

At this time there existed in France only seven Life-boat Stations properly equipped, belonging to private societies. These were at Dunkerque, Calais, Boulogne, Le Havre, Honfleur, Aigues-Mortes and Marseille. At Hourdel, Saint-Malo, Molene, Audierne and some other places small boats described as Life-boats had rotted away without ever having been used,\* for want of any form

\* Société Centrale du Sauvetage des Naufragés.

\* A reference to our own records shows that very similar conditions had been found to exist on many parts of our coasts, notably in the Isle of Man (where the founder of the

**DELARUE***Ile Molène.***KERLOCH***St. Pierre Penmarc'h.***LEPRETRE***Gravelines.*

**Coxswains of Life-boats of the French Society decorated in 1922 with the  
Legion of Honour.**

of control and of an organised *personnel* whose confidence had been acquired by experience and frequent practice. The discovery of these facts brought out some of the causes of the failure of earlier efforts, namely, the lack of a trained and disciplined *personnel*, and the lack of frequent inspection, without which the crews lost their discipline and the equipment perished.

In the course of the same year a Committee set up by the Minister of Marine had been instructed to experiment with different Life-boat models collected at Cherbourg. The Committee reported in favour of the Life-boat of the English type, which, with numerous later improvements, composed until 1903 practically the whole of our life-saving fleet.

Since 1903 the Society has designed a Life-boat in wood, which is uncapsizable and unsinkable. It is provided with a system of automatic relieving valves, is fitted with oars and sails, and is in use at a large number of the Society's Stations. Since 1910 the Society has used Motor Life-boats, also built of wood, unsinkable and uncapsizable, with a system of automatic relieving valves, and able to be propelled either by sails or oars. It has also just built a large Motor Sloop, on which oars cannot be used.

On 2nd April, 1866, a Government circular was sent out regulating the signals to be used by the Semaphore Stations in the case of wrecks which could be seen from the shore, and instructing them to send a messenger immediately to the nearest Life-boat Station with all particulars of the wreck which the look-out had been able to obtain. These instructions were repeated in 1892 by the Vice-Admiral Prefects of the five maritime districts.

The establishment of Stations equipped with large or small life-saving apparatus, and also of life-saving stations, was carried on at the same time as the establishment of Life-boats. The Custom House officials, who are to be found all round the coasts, and who have always

shown themselves conspicuously devoted and unselfish in the performance of their public duties, were put in charge of the life-saving apparatus.\*

In recent years, as in the past, the Society has adopted the policy of steadily increasing the number of its stations, but it has devoted itself still more to the work of increasing the efficiency of those stations which already existed. It can easily be understood that the rapidity of action in life-saving is of supreme importance and all possible means of ensuring this are carefully and closely examined. With this object large numbers of slipways have been built or lengthened, Life-boat houses taken down, launching rails laid and telephone lines set up. The greater part of the launching slipways built by the Society in ports which otherwise would have had none at all have been of the greatest use to the fishermen in their daily work; and so, quite apart from their value to the work of life-saving, are of permanent service.

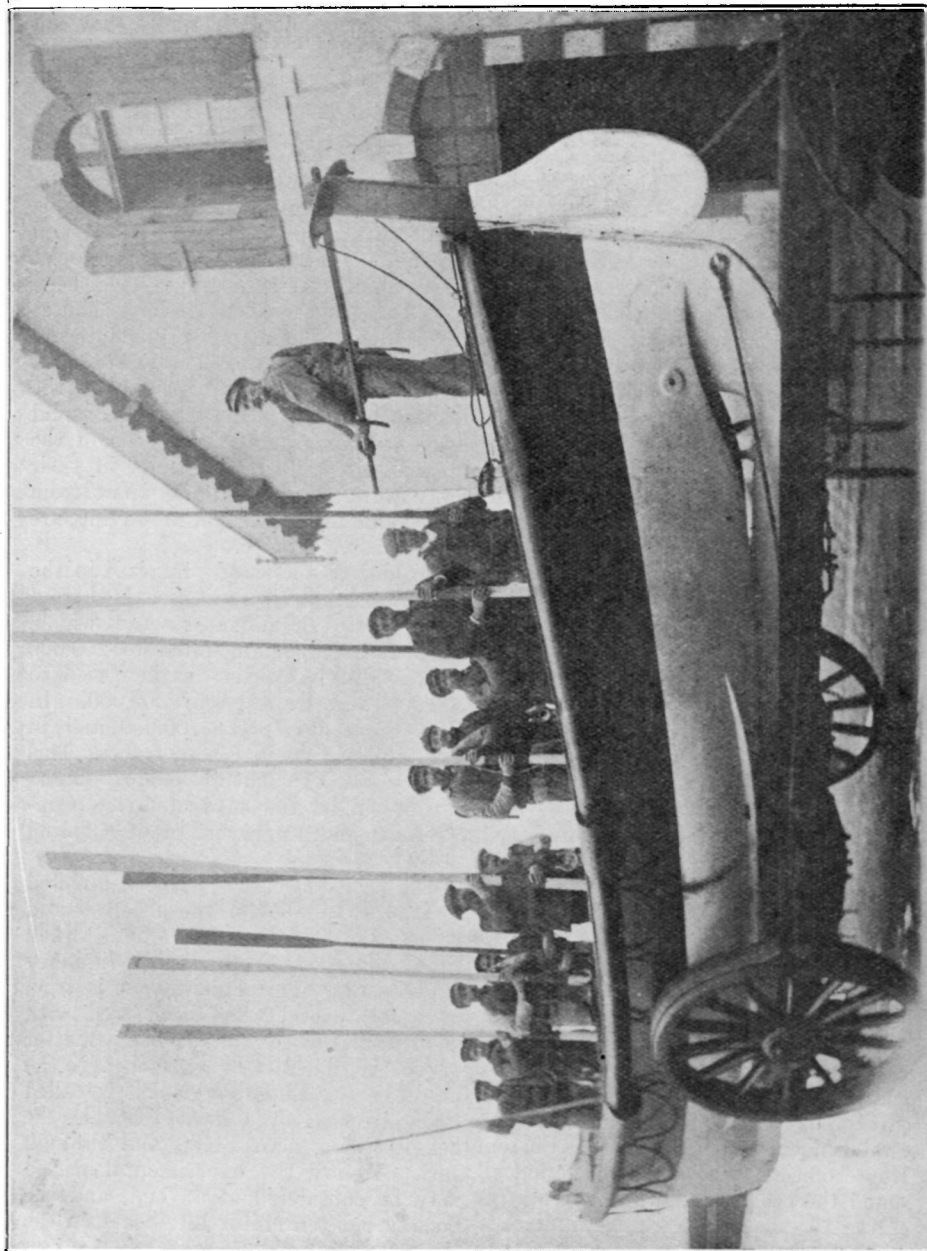
An idea of the steady increase in the work of the Society may be gained from the figures of its annual expenses which, thirty years ago, amounted to 200,000 francs. By 1900 this was increased to 300,000 and by 1910 to 360,000. In 1912 the figures were 700,000 and in 1920 no less than 1,700,000 francs. This increase of expenditure comes almost entirely under the head of "New Construction and Improvement of Existing Stations."

The principal effort has been directed to Motor Life-boats, the interest and value of which needs no proof. Much time was devoted to the preliminary experiments. Petrol motors, it is true, have for several years been used with good results at sea, but it was a matter of especial difficulty to adapt them to the needs of the Life-boat, which is called upon to make its way through the heaviest seas, across reefs and through surf. To-day the experimental period may be considered at an end, and the Society has ten Motor Life-boats on the coast.†

Institution, Sir William Hillary, had died in 1847), when the Committee of Management examined the state of affairs as a result of the stimulus given to the Life-boat Service by the Duke of Northumberland's acceptance of the Presidency in 1851.

\* In Britain the life-saving apparatus is under the control of the Board of Trade.

† The Institution, which began its experiments in 1904, has thirty-eight Motor Life-



MOTOR LIFE-BOAT "FELIX WILLIAM SPIERS."

**Organisation.**

The Society consists of benefactors, founders, donors and annual subscribers, and its revenue is made up as follows:—

- (1) Annual subscriptions.
- (2) Donations.
- (3) Collections and special efforts.
- (4) Subsidies which it receives from Government Departments, General Councils, the Communes and Chambers of Commerce.\*
- (5) Voluntary contributions from the Mercantile Marine received through the shipping agencies.
- (6) Interest on moneys which have been given or bequeathed, and which have been invested in order to ensure that the Society shall have the means to equip and efficiently maintain the stations and life-saving posts.

The Society is administered by a Council consisting of forty members elected at the General Meeting, with the Ministers of Marine, Finance, Commerce and Public Works as Honorary Presidents. The Council is entrusted with the whole administration of the Service. It meets as often as the interests of the Society demand, and it also meets once

boats on the coast, six are approaching completion, and fourteen more projected, of which eight will be ordered forthwith.

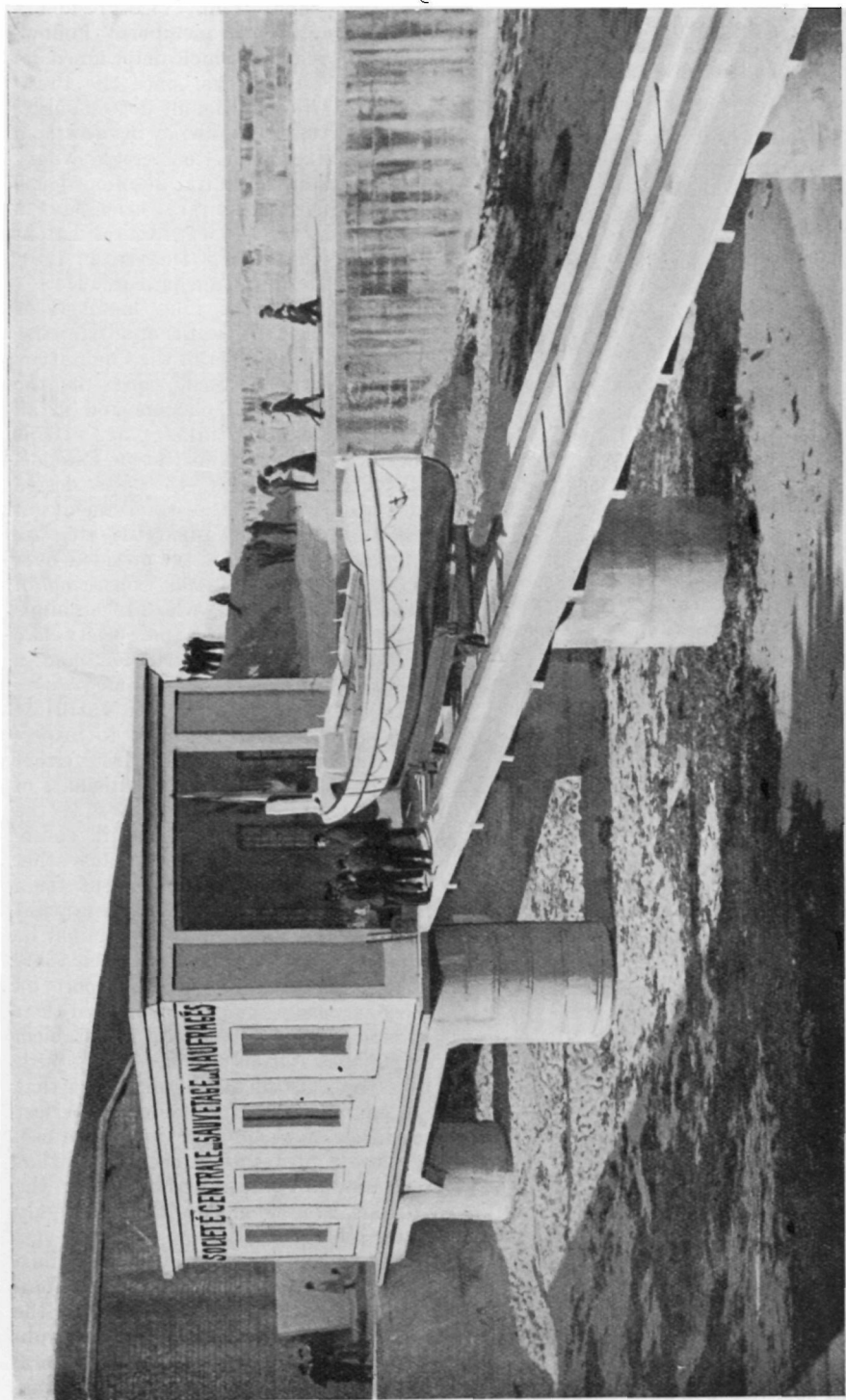
\* Except for a brief period of fifteen years, from 1855 to 1869, when the Institution received annual sums from the Board of Trade, varying from £677 to £4,841, in repayment of awards to crews, etc., the Institution during its ninety-nine years of existence has received no subsidy whatever from the State, preferring to rely entirely on the generosity of the British people. In this connexion it may also be noted that, during these years, doubtless as a result of the subsidy, the Institution ceased to receive the large contributions which previously it had received from the Committee of Lloyd's and from Trinity House, contributions amounting annually almost to as much as the yearly average of subsidy for these fifteen years, nor has support on this scale from these two bodies ever been renewed. But we are confident that, as the work of the Institution becomes better known in the record of its benevolent activity which the approaching Centenary will mark, all the great groups—shipping owners and companies and public bodies—which are most intimately associated with maritime affairs, will show their appreciation in generous measure. ■

a quarter. The Council chooses the President and four Vice-Presidents from among its own members. Following the principles which determined its choice in 1860 it has, since the Presidency of Admiral Rigault de Genouilly, re-elected to the Presidency in succession Vice-Admiral de la Roncière le Noury in 1873, Contre-Admiral de Montaignac in 1881, Vice-Admiral Jurien de la Gravière in 1890, Vice-Admiral Lafont in 1892, Vice-Admiral Duperré in 1901, and Vice-Admiral Touchard in 1914.

