

# THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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## Notes and News.

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

THE Institution has now entered on the hundredth year of its existence. Its first century will actually be completed on 4th March, 1924. On that day, in 1824, a meeting was held in the City of London Tavern, with the Archbishop of Canterbury in the Chair, at which it was proposed by the Archbishop, seconded by Captain Bowles, R.N., and unanimously carried, "That an Institution be now formed for the Preservation of Life in cases of Shipwreck on the Coasts of the United Kingdom, to be supported by donations and annual subscriptions; and to be called the 'National Institution for the Preservation of Life from Shipwreck.'" With the passing of that resolution the Institution came into existence.

### Sir William Hillary.

While the Centenary of the Institution falls next year, we celebrate this year the centenary of the publication of Sir William Hillary's noble "Appeal to the British Nation on the Humanity and Policy of forming a National Institution for the Preservation of Lives and Property from Shipwreck," which led, a year later, to the founding of the Institution. That appeal was dated "Douglas, Isle of Man, 28th February, 1823." A second edition appeared in November of the same year, and a third edition, with an appendix giving an account of the inaugural meeting of the Institution, appeared in May, 1824.

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A full account of Hillary's life and his many and varied activities appeared in *The Life-Boat* for May, 1921, but there is one quotation from his pamphlet which I should like to make now. "So long as man shall continue to navigate the ocean, and the tempests shall hold

their course over its surface, in every age, and on every coast, disasters by sea, shipwreck and peril to human life must inevitably take place." All that science has done for shipbuilding in the hundred years since those words were written has not altered their truth. The need of the Life-boat Service is, in fact, as permanent as the ocean itself.

### Prince of Wales's Day.

Our President, the Prince of Wales, because this is the hundredth year, and because he "takes the keenest interest in the work of this great Service," has given permission for all Life-boat Days throughout the year to be held under the title of "Prince of Wales's Day." It will, I am sure, be a great encouragement to all our Life-boat workers that the Prince should thus personally identify himself with their appeals. It is certain, also, that it will bring a great increase in the response of the public.

### 1922.

During last year the Institution gave rewards for the rescue of 436 lives—303 by Life-boats and 133 by shore-boats and in other ways—giving an average of over eight lives rescued for every week of the year. In addition to this, twenty-six boats and vessels were saved or helped to safety. The outstanding feature of the year's rescues was the number of services in which the deciding factor was motor-power. In the services of the Lowestoft and Gorleston Boats to the *Hopelyn* on 19th–21st October, of the Spurn Life-boat to an unknown fishing smack on 18th October, and of the Stromness Life-boat to the steam trawler *Freesia* on 1st January, and to the trawler *Cornet*, of Aberdeen, on 22nd September, the

value of the motor, in the additional power which it gives both to travel and to manœuvre, was strikingly proved. All four services have been fully described in previous issues of *The Life-boat*, so that it is only necessary to repeat that the Lowestoft Motor Life-boat rescued the crew of the *Hopelyn* after repeated and most gallant efforts by the Gorleston Pulling and Sailing Life-boat had failed; that the Spurn Boat succeeded in manœuvring right across the deck of a sunk smack, lying in the confused breaking water on a sandbank, and that the Stromness Boat travelled on the first service over 50 miles and on the second 114 miles.

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In other ways the year was one of great activity. Eight Motor Life-boats were completed and sent to their stations, and such progress was made with the first of the new type of Motor Life-boat, the 60-foot Barnett Twin-Screw, which is being built for the Mersey, that she should be completed in the summer of this year. In addition to this, the first of the 90-h.p. engines, specially designed by the Institution, and to be used in all future Motor Life-boats of a length of 45 feet and over, was completed and fitted in the new Penlee Boat. This Boat reached her station on 20th December, and on 3rd-4th January saved twenty-seven lives from a Jugo-Slav vessel, the s.s. *Dubravka*. At the present moment there are thirty-nine Motor Life-boats in the Institution's fleet of 235; another seven are nearing completion; another eight are shortly to be laid down, and another sixteen are projected.

#### **Service to an Irish Free State Patrol Boat.**

On 7th February the Ballycotton Life-boat rescued the whole crew of fourteen men from the Irish Free State Patrol Boat the *Slievenamon*, which had been driven ashore during a whole south-east gale. The *Slievenamon* was dragging among the rocks, and heavy seas were breaking right over her. In spite of this the Life-boat succeeded in veering down, and at the third attempt got alongside the vessel. The Captain of the *Slievenamon* wrote to the Honorary Secretary of the Station, and paid a

tribute to the "great skill" with which the Life-boat had been manœuvred in a dangerous position.

#### **A Fine Launch in a Snowstorm.**

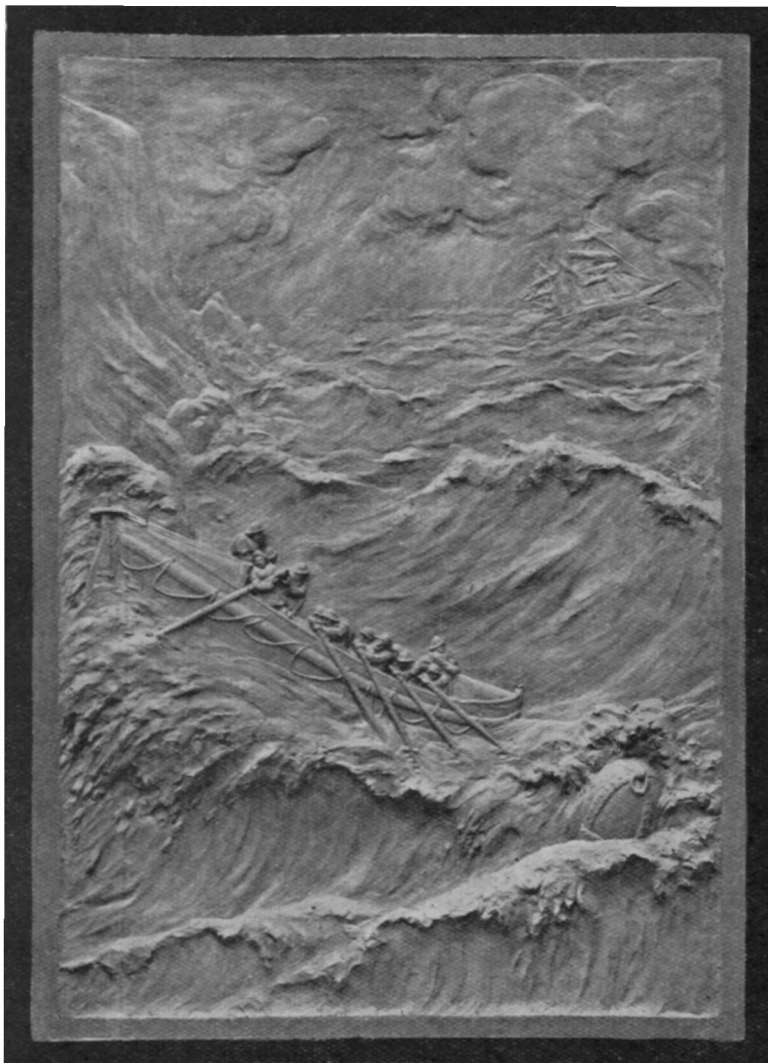
A fine service was performed by the Life-boat at Easington on 27th November, with a gale blowing, a snowstorm, and a heavy sea. At 5.30 in the morning signals of distress were seen some way along the coast. The Life-boat was at once got out, and was taken four miles along the beach through the snowstorm. The going was very bad, and the wind blowing very hard, but by 8.10 the Boat was afloat. The vessel in distress was found to be the steam trawler *Salacon*, of Grimsby. Two of her crew had already been taken off by the Rocket Apparatus, and the remaining seven were got safely into the Life-boat, which reached the shore again after a hard struggle in the very heavy sea. The Committee of Management showed appreciation of this service by giving an extra monetary reward to the Coxswain and Crew.