A Committee of nine members is entrusted with the details of administration, and one member of the Committee, chosen by the Council, represents the Society in all legal matters and in all affairs in which it takes part. He is known as the Administrateur-Délégué. All technical matters—the type, design and size of boats, establishment of stations, life-saving apparatus, etc., are submitted to a Committee presided over by a Vice-Admiral, and consisting of retired naval officers, who are administrators or inspectors of the Society, two directors of naval construction, and a senior officer of naval gunnery.

The work of inspection is entrusted to a secretary-inspector and to inspectors who have served in the Navy, either as captains of cruisers or lieutenants of men-of-war. They are always at the disposal of the Society, and in consequence are unable to take up any other occupation which would prevent them from going immediately to any point on the coast where they might be required. On returning from their tours of inspection they make a report on those places on the coast where, in their opinion, it would be useful to establish a Life-boat station or a life-saving post. It is the duty of inspectors to see that the equipment is maintained in perfect condition and ready for immediate use, and they must satisfy themselves that the crews of the Life-boats and the Custom House officials are thoroughly trained in their duties.

The budget prepared by the Administrateur-Délégué is examined by a Committee of three members, then by the Administrative Council, and finally submitted to the approval of the General Meeting.



LIFE-BOAT, LIFE-BOATHOUSE AND SLIPWAY AT SAINT JEAN-DE-LUZ (BASSES-PYRÉNÉES).

### Organisation on the Coast.

At each of the places where a Life-boat is stationed by the Society, a Committee is entrusted with the work of administration. This Committee is composed of at least three members resident in the district, one of whom must be a sailor. The representative of the Department of Naval Recruitment is *ex-officio* a member of the Committee. Each Local Committee chooses one of its members, if possible a sailor, to take control of the *personnel* and equipment, and it is through him that instructions are issued to the Coxswain. The Committee meets at least twice a year, before and after the winter. It satisfies itself that everything is in perfect condition, and discusses all measures necessary to maintain the efficiency of the station.

The Society places at the disposal of each Committee such a sum as the needs of the station require, and the accounts are kept by the Treasurer in a book which he receives from Headquarters. At the end of each quarter the Committee sends to Headquarters a statement of receipts and expenses drawn up in the prescribed way. To this statement is attached an account of the quarterly exercise, with the names of the men who took part and any necessary comments. A detailed report is sent to Headquarters after every service launch.

On the establishment of a station the crew are chosen by the Local Committee from among the fishermen and other sailors who have given in their names. The crew consists of a Coxswain, a Second Coxswain, and twice as many men as the number of oars carried by the Life-boat. The crew of a Motor Life-boat includes a mechanic. The Coxswain and Second Coxswain are chosen by secret ballot at a meeting of the Life-boatmen in the boathouse, subject to the approval of the Local Committee and of the Administrative Council of the Society. The same procedure is adopted when it is necessary to choose a new Coxswain and Second Coxswain, and vacancies among the crew are filled by sailors chosen by the Local Committee on the advice of the Coxswain.

As soon as the crew has been formed it carries out several practice launches, in order that the men may know their

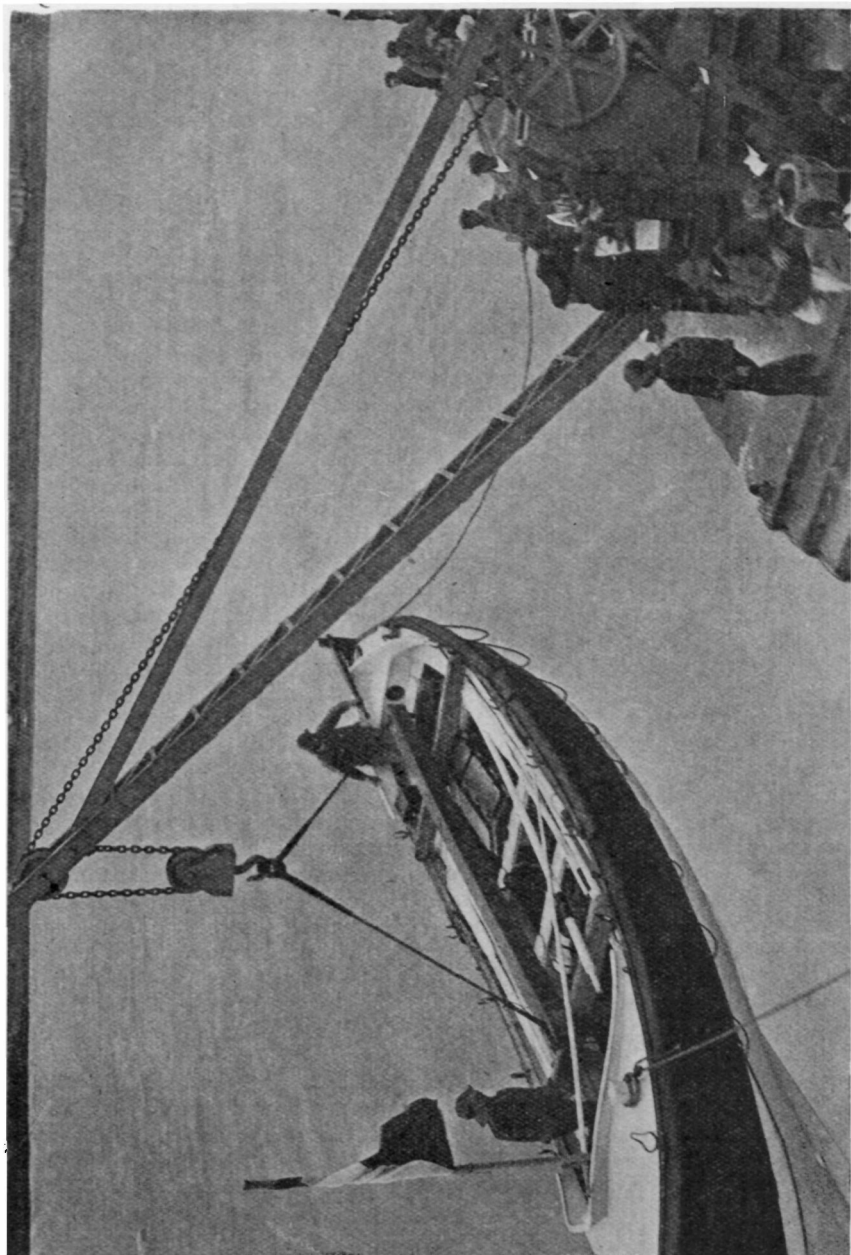
work and their places in the Boat. After this the exercises only take place once a quarter, and, wherever possible, a day with rough weather is chosen.

The Life-boats are kept in houses near the slipway and, if possible, at the top of it. In exceptional cases they are kept afloat, but this arrangement is never adopted except temporarily or for want of any better method when all others are found impossible.

The watchers at the Semaphore Stations are under orders to inform the nearest life-saving station, in the quickest way possible, of wrecks of which they receive information, and the Society pays the expenses incurred in giving information. In addition to this a small monetary reward is given by the Local Committee to whoever is the first to give information of a vessel in distress.

The stations of life-saving apparatus (provided with rockets, cannons or guns) as well as the life-saving posts, which are scattered in great numbers all round the coast, are provided with medicine chests, life-saving belts and buoys, lines, boat-hooks, etc., are entrusted to the Customs Houses, and the officials of the Customs are placed in charge of them. The inspectors of the Society visit these stations, give all necessary instructions and satisfy themselves that the equipment is in condition and that the *personnel* is kept in practice. In these stations of the first class, those provided with rockets or cannons, there are quarterly exercises, and payment is made to those who take part in it. Whenever the Customs House Brigade go out with their apparatus, whether in order to help the shipwrecked or simply as a mean of precaution the Society rewards them according to a fixed scale. Every quarter reports on their work and demands for anything that may be required are sent in by the officials to the directors of the Customs and are handed over, through the director-general, to the Life-boat Society. The tugs in the harbours are also equipped with line-throwing cannons and the lighthouse keepers are provided with the different apparatus for life-saving.

It remains to summarise the results of all the work that has been done in



LAUNCHING THE MOTOR LIFE-BOAT BY CRANE AT GRANVILLE, MANCHE.

this way for nearly fifty years as the result of the generosity of the subscribers to the Society and of the tireless devotion of the Life-boatmen. From the foundation of the Society up to the 1st January, 1922, the money spent on Life-boat, Life-boathouses, slipways and launching rails, on line-throwing stations, life-saving posts and the different apparatus needed, on rewards, compensation and help to the Life-boatmen and their families, etc., amounted to 19,670,593 francs.\* The number of lives saved during the same period has been 25,350, and the number of Life-boats round the coast is 122. The policy of the Society can be indicated in a few words.

(1) To establish new Life-boat stations, and stations with life-saving apparatus on those dangerous points—and still some exist—which are at present unprovided with any means of life-saving.

(2) To maintain and improve the existing stations.

(3) To replace equipment which is old or out of date. In a fleet of 122 boats one can easily see that it is essential to

\* At the pre-war rate of exchange this is equivalent to £786,303.

renew several each year, and we have therefore to make provision in each budget for several new boats.

(4) The adoption of Motor Life-boats at all those stations where the local conditions put no obstacle in their way and where there is sufficient shipping to justify it. The work is the most important and the most onerous. Motor Life-boats ought, of course, to be constructed in such a way that they possess all the qualities of stability, automatic relieving valves, etc., essential to a good Life-boat, and that they are sufficiently large to take a good number of people on board. The capital expenditure is, for this reason, large, and the subsequent cost of maintenance is also heavy, since a Motor Life-boat, if it is to keep efficient, requires daily care and frequent practice launches.

For the accomplishment of this purpose we are always in need of increased support, and for this reason, now, as in the past, the Society makes an urgent appeal to the generosity of all people who are interested in this splendid and humane cause. The greater the resources the greater will be the number of services carried out, and in this those who have contributed to its funds will find their reward.

## The Ramsgate Station.

As a result of negotiations which have been going on between the Board of Trade and the Institution since July, 1920, the Institution has now taken over full financial responsibility for the Ramsgate Station, and, as from 31st March last, will, for the future, pay all retaining fees, remuneration for exercises and rewards for services. Ramsgate will now be on the same footing as the other Stations of the Institution.

The earliest record of life-saving work at Ramsgate is that in 1852 the Harbour Trustees purchased a Life-boat. Thirteen years later the Institution placed a new Life-boat at that Station, and since that date the Station has been managed jointly by the Institution and the Board of Trade. The Life-boats have been

supplied and maintained by the Institution, while the Board of Trade has borne the cost of maintaining and rewarding the Coxswains and Crew, and has always placed a tug at the disposal of the Life-boat, for towing her out to vessels in distress. The Ramsgate tugs have, in fact, played a notable part in many courageous services.

Ramsgate has a life-saving record second to none in the annals of the Institution. Its boats have rescued up to date no fewer than 1,257 lives, and have saved 113 boats and vessels from destruction.

One of the most famous of all rescues from shipwreck round our coasts, the service to the sailing ship the *Indian Chief*, was the work of the Ramsgate

Life-boat and the Ramsgate tug *Aid* in 1881. In the face of almost insuperable difficulties the crew of the ship were saved, but not until the Life-boat and the tug had been unceasingly exposed to a furious winter gale and a terrible sea for twenty-six hours. The full story of this rescue was written at the time by Clark Russell in the *Daily Telegraph*, was reprinted in *The Life-Boat*, and remains one of the most graphic and moving stories in the English language of heroism at sea.

For this service Coxswain Fish of the Life-boat received the Gold Medal of the Institution, the V.C. of the Life-Boat Service, and his crew, and the captain and crew of the tug, silver medals. Fish is one of three splendid seamen who have been Coxswains of the Ramsgate Life-boat. It is, in fact, one of the remarkable features of this Station that in over sixty years it should have had only three Coxswains. The first of the three was Isaac Jarman, who was twice awarded the Silver Medal of the Institution. He was succeeded in 1871 by Fish, who was awarded the Silver Medal once and the Gold Medal twice, and Fish in turn was succeeded in 1891 by William Cooper, a silver medallist, who is still Coxswain of the Boat.

Though it is now forty-one years since the service to the *Indian Chief* was per-

formed, the remains of the vessel can still be seen on the Goodwins at low water, while one of the quarter-badges of the vessel, with the plumed head of "The Chief," hangs in the hall at the House of the Institution. Several members of the crews of the Life-boat and the tug who took part in that great service are still alive, and since 1914 the Institution has paid weekly sums to such of them as have been in poor circumstances. Altogether the Institution has expended £800 in this way.

For many years the name of the city of Bradford was associated with Ramsgate. The first of the Ramsgate Life-boats built by the Institution was provided out of a fund raised among the people of Bradford and was named after the city. A second and a third Life-boat were also built out of funds raised in the same city, and were stationed at Ramsgate, and a fourth Life-boat, though provided by the Institution, was given the same name in recognition of Bradford's generosity. In fact from 1866 until 1905 the Ramsgate Life-boat bore that city's name, and Bradford, with a generosity which seems to be characteristic of this great industrial city, has now raised a special fund to provide a Motor Life-boat for the Station at Spurn on the Yorkshire coast.

## The German Life-boat Society during the War.

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

THE War, which caused such an interruption in nearly every branch of national and international life, very soon led to a complete cessation of the exchange of journals and reports between this Institution and the Life-boat Services of our Allies and neutrals. Needless to say, therefore, this interruption was immediately felt in the case of enemy States. Hence, it was not until a few weeks ago that I received a batch of the reports of the German Life-Boat Society dating from the year 1913-14 to the year 1920-21. It must be gratifying, however, to friends of humanity and to the great cause of life-saving which we represent that the Institution was able, shortly after the termination of hostili-

ties in the spring of 1920, to assist the German Life-Boat Society by using its influence with the Admiralty to prevent the destruction of that part of the harbour of Heligoland in which the German Motor Life-boat could alone find safe anchorage, an action for which the Institution received the warm thanks of the German Society in June, 1920. Since then, the Institution has, in accordance with its traditions, readily given the German Society the benefit of its unique experience in the development of the Motor Life-boat and its usefulness for certain parts of the coast.

Even a brief survey of the reports to which I have alluded is necessarily of the greatest interest. I propose, there-

fore, to give here some brief jottings, showing the position of the German Society just before the War, its activities and vicissitudes during the War, and the results which the territorial losses brought about by the Treaty of Versailles effected.

As was stated in *The Life-Boat* of November, 1913, the German Society was founded in 1865, and was, until the revolution, always under the patronage of the Kaiser. It received much valued support from him, and especially from his brother, Prince Henry, whose distinguished naval position naturally led him to take a great interest in the Life-boat Service. The German Society, like the French, the Spanish, the Portuguese, and several others, has always pursued a two-fold activity by the provision of Life-boats and Rocket Apparatus, which latter, in Britain, are under the Board of Trade, which took over their management and control in 1855.

In 1914 the Society had 76 Life-boats, and 51 Rocket Apparatus Stations, and had, at that date, saved 3,997 persons, of whom the great majority, 3,392, had been saved by Life-boats from 643 wrecks, the balance of 605 being saved by the Rocket Apparatus from 114 wrecks.

It was the custom in normal times for the German Society to lay down a scheme for the provision of Life-boats, Boathouses, and Slipways, on which a report was furnished in the following year. The provisions for the year 1914 included the following important undertakings:—Three open Motor Life-boats, Three ordinary Life-boats. The installation of a motor in one of the decked sailing-boats.

Accordingly, a 36 foot Motor Life-boat was provided for Cuxhaven, and a similar boat for Heligoland, while the boat at List was provided with a 30 h.p. Daimler engine.

The following Motor Life-boats were provided with electrical searchlights:—Cuxhaven, Heligoland, List, Laboe, Warnemünde West, Athmatmündung.

The Report for 1914–15 brings us fully into the War years. The first paragraph of the Report states that the work of the Society has been "immensely interrupted and arrested" by the progress of hostilities, which is particularly regretted,

as it was about to celebrate the fiftieth anniversary of its foundation. A warm tribute is paid to two of the chief founders of the Society, namely, Dr. A. Emminghaus, whose enthusiastic work led to the union of a number of small societies to form the one chief Life-saving Society; and to the first President, H. H. Meier, whose close association with German maritime expansion, and especially with the development of the North German Lloyd, had brought him into close connexion with, and finally to the Presidency of, the Life-Boat Society.

Dr. Emminghaus was still alive in 1915, while Mr. Meier had died in 1898, after he had witnessed the realisation of his aims in seeing the last Life-boat Station which was administered by the Prussian State handed over to the voluntary organisation of the Life-Boat Society. It is curious, by the way, to note that even Germany, which has been the main advocate and most conspicuous example of the absorption of all public activities by the State, in accordance with Treitschke's ideals, should have realised very early in the day the advantages for the Life-boat Service of a voluntary administration, of voluntary crews, supported by the voluntary contributions of the generous public; and the advent of the revolution and of a Labour-Socialist Government has so far not affected the freedom of the Society as a voluntary organisation. This fact may well give pause to those who so frequently insist upon the desirability of the Institution's work being undertaken by the State!

It is a striking coincidence, indeed, that, in Britain, the Government Department most closely concerned with maritime affairs (as distinct from the Navy) has just arranged with the Institution to take over the last Station, which has till now been administered by the said Government Department, although the Boat has always been provided by the Institution since 1865.\*

The same report states that there were 1500 crews at 133 Stations, such crews including, of course, all the crews of Rocket Apparatus as well as the crews of

\* See previous article, "The Ramsgate Station."

the Life-boats. The number of lives saved up to the 1st April, 1915, had risen to 4,136; 3,527 of which were rescued by Life-boats from 655 wrecks, the balance being saved by the Rocket Apparatus.

In this report, too, mention is made of the fact that nineteen Life-boatmen had lost their lives in the fifty years of the Society's history. It is a comment on the extraordinary number of the Life-boat Services carried out by the Institution, and of the more dangerous character of our coast, that the number of Life-boatmen who lost their lives from 1851 to 1920, *i.e.*, seventy years, was 233. Unfortunately, we have no accurate record of the loss of life previous to 1851, but, in view of the much less efficient Life-boats which were utilised on so many parts of the coast, often in the hands of small private societies with very limited funds, we may, without exaggeration, assume that the proportion of lives lost in the British Life-boat Service between 1824 and 1851 will have been considerably higher than in the later period, so that probably no less than 500 lives will have been lost in the Life-boat Service up to date in the fulfilment of the heroic endeavour to save the lives of the shipwrecked on our coast.

The German programme for 1914-15 was, of course, severely curtailed. I note the statement (this was in 1915) that the 30-foot Life-boat and carriage for Arendsee were completed and would be sent to the Station "immediately after the conclusion of Peace"!

The Report for 1915-16 states that 122 persons were saved, 100 by Life-boats and 22 by the Rocket Apparatus, bringing the total number saved up to 4,258. There were altogether 133 Stations, 86 to the east of Jutland and 47 on the North Sea. Of the whole number 64 were double Stations, *i.e.*, they were provided with both Life-boats and Rocket Apparatus, whereas 52 had Boats only, and 17 had Rocket Apparatus only. There were eight open Motor Boats and six Decked Sailing Boats equipped with motors. It is interesting to observe that the Society had provided thirty-seven telephonic connexions for Life-boat purposes. The Report states that all the Stations had been inspected and, "as far as possible," the exercises

had been carried out. The death of Professor Doctor Emminghaus, the Founder and first Secretary of the Society, at the age of eighty-five, is referred to with deep regret, and accompanied by a warm tribute to his deep and sympathetic interest through a period of fifty years. This year also witnessed the death of Captain Steengraf, the first Inspector of the Society (from 1868 to 1874).

The Report for 1916-17 is a very short document, which records that 43 persons had been rescued during the year under review. One sentence makes curious reading. Among the endowments provided for awards is one intended to encourage the saving of life on the high seas. In this connexion the report states that, during the year under review, the Society had no knowledge of any Germans having participated either as rescuers or *as rescued*! When we recall the number of cases in which Germans were rescued by officers and men of the Royal Navy, whose ships had a few minutes earlier been the object of submarine attack, it is impossible to read this declaration of pristine innocence without a smile. However, we could hardly expect the German Society to bestow the rewards resulting from the endowment on the officers and men of the Royal Navy.

The Report for 1917-18 states that 109 persons were saved, 95 by Life-boats and 14 by the Rocket Apparatus, bringing the total to 4,410. The number of Stations has increased to 135, the new Stations being the "double" Station Maasholm and the Rocket Apparatus Station Nieby. Here again, we find that all the Stations had been inspected, and "where possible" the exercises had been carried out.

The cover of the Report for 1918-19 is a tacit witness to the tremendous events of that period. For the first time the names of the Kaiser, as Patron, and of Prince Henry of Prussia, as President, are missing. A revolution has taken place, and the Society continues its humane work with the same motto "God bless the work of life-saving," a motto in which all humane persons throughout the world will cordially join. We are told that 19

persons were saved by Life-boats, bringing the total number saved by the Society to 4,429, of which 3,757 were saved by Life-boats in 688 casualties, and 672 by the Rocket Apparatus in connexion with 120 casualties. The Report refers to the closing of two Stations owing to the exigencies of the War. The most important passage in the Report, however, refers to the probability (since realised, in fact) that the Stations on the parts of the coast which had had to be ceded to Poland, the Free City of Dantzig, the Region of Memel, and to Denmark would have to be abandoned to the authorities of those countries. In the case of Poland, the Report expresses a not unnatural anxiety lest the total inexperience of maritime affairs, let alone the Life-boat service, on the part of the Polish, Dantzig Free State, and Memel authorities should result in at least temporary injury to the humane work of life-saving, and a suggestion is made that perhaps some arrangement might be come to which would allow the German Society to continue its services under the control of the new dominions. That such a hope was not, in this instance, based on any desire to keep a grip on the territory so long held by Germany or to undermine the authority of the new owners is shown by the fact that the Report recognised the thorough efficiency of the Life-boat Service in Denmark, and therefore made no such suggestion with regard to the Stations on the Schleswig-Holstein coast which were ceded to Denmark under the Treaty.

Needless to say, these hopes were not likely to be fulfilled, and the Report for 1921-22 expresses the grief and disappointment of the Society at the complete failure to secure from the Polish authorities any sympathy for the German proposals or, indeed, up to the date of the Report, such compensation for the material loss of the Society as it could apparently claim under international law. The past history of Germany's dealings with its Polish population has, therefore, manifestly borne bitter fruit for a philanthropic Society solely concerned with the saving of life at sea. Surely, even in the after-

math of the Great War, the whirligig of time has brought few stranger results than this. And so we find the number of Stations reduced from 133 to 122, 80 of which are on the Baltic and 42 on the North Sea. Of these 61 are provided with Life-boat and the Rocket Apparatus, and 44 are Life-boat Stations only, 9 of which are open Motor Boats, and 6 Deeked Motor Boats.

A grim touch of the period through which Germany is passing is seen in the decision to abandon altogether the three gold, silver and copper medals, which conditions have made impossible since 1915, and to substitute for them two bronze medals, to be awarded for the most distinguished services of the year on the Baltic and North Sea Coast respectively.

The financial outlook is, of course, discouraging, especially in view of the enormous rise in the cost of labour and material, and the Report lays great stress on the importance of securing and maintaining a solid basis of subscriptions, which is more valuable, because more stable, than the revenue obtained by donations, special efforts, etc. The Report closes with an eloquent plea, which, with very little alteration, can well be applied to our own case: "Our existence is at stake as a charitable Society which for half a century has rested on the foundation of the voluntary co-operation of the German people in the work of the brave men who voluntarily risk their lives in the service of humanity. Our cry of distress goes out first and foremost to the shipping community, which is most directly assisted by the Life-boat Service."

I take this opportunity of assuring the German Society of the interest and goodwill with which THE ROYAL NATIONAL LIFE-BOAT INSTITUTION follows the work of the sister Society. In our common work of humanity national prejudices and the memories of the War are put aside, our purpose being to serve, with the utmost efficiency of men and material, the great Cause of life-saving at sea. I should like to express the hope that the German Society will be able, in the near future, to restore the admirable map which used to form part of the Annual Report and which showed the position

and character of the different Stations on the coast. I may also be allowed to express the confident hope that the Stations which the German Society has lost through the War may be managed

and administered no less efficiently by the Danish and Polish authorities who have come into possession of the respective territories under the Treaty of Versailles.

### Over 70 Miles to the Rescue.

THE Stromness Motor Life-boat has already shown on more than one occasion what a Motor Life-boat can do in the way of long-distance services. One of these was described in *The Life-Boat* for February this year. On that occasion she travelled fifty miles, rescuing two of the crew of the steam trawler *Freesia* in the nick of time, and in November, 1920, she travelled seventy miles.

Both these achievements, so far as distance is concerned, have been easily surpassed by her latest service, on 22nd September last, in which she travelled 114 miles. The service lasted just under fourteen hours, and it is a notable feature of it that the engine ran for the whole time without stopping and gave no trouble at all—splendid proof of the care taken of it.

The call came just after half-past one in the morning; news was received at Stromness that a trawler, *The Cornet of Aberdeen*, had run ashore on Holm of Aire, which lies off the north-west point of Sanday, one of the north-easterly islands of the Orkneys. At

2.15 the Boat was launched. A strong S.W. by W. breeze was blowing, with thick rain and a heavy sea, and the Life-boat was compelled to face the full force of the wind and sea, taking the long route round the West and North of Mainland, because at night Holm Sound, to the South-East, is unsafe for navigation owing to the block ships placed there by the Admiralty during the War. The stranded trawler was reached at 7.45 in the morning, five and a half hours after the Life-boat set out, and the nine men on board her were rescued and landed on the island of Sanday. By this time the wind had increased to a gale, and the Coxswain decided not to attempt to return to Stromness in face of it, but to make for Stronsay. The Life-boat, however, had not gone far before the wind suddenly shifted to North-West, and the Coxswain made for home, where the Life-boat arrived at four in the afternoon. The Committee of Management showed their appreciation of this fine service by making an extra monetary award to Coxswain and Crew.

### Bronze Medal Service by the Spurn Motor Life-boat.

AT ten o'clock on the night of 18th October two vessels were seen to be aground and showing signals of distress on the sandbanks, in the mouth of the Humber, known as The Binks, and the Spurn Motor Life-boat was launched. A strong wind was blowing with squalls, the night was very cold, and a very heavy sea was running. The first of the two vessels in distress was a fishing smack. She had sunk, and only her mast was above water. The crew were in the rigging, and as the Life-boat

approached their shouts could be heard. A terrific sea was breaking over the sandbanks—the worst, in the opinion of the Life-boat Crew, that they had ever seen on The Binks—and every now and then the sunken smack was lifted above the water and then crashed down on the sands again. The crew of the vessel were hailed and told to get ready to jump, and the Life-boat was manoeuvred as near as possible. Then she was caught by a heavy sea and struck the wreck. The next wave carried her clean

over the submerged hull—but the crew made no attempt to jump, and it is surmised that they had lashed themselves in the rigging. The Life-boat was now right over the sandbank, in the very heavy broken sea, and in great danger. She was continuously full of water, and her Crew had to cling to the masts and thwarts to prevent themselves from being washed overboard. Before the Coxswain had got her turned round, with the intention of approaching the wreck from leeward, the mast of the wreck and all the men on it had disappeared. The Boat cruised about, but no sign of the men, nor even any wreckage, could be seen.

The Life-boat then made for the second wreck, which was found to be the steam trawler *Mafeking*, of Hull. She also had sunk and the sea was breaking over her funnel, but the crew had taken to their boats as soon as she struck, and had been picked up by a

Pilot-cutter. The Life-boat returned to her Station just after two in the morning, and at daybreak again put out and searched the scene of the first wreck, but no trace of the crew could be found. Had the mast stood only fifteen minutes longer the Coxswain believes that the men would have been saved. How many men were lost is not known, but the smack is believed to have been a Danish vessel.