#### **A Courageous Shore-boat Rescue.**

The attention of the Committee has just been called to a courageous rescue in the Inverness Firth rather more than a year ago. On 19th December, 1921, when a gale was blowing with a rough sea, a fishing boat, the *Watch*, was suddenly capsized in the Firth by a heavy squall, 500 yards from the shore off Kilmuir Point. Her crew of four men were thrown into the sea. The accident was seen by Mr. Colin Ross, a carpenter of Kilmuir, who ran down to the shore, and with the help of Mr. Colenso, of Kilmuir Cottage, who was working in his boat-house, launched a small open boat. In spite of the heavy seas they succeeded in reaching the capsized fishing boat, and found a man entangled in the fishing-nets. They arrived in the nick of time. But for their promptitude he would undoubtedly have been drowned. Their own boat was now half full of water, but they succeeded in putting him on board another fishing boat, which picked up the other three men who were in the water. Mr. Ross and Mr. Colenso ran considerable risk, and their action was all the more courageous since Mr. Ross

was a non-swimmer and Mr. Colenso seventy-six years old. The Committee of Management have presented Mr. Colenso with an inscribed Aneroid

Lord Lieutenant of Anglesey, and a member of the Committee of Management, unveiled the memorial to the five men of the Rhoscolyn Life-boat who



**BRONZE TABLET ON THE MEMORIAL TO THE FIVE MEN OF THE RHOSCOLYN LIFE-BOAT WHO LOST THEIR LIVES ON SERVICE ON 3rd DECEMBER, 1920**

Barometer, and awarded £3 to Mr. Ross together with a Letter of Appreciation.

**The Rhoscolyn Memorial.**

On 12th November, Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B.,

lost their lives in a gallant attempt to rescue the crew of the s.s. *Timbo*, of Whitby, on 3rd December, 1920. The dedicatory service was conducted by the Bishop of Bangor, and all the surviving members of the crew were

present in their Life-boat dress. The memorial, which is the work of Messrs. Wippell, of London and Exeter, is of Devonshire silver granite, with a central panel of cast bronze modelled in low relief. It is this panel which is reproduced here. Above the panel is a bronze inscription in Welsh and English, and above this a Celtic cross.

#### "The Lifeboat Parson."

On 1st November, a tablet was unveiled in the Parish Church of Llanrhyddlad, Anglesey, in memory of the late Rev. Chancellor Owen Lloyd Williams, who died in 1918 at the age of ninety. He was chiefly known to fame as the "Life-boat Parson," for he was for many years of his long and active life closely connected with the Life-boat Station at Cemlyn, Anglesey, and he held the Institution's Silver Medal with Clasp. A biographical notice was published in *The Life-Boat* for November, 1918. The story is told of him that on one occasion his sermon was interrupted by a member of the crew, who ran into the church with the news that a steamer was in distress. As the Chancellor hurried out, leaving his sermon unfinished, he said, "I have been endeavouring to save souls, now I am going to try to save life."

#### Enthusiasm.

Here is a case of real enthusiasm which, I am sure, all Life-boat workers will admire, and which I hope many will wish to emulate. A lady at Wilmslow, near Manchester, was for a number of years one of the most successful collectors in the district. Two or three years ago she left Wilmslow, to reside at Brighthouse in Yorkshire, but each year she returns to Wilmslow for a fortnight in order to carry out her collection. While we have such workers we need never despair of raising the funds that we need.

#### The Support of the Churches.

The Committee of Management are very anxious to obtain more systematic support from the Churches of all denominations. In one or two towns such support is already given, and although we know how many are the claims already made on the Churches, both by

their own needs and by other charities, we feel that we may fairly ask for wider and more systematic support from them for a work which so magnificently exemplifies Christian heroism and self-sacrifice. In this connexion I would call attention to the special appeal made by the Duke of Northumberland last year to the Churches in Newcastle-on-Tyne. As a result of this Canon Newson has sent a cheque for over £13, collected in Newcastle Cathedral on Christmas Eve, and has suggested that "other Places of Worship should do the same."

#### Exhibitions.

During this winter the Institution took stalls at two exhibitions in London, the Marine and Small Craft Exhibition, which was held at the Royal Agricultural Hall from 14th to 24th November, and the Model Engineering Exhibition, held at the Horticultural Hall from 5th to 12th January. In both cases the organisers of the Exhibitions generously gave the Institution free space. At the Marine and Small Craft Exhibition, in addition to a number of models, we exhibited a Self-righting Life-boat on her Carriage, and a Tractor. At the Model Engineering Exhibition nothing attracted more notice than three charts of England and Wales, Scotland and Ireland, showing not only the Life-boat Stations, but the number of wrecks which had taken place on different parts of the coast during a period of five years. The astonishment caused by these figures showed how little the public realise the dangers of our coasts or the extent of the need of an efficient Life-boat Service.

#### Bradford's Gift.

I should like to direct special attention to the splendid generosity of the City of Bradford, which has presented the whole cost, £10,000, of the Motor Life-boat at Spurn Point, to be named *City of Bradford*. In addition to this, the City has decided to present, through its Wharfedale Branch, the cost of the Life-boat House, and £3,000 of the required sum is to be raised this year. It is a notable fact that not only did Bradford complete the £10,000 last year, but at the same time raised, as the con-

tribution of the Branch to the general funds of the Institution, the splendid sum of £3,059, an increase on 1921 of £838.

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It is also a pleasure to report that the Special Motor Life-boat Fund which is being raised by the Port of Liverpool Branch has now reached a total of £7,500, and that the Nottingham and District Branch has inaugurated a special County of Nottingham Fund for the provision of a Motor Life-boat by raising over £1,200 during 1922. In both these cases also the special funds are being raised at the same time that the Branches continue their regular annual contributions to the Institution.

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The association of cities with the Life-boat Service attracted the civic spirit of some of the large towns at an early date in the history of the Institution. Thus Bradford presented the first of three Life-boats for Ramsgate in 1866, and the City of Glasgow for many years had its name on one of the Steam Life-boats at Harwich. Among other towns which have helped the Institution in the same way are Manchester with four Life-boats stationed, at different times, at Carmarthen Bay; Salford, at Blyth; Winchester, at Aldeburgh; Leicester, at Gorleston (No. 2 Boat); Oldham, at Abersoch; and Bolton, at Southwold.

It is very much to be hoped that other cities and towns will take the opportunity afforded next year by the Centenary of raising special funds for the provision of Motor Life-boats which shall bear their names, and thus personally associate all their citizens with the Life-boat Service as it embarks on the second century of its work.

#### Lectures to Public Schools.

During last winter Life-boat Lectures, illustrated with films or lantern slides, were delivered at a number of the leading public schools with much success. The Committee feel that it will be of real value to the Institution in the future that they have been able thus personally to interest in the work of the Life-boat Service the boys of Harrow, Winchester, Westminster, King's College, Canterbury, Christ's Hospital, Horsham, Sed-

bergh, Wellington, Perth, and the Royal Hospital School, Greenwich; and the girls of Roedean, Christ's Hospital, Herts, and Brondesbury and Kilburn High School. Lectures at other schools are now being arranged for next autumn.

#### Generosity.

Here is a letter received a short time ago which would be spoilt by any comment.