In the opinion of the Committee this was a most dangerous and difficult service, and everything that was possible was done to rescue the crew of the smack. They therefore awarded the Bronze Medal and the Thanks of the Institution inscribed on Vellum to Coxswain Robert Cross, and the Vellum to each of the remaining nine members of the Crew. In addition the Coxswain and Crew have been voted an additional monetary reward.

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### Three Fine Services in the Summer Gales.

DURING the south-westerly gales of extraordinary violence, which burst over the south-west and south of England in the second week of July, and lasted for two or three days, eight Life-boats along the south coast were launched, and three of these launches, from St. Mary's (Isles of Scilly), Penlee, and Totland Bay, although no services were performed, were so long and arduous, and showed so notably the fine quality both of the Crews and the Boats that special awards were voted by the Committee in each case.

At 3.21 in the afternoon of 8th July a telephone message was received at St. Mary's (Isles of Scilly), from the wireless operator that the s.s. *Concordia*, an Italian vessel, had broken her main shaft and was in need of immediate help three miles south-west of the Wolf Rock lighthouse, which is about twenty miles east of St. Mary's. Fourteen minutes later the Motor Life-boat was launched in a sea which the Honorary Secretary reported as being so heavy that "experienced boatmen were of

opinion that the Boat would not live in it." She lived in it for many hours, but did not succeed in reaching the vessel in distress, for after she had been running for three hours, continually swept by heavy seas, her engine stopped. The cause of the stoppage was dirt and water which had accumulated in the petrol tank, and, finding its way to the filter, had cut off the supply of petrol from the engine. This, however, was not discovered until later as, in such a sea, it was impossible to open the hatches. As every effort to restart the engine failed, sail was made and the Coxswain decided to run for Falmouth, forty miles away. Falmouth was reached at six the following morning, fourteen and a half hours after the Life-boat was launched, and during the whole of that time Coxswain Lethbridge remained at the wheel.

Meanwhile the Penlee station had also received news of the *Concordia's* distress, and the Boat was launched at the same time as the St. Mary's Boat. She started under single-reef canvas fore

and aft, but very soon was obliged to take in two more reefs. The Wolf Rock lighthouse is about fifteen miles from Penlee, and it was seven o'clock when the Life-boat, which had both wind and tide against her, reached the *Concordia*. She found the *Usk Mouth*, a steamer from Newport, standing by. This vessel had managed to get a rope on board the *Concordia*, but it very soon parted. On the advice of the Coxswain, the captain of the *Concordia* anchored. As the anchors appeared to hold, and the wind had become more westerly, and as messages had already been sent out for tugs, her captain decided that the Life-boat was not needed. She, therefore, returned, reaching Mousehole, where she was to be stationed during alterations to the Penlee slipway, at 10.45 P.M. Later on the *Concordia* was brought into Falmouth by the *Usk Mouth* and tugs.

During the day the wireless station at St. Mary's, which had continued to receive messages, had learnt that a Life-boat was standing by the *Concordia*, and then that the Life-boat had left her. As it was supposed that this was the St. Mary's Boat, great anxiety was felt when she did not return. Wireless messages were sent to Penzance and other stations on the coast asking if she had been seen, but none of the stations could give any news. Mr. Addison, the Honorary Secretary of the Branch, was engaged practically the whole night trying to get into touch with the Life-boat or watching on the pier, and the postmistress and wireless operator also remained at their posts for the same purpose the greater part of the night. It was not until the morning of the next day, 9th July, that the news was received of the Life-boat's safe arrival at Falmouth.

She set out again from Falmouth at 8.30 A.M. on 10th July, but as further trouble was experienced with the engine, she put into Penzance for repairs, and it was not until midnight on the same day that she reached St. Mary's, over fifty-six hours after she had been launched.

In recognition of the seamanship and endurance of Coxswain Lethbridge, and the endurance of the whole Crew of the St. Mary's Boat, the Committee voted the Coxswain the Thanks of the Institution inscribed on Vellum and an extra monetary award to each member of the Crew. Special Letters of Appreciation were sent to the Honorary Secretary, Mr. W. B. Addison, to the postmistress, Miss Knowles, and to the wireless operator, Mr. R. D. Bell. The attention of the Secretary of the General Post Office was drawn to the services of the two last-named. In the case of the Penlee Life-boat a Letter of Appreciation for his skilful handling of the Boat was sent to Coxswain Blewett, and extra monetary awards were voted to him and all the Crew.

During the same fierce gale, on 9th July, the Life-boat at Totland Bay was called out. Shortly after midnight the Brooke Station reported that its Boat was being launched, and at 1.35 another message was received that a vessel three or four miles off Brooke was making signals of distress, but that it was found impossible, as yet, to launch the Brooke Boat. It was decided to launch the Totland Bay Boat alone, but such was the force of the wind that only a few of the Crew heard the signal fired, and the rest had to be summoned by messenger. The Boat was afloat just after three, but no trace of the vessel could be found. Nor, so fierce was the gale, did the Coxswain think that it would be possible to beat back to Totland Bay in face of it. Instead, he decided to take the Boat right round the island, a distance of over sixty miles. This was successfully done, Totland Bay being kept informed by the various places round the coast at which the Boat was sighted, and eventually reached her station again at five in the evening, having been afloat in a whole gale for fourteen hours. In recognition of the fact that it was a long and arduous service the Committee voted the Coxswain and each member of the Crew an additional monetary award.

## Honorary Workers of the Institution.

No. 6. Mr. G. L. Thomson, J.P.,

Honorary Secretary of the Stromness Branch.

THE most northerly of all the Institution's Life-boat Stations is at Stromness on the west coast of Mainland or Pomona, the largest of the fifty-six islands which form the Orkneys. There was a still more northerly Station on the island of Stronsay from 1909 until the beginning of the War, but it was then closed owing to the impossibility of getting a crew, and has not been re-opened.

The Stromness Station itself was established in 1867, and since 1908 it has been provided with a Motor Life-boat. It was in fact one of the earliest Stations to which a Motor Life-boat was sent, and the

Stromness Boat has provided some of the most striking examples in the records of the Service of the value of motor-power.

Stromness used to be the port from which the vessels of the Hudson Bay Company, as well as most of the Arctic expeditions, set sail, and it furnished a large proportion of the men employed in the Greenland and Davis Strait fisheries. Few large vessels now call at Stromness, which is within twenty miles of the main routes between Scandinavia and America passing between the north coast of Scotland and the Orkneys; and during the summer months it is the headquarters of the Scottish Herring Fleet.

The Orkneys are a very stormy corner of the world. The autumn gales are sometimes so heavy that the greater part

of the crops will be destroyed in a night, and it is one of the peculiar features of this coast that sudden and violent gales from opposite points succeed each other rapidly, often in the space of a few hours.

Of the most interesting and important Station, Stromness, Mr. G. L. Thomson has been the Honorary Secretary for the past nineteen years. On every occasion since his appointment on which the Life-boat has been called out, he has personally superintended the launching, and on two occasions he has himself gone out in the Boat. What the superintendence of a launch from



Mr. G. L. THOMSON, J.P.

Stromness may mean is well illustrated by the service to the Grimsby trawler *Freesia* on 1st January, 1922, which was described in the February issue of the *The Life-Boat*. The *Freesia* was wrecked, and sank more than twenty miles away, round the coast of Mainland, and as soon as the Boat had been launched, Mr. Thomson motored across the island to the scene of the wreck. There he found that the trawler had already sunk, and that the only survivors were drifting on a small raft. His first business was to place signalmen round the cliffs to guide the Life-boat, and then, fearing that she might be too late, he appealed for shore-boats to put out. His appeal was answered, and three boats made gallant but unsuccessful attempts to reach the raft. It was left to the Life-boat, arriving after a

long and stormy journey of just four hours, to rescue the two men a few minutes before they would have been carried to certain death.

On this service the Life-boat travelled altogether fifty miles, and was afloat nine hours. In November, 1920, she went to the help of the s.s. *Nodesta* in distress ten miles off North Ronaldshay, and over seventy miles away from Stromness, and in the service to the s.s. *Comet*, described elsewhere in this issue, she travelled 114 miles.

Of the two occasions on which Mr. Thomson has himself been out on ser-

*shire* was lost off the Orkneys in June, 1916, with Lord Kitchener on board. Many of the *Hampshire's* crew were drifting on rafts along the shores of Birsay and Sandwich, and it is the belief of the people of Stromness that if their Life-boat had been called out, a large number of these men would have been saved.

Besides being Honorary Secretary of the Stromness Station, Mr. Thomson is a Justice of the Peace for the County of Orkney, and a member of the County Council. For many years he was a member of the Stromness School Board. He was Chairman of that body for the



**THE STROMNESS MOTOR LIFE-BOAT, "JOHN A. HAY."**

(A Self-righter 42 ft. × 11 ft. 6 in., with a 30 h.p. Tylor Engine.)

vice, one was the very first service of the Motor Life-boat in May, 1909, a few weeks after she arrived at the Station. One of the sudden northeasterly gales came up when the Coxswain and nearly all the Crew were out fishing. Several small fishing boats were in danger, and Mr. Thomson and the Harbour Master got together a scratch crew, and were successful in rescuing a fishing boat with four men on board.

In nearly twenty years of service for the Life-boat cause, Mr. Thomson's only regret is that the Admiralty did not inform Stromness when H.M.S. *Hamp-*

last five years of its existence, and he is now a member of the Education Authority of Orkney. In his, as in so many cases, it is those already giving generously of their time and energy to public work, in other ways, who are most ready to work also for the Life-boat Service.

Mr. Thomson is a true Scot. He has brought to his work for the Life-boat Service the Scot's combination of earnestness and dry humour, and it has had the happiest result in maintaining, among these difficult northern seas, a Station with a well-trained and loyal Crew, ready for every call, however distant it may be.

## Obituary.

By the death of Mr. William Cole, of Ilfracombe, at the age of seventy-five, in April of this year, the Institution lost a warm friend and worker and one of its oldest Honorary Secretaries. He was appointed in 1890 and held the position until his death. As a younger man Mr. Cole took a prominent part in the public affairs of Ilfracombe. He was a member first of the Local Board, and then of the Urban District Council for fifteen years, and was Chairman of the Council. When he gave up this public work he still continued to devote himself to various charities, and his chief interest was in the Life-boat Service. He was a man with many friends and had the respect and affection of all the members of the Ilfracombe Committee and of the Life-boat Crew.

During July and August the Institution lost two Coxswains by the deaths of Richard Wills, of Poole, and John Geddes, of Peterhead; and Robinson Pounder Robinson, who retired three years ago from the Coxswainship of the Uppang Boat, died in August.

Richard Wills was born in 1851, became Second Coxswain of the Poole Life-boat in 1891 and Coxswain in 1899, so that he was Second Coxswain or Coxswain for thirty-one years. In 1908 he was awarded the Thanks of the Institution inscribed on Vellum for taking part in a shore-boat service, in

which he and four other men rescued, at great personal risk, two men whose boat had capsized in a heavy groundswell. A brass tablet to his memory has been put up in the Seamen's Mission at Poole, and was unveiled on 19th November.

John Geddes was born in 1878, and became Coxswain of the Peterhead Lifeboat in 1919. As is recorded elsewhere, he died actually while the Inaugural Ceremony of the new Peterhead Motor Life-boat was being held.

Robinson Pounder Robinson was born in 1855, became Second Coxswain of the Whitby Life-boat in 1882 and Coxswain of the Uppang Boat in 1899—making the fine record of thirty-seven years as Second Coxswain and Coxswain. He twice received the Institution's Vellum of Thanks. The first occasion was in February, 1909, for a dangerous and difficult service to a ketch which was washed ashore and was being pounded to pieces in the breakers, and the second occasion was for the part which the Uppang Life-boat played in the service to the *Rohilla* in October, 1914. She was launched by being lowered down the cliffs near the scene of the wreck, and struggled until the Crew were utterly exhausted in a hopeless attempt, against the tremendous sea and strong current, to reach the wreck.

## Summary of the Meetings of the Committee of Management.

**Friday, 23rd June, 1922.**

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

Reported the receipt of the following special contributions :—

CIVIL SERVICE LIFE-BOAT FUND	£	s.	d.
(per W. Fortescue Barratt, Esq.), expenditure connected with Civil Service Life-boats in 1921	1,996	2	7

—To be thanked.

Decided to close the Polkerris Life-boat Station, and to establish a station at Fowey.

Paid £20,015 2s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £166 0s. 8d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Appledore . . . (Motor)	Fishing vessel <i>Unity</i> , of Milford.	Landed 4.
Buckhaven . . .	Schooner <i>Tolaelres Minde</i> , of Thors-haven.	Stood by vessel.

Life-boat.	Vessel.	Lives saved.
Cullercoats . .	S.S. <i>Scottish Maiden</i> , of London. Landed 3.	
Scarborough . .	Coble <i>Breadwinner</i> , of Scarborough. Escorted coble into harbour.	
Scarborough . .	Cobles <i>Caroline</i> , <i>Star of Bethlehem</i> , and <i>Clara</i> , of Scarborough. Saved three cobles and	6
Whitby, No. 2 . .	Four fishing cobles, of Whitby. Escorted cobles into harbour.	

Also voted £196 8s. 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 :—Blyth (Motor), Caister, Cromer, Douglas, Dunbar, Portrush, Rhoscelyn, Sheringham, Stornoway, Wexford (Motor), and Whitby (Motor).

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

Voted £23 12s. to men for injury in the Life-boat Service at Aldeburgh, Eastbourne, North Deal, and Southport.

Voted £5 to five men for saving two men whose fishing boat, *Bessie*, was capsized, off Kessingland, during a strong N.W. breeze on the 8th May. Also voted 10s. to another man who assisted.

Voted £1 2s. 6d. to three men, one of them the Coxswain of the Life-boat, for searching for two boys who were reported to have been cut off by the tide off Moreton, Cheshire, on the 14th May. Also granted 2s. 6d. to another man who assisted. The rescuers made a thorough search, but no one in need of help was found.

Voted £4 10s. to six men, including the two Life-boat Coxswains, for putting off from Arbroath, on the 1st June, in a motor boat and searching all night, but without success, for a missing boat and her occupant who had gone astray in the fog. Also granted 10s. to a man for keeping a look-out, and 17s. 6d. for paraffin used. The missing man reached safety without mishap.

Voted £1 5s. to two men for saving a man off Aranmore on the 13th May. Also granted 12s. in compensation of an oar broken in effecting the rescue. The man was engaged in pulling moss on a rock, two miles north of Aranmore, when the rope by which his boat was moored carried away, leaving him stranded. Owing to the rising tide he was in considerable danger. He was seen by two girls, who summoned help, and a boat, manned by two men, put off and rescued him. Some personal risk was run by the rescuers owing to the strong S.W. breeze and a heavy sea.

### Friday, 28th July, 1922.

The Hon. GEORGE COLVILLE in the Chair.

Co-opted Commander G. C. HOLLOWAY, O.B.E., R.D., R.N.R., a member of the Committee of Management.

Reported the receipt of the following special contributions :—

EXORS. OF THE LATE MR. THOMAS WINDSOR . . . . .	£	s.	d.
MESSRS. FURNESS, WITHEY & Co., LTD. . . . .	1,000	—	—
	500	—	—

—To be thanked.

Paid £28,068 11s. 6d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £84 0s. 9d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Clovelly . . . .	Motor smack <i>Dolphin</i> , of Appledore. Landed 2.	
Lowestoft . . .	Schooner <i>Kirstine</i> , of Sandnes . . . . .	6
Newcastle, co. Down.	A fishing boat of Kil-lough. Saved boat and . . . . .	1
Spurn (Motor) . .	A small rowing boat . . . . .	3
Torquay . . . .	Yacht <i>Amaryllis</i> , of London. Stood by vessel.	
Worthing . . . .	Motor launch <i>Lavengra</i> . . . . .	3

The Brixham Motor Life-boat saved the yacht *Amaryllis*, of London, and her crew of ten; and the Aberystwyth Life-boat assisted to save the s.s. *Hamilton*, of Stranraer.

Voted £254 11s. 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 :—Brooke, Cadgwith, Caister, Donaghadee (Motor), Exmouth, Johnshaven, Penlee, Ramsgate, St. Mary's (Motor), and Totland Bay.

Granted £20 2s. 6d. to men for injury in the Life-boat Service at Cardigan, Ilfracombe, and Newbiggin.

Voted the Thanks of the Institution, inscribed on Vellum, to JAMES LETHBRIDGE, Coxswain of the St. Mary's (Scilly Islands) Motor Life-boat, in recognition of his fine seamanship and endurance during a long and arduous attempt to render aid to the s.s. *Concordia*, of Genoa, which was in distress off the Wolf lighthouse on the 8th July, 1922.

Directed that a Letter of Thanks be addressed to the Crew and motor mechanic, accompanied by a special monetary reward.

Also directed that Letters of Thanks be addressed to the Honorary Secretary, Dr. W. B. ADDISON, Miss KNOWLES, postmistress, and Mr. R. D. BELL, wireless operator.

Further, that the attention of the General Post Office be called to the good work of Miss Knowles and Mr. Bell.

Voted an additional monetary reward to the Crew of the Penlee Life-boat, and sent a Letter of Appreciation to the Coxswain, FRANK BLEWETT, in recognition of a meritorious launch for service on the 8th July.

Voted an additional monetary reward to the

crew of the Totland Bay Life-boat in recognition of an arduous service launch on the 9th July.

Also directed that a Letter of Thanks be sent to the Honorary Secretary, Mr. H. MARFLEET, and his son, for their assistance on this occasion.

Voted £1 10s. to three men, one of them the Coxswain of the Life-boat, for rendering assistance to eight persons in a motor boat, of which the engine had broken down, at Montrose on the 10th June. Also granted 5s. to cover the cost of petrol used.

Voted 13s. to a man for saving the three occupants of a small boat who got into difficulties in a strong breeze off Tenby on the 4th July. Also granted 2s. for petrol consumed.

Voted £2 to four men for saving three persons at Ilfracombe on the 8th July. While out on a pleasure trip the boat was caught in a strong E.S.E. gale. She was carried away by it and became unmanageable. Four of the Life-boat's crew, seeing the boat's danger, put off and rescued her occupants.

### Friday, 15th September, 1922.

Sir GODFREY BARING, Bt., in the Chair.

Paid £23,767 1s. 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 £84 15s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clacton-on-Sea (Motor)	Cutter <i>The Wasp</i> , of Rowhedge. Saved vessel and . . .	11
Gorleston No. 1. Filey . . .	Motor-boat <i>Rinto</i> . . . Coble <i>Sprig Flower</i> , of Filey. Stood by cable.	11
Port Patrick (Motor)	S.S. <i>Leerdam</i> , of Guernsey. Stood by and assisted vessel.	
Whitby (Motor)	Three fishing boats, of Whitby. Stood by and rendered assistance.	
Whitby No. 1	Fishing coble <i>May Blossom</i> , of Whitby. Escorted coble into harbour.	

The Porthoustock Life-boat saved the s.s. *Dolphin*, of Manchester, and her crew of eight.

Also voted £299 12s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Boulmer, Caister, Coverack, Hilbre Island, Holyhead No. 1 (Steam), Newhaven (Motor), New Brighton No. 2 (Steam), Plymouth, Porthdinllaen,

Poole and Bournemouth, Ramsgate, Salcombe, St. Mary's (Motor), Swanage, and Whitby (Motor).

Granted £40 7s. 6d. to men for injury in the Life-boat Service at Blakeney, Cardigan, Moelfre, and Winterton.

Voted £1 10s. to three men for saving the two occupants of a small boat, which was being blown out to sea, off Weymouth, on 1st August. Also granted 10s. for petrol consumed, and 7s. to the person who brought first information of the casualty.

Voted £1 to two men for saving the only occupant of the yacht *Mabel*, of Warrington, at Hoylake, on 7th August. The vessel anchored off Hoylake, but as she remained there when the tide ebbed, it was thought that something was wrong. A strong E.N.E. wind was blowing, causing a breaking sea, when the two salvors put off to the yacht. They found the vessel with water up to her bunks, owing to a leak, and the only man on board prostrate with sea sickness. The yacht's anchors were slipped, and she was sailed into Hoylake.

Voted £1 17s. 6d. to five men for saving a man who was in great danger in a small boat at Montrose, on 8th August. Early in the morning he had gone out fishing, but was overtaken by a strong N.E. gale, which brought up a heavy sea. Being unable to cross the bar, he decided to make for Usan. While attempting this he was overtaken by the salvors in the motor fishing boat *Scurdy Light*, and they took him on board and landed him at Montrose.

Voted £4 10s. to six men, including the Life-boat Coxswain, for saving the occupant of a small boat which was adrift, off Walton-on-the-Naze, on 15th July, 1922, in a strong W.N.W. breeze. They picked up the boat about four miles from Walton, and found the man to be in an exhausted condition and helpless.

Voted £3 to three men for saving two boys whose boat capsized, off Hayling Island, on the 12th August, when the tide was running out very strongly, and the wind was blowing hard from S.W. The boys, who were camping at Sandy Point, saw a boat being driven out to sea, and made an effort to save her, but they themselves were capsized by a wind squall. The Life-boat Coxswain and two other men who were fishing saw the accident, and at once went to the rescue.

Voted £3 15s. to five men for saving four lives from the yacht *Lady Harriet*, at Llandudno, on the 7th August. Also granted 12s. 6d. to five other men who assisted. During a N.E. gale the yacht was seen standing into Llandudno Bay. When she came to an anchor she was swept fore and aft by heavy seas. The salvors, among whom was the Life-boat Coxswain, manned a large rowing boat and went out. The crew of the yacht were in an exhausted condition, and were taken ashore. The yacht was saved later.

Voted £4 10s. to three men for saving three lives from a yawl which was wrecked at

Innisfree Island, co. Donegal, on the 13th July. The yawl, with a cargo of provisions, was on her way from Burtonport to the Island when she was driven on to a rock in a dangerous position. A strong gale was blowing, the sea was heavy, and the tide was ebbing. A boat manned by one man was the first to reach the scene, and was followed by another boat containing two men. They succeeded in saving the yawl's crew and in salving her cargo. Considerable risk was run by the rescuers owing to the rocks and the position of the yawl.

Voted £3 to four men for saving the crew, eight in number, of the *s.s. Horley*, of Dundee, which was wrecked at North Sunderland, on the 29th August.

During foggy weather the four men, in a motor coble, were making for the fishing ground, when rockets were heard in the direction of the Knavestone Rock. Proceeding in the direction of the signals, they found that the vessel had stranded, and that the crew had just left her in a ship's boat. Four of the crew were taken into the coble, and the boat, with the other four, was towed to Seahouses. Later the *Horley* was found to be badly holed, and she eventually slipped off and sank in deep water.

Voted £2 to four men who, accompanied by Mr. W. H. Norris, Honorary Secretary of the Branch, put off in a motor launch from Weymouth to help a vessel which was on fire, on the 28th August. Also paid 5s. 10d. for paraffin used. The coastguard had reported the vessel in distress off St. Alban's Head, but when the launch reached her she found that her services were not required.

### Friday, 20th October, 1922.

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

Elected The MARQUIS OF ABERDEEN AND TEMAIR a Vice-President of the Institution.

Reported the receipt of the following special contributions :—

	£	s.	d.
ANONYMOUS . . . . .	5,000	—	—
MRS. DIMSDALE, "In Memory of the late John Dimsdale" . . . . .	25	—	—

—To be thanked.

Decided, as requested by H.M. Government, to take over the financial responsibility and management of the Ramsgate Life-boat, as from 31st March, 1922.

Paid £13,700 14s. 1d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £151 3s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed. . . . .	Two fishing boats of Berwick. Escorted boats into harbour.	

Life-boat.	Vessel.	Lives saved.
Blyth (Motor) . . . . .	Motor yacht <i>Evadne</i> , of Blyth. Saved vessel and . . . . .	4
Caister No. 1 . . . . .	Steam drifter <i>Elsay</i> , of Wick. Stood by vessel.	
Llanddulas . . . . .	Schooner <i>Chevalier Bayard</i> , of St. Malo. Rendered assistance.	
Seaham . . . . . (Motor)	Boat <i>Ellen</i> , of Easington . . . . .	3
Stromness . . . . . (Motor)	Steam trawler <i>Cornet</i> , of Aberdeen . . . . .	9
Tenby . . . . .	Ketch <i>Mary Jane Lewis</i> , of Milford. Landed 2.	

Also voted £215 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 :—Abersoch, Brighton, Caister No. 1, Cromer, Hayling Island, Holyhead No. 1 (Steam), Newcastle (Co. Down), Palling No. 1, Peterhead No. 2 (Motor), Ramsgate, Ryde and Totland Bay.

Granted £27 2s. to men for injury in the Life-boat Service at Blackpool and St. Anne's.

Decided to send a Letter of Appreciation to the Stromness Branch, especially commending the Coxswain and Motor Mechanic, and voted an extra monetary reward to each of the crew, in recognition of a long and arduous service on the 22nd September, when the Life-boat covered a distance of 114 miles, in rough weather, in effecting the rescue of the crew, nine in number, of the steam trawler *Cornet*, of Aberdeen, which stranded on the Holm of Aire, Sanday, Orkney. (This service is fully described elsewhere in this issue.)

Voted £14 to fourteen men, who, in three boats, saved the crew, six in number, of a naval seaplane, which fell into the sea and was wrecked, off Swanage, on the 12th Sept. Also granted 10s. for petrol consumed. The accident occurred about half a mile N.E. of Peveril Point, during a moderate gale with a rough sea and rain. The crew clung to the seaplane until rescued, four being taken off by the motor boat *Gondolier*, one by the motor boat *Dorothea*, and one by an open fishing boat. Three of the survivors were seriously injured, and considerable risk and difficulty were experienced in effecting the rescue. The seaplane eventually sank.

Voted 10s. to two men for saving two boys who were in a small boat which was adrift off Tenby, and were being carried out to sea, on the 7th September. Also granted 2s. 6d. for paraffin consumed.

Voted £1 10s. to three men for going out in a motor boat and saving the only occupant of a small boat which was missing from Boulmer on the 31st July. He had been carried out to sea, and was found, seven miles

away, drifting and helpless, with only one oar on board. Also granted 2s. 6d. for petrol consumed.

Voted £3 10s. to four men for rendering assistance to the barge *Scot*, of London, which was in distress off Dungeness, on the 15th September. Also granted 5s. for petrol and oil consumed, and 7s. to the person giving the first information of the casualty. On hearing that a vessel was in distress, the salvors put off in a motor fishing boat and found the barge, eight miles west of Dungeness, leaking badly, with her decks under water. Her crew of three hands, who had lifebelts on, were, together with their personal belongings, transferred to the fishing boat. This boat stood by, and later, when a salvage tug arrived, the rescued men returned to their barge; the tug took charge of the vessel, and

the fishing boat returned to Dungeness. A strong N.N.W. wind was blowing at the time with some sea.

Voted £4 10s. to three men, members of the Life-boat crew, for saving two persons from a small rowing boat at Llandudno, on the 26th September. Also decided to send a Letter of Thanks to the piermaster at Llandudno for his promptness in raising the alarm. During a strong S.E. gale, with a heavy sea, the piermaster saw a boat in difficulty off the Great Orme's Head, signalling for help. He sent a man to summon a motor boat, but as one was not available, he ordered his own boat to be launched. Before she got away, however, a pulling boat, manned by the salvors, had put out and, at some risk, rescued a partially disabled soldier and his wife, who were on board the boat.

### Awards to Honorary Workers.

MISS ALICE MARSHALL has been elected an Honorary Life Governor of the Institution, in recognition of her distinguished services as Honorary Secretary of the Oxford Branch.

To Mrs. WALTERS, in recognition of her valuable co-operation with "Life-Boat Day" collections in Malvern, a Framed Photograph.