"Having seen in *The Times* you are greatly in need of funds for the Life-boat Institution, I am pleased to be able to give a 10s. Treasury Note towards it. I wish everybody would do the same, you would soon get the amount, but I am only a poor old working woman, aged sixty-six, and doing general servants' work."

#### Centenary Souvenirs.

In preparation for the Centenary Celebrations next year the Institution is having made a number of small Life-boat souvenirs which I am sure that Life-boat workers will be very glad to have, and for which they should find a very ready sale at bazaars, garden fêtes, and similar functions. These souvenirs will include Life-boat pincushions, in both cardboard and metal, statuettes of Life-boatmen in imitation bronze, bells with the figure of a Life-boatman for the handle, small metal figures of Life-boatmen, and Life-boat blotters for cheque books. I hope that they will all be ready in a very short time, and in the next issue of *The Life-Boat* full particulars will be given about them. Meanwhile, any Honorary Secretaries and other workers who would like the earliest information should write to me, and I will let them know as soon as the souvenirs are ready to be delivered, and the price for them has been fixed.

#### Private House Collecting Boxes.

For many years the Institution has issued metal collecting boxes in the form of Life-boats for use in hotels, shops, boarding houses, etc., and these have provided a steady revenue. As was mentioned in "Notes and News" in the last issue, we adopted last summer a new cardboard collecting box in the form of a Life-boat for Life-boat Days. This box has proved so successful that

Mr. Gidney, the Assistant Secretary, who designed it, has now designed another and smaller box on a stand, so that it can be kept permanently on a desk or table. It is intended solely for use in private houses, and I hope that members of the Ladies' Life-boat Guild will find it of real value.

#### The Institution and the Shipping Companies.

In the May issue of *The Life-Boat* last year was published an article on the support received from the Shipping Community, and giving in full the urgent appeal which the Chairman and Deputy-Chairman sent to all British Shipping Firms. It is encouraging to be able to report that, as a result of this appeal, the contributions received in 1922 showed an increase of £1,000 on 1921, though it must be admitted that this increase is almost entirely due to special donations, rather than a wider subscription list. It is still more encouraging that as a result of the prominence given to this question at the Annual General Meeting last year by Mr. Stanley Baldwin, at that time President of the Board of Trade, and by all the other speakers, the Institution has had a very friendly conference with the Chamber of Shipping of the United Kingdom, the President of which, Sir Ernest Glover, Bart., will be among the speakers at our Annual Meeting this year. Following on this conference the Chamber of Shipping decided to issue an appeal to all its members asking them to contribute to the Institution, to give facilities for the placing of collecting boxes in all passenger ships, and to see that a proportion of collections made for seafaring charities was allotted to the Institution. This appeal was issued in November by the General Manager of the Chamber of Shipping, and the Committee hope that in 1923 the Institution will reap the benefits of it. The Chamber of Shipping of the United Kingdom does not represent the whole of the shipping industry, but it is to be hoped that the example set by this most influential body will be followed by other and similar shipping organisations, and that, as a result, *all* Shipping Companies will eventually be asked, by the leaders of the Shipping

Industry itself, to support the Institution.

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In addition to the action already described, systematic efforts are also being made to enlist the support both of the Fishing and Trawling Companies, and of the masters and crews of their vessels. At the time of the service to the *Hopelyn* the Institution drew attention in the Press to the fact that at nearly all the principal centres of fishing and trawling on the East Coast of England and Scotland no contributions at all were made to the Institution by owners, masters or men, while at the remainder the contributions were almost negligible, and this in spite of the fact that over 30 per cent. of the services of the Institution's Life-boats are to trawlers and fishing boats.

#### "The Microcosm."

There is published in Leeds a quarterly literary review called *The Microcosm*, which is edited by Mrs. Charles Ratcliffe, the gross proceeds of the sale of each issue being devoted to some particular charity. The last number is being sold on behalf of the Life-boat Service, and I should like to take this opportunity, not only of expressing our grateful thanks to Mrs. Ratcliffe, but of calling the attention of all readers of *The Life-Boat* to the publication, as I think that many may like to buy it. The price is 2s. 6d., and those who buy it may feel that they are helping both the Institution and a review which is devoted to the double cause of good literature and charity. The Life-boat number, in addition to a short article on the work of the Institution, contains a poem by Mr. Laurence Binyon, a story, "The Sailor's Widow," by Miss J. E. Buckrose, several drawings and other illustrations, including a beautiful silhouette of Robert Burns's mother, and two poems of the sea by Mrs. Ratcliffe herself. Mrs. Ratcliffe's address is City Chambers, Leeds, and any Honorary Secretaries who would like copies to sell should apply direct to her. Mrs. Ratcliffe will supply the copies which they require free, and they may credit the *whole* of the proceeds of the sale to their Branch accounts. Mrs. Ratcliffe has already

sent the Institution a cheque for £30, and I hope that this notice will lead to the sale of many more copies.

#### Gifts from Salvage.

On numerous occasions in the past the Institution has received gifts from its own crews out of salvage which has been awarded them, and another of these gifts has just been received from the crew at Runswick. On the night of 20th November last the steam trawler *W. S. Burton*, of Hartlepool, went ashore to the north of Runswick Bay, and was brought into safety by the Runswick Life-boat. Out of the salvage which they have received for this service the crew have sent the Institution £3 18s.

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The Brixham Crew have presented the Institution with £12 out of salvage received for a service to the yacht *Amaryllis* on 8th July, 1922, and £5 out of salvage for saving two fishing vessels on 20th December last.

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Yet another example of the generosity of the crews and their desire to help the Institution comes from Boulmer in Northumberland. On 26th February a fierce gale with heavy rain sprang up, making it dangerous for three cobles which were at sea to enter the harbour. The Boulmer crew were assembled, and stood by for two hours. The three cobles, however, reached harbour in safety. The Boulmer Coxswain and Crew have refused the rewards to which they were entitled, their reason being that "they were brother fishermen to whose help they were called out, and also the fact that funds are so urgently required for the building of Motor Life-boats, of the necessity for which they do not require to be convinced."

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Finally it is a pleasure to record that we have just received a donation of £3 from the Coxswain, Crew and Beach Companies at Lowestoft.

#### The Twenty-six Fishwives of Cullercoats.

Here is yet another, and a most attractive instance of the people of the fishing villages, who man and launch

our Boats, setting a fine example of enthusiasm in collecting. On the occasion of the quarterly exercise of the Cullercoats Life-boat, last September, twenty-six of the fishwives, at the suggestion of the Hon. Secretary, took collecting boxes. But they were not content simply to do this. To make the launch more attractive, they arranged for a neighbouring band to come over, and four of them, including the wife of the Coxswain, paid its expenses. After the launch, the band was entertained to tea, all the twenty-six fishwives subscribing to pay for it. The collection was not confined to the launch, but was continued in the evening at the entertainment halls and picture theatres; and the twenty-six, by their energy and zeal, collected altogether nearly £60. That is how to do the thing in the grand style.

#### A Gift from the Navy.

It is always a pleasure to acknowledge the generous help which the Life-boat Service receives from the officers and men of the Royal Navy. A number of gifts have been received from officers out of prize money, and the latest of these is a gift of £5 from Admiral F. G. Byre.

#### A Cinematograph Appeal.

In many towns, through the help of the managers of the picture theatres, the Institution is able not only to show Life-boat films, but to make collections among the audiences on Life-boat days. To those who allow or who organise such collections, I should like especially to recommend the generous example of Mr. Albany Ward, who owns a circuit of thirty picture theatres in the south-west of England. He has set himself, through the personal help of his managers, to collect among his audiences, during the next two or three years, a sum of £4,000 for the special purpose of providing the new Boat-house and Slipway (which will, of course, be named after the appeal) at Weymouth for the Motor Life-boat which is shortly to be built for this Station. The appeal was started last Christmas, and already over £700 has been collected. It has been most successful in the Channel

Islands, which have collected about half of this sum. The Opera House, Jersey, alone, contributed over £100 during Christmas week, while the Picture House, Jersey, raised £50. The Palace at Salisbury and the Palace at Yeovil each raised over £40.

#### A Life-boat Service in Morocco.

The following interesting statement is published in *Lloyd's List*, of 9th April, from its special correspondent at Casa Blanca:—

A movement is on foot to found in the French Zone of Morocco an offshoot of the well-known "Société de Bienfaisance des Hospitaliers Sauveteurs Bretons," which has 20 life-saving stations and some 200 small posts scattered along the French coast from Dunkirk to Bayonne.

It is proposed to establish three stations in the French Zone of Morocco. One, a central station, is to be in Casa Blanca; the two others are to be in Rabat and Mazagan. It is further proposed to have posts in Fedalah, Azemmour, Saffi, Mogador, Agadir, Mehedia and Kenitra. The initial outlay in Casa

Blanca for a "Henry" Lifeboat, the construction of a private slip, hostel, &c., is estimated at approximately 200,000f. The annual charge at the same port for staff and upkeep will run into 50,000f. Although a considerable number of influential local people associated with the movement have promised financial support, it seems evident that voluntary contributions will not suffice to carry on the work, and that the French Protectorate will be asked for a subvention. Marshal Lyautey has been good enough to accept the honorary presidency and the title of high protector of this offshoot of the French Society.

#### The Danish Life-boat Service.

I publish in this issue a very interesting account of the Danish Life-boat Service, in continuation of the series on the Life-boat Services of the world which I am bringing to the notice of our readers. The Danish Service is the only one, besides that of the United States, which is provided solely by the State. The next issue of *The Life-Boat* will contain an article on the American Service. Later on I hope to publish a description of the Spanish and Swedish Services.

### Recent Services: The Lizard and Stromness.

LAST February was one of the stormiest Februaries on record. During the month there were over fifty launches on service, and nearly forty lives were saved. The two services, however, which most deserve to be recorded are two, both by Motor Life-boats, which did not result in any rescues. Both showed the splendid courage and endurance of the Life-boatmen, and one drew a notable tribute from the Captain of a German vessel.

Just after 5 o'clock on the evening of 9th February, the Lizard Motor Life-boat was called out by rocket from Lloyd's Signal Station to the help of the German five-masted sailing ship *Adolf Vinnen*, which had run ashore under the Signal Station. A whole gale from the south was blowing at the time with

heavy rain and a very heavy sea. From Stag Rocks to Lizard Head the waves were breaking in one continuous line half a mile from the shore. It took the Life-boat half an hour to reach the wreck, which was enveloped in breaking seas. She anchored, veered down, and got a grapnel on board, but her own position was very perilous with the strong tide which was running, and twice she was nearly flung on to the deck of the vessel. In spite of this the Life-boat persevered for more than an hour, and then, as the Life-Saving Apparatus had been got to work from the shore, the German Captain called to the Life-boat to give up her attempt. She then made for Falmouth, which she reached just before midnight, after what the Coxswain reported to be the worst experience he



had ever been through. Twice in the pitch darkness the Boat was filled with heavy seas, and the roll of the men was called. Next morning the Boat was again called out as there were still men in the rigging of the *Adolf Vinnen*, but before the Life-boat reached her, these men also were taken off by the Rocket Apparatus, the whole crew of twenty-four being rescued in this way.

When he came ashore the German Captain paid a warm tribute to the skill and gallantry of the crew of the Life-boat. "Your Life-boat," he said, "was handled in a masterly manner, and I was afraid she would be dropped on our deck or smashed against our side, so I ordered her off. I did not wish the brave fellows to further imperil their lives."

In recognition of the courage shown by the Coxswain and Crew in repeatedly placing themselves in a perilous position, and of their long exposure, the Committee of Management granted them extra monetary rewards.

The *Adolf Vinnen*, a vessel of 1,525 tons, later on broke in two. She was launched at Kiel on 15th November, and was on her maiden voyage from Kiel to Barry. A former vessel of the same name, a steel four-masted bark of 3,410 tons, built on the Clyde in 1892, was interned by America during the war, and has since been placed under the American flag. It is not a name which has brought good fortune to German vessels.

On 10th February, at 2.45 in the afternoon, when a whole gale from the S.E. was blowing with a heavy sea, it was reported at Stromness that the s.s. *Cormorant*, of Kirkwall, was in distress in Eynhallow Sound. The Motor Life-boat was launched, and reached the Sound, which is approximately twenty miles from Stromness, at seven in the evening. Nothing was seen of the vessel, which had, in fact, been able to continue her voyage undamaged, and the Coxswain signalled that he was returning ashore. These signals were received, and the Boat was expected back at Stromness about midnight. She did not arrive, and at four the following morning the Honorary Secretary arranged for a drifter to go in search of her, he himself, with a party

of signalmen, searching the coast by motor car. At daybreak the Life-boat was seen from Marwick Head, and at nine in the morning the drifter picked her up and towed her back to Stromness, which was reached at 11.30 in the morning, 20½ hours after the Life-boat had left the station.

The Life-boat had rounded the Brough of Birsay, some six miles on the way home, and as no lights or land were then visible, and as the gale was so strong and the sea so heavy, as to make progress very difficult, the Coxswain decided to stand on and off until daylight. At four in the morning the petrol tanks ran dry, and the boat then proceeded under sail alone. The District Assistant Surveyor of Machinery was sent to enquire into the failure of the petrol supply, and it was found that, while the amount which the Boat can carry is sufficient to last for 16½ hours, with the engine running at full speed, the petrol was, in fact, exhausted in thirteen hours. The reason for this was that on the way to Eynhallow Sound the Boat was under sail and motor-power before a south-east gale of exceptional severity, and as the sails relieved the pressure the engine was running a third as fast as its normal speed. These facts are of considerable importance, since it was widely and incorrectly announced in the press that there had been a "failure of the engine." It should also be noted that some time ago, in view of the long distances which the Stromness Boat often has to travel, the Committee of Management decided to build for this Station one of the new 60-foot Twin-Screw Barnett Motor Life-boats. This Boat will have two 90-h.p. engines and a radius of action of 100 to 150 miles. In the opinion of the Honorary Secretary, the night was one of the worst ever experienced by the Crew, and they suffered severely from the strain and exposure. In these circumstances the Committee of Management granted extra monetary rewards to Coxswain and Crew, and Letters of Thanks were sent to the Honorary Secretary, to Captain Swanson of the Mail Steamer *St. Ola*, who acted as pilot to the drifter, to several Postal Officials, and to others who gave valuable help.

## The Life-boat Services of the World : Denmark.

By C. V. FABRICIUS, Manager of the North Jutland Life-Boat Institution.

THE Danish Life-Boat Institution, as at present organised, was established by the Act of 26th March, 1852.

It is an institution maintained and administered by the State within the jurisdiction of the Royal Navy Department.

The following is a brief account of the earlier history of the Danish Life-Boat Institution, and of the events which gave the impulse to the creation of an organised life-saving establishment on the Danish shores.

The earliest reliable records of shipwrecks date from the commencement of last century.

On the night of the 24th December, 1811, two British men-of-war, the *St. George* and the *Defence*, were carried on to the banks off the west coast of Jutland. The ships were knocked to pieces within the next twenty-four hours. The crews, which are thought to have consisted of between 1,300 and 1,600 men, were all drowned, with the exception of eleven men who were brought ashore.

Thirty-two years later, on the night of the 23rd to 24th November, 1843, twenty-four men belonging to the west coast of Jutland were surprised by an on-shore gale, and perished in the attempt to reach the coast in their own boats from a drifting ship which they had boarded. Later on, when the ship drifted ashore, five men of the ship's crew and some from the shore who had remained on board were saved by the aid of fishing-boats.

The event which most particularly gave the impulse to the organisation of a Life-Boat Institution for saving shipwrecked people took place on the night of the 12th to 13th April, 1847. That night the British bark *Volumnus* was wrecked at Harboøre, on the west coast of Jutland. The ship struck about 220 yards from the shore, but by degrees, as it was broken up, it drifted closer in-shore. Nine of the crew were washed overboard, one by one, as they became exhausted from cold and want,

and all of them were drowned. The last four men on board were ultimately saved by the aid of a fishing-boat.

On that occasion it became evident that others of the crew of the *Volumnus* would have been saved if proper life-saving apparatus had been available.

Mr. Claudi, Sand-drift Commissioner at that time, had, when a boy of twelve years old, been present at the wreck of the above-mentioned British men-of-war, and personally assisted in the rescue of the four men from the *Volumnus*. He had thereby got deeply interested in the rescue of shipwrecked people, and undertook a journey to England on his own account in order to study the life-saving institutions of that country. After his return, he placed proposals before the Government for the establishment of a Life-Boat Institution for the rescue of shipwrecked people on the coast of Jutland. The Government granted 16,000 kroners for that purpose, and next year Mr. Claudi was sent on a second journey to England for the purpose of making purchases of saving apparatus, and a further study of the British Life-Boat Institution. On his return the rocket apparatus which he had purchased in England were distributed on the coast of Jutland, and they formed, together with two Life-boats presented by "Foreningen til Søfartens Fremme" and the Freemasons' Lodge at Copenhagen, the first commencement of a Life-boat Institution in Denmark.

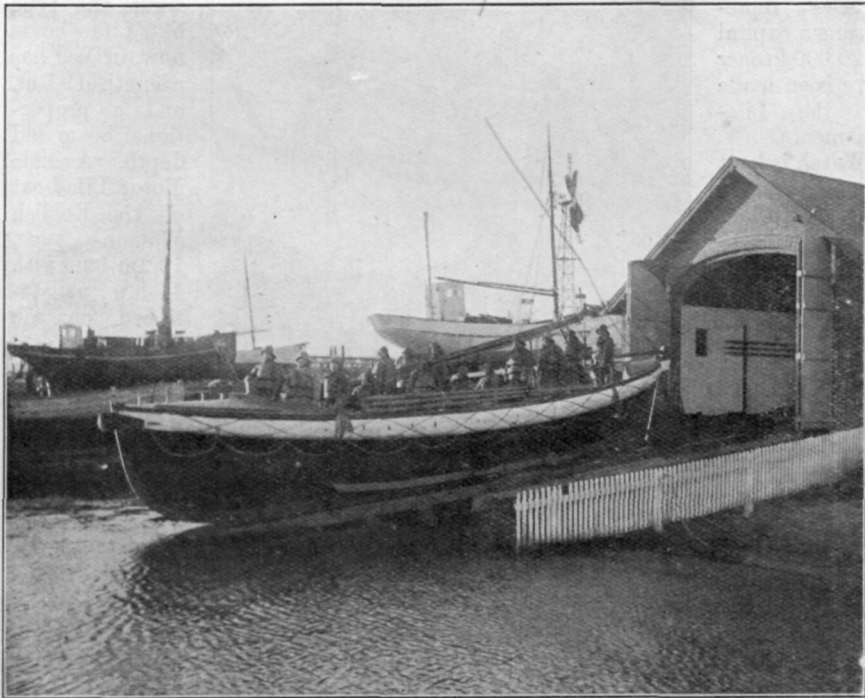
In 1849 the Government appointed a commission for the further development and organisation of the Life-Boat Institution. The said commission in the year 1850 submitted a proposal for the establishment of twelve Life-boat stations supplied with rocket apparatus and insubmersible Life-boats, besides eight stations supplied with rocket apparatus alone. This proposal was adopted by the Government, and the necessary funds were granted on the two succeeding Annual Budgets. It was, moreover, found that the time was

ripe for regulating the Life-Boat Institution by law, and an Act was accordingly passed on the 26th March, 1852. This Act still forms in all essentials the basis of the organisation of the Life-Boat Institution.

In accordance with the said Act, the supervision of the Life-Boat Institution of Jutland is vested in a manager, who is under the jurisdiction of the Ministry. In the case of Bornholm, where there are also some Life-boat stations, the

men are employed for serving the life-saving appliances. (In some Motor Boats and large Row Boats there are, however, fourteen men.) The Boat crews elect amongst themselves a Coxswain, who steers and commands the Life-boat. The superintendent is not allowed to go out with the Boat during life-saving enterprises.

At stations where there is only the rocket apparatus one superintendent and five men are provided for the



**LAUNCHING THE LIFE-BOAT AT THE SCAW.**

supervision is likewise carried out by a manager under similar conditions.

At each station there is a superintendent, who is appointed by the Ministry on the nomination of the manager. This superintendent, who must be thoroughly acquainted with the conditions of the coast at the station he is supervising, looks after the life-saving appliances and is responsible for their being kept in a proper state, while it is his duty to conduct the actual work of life-saving whenever the need arises.

At stations where there are both Life-boats and rocket apparatus twelve

service. The men are engaged and discharged by the manager of the station, and the election of Boat foreman has got to be sanctioned by him.

For transportation of the life-saving appliances contracts are made with various horse owners, who, for a stipulated payment, appear at the stations with the horses required as soon as they get notice thereof.

Quarterly exercises with the life-saving appliances are held to keep the men in training. Special pay is given for each separate exercise.

For life-saving services rewards are given, the amount of which is fixed

according to the time and the degree of danger incurred.

The men receive fixed annual wages, and when they are discharged on account of age and infirmity, a pension according to their length of service. Widows of pensioned men receive one-third of the pension that was granted their late husbands. In case of accidents the crews come within the State accident insurance. A

great many legacies representing a capital of 20,000 kroner have been made for the Life-boatmen.

Watch is kept on the coast by the Life-boat crew from sun-down to sunrise in foggy or rough weather. The men are paid by the hour for coast watching. In the day-time the watch is kept by the receiver of wreck (Coast - gård), who immediately notifies the superintendents when a wreck occurs, or if there is any danger of such.

In order to enable the coast-watch to give speedy notice to the superintendent of wrecks or dangers of such the Life-Boat Institution has got its own telephone circuit along the coast. The telephone apparatus is installed either with the superintendents and in the light establishments, or in alarm houses placed as near the beach as possible. The watch is nowhere more than two miles distant from the nearest telephone station. In Jutland alone there are, at present, 181 life-saving telephone installations.

On 31st March, 1922, there were sixty-two life-saving stations in Denmark. At these stations are placed sixty-two Life-boats (fifty-eight in Jutland and adjoining islands, and four on the islands of Bornholm and Møen).

Of the Boats eight are supplied with 12-h.p. motors. They are, as far as is known, the only existing Motor Life-boats transportable on carts along the

beach. They are 10.2 m. long, while the type of Life-boats now in use has a length of 9.5 m. and a proportional beam and depth. A single Motor Life-boat of the English Watson type, 12.2 m. long with 44 h.p., is stationed on the Seaw.

The rocket appliances have in the course of time undergone various improvements. There are now on hand single, double and treble rockets, with ranges of respectively about 350 m., 430 m. and 500 m.