To Mrs. LEWIS CRUMP, in recognition of her valuable co-operation as Joint Honorary Secretary of the Ladies' Committee in Birmingham and President of her Ward for many years, the Gold Brooch and Record of Thanks.

To H. E. SHAVE, Esq., upon his resignation after 37 years' service as Honorary Treasurer and Honorary Secretary, &c. of the Poole and Bournemouth Branch, the Thanks of the Institution inscribed on Vellum and a Silver Inkstand.

To Mrs. HALL, in recognition of her valuable co-operation at Southport, a Framed Photograph.

To Mrs. VERNON SPARROW, in recognition of her valuable co-operation in the London District, the Gold Brooch and Record of Thanks.

To Miss KERR, in recognition of her valuable co-operation at Greenock, the Gold Brooch and Record of Thanks.

To T. C. COLLINS, Esq., on his resignation after 9 years' service as Honorary Secretary of the Diss Branch, a Framed Photograph.

STANLEY HAYWARD, Esq., Reading.—It is regretted that in the May issue of the *Journal* the announcement of the award of a Gold Pendant and Record of Thanks to Stanley Hayward, Esq., was placed in the list of Honorary Secretaries who had completed 10 years' service. Mr. Hayward was Honorary Secretary at Reading from 1900 to

1922, and the award was made on his resignation.

To F. J. INGOLDBY, Esq., on his retirement, after 10 years as Honorary Secretary of the Louth Branch, a Framed Photograph, "The Life-boat."

To Captain JONATHAN R. BARBER, on his retirement after more than 10 years as Honorary Secretary of the Looe Branch, the Thanks of the Institution inscribed on Vellum.

To Mrs. MONRO HUGHES, in recognition of her valuable co-operation as President of the Aberayron and Lampeter Branch, a Framed Photograph, "The Life-boat."

To Lieut.-Commander E. LL. MARRIOTT, R.N.R., in recognition of his valuable co-operation as Honorary Secretary of the Flint and Connah's Quay Branch, a Framed Photograph, "The Life-boat."

To F. J. CAREY, Esq., in recognition of his valuable co-operation as Honorary Secretary of the Runcorn Branch, a Framed Photograph, "The Life-boat."

To Mrs. TIDY, in recognition of her valuable co-operation at The Lizard Branch, a Framed Photograph, "The Life-boat."

To P. H. CHAPPELL, Esq., in recognition of his valuable co-operation as Honorary Secretary of the Stourbridge Branch, the Record of Thanks and the Gold Pendant.

To Mrs. PIERCE CROSBIE, on her retirement after 15 years as Honorary Secretary of the Greencastle Branch, the Thanks of the Institution inscribed on Vellum.

To C. E. TURNER, Esq., on his retirement after 15 years as Honorary Secretary of the Salcombe and Hope Cove Branch, the Thanks of the Institution inscribed on Vellum.

To JOHN SUTHERLAND, Esq., on his retirement after 30 years as Honorary Secretary of the Huna Branch, the Thanks of the Institution inscribed on Vellum, and a silver Inkstand.

To A. H. CARTWRIGHT, Esq., on his retirement from the post of Honorary Secretary of the Gorleston Branch, a Framed Photograph, "The Life-boat."

### Awards to Coxswains and Life-boatmen.

To WM. HENRY TRIPP, on his retirement, after serving 12½ years as Bowman, 3½ years as Second Coxswain, and nearly 14 years as Coxswain of the Porthoustock Life-boat, a Framed Certificate of Service and a Pension.

To MATTHEW VERRILL, on his retirement, after serving 2½ years as Bowman, 5 years as Second Coxswain, and 7 years as Coxswain of the Staithes Life-boat, a Pension.

To T. W. VERRILL, on his retirement, after serving 5 years as Bowman and 7 years as Second Coxswain of the Staithes Life-boat, a Pension.

To JOHN T. COLE, on his retirement, after serving over 15 years as Signalman at the Staithes Life-boat Station, a Pension.

To JOSEPH WHITE, on his retirement, after serving 7½ years as Bowman and nearly 3 years as Coxswain of the Rye Harbour Life-boat, a Pension.

To WILLIAM STEVENSON, on his retirement, after serving 7 years as Bowman, 1 year as Second Coxswain and 24½ years as Coxswain of the Boulmer Life-boat, a Framed Certificate of Service and a Pension.

To JOHN HOLBROOK, on his retirement, after serving 17½ years as Coxswain of the Bembridge Life-boat, a Framed Certificate of Service and a Pension.

To THOMAS SHEEHAN, on his retirement, after serving 28 years as Signalman at the Fenit Life-boat Station, a Pension, commuted into a lump sum at his own request.

To the widow of JOHN GEDDES, the late Coxswain of the Peterhead No. 2 Life-boat, a compassionate grant of £10.

To JOHN L. WARD, on his retirement, after serving 11½ years as Second Coxswain and 12 years as Coxswain of the Pakefield Life-boat, a Framed Certificate of Service and a Pension.

To GEORGE ALLEN, on his retirement, after serving 7 years as Bowman, and 5 years as Second Coxswain of the Pakefield Life-boat, a Pension.

To JAMES W. COLEBY, on his retirement, after serving 23½ years as Signalman at Pakefield, a Pension.

To EDWARD OLDHAM, on his retirement, after 20 years' service as Coxswain of the Padstow No. 2 Life-boat, a Pension.

To SAMUEL PARRISH, to whom a Pension has already been awarded, on his retirement, after serving 20 years as Coxswain of the Donna Nook Life-boat, a Framed Certificate of Service.

To PATRICK GARVEY, on his retirement, after serving 25 years as Bowman of the Drogheda Life-boat, a commuted Pension.

To HENRY BRENTON, on his retirement, after serving 20 years as Second Coxswain of the Padstow No. 2 Life-boat, a Pension and a Life-boatman's Certificate.

To WILLIAM CAUKER, on his retirement, after serving 7 years as Bowman, and 5 years as Coxswain of the Polkerris Life-boat, a Pension.

To SIDNEY ROBINS, on his retirement, after serving 5 years as Second Coxswain of the Polkerris Life-boat, a Gratuity.

To W. H. R. HAWKEN, on his retirement, after serving 16 years as Signalman of the Polkerris Life-boat, a Pension.

To GEORGE HODGSON, on his retirement, after serving 11 years as Bowman of the Seaton Carew Life-boat, a Pension.

To GEORGE STEVENSON, on his retirement, after serving 10 years as Signalman of the Seaton Carew Life-boat, a Pension.

To A. THOMSON, on his retirement, after 18 years as Coxswain of the Thurso Life-boat, a Framed Certificate of Service, an Aneroid Barometer, mounted on a shield, and a Pension.

To D. THOMSON, on his retirement, after 18 years as Bowman of the Thurso Life-boat, a Pension.

To CHARLES JARVIS, on his retirement, after 20½ years as Second Coxswain, and 4½ years Coxswain of the Southwold Life-boat, a Pension.

To A. W. TOOKE, on his retirement, after 1 year as Bowman and 7½ years as Second Coxswain of the Hope Cove Life-boat, a Gratuity.

To JAMES E. THORNTON, on his retirement, after 16 years as Bowman, 10 years as Second Coxswain, and 17½ years as Coxswain of the Hope Cove Life-boat, a Framed Certificate of Service and a Pension.

To JONATHAN PILDITCH, on his retirement, after 25 years as Signalman at Hope Cove, a Pension.

### Life-boat Day Results.

WE give below a list of the results, so far received, of Life-boat Days which have been held during the Branch financial year which ended on the 30th September.

#### London.

	£		£
Acton . . . . .	42	Bideford . . . . .	100
Anerley . . . . .	26	Bournemouth . . . . .	264
Barnes . . . . .	17	Brixham . . . . .	86
Battersea . . . . .	7	Bude . . . . .	79
Beckenham . . . . .	45	Budleigh . . . . .	24
Berkhamstead . . . . .	14	Cadgwith . . . . .	10
Bermondsey . . . . .	130	Chard . . . . .	24
Camberwell . . . . .	18	Clevedon . . . . .	42
Chelsea . . . . .	28	Dartmouth . . . . .	30
Chiswick . . . . .	17	Dawlish . . . . .	120
City . . . . .	138	Dorchester . . . . .	18
Deptford . . . . .	66	Eastleigh . . . . .	15
Ealing . . . . .	107	Exeter . . . . .	167
Erith . . . . .	2	Exmouth . . . . .	60
Greenwich . . . . .	58	Falmouth . . . . .	90
Hackney . . . . .	66	Fareham . . . . .	31
Hammersmith . . . . .	2	Hayling Island . . . . .	28
Hampstead Garden Suburb . . . . .	31	Ilfracombe . . . . .	70
Hampstead . . . . .	80	Isle of Wight—	
Harrow . . . . .	22	Bembridge . . . . .	11
Holborn . . . . .	16	Brading . . . . .	5
Hornsey . . . . .	25	East Cowes . . . . .	9
Hounslow . . . . .	14	Newport . . . . .	84
Ilford . . . . .	83	Ryde . . . . .	56
Kensington . . . . .	43	Sandown . . . . .	107
Kingston . . . . .	48	St. Helens . . . . .	3
Laleham-on-Thames . . . . .	5	Seaview . . . . .	7
Lambeth . . . . .	49	Shanklin . . . . .	55
Lewisham . . . . .	132	Ventnor . . . . .	80
Leyton . . . . .	33	West Cowes . . . . .	45
New Malden . . . . .	30	Yarmouth . . . . .	8
Paddington . . . . .	30	Looe . . . . .	20
Poplar . . . . .	18	Lyme Regis . . . . .	85
Richmond . . . . .	63	Lymington . . . . .	16
Sheen . . . . .	25	Lynton and Lynmouth . . . . .	158
Southall . . . . .	8	Melksham . . . . .	8
Southwark . . . . .	33	Minehead . . . . .	67
St. Marylebone . . . . .	18	Newbury . . . . .	39
St. Pancras . . . . .	23	Newquay (Cornwall) . . . . .	131
Stepney . . . . .	10	Oxford . . . . .	192
Surbiton . . . . .	75	Paignton . . . . .	125
Sutton . . . . .	70	Penzance . . . . .	72
Walthamstow . . . . .	3	Portsmouth . . . . .	246
Wandsworth . . . . .	122	Reading . . . . .	48
West Ham . . . . .	50	Romsey . . . . .	17
Westminster . . . . .	390	St. Ives (Cornwall) . . . . .	50
Willesden . . . . .	37	Salcombe . . . . .	44
Wimbledon . . . . .	48	Salisbury . . . . .	91
Woodford . . . . .	40	Fordingbridge . . . . .	18
Woolwich . . . . .	16	Wilton . . . . .	6
		Seaton . . . . .	63
		Scilly . . . . .	69
		Shaftesbury . . . . .	30
		Sidmouth . . . . .	374
		Southampton . . . . .	400
		Swanage . . . . .	59
		Swindon . . . . .	80
		Teignmouth . . . . .	135
		Torquay . . . . .	175
		Wareham . . . . .	26
		Warminster . . . . .	11
		Westbury . . . . .	10
		Weymouth . . . . .	136
		Winchester . . . . .	35
		Yeovil . . . . .	59

#### South-West of England.

Andover . . . . .	42
Axminster . . . . .	12
Banbury . . . . .	29
Basingstoke . . . . .	32
Bath . . . . .	102

## South-East of England.

	£		£
Aldeburgh . . . . .	86	Buxton . . . . .	100
Angmering . . . . .	11	Castle Bromwich . . . . .	7
Arundel . . . . .	8	Cheltenham . . . . .	39
Ashford . . . . .	27	Chesterfield . . . . .	13
Bedford . . . . .	21	Coventry . . . . .	232
Bexhill . . . . .	82	Cradley Heath . . . . .	20
Bognor . . . . .	105	Derby . . . . .	235
Brancaster . . . . .	12	Droitwich . . . . .	11
Brighton . . . . .	306	Etwell . . . . .	14
Brill . . . . .	6	Gainsborough . . . . .	26
Bury St. Edmunds . . . . .	24	Gloucester . . . . .	80
Chatham . . . . .	27	Grantham . . . . .	46
Chatteris . . . . .	12	Grimsby and Cleethorpes . . . . .	165
Clacton-on-Sea . . . . .	118	Halesowen . . . . .	18
Colchester . . . . .	62	Henley-in-Arden . . . . .	5
Cromer . . . . .	106	Hereford . . . . .	31
Diss . . . . .	35	Kenilworth . . . . .	21
Dover . . . . .	59	Kidderminster . . . . .	90
Eastbourne . . . . .	552	Leicester . . . . .	400
Ely . . . . .	41	Lincoln . . . . .	88
Farnham . . . . .	51	Louth . . . . .	18
Faversham . . . . .	15	Ludlow . . . . .	56
Felixstowe . . . . .	51	Mablethorpe . . . . .	16
Folkestone . . . . .	74	Malvern . . . . .	26
Frinton-on-Sea . . . . .	66	Manby . . . . .	5
Gillingham . . . . .	45	Melton Mowbray . . . . .	4
Gravesend . . . . .	40	Much Wenlock . . . . .	25
Hastings . . . . .	145	Newcastle (Staffs) . . . . .	23
Herne Bay . . . . .	31	Newport (Mon.) . . . . .	100
High Wycombe . . . . .	67	Nottingham . . . . .	320
Hunstanton . . . . .	50	Oldbury . . . . .	23
Hythe . . . . .	15	Oswestry . . . . .	26
Kessingland . . . . .	9	Pontypool . . . . .	62
King's Lynn . . . . .	52	Redditch . . . . .	11
Lancing . . . . .	11	Retford . . . . .	62
Lewes . . . . .	48	Rugby . . . . .	39
Lowestoft . . . . .	57	Skegness . . . . .	220
Maidenhead . . . . .	40	Sleaford . . . . .	18
March . . . . .	25	Smethwick . . . . .	30
Margate . . . . .	151	Spalding . . . . .	28
Newhaven . . . . .	24	Stamford . . . . .	8
New Romney . . . . .	16	Stoke-on-Trent . . . . .	160
Ramsgate . . . . .	69	Stone . . . . .	20
Redhill . . . . .	71	Sutton-in-Ashfield . . . . .	63
Reigate . . . . .	48	Tamworth . . . . .	12
Rochester . . . . .	60	Walgrave . . . . .	3
Rochford and District . . . . .	36	Walsall . . . . .	32
St. Ives (Hunts) . . . . .	26	Warwick . . . . .	28
Selsey . . . . .	30	Wellingborough . . . . .	41
Sheringham . . . . .	66	West Bromwich . . . . .	21
Southend-on-Sea and Leigh-on-Sea . . . . .	85	North of England.	
Southwold . . . . .	37	Batley . . . . .	150
Tonbridge . . . . .	40	Berwick-on-Tweed . . . . .	49
Tunbridge Wells . . . . .	100	Bradford . . . . .	2,157
Walton-on-Naze . . . . .	215	Bridlington . . . . .	126
Wells (Norfolk) . . . . .	11	Burley . . . . .	80
Westgate-on-Sea . . . . .	20	Castleford . . . . .	31
Weybridge . . . . .	63	Castletown . . . . .	32
Wisbech . . . . .	72	Darlington . . . . .	47
Yarmouth . . . . .	63	Dewsbury . . . . .	80
Midlands.		Douglas . . . . .	291
Bedworth . . . . .	21	Elland . . . . .	30
Birmingham . . . . .	426	Filey . . . . .	52
Bridgnorth . . . . .	66	Flamborough . . . . .	32
Bristol . . . . .	70	Fleetwood . . . . .	100
Burton-on-Trent . . . . .	240	Goole . . . . .	55
		Grange-over-Sands . . . . .	24
		Hauxley . . . . .	28

	£		£
Hornsea . . . . .	32	Penmaenmawr . . . . .	18
Huddersfield . . . . .	103	Pontypridd . . . . .	92
Hull . . . . .	150	Porthcawl . . . . .	13
Ilkley . . . . .	73	Prestatyn . . . . .	52
Keighley . . . . .	148	Rhyl . . . . .	92
Leeds . . . . .	479	South Carnarvonshire . . . . .	100
Liverpool . . . . .	1,063	Swansea . . . . .	220
Manchester . . . . .	1,844	Tenby . . . . .	52
Maryport . . . . .	33		
Morecambe . . . . .	134		
Newcastle-on-Tyne . . . . .	197	<b>Scotland.</b>	
North Sunderland . . . . .	12	Aberdeen . . . . .	250
Peel . . . . .	182	Airdrie . . . . .	50
Port Erin . . . . .	39	Aith . . . . .	4
Port St. Mary . . . . .	21	Alloa . . . . .	61
Preston . . . . .	274	Ardrossan . . . . .	20
Ramsey . . . . .	81	Ayr . . . . .	106
Robin Hood's Bay . . . . .	19	Barrhead . . . . .	30
Rotherham . . . . .	105	Buckie . . . . .	5
Runswick and Staithes . . . . .	42	Coatbridge . . . . .	41
Saltburn . . . . .	27	Dumbarton . . . . .	120
St. Annes . . . . .	71	Dumfries . . . . .	165
St. Bees . . . . .	7	Dunbar . . . . .	90
Scarborough . . . . .	302	Dunfermline . . . . .	124
Seascale . . . . .	7	Dunoon, etc. . . . .	54
Sheffield . . . . .	355	Edinburgh . . . . .	790
Southport . . . . .	580	Findhorn . . . . .	6
South Shields . . . . .	130	Girvan . . . . .	41
Stockport . . . . .	302	Glasgow . . . . .	665
Sunderland . . . . .	203	Gourock . . . . .	42
Wakefield . . . . .	8	Grangemouth . . . . .	45
Warrington . . . . .	198	Greenock . . . . .	154
Whitby . . . . .	144	Inverness . . . . .	72
Whitehaven . . . . .	38	Johnstone . . . . .	36
Wigan . . . . .	51	Kilmarnock . . . . .	103
York . . . . .	52	Kirkcaldy . . . . .	85
		Kirkintilloch . . . . .	36
		Largs, etc. . . . .	101
<b>Wales.</b>		Millport . . . . .	17
Aberdovey . . . . .	20	Montrose . . . . .	87
Aberystwyth . . . . .	130	Paisley . . . . .	122
Anglesey . . . . .	27	Peebles . . . . .	45
Barmouth . . . . .	47	Perth and District . . . . .	281
Beaumaris . . . . .	28	Port Patrick . . . . .	12
Borth . . . . .	17	Renfrew . . . . .	12
Cardiff . . . . .	194	Rothsay . . . . .	53
Cemaes . . . . .	48	Stirling . . . . .	23
Colwyn Bay . . . . .	350	Stranraer . . . . .	73
Fishguard . . . . .	31	Wick . . . . .	101
Haverfordwest . . . . .	38	Wishaw . . . . .	24
Lampeter . . . . .	15		
Laugharne . . . . .	27		
Llandrindod Wells . . . . .	71	<b>Ireland.</b>	
Llandudno . . . . .	580	Belfast . . . . .	130
Llandulas . . . . .	62	Bray and Greystones . . . . .	32
Llanelly . . . . .	64	Dublin . . . . .	500
Llanwrtyd Wells . . . . .	14	Howth . . . . .	17
Milford Haven . . . . .	20	Kingstown . . . . .	45
Pembroke Dock . . . . .	21	Newcastle, co. Down . . . . .	70
Penarth . . . . .	53	Skerries . . . . .	22

## News from the Branches.

### Newcastle-on-Tyne.

The Annual Meeting was held on 15th March, Lady Montgomery, the Chairman of the Committee, presiding. The annual report for the year ended 30th September, 1921, which was presented to the meeting by the Honorary Secretary, Miss Irene Ward, expressed the regret of the officers that the income during the year amounted to only £412, as compared with £1,386 in 1920, the decline being due to the abnormal industrial depression. The report was adopted, and the officers and Committee were re-elected.

### Alnwick.

A large public meeting was held on 23rd March for the purpose of forming a Branch of the Institution and an Alnwick Ladies' Life-boat Guild, with the Duke and Duchess of Northumberland as their Presidents. The chair was taken by Colonel G. Reavell, O.B.E., who was supported on the platform by the Rev. Canon Mangin, the Rev. James Payne, the Rev. J. Hamilton Campbell, County Councillor A. T. Robertson, Councillor J. Armstrong and Mr. John Archbold, who had been acting as Honorary Secretary. The Chairman pointed out that though Alnwick itself had not, up to the present, been associated with the Life-boat Cause, the Institution had had no greater friends, since its foundation, than the Percy family, with which Alnwick was so closely associated. Because of this and because of the great part which Northumberland had played in the history of the Life-boat Service, he appealed with the greatest confidence to this meeting of Northumbrians to give the Service their help. A resolution approving the formation of a Branch was moved by Canon Mangin, seconded by Mr. Robertson, supported by the Rev. J. Hamilton Campbell, and carried unanimously. The Duke of Northumberland was elected President, Sir Francis Walker, Bt., Chairman, Colonel G. Reavell, O.B.E., Treasurer, and Mr. John Archbold Honorary Secretary. It was then decided to establish a Ladies' Life-boat Guild, with the Duchess of

Northumberland as President, Mrs. Leather-Culley as Treasurer, and Miss Walker as Honorary Secretary. A discussion took place on various methods of raising funds—special postal appeals, a Life-boat Day, a house-to-house collection, collections in places of worship and a Ladies' Life-boat Guild collection, and it was decided to refer the matter to the Committee. It was decided to invite the co-operation of the Rev. L. Gethen, Vicar of St. Paul's, who had had great experience in such work, and Mr. Gethen at once accepted the invitation. It was also decided to appoint an Executive Committee of ten to carry out various suggestions which had been made. In May the Duke of Northumberland issued an appeal to the residents of Alnwick, and the last Sunday in May was observed as Life-boat Sunday, an appeal being made in all the churches on behalf of the Service.

### Preston.

The Annual Meeting was held on 27th March, the chair being taken by the Mayor, Mr. H. Astley-Bell. The report for the year ended 30th September, 1921, was presented by the Honorary Secretary, Mr. J. G. Bradshaw, and showed that a sum of £403 had been raised as compared with £413 in 1920. Of the total, £110 was the result of a house-to-house collection, while £130 had been received from the Life-boat Day. The Mayor congratulated the Branch on having sent so large a sum as £360 to the Institution and made a special appeal to the general public, who, he thought, still did not fully understand the importance of the work carried on by the Institution. The officers were re-elected.

### Southport.

The Annual Meeting of the Branch was held on 31st March, the chair being taken by Mr. T. H. Gregson, J.P., the Chairman of the Branch. The financial statement for the year ended 30th September, 1921, which was presented to the meeting by Mr. W. H. Shaw, the Honorary Treasurer, showed that the sum of £671 had been raised as compared

with £253 in 1920. The report for the year, which was presented by the Honorary Secretary, Mr. George Cockshott, referred in particular to the work of the Ladies' Auxiliary Committee, which, during the year, had been re-organised as the Southport Ladies' Life-boat Guild. It organised the most successful Garden Party, including a sports gymkhana and side shows, which, after all expenses had been paid, realised a sum of £475. The Committee of the Branch expressed special appreciation of the way in which the effort had been carried out. Sir James Paton, J.P., was elected Chairman and the other officers were re-elected.

On the previous Friday, 24th March, the Annual Meeting of the Ladies' Life-boat Guild had been held, the chair being taken by the Mayor, Councillor Miss Hartley. It was decided that the Mayor, as President, should issue an appeal for subscriptions, that there should be an appeal in all places of worship asking for an offertory or retiring collection, and that a Life-boat Day should be held. The Mayor was elected President of the Guild, Lady Paton its Honorary Secretary, Mrs. Dudley Coddington its Honorary Treasurer, and Miss Doris McKerrow its Assistant Honorary Secretary.

#### Kensington.

A concert was held in Kensington Town Hall on 31st March, with the object of forming a Kensington Branch. The chair was taken by the Mayor, Dr. (now Sir James) Rice-Oxley, C.B.E., who was supported by Sir William Davison, K.B.E., one of the Members of Parliament for Kensington, and Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management. Lieut.-Col. Alan Burgoyne, M.P., the other Parliamentary representative of the Borough, was unable to be present. The Mayor made a special appeal for support, and announced that H.R.H. Princess Louise Duchess of Argyll had consented to become the President of the Branch. The appeal was supported by Sir William Davison and Sir Godfrey Baring, and as a result a Branch has now been formed, with Sir James Rice-Oxley as Chairman of the Committee and Miss Phyllis Husey as Honorary Secretary.

#### Hull.

The Lord Mayor (Councillor G. F. Wokes) presided at the Annual Meeting, which was held on 3rd April, among those present being the Lady Mayoress and the Sheriff (Councillor T. McLeod). A report which was presented by the Honorary Treasurer, Mr. T. G. Milner, showed that, since the close of the financial year on 30th September, 1921, £115 had been raised by the Life-boat Day, £118 by a special *matinée* promoted by the Lady Mayoress, and £62 by subscriptions. The Lord Mayor made a special and earnest appeal for a larger subscription list, and said that he thought that a sum of only £62 was a disgrace to a city of the size and importance of Hull. In seconding the adoption of the report the Sheriff said that the amount collected by the Branch was small when it was remembered that Hull was to a very large extent dependent on its shipping and seamen. He pointed out that when the seamen were paid off from the shipping offices it was rare for them to leave without putting something into the Life-boat box, and he hoped that shipowners would lift Hull from the very poor position which it at present occupied among the supporters of the Institution. Since this last meeting was held Commander M. A. Reagan, O.B.E., R.N.V.R., has accepted the office of Honorary Secretary.

#### Peterborough.

The Annual Meeting was held on 4th April, the chair being taken by the Mayor, Councillor Tom C. Lamplough, who was accompanied by the Mayoress. The report for the year ended 30th September, 1921, which was presented by Miss Annie Swallow, showed that, as a result of holding a Life-boat Day, there had been a substantial increase in the amount remitted to the Institution. The total receipts for the year amounted to £142 as compared with £41 in 1920. The Mayor paid a tribute to the excellent work of the Branch Committee and of the Honorary Secretary, and said that many as were the appeals made, the one which could not be passed over was the appeal of the Life-boat Service.

**Acton.**

A Drawing-room Meeting was held on 5th April at the house of Mrs. E. C. P. Monson, among those present being Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management, the Mayor and Mayoress of Acton, Alderman and Mrs. Baldwin, Alderman Miss Smee and Councillor Mrs. Barnes. The Mayor, who presided, spoke of the value of the Service from his own personal experience of Life-boat launches on stormy nights at Deal, and Sir Godfrey Baring gave a general account of the Institution's history and present requirements. It was decided to form a Ladies' Life-boat Guild at Acton, and Miss J. C. Graham undertook to organise the Life-boat Day.

**Douglas, Isle of Man.**

The Annual Meeting was held on 11th April, the chair being taken by His Excellency the Governor. The report for the year ended 30th September, 1921, was presented to the meeting by Mr. R. H. Milner and showed that altogether a sum of £624 had been raised, as compared with £792 in 1920. In moving the adoption of the report the Governor pointed out that, though the sum raised was less than in 1920, which was a record year for the Life-boat Day, this was only to be expected in view of the smaller number of visitors to the Island. It was, however, very encouraging to see that the income from subscriptions and donations was greater than in 1920, being £200 instead of £190. His Excellency also reminded the meeting that in 1924 the Institution would celebrate its Centenary and said that he hoped that, as the birthplace of the Institution, the Island would take a most prominent part in the celebrations. In moving the adoption of the report Mr. C. W. T. Hughes-Games, V.G., the Chairman of the Branch, said that one of the features of the year's work had been the establishment of the Ladies' Life-boat Guild in Douglas. He expressed the deep indebtedness of the Branch to the members of the Guild for the work which they had done, and looked forward to seeing its membership greatly increased in the future. In his opinion the Branch had not nearly

enough annual subscribers, and he hoped that the ladies who helped with the Life-boat Day might also be prepared to work for the Cause by visiting people with a view to increasing the number of subscribers. This was done with success in the case of other charities. The officers of the Branch were re-elected as follows:—Patron, His Excellency the Governor (Major-General Sir Wm. Fry, K.C.V.O.); President, his Honour the Deemster Callow; Chairman, Mr. C. W. T. Hughes-Games, V.G.; Vice-Chairman, Mr. J. E. Everad; Honorary Treasurer, Mr. R. H. Milner; Honorary Secretary, Colonel H. W. Madoc; Assistant Secretary, Mr. R. G. Shannon. The Committee for the year was elected, and in replying to a vote of thanks, the Governor specially welcomed the election to the Committee of Lieutenant May and Commander Parkes. He thought that the success of the Life-boat Service in the Island was largely due to the fact that so many members of the Committee had been at one time connected with the sea.