The Life-Boat Institution in

Jutland, with adjoining islands, is in charge of a head manager with necessary office staff. Further, one acting manager at Esbjerg, fifty-one superintendents, forty-five Coxswains, and 545 Boatmen and men by rocket stations. For transportation of the life-saving appliances contracts have been made with owners of an aggregate number of 236 pairs of horses.

At the Life-Boat Institution of Bornholm are employed, besides the manager, nine superintendents, three Coxswains, and 63 Boatmen and men attached to

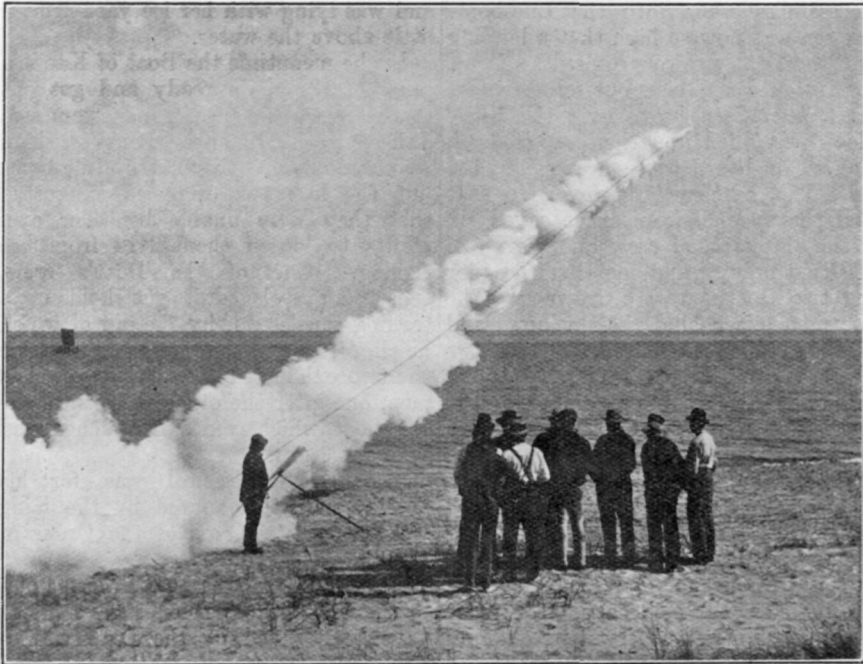


A JUTLAND LIFE-BOATMAN.

Rocket Stations, and contracts have been made with owners of forty-two pairs of horses.

The Life-boat Service in Denmark has cost the State respectively 854,000 and 792,000 kroner in the two last financial years. The price of a common row-boat is now 25,000 kroner. Motor boats which can be transported on carts, cost 50,000 kroner, and heavy Motor boats with a port as basis, 75,000 kroner.

whom was the Grand Duke Alexis. Shortly after the stranding of the frigate, and before the arrival of the Life-boat, the shipwrecked crew made attempts at carrying a line ashore in one of the boats of the frigate. The attempt miscarried, as the boat capsized in the surf. Its crew, two officers and two men, were drowned, while a fifth man got hold of a piece of wreckage, by the aid of which he succeeded in keeping



**EXERCISE WITH THE ROCKET APPARATUS AT A DANISH STATION.**

Houses for Life-boats cost in these days 12,000 kroner to construct.

The following gives an account of three of the most remarkable wrecks since the establishment of the Institution:—

The most sensational wreck in the history of the Danish Life-Boat Institution took place on the 25th September, 1868, when the Russian frigate *Alexander Newsky* ran on shore at Harboøre, on the west coast of Jutland. The wreck happened at 3.30 A.M., when the ship, before a fresh W.S.W. breeze with a headway of 11 knots, ran on to the reefs. On board were a crew of 695 men and thirty-five officers, among

afoat. By a rocket line thrown out from the shore he got safely ashore, and soon regained his strength after his hardships in the surf. From the frigate was next thrown a live bull with a line tied to his tail. The bull, however, quickly perished in the surf and the body was carried away by the current. In the meantime the Life-boat had arrived, accompanied by a number of fishing boats, and by their joint exertions the whole of the crew were successfully taken ashore before night.

On the 3rd August, 1873, at 2 A.M., the brig *Ruth*, of London, stranded off Løkken, on the west coast of Jutland.

The vessel was on a voyage from Pernambuco with a cargo of sugar, bound for Stockholm.

The sea broke with great force over the ship, and the crew had to seek refuge in the rigging. At 3 A.M. the Life-boat appeared on the spot. It was now blowing a heavy gale with a high sea, so that the Life-boat crew had great difficulty in launching the Boat. At last, however, they succeeded and reached the wreck, where the whole of the crew—in all seven men—were successfully taken into the Life-boat. The sea was now so high that a landing with the Boat was very difficult. Every precaution was taken, but on the inner bar a heavy sea broke over the Boat, which was filled and then capsized, so that all on board were thrown into the sea. This happened, however, so near land that people from shore saved six of the shipwrecked crew and eleven of the Boat crew, while one English sailor and two Boatmen were drowned. The Boatmen left behind them widows and a large number of children. The widows received from the State an annual pension besides a sum of money from the English Government. All surviving Boatmen were decorated with the English medal for saving life.

One more life-saving service, in which the men displayed uncommon perseverance and great personal courage, is worthy of mention.

On the 7th February, 1894, at 8 A.M., a ship was observed wrecked on the Kandestederne, not far from the Scaw on the north point of Jutland. The ship subsequently proved to be the Swedish bark *Erato*, of Sølvitsborg, on a voyage from Helsingborg to Liverpool, with a cargo of timber. The weather was stormy with a rough sea. In the course of half an hour the Life-boat from Kandestederne arrived and went out about three miles to windward of the stranded ship. With great difficulty the Boat was rowed out over the bars and reached the wreck, which was about 500 yards from land. Almost at the same instant that the Boat reached it the deck-load was washed overboard, and barks and timber surrounded the Life-boat on all sides; it consequently

had to turn towards the shore to escape crushing. The landing was effected a long way to the leeward of the wreck on account of the strong current.

The Life-boat from Gl. Skagen (the old Scaw) had now arrived, and went out as soon as the sea in the proximity of the wreck was tolerably clear of drift-wood. After great exertions, this Boat succeeded in reaching the wreck, and saving twelve men of the crew who had sought refuge in the rigging.

The ship was now on her beam ends, and was lying with her lee yard-arms a little above the water.

In the meantime the Boat of Kandestederne was again ready and got out to the wreck, where six men were still lashed to the rigging. Four of them were taken on board the Life-boat, but the last two were so exhausted that they were unable by their own efforts to loosen themselves from the rigging. One of the Boat's crew, Christoffer Dalsgaard, got hold of a trailing rope's end, by the aid of which he climbed up in the rigging and carried the two exhausted and almost senseless men, one after the other, down into the Life-boat, which eventually reached land safely at 6 P.M.

Christoffer Dalsgaard was, for his heroic conduct, honoured by the King with the Silver Cross of the Order of Danebrog.

Since its establishment in 1852, up to the 31st March, 1922, 10,229 people have been saved by the Danish Life-Boat Institution, of whom one-third were rescued by the rocket apparatus, while the remainder were taken ashore in Life-boats.

The various managers of the North Jutland Life-Boat Institution have on several occasions visited England to make purchases of life-saving appliances and to study the English system. They have during these visits met with great courtesy and helpfulness from the English Life-Boat Institution and its prominent men.

When next year the English Life-Boat Institution celebrates its hundred years' jubilee, Danish life-saving men will remember their English colleagues with high esteem and great thankfulness.

## The "Hopelyn" Service.

Presentations at Lowestoft and Gorleston.

THE presentation of the Gold, Silver and Bronze Medals awarded to the Coxswains and Crews of the Lowestoft Motor Life-boat and the Gorleston Pulling and Sailing Life-boat for the service to the s.s. *Hopelyn* on 19th-21st October, 1922, took place at Lowestoft and Gorleston on 8th and 9th February respectively. At both ceremonies the Committee of Management were represented by Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., who is not only a member of the Committee, but a member of the Life-boat crew at Brooke, Isle of Wight, and who has been out on service on many occasions.

The ceremony at Lowestoft took place at the Marina Theatre, in the interval of a concert.

The Mayor (Mr. A. Jenner) presided, supported by Mr. F. Spashett, Chairman of the Local Committee, Mr. R. W. Seago, the Hon. Secretary, the Deputy-Mayor (Mr. S. Humphrey) and Commander E. S. Carver, R.D., R.N.R., Inspector of Life-boats for the Eastern District.

In making the presentation General Seely said that the service to the *Hopelyn* was an act of great courage, but it had been preceded by a long series of similar services by the men of the Lowestoft station, a station of which they well might be proud. The Motor Life-boat had only been at that Station for the last two years, and in that short time it had saved fifty-five

lives. The Station itself was established in 1850, and from that day to this its Life-boats had saved 692 lives (Applause). Life-boatmen on the South Coast recognised that the East Coast men had the hardest task, and that they performed it with every determination (Applause). There was another interesting fact

beyond that of the Lowestoft Station saving 692 lives. Among the presentations that he was about to make was a Gold Medal to Coxswain SWAN, and that one man, as Coxswain, had helped to save over 200 lives (Applause). There was also a further act associated with the Lowestoft Station which he must mention, a previous act of Coxswain Swan and his crew, the news of which rang throughout the world, the services rendered to the crew of H.M. Sloop *Pomona*, a vessel



Photograph by

[H. Jenkins, of Lowestoft.]

COXSWAIN J. SWAN, OF LOWESTOFT.

which on 30th September, 1918, was in distress off Aldeburgh. There was a north-east gale, with high seas, and the Life-boat had to go a distance of seventeen miles to the rescue. Had it not been for the determination of that Life-boat crew nine valuable lives would have been lost, but through their bravery nine valuable men were saved to the British Navy (Applause). It was an extraordinary service on the part of those men, and he remembered reading of it when he was in France. Of that crew there were twelve members over fifty years of age, and two were jolly souls of seventy (Laughter and applause). It

was a wonderful record that when the young men went to the war their fathers and grandfathers still could come out and continue the splendid tradition of the Life-boat Service when lives were in jeopardy off Lowestoft (Applause).

General Seely then related the story of the *Hopelyn* rescue. He had seen some Life-boat service, and he knew the enormous difficulty of getting alongside a wrecked vessel with a breaking sea

and other obstacles close by. He thought it was a remarkable thing that the rescue was ever achieved at all. It was a service rendered by a Boat and a Crew that had already done yeoman service in the great cause of saving human life. It was a service rendered with the assistance of the official inspector, Commander Carver, who was really supposed to look on (Applause). It was a service rendered in co-operation with another brave Life-boat Crew at Gorleston. He need hardly say to all benevolent-minded and good-hearted folk that

the service could not have been performed but for the fact that Lowestoft had a Motor Boat. Given the money, motors could be installed in all Life-boats in which they were required, and the Institution could guarantee to save many lives which would otherwise be lost. It was motor-power, combined with human valour, which enabled the Lowestoft men to achieve the service they did. On behalf of the King, who was a Patron of the Life-boat Institution, the Prince of Wales, its President, and on behalf of all

fellow countrymen, he congratulated Coxswain Swan on the splendid results of his courageous effort. They were proud to count him as one of their heroes (Applause).

Pinning the Gold Medal on the breast of Coxswain Swan, Major-General Seely shook him by the hand, and said, "In pinning this medal on your breast I do so with the knowledge that the Gold Medal of the Institution is presented but rarely.

I congratulate you on the great many lives you have saved. We thank you for your splendid service, and wish you many happy years to wear this coveted decoration."

General Seely then presented the Silver Medal to Motor - Mechanic RALPH A. W. SCOTT and Bronze Medals to the Second Coxswain and Members of the Crew. Commander Carver replied on behalf of Coxswain Swan and the Crew, and the Mayor announced that he had received a cheque for £17 17s. 6d. from the owners of the *Hopelyn* to be dis-



COXSWAIN W. FLEMING, OF GORLESTON.

tributed among the crew.

In the evening the Local Committee gave a dinner and General Seely proposed the health of Coxswain Swan and his Crew.

A few hours later the Lowestoft Boat went out to the help of the s.s. *Linhope*, also a Newcastle vessel, which had gone aground on the Holm Sands.

#### Presentation at Gorleston.

On the following evening the presentation to Coxswain Fleming and the Gorleston Crew took place at the



Gorleston Pavilion. In the absence of Commander Addison-Williamson, the Chairman of the Local Committee, the Chair was taken by the Rev. Henry Edwards, the Vicar of Gorleston, who was supported by the Mayor (Councillor E. J. Middleton), Major-General Seely, Mr. A. D. Snell, Hon. Secretary, and Commander Carver.

Major-General Seely said the rescue of the crew of the *Hopelyn*, and the cat, was one of the most gallant services in the records of the Institution. He had been a Life-boatman for thirty years, because he lived in a little place where every able-bodied man had to help, otherwise the Life-boat could not have a full crew. He therefore knew something of Life-boat work, and could say that the service was a notable one. It was not the first time the crew of the Institution's Life-boats at Gorleston had rendered valiant services. The first Life-boat at Gorleston was placed there in 1866, and since then the boats on the Station had saved 901 lives. Indeed, Gorleston was the centre of the most remarkable group of Life-boats in the whole world. There was nothing like its record anywhere. The lives saved by Gorleston, Lowestoft, and Caister Life-boats totalled more than 3,200 (Cheers). He congratulated the Life-boatmen of the three Stations on their wonderful services in years past as on their latest service. The Caister Crew, working upon a flat beach, and up to their waists in water, strove their hardest to launch to the *Hopelyn*, but could not get their boat off. The Caister Station headed the list on the East Coast with 1,700 lives saved, and the Caister men would be the first to take off their hats to the men of Gorleston and Lowestoft (Renewed cheers). General Seely went on to describe the wreck and the ultimate rescue after thirty hours' struggle, under such conditions as would have made any rescue impossible without motor power, although the knowledge

gained by the Gorleston men in their endeavours proved invaluable, the *Hopelyn* being in the immediate vicinity of sunken wrecks, while the sea was of exceptional violence. Gorleston and Lowestoft men worked together, as he hoped they always would. He believed the task of Life-boatmen would be lightened by motor power, and the Institution appealed for funds to provide more Motor Boats. He asked the Chairman, the Mayor, and their M.P. to help. Gorleston Station had, General Seely concluded, previously received seven Silver Medals; now it would have one Gold Medal, seven Silver Medals with four clasps, and fifteen Bronze Medals (Loud cheers).

The Mayor read an interesting letter he had received that day from J. P. and D. P. Goddard, two of the men rescued from the *Hopelyn*, who wrote from Marske-by-the-Sea, Yorkshire: "A few words of congratulation to the crews of the *Agnes Cross* and *Kentwell* Life-boats from the steward and cook of the *Hopelyn*. May they long be spared to save other crews in danger, as we know all the members of the *Hopelyn's* crew, now scattered, wish. We wish we could be with you at the presentation of medals. Perhaps we may visit your fine town for a holiday some day, but we will come *viâ* York and Norwich, not *viâ* Scroby" (Laughter).

The owners of the *Hopelyn* had, the Mayor said, sent £30 for division among the men who took part in the final launch and rescue. He recalled the splendid services rendered by Yarmouth seafarers to their country, and was confident that in the future, as in the past, the men of Yarmouth and Gorleston would never be found wanting (Cheers).

The Mayor then presented the medals, and speeches were made by Commander Carver, Coxswain Fleming, Mr. Snell, and Alderman Harbord. The ceremony was followed by a smoking concert.

### Two Tractor Launches: Donna Nook and Bridlington.

At 7.45 on the morning of 11th February, with a strong wind and a very heavy sea, the Donna Nook Life-boat was called out to the help of the steam trawler *Dinorah*, which was in distress

off Haile Flat. The Boat was successfully launched at 9.30 by means of the Motor Caterpillar Tractor recently sent to this Station, and stood by the *Dinorah*, which had stranded on the

sand bank. Her crew, however, refused to leave her, and the Life-boat returned ashore, but remained ready to launch again at once. At two in the afternoon the *Dinorah* signalled for help, and the Life-boat was again launched by the Tractor. After a hard struggle against the heavy sea and the tide, she took off four of the *Dinorah's* crew, the rest remaining on board, as their vessel had now drifted off Haile Sands on to the beach. This service was carried out under very severe conditions both for crew and helpers, all of whom were

in the harbour itself, the Life-boat was taken by Tractor a mile and a half along the coast to the North Sands. Here there was a very heavy run of the sea, causing much movement of the beach material, and the Tractor buried one of its tracks in the loose sand. The Honorary Secretary of the Station, who took charge of the arrangements, was on the carriage himself with the Head Launcher, in order to make sure of getting a good launch, and they were several times completely buried in the seas. In spite of all these difficulties,



Photograph by]

[H. D. Bolsover, of Bridlington.

#### THE LAUNCH OF THE BRIDLINGTON LIFEBOAT ON 26th FEBRUARY, 1923.

given extra rewards. The Tractor saved at least three hours in the time taken to launch.

On 26th February a fierce gale from the S.E. sprang up at Bridlington, and the sea rose rapidly, making it very difficult and dangerous for the fishing fleet to return to harbour. The piers were buried under the heavy seas, and the spray was flying 30 feet high above them. Just before one in the afternoon it was decided to launch the Life-boat, in order that she might stand by the fishing boats as they came in, and as there was not sufficient water to launch

however, the launch was successfully carried out and the boat was afloat fifty minutes after the signal had been fired. Once afloat the Crew had a fierce struggle before they could get the Boat through the heavy breakers, and time after time she was driven back almost on to the beach. In the end, however, she succeeded, and making for the harbour entrance, stood by until all the boats had safely returned. This was not until four in the afternoon, one of the motor boats having great difficulty in making the harbour and nearly being lost against the pier. A Letter of

Appreciation was sent to the Honorary Secretary, Mr. C. H. Gray, who described the launch as a splendid one, carried out in the worst weather of his experience.

There are now seven Tractors on the coast, stationed at Hoylake, Hunstanton,

Bridlington, Rhyl, Newquay (Cornwall), St. Anne's, and Donna Nook. Others are being adapted for Brancaster, Llandudno, Palling, Boulmer, Newcastle (Co. Down), Cloughey, Rhosneigr, Port Logan, and Newburgh. The first of these will be ready very soon.

## The Ladies' Life-boat Guild and New Branches of the Institution.

ALTHOUGH the progress of the Ladies' Life-boat Guild has not been as marked as we had hoped that it would be, nevertheless many Guilds have been formed, notably in the North of England and in the South-West of England; and, wherever Guilds exist, there has been, during the past year, a noticeable increase in public interest in the work of the Institution. This is a most encouraging fact. It should convince all Life-boat workers that—as the Committee of Management believed when the Guild was started three years ago—the best means at their disposal for presenting the Institution's claims lies in developing the Guild.

The following is a list of the existing Guilds. This list includes those Ladies' Auxiliaries which, in connexion with a number of the larger Branches of the Institution, have for many years done splendid work for the Life-boat service; while those marked with an asterisk (\*) are new Guilds formed in 1922:

### Scotland.

Dundee, Helensburgh,\* Largs.\*

### North of England District.

Alnwick,\* Blackburn,\* Blackpool, Bradford, Broomfleet, Castleford, Chorley, Clitheroe, Darlington, Dewsbury, Durham, Hornsea, Hull, Leeds, Liverpool, Lytham, Manchester, Morecambe,\* Nantwich, Newcastle-on-Tyne, Oldham, Rotherham, Scarborough, Sedbergh,\* Southport, South Shields,\* St. Anne's-on-Sea, Stockport, Sunderland,\* Tyldesley,\* Tyne-mouth, Whitley Bay and Monkseaton,\* Whitehaven,\* Wigan, York.\* *Ile of Man*.—Castletown, Douglas, Port Erin, Ramsey.

### Midlands District.

Birmingham, Coventry, Derby, Etwell, Gloucester, Grimsby, Knowle, Ludlow, Newark, Northampton, Nottingham, Solihull, Sutton-in-Ashfield. A Guild is also being formed at Scunthorpe.

### South-Eastern District.

Seaford,\* Colchester,\* Eastbourne, Gt. Marlow,\* Hastings and St. Leonards, High Wycombe,\* Hove, Chatteris,\* March,\* Southend-on-Sea,\* Tunbridge Wells,\* Walton-

on-Thames. Guilds are also being formed at Bexhill, Bognor, Canterbury, Dover, and Windsor.

### South-Western District.

Andover, Basingstoke, Bath, Brixham, Bude, Cowes, Devizes, Exmouth, Falmouth, Lyme Regis, Minehead, Newport,\* Oxford,\* Plymouth, Poole (Bournemouth), Portsmouth, Reading, Ryde, Salisbury,\* Sandown,\* Shaftesbury,\* Sidmouth, Southampton, Swindon, Taunton, Torquay, Trowbridge,\* Ventnor, Weymouth, Winchester. Guilds are also being formed at Falmouth, Newton Abbot, and Taunton.

### Wales.

Aberystwyth, Anglesey,\* Barmouth, Cardiff, Holyhead, Laugharne, Llandudno,\* Rhyl,\* South Carnarvonshire,\* Swansea.

### Ireland.

Belfast, Dublin.

### London.

In addition to these Guilds, between 350 and 400 members have been enrolled in Greater London, and are working for the Institution in connexion with the different Branches in that area.

### New Branches of the Institution.

Besides the Guilds, a number of new Branches of the Institution were formed during 1922. In several cases the formation of the Guild led to the formation of a Branch, and for this reason some of the names in the following list are repeated from the list just given:

### Scotland.

Kirkwall (Orkney) and Lerwick (Shetland).

### North of England District.

Adlington, Alnwick, Ashton-in-Makerfield, Broomfleet, Burnley, Carnforth, Clitheroe, Colne, Congleton, Dalton-in-Furness, Farnworth, Leigh, Mytholmroyd, Mossley, Nantwich, Newton-le-Willows, Penmaenmawr, Penrith, Prestatyn, Ramsbottom, Rawtenstall, Rishton, Sedbergh, Spenborough, Tyldesley, Turton, Ulverston, Whaley Bridge, West-houghton.

### Greater London District.

Bexley, Brentford, Chingford, Hendon, Highgate, Kensington, Leyton, Peckham, Sidcup, Southall, Teddington and Hampton Wick, Walthamstow.

**South-Eastern District.**  
Chatteris and March.

**South-Western District.**  
Chippenham