**Newport, Monmouthshire.**

The Annual Meeting was held on 12th April, the chair being taken by Mr. A. J. Phillips, Chairman of the Local Committee. He pointed out that in spite of the depression in the coal trade the Branch had raised a sum of £231, as compared with £153 in 1920. At the same time he did not think Newport was doing all that it should for the Institution when one considered that it was a big centre of shipping. He said that he hoped that in the near future they would be able to persuade the Deputy Chairman, Sir Godfrey Baring, to pay a visit and deliver an address. The officers were re-elected, and a hearty vote of thanks was passed to the Chairman, who had been connected with the Branch either as Chairman or as Honorary Secretary for the past thirty-two years.

**Kessingland.**

On 1st May Mr. E. Woolfield, the Honorary Secretary of the station, was presented by Commander Carver, the Inspector of Life-boats for the Eastern District, with binoculars in recognition of his valuable co-operation during ten

years. Among those present were Commander Dundas, Divisional Officer of Coastguard, Mr. A. Gouldby, Chairman of the Kessingland Beach Company, the Coxswain and crew of the Life-boat and a number of men of the Coastguard. In making the presentation Commander Carver expressed the Committee of Management's appreciation of Mr. Woolfield's valuable services and their hope that he would long continue as Honorary Secretary of the Branch. In reply Mr. Woolfield spoke of the splendid and cordial relations which have always existed between himself and the Institution. At the close of the ceremony there was a special demonstration launch of the Life-boat, which took three minutes from the time the signal was given until the Boat touched the water.

#### Perth and District.

The Annual Meeting of the Branch was held on 3rd May, the chair being taken by the Rev. P. R. Landreth, the Chairman of the Branch, who was supported by the Duchess of Atholl, Sheriff Boswell, Bailie Hunter and Bailie Ross. The Annual Report for the year ended 30th September, 1921, which was presented to the meeting, showed that the sum of £360 had been raised, as compared with £368 in 1920. The Chairman congratulated the Branch on such an excellent result in a year of many difficulties, and on the proud position which it held as fourth in the list of Scottish Branches. He spoke of the excellent work done by Mr. William Strachan, the Honorary Secretary, and by Mr. J. T. Douglas, the Assistant Secretary, and of the Branch's great indebtedness to its many lady collectors throughout the county. In moving the adoption of the Report the Duchess of Atholl warmly congratulated the Branch on its work, and said that, at the same time, when one read of the great needs of the Life-boat Service, and of the wonderful work which it was doing for the nation, one felt that the Branch might still further increase its efforts. Owing to the multiplicity of war charities much money had gone elsewhere which would otherwise have been given to the Life-boats, and for that reason it was their duty to support more than ever a service

characterised by heroism which she did not think was approached by any other service in times of peace. The motion was seconded by Sheriff Boswell, and the Report was adopted. The office-bearers were re-elected.

#### Kilmarnock.

The Annual Meeting was held on 9th May, the chair being taken by Mr. James Manson, J.P. The report for the year ended 30th September, 1921, was submitted to the meeting, and showed that a sum of £56 had been raised, as compared with £83 in 1920. The office-bearers of the Branch were re-elected, with Lord Howard de Walden as President. It was decided to hold a Life-boat Day in September, and it was proposed to try and hold a gymkhana as well.

#### Truro.

The Annual Meeting was held on 10th May, the chair being taken by the Mayor, Mr. N. B. Bullen. The report for the year ended 30th September, 1921, which was presented by the Honorary Secretary, Mr. Gervase Wheeler, showed that the Branch had raised £93 as compared with £36 in the previous year. The Honorary Secretary stated that it was hoped to do even better in 1922, and to be able to send to Headquarters a sum of not less than £100. Reference was made to the special help which had been received from schoolmasters and mistresses, and to the loss which the Branch had sustained by the death of Sir George Smith and Mr. S. P. Trounce. Some difficulty had been experienced in getting the Committee to meet, and it was decided to elect a new Committee with power to add to its number.

#### Rotherham.

The Annual Meeting was held on 12th May, the chair being taken by Councillor J. Dickinson, who pointed out that, in spite of unemployment, the Branch had raised only £39 less than in the previous year. The accounts for the year ended 30th September, 1921, which were presented by Mr. C. N. Hodgson, the Honorary Treasurer, showed that the sum of £266 had been collected, as compared with £305 in

1920. Councillor J. Dickinson was re-elected President, the Mayoress President of the Ladies' Committee, the Mayor (Alderman K. W. Fieldsend) and Mr. C. R. Adams Vice-Chairmen, Mr. C. N. Hodgson Honorary Treasurer, and Mrs. Hams Foster Honorary Secretary.

#### Waterford.

On 27th May a Special Meeting was held at the Waterford Branch of the National Seamen's and Firemen's Union, at which Mr. H. M. Mason, of the Crew of the Fishguard Motor Life-boat, was presented with the Bronze Medal awarded to him by the Institution, and the Silver Watch awarded to him by the Netherlands Government, in connexion with the service of the Fishguard Boat to the Dutch schooner *Hermina* on 3rd December, 1920. The other medals for this service, which was described in the *Life-Boat Journal* for February, 1921, were presented to the Coxswain and Crew by the Prince of Wales at the Annual General Meeting of the Institution in 1921, but Mr. Mason was not able to be present on that occasion, as he was at sea. The presentation was made by Mr. Thomas McGrath, the Secretary of the Waterford Branch of the National Seamen's and Firemen's Union.

#### Glasgow.

The Annual Meeting of the Branch was held on 31st May, the chair being taken by the Right Hon. Sir Joseph Paton Maclay, Bt.\* The Report for the year ended 30th September, 1921, was presented by Mr. Leonard Gow, J.P., the Honorary Secretary and Treasurer, and showed that a sum of £2,894 had been raised during the year, as compared with £3,361 in 1920. In addition to this legacies had been received amounting to £1,052. Sir Joseph Maclay, in moving the adoption of the Report, said that he had been very surprised to read the statement made by Mr. Stanley Baldwin, the President of the Board of Trade, at the Annual Meeting of the Institution, that, in 1921, ship owners had contributed less than £2,000 to the Institution, and that this sum had come from no more than 290 firms, the rest giving nothing. There was no body of people, he thought, who gave

more freely to calls for assistance in any direction whatsoever than those connected with the shipping trade, and he thought the statement made by Mr. Baldwin should be brought home to the minds of the shipping community. If this were done, he believed they would make the full provision necessary to carry on this great and important service. There was a suggestion that each firm should be asked to give £1 per annum per ship. Personally, he thought it was not sufficient, and that they would receive a suggestion of two guineas per steamer as readily. He knew there were some people who thought that work such as the Institution carried on should devolve upon the State, but those who had had a great deal to do during recent years with matters of State had no desire to see any more burdens put upon it. It was not for him to criticise the manner in which work was done by the State, but he was quite certain that where they could get real voluntary effort, where they could get men thoroughly interested in the work to undertake it, they would get it better done than by a State department. In seconding the adoption of the Report, Ex-Provost Perry pointed out that though the Branch had raised a smaller sum in 1921, the decline was much less than the general decline in charitable giving. The office-bearers of the Branch were re-elected.

#### Leyton.

A meeting was held at Leyton Town Hall, on 31st May, for the purpose of forming a local Branch of the Institution. Councillor Cobb, J.P., was in the chair, supported by Sir Godfrey Baring, the Deputy Chairman of the Committee of Management. The Chairman pointed out that, in Mrs. Clewer and the ladies who worked with her, Leyton already had the nucleus of a splendid band of charitable workers, and, through them, had already helped the Life-boat cause. What was now desired, however, was that the Life-boats should have a permanent organisation in Leyton. Sir Godfrey Baring, in the course of an address explaining the work and needs of the Institution, spoke of the substantial help which it had already received from the Leyton Life-boat

\* Now Lord Maclay, of Glasgow.

Day. Lieut.-Colonel A. S. Murray, O.B.E., the Organising Secretary for Greater London, appealed to ladies to join the Ladies' Life-Boat Guild, and to undertake the work of getting annual subscribers and carrying out house-to-house collections. Captain Smith, J.P., was elected President of the Branch, Councillor Cobb Vice-President, Mrs. Clewer Chairman, and Miss Morris Honorary Secretary.

#### Reading.

A *matinée*, under the patronage of H.H. Princess Helena Victoria, was held on 31st May, at the Royal County Theatre, in aid of the Life-boat funds. In spite of the hot weather the theatre was nearly full, and an excellent programme was played. Among those who generously gave their services were the Reading Branch of the British Empire Shakespeare Society, the "Rustics" Concert Party, Madame Walker's "Little Kiddies," Miss Edna Martin, Mrs. Gallagher, Dr. Sanders Jones, Mr. J. West and Mr. E. O. Daughtay, who carried out the orchestral arrangements. The theatre was very kindly lent by Mr. Milton Bode, and Mrs. Bode and Miss Sybil Abram, the Honorary Secretary of the Ladies' Life-boat Guild at Reading, made all the arrangements for a most successful performance, which raised a sum of £60. During the interval Sir Henry McMahon, on behalf of the Committee of Management of the Institution, presented Mr. Stanley Hayward with the Gold Pendant and Record of Thanks on his retirement after twenty years' service as Honorary Secretary of the Branch.

#### Sheffield.

The Annual Meeting was held in the Town Hall on 12th June, the chair being taken by Alderman Charles Simpson, the Lord Mayor and President of the Branch. The Annual Report for the year ended 30th September, 1921, was presented to the meeting, and showed that, excluding a legacy of £1,000 from Sir F. Mappin, Bt., and a legacy of £408 from Mrs. A. Longden, the Branch had raised a sum of £515, as compared with £1,265 in 1920, the great decrease being due to the unexampled trade depression. Mr. T. Skelton Cole, the Chairman of the

Committee, expressed his disappointment at the result of the year's work, and made an earnest appeal for increased support.

#### Gateshead.

The Annual Meeting was held on 16th June, the chair being taken by the Mayor and President of the Branch, Sir John MacCoy, who said what a fine thing it would be if they could raise the money to build a Life-boat of their own to bear the name "The *Gateshead*." The financial statement for the year ended 30th September, 1921, was presented to the meeting by Mrs. Thubron, the Honorary Secretary, and showed that the subscriptions and donations received during the year amounted to over £55, an increase of nearly £14 on 1920, but that no Life-boat Day had been held. Mrs. Thubron said that Mrs. J. T. Lunn had offered the use of her grounds for a summer fête, and she appealed to other ladies to come forward and help the Institution in this or other ways. A number had already done very successfully with collecting books.

#### Ramsey.

The Annual Meeting was held on 21st June, the chair being taken by Mr. T. H. Midwood, J.P., the President of the Branch. The Annual Report for the year ended 30th September, 1921, was presented by Mr. A. H. Teare, M.H.K., one of the Honorary Secretaries, and showed that, so far as the station was concerned, the year had been uneventful. Financially there had been a falling off, the total receipts for the year amounting to £192, as compared with £204 in 1920. Mr. Teare also pointed out that the station had been offered, by the Institution, a Motor Life-boat of the Watson type, provided with cabins, and, after consultation with the Coxswain, they had decided to accept one of these Boats. He also referred to the approaching Centenary of the Institution, which will be celebrated in the Isle of Man in a very special way, as the Institution's founder, Sir William Hillary, had lived and was buried in Douglas. The Report concluded by expressing the thanks of the Committee to the members of the Ladies' Committee, Mrs. Harrison, Mrs. Callow, Miss Paton and Miss Garrett,

for the devoted work which they had done, and to the proprietors of hotels, boarding-houses and lodging-houses for their valuable help in making collections. The officers of the Committee and Ladies' Committee were unanimously re-elected.

#### Colwyn Bay.

The Annual Meeting was held on 24th July, the chair being taken by Mr. David Gamble, J.P. The report for the year ended 30th September, 1921, which was presented to the meeting by the Honorary Secretary, Mr. T. E. Purdy, J.P., C.C., showed that subscriptions had amounted to over £70 and the special effort to £270, making a total of £340 for the year, as compared with £362 in 1920. The report expressed the thanks of the Branch to the President and Lady President, Mr. and Mrs. Gamble, who had occupied these positions for many years, to the enthusiastic body of workers, and also to the proprietors of the places of

entertainment, hotels and boarding-houses, who gave their generous support by allowing collections to be made on their premises. The officers were re-elected, and Mr. Purdy was specially thanked for his services to the Branch.

#### Largs.

The Annual Meeting was held on 26th July, the chair being taken by the Rev. Robert Oswald, B.D., the Chairman of the Branch. The report for the year ended 30th September, 1921, which was presented to the meeting by the Honorary Secretary, Mr. Robert Wood, showed that the Branch had raised a sum of £122, as compared with £118 in 1920. The Chairman expressed his pleasure at the satisfactory result of the year's work, and thanked the Honorary Treasurer, Mr. Jeffrey, and Mr. Wood for all that they had done in making the Branch a success. The office-bearers were re-elected.



LIFE-BOAT WORKERS AT SANDOWN, ISLE OF WIGHT.

### NOTICE.

*Owing to lack of space reports of many meetings of Branches have been held over until the next number of The Life-Boat, which will be published in February, 1923.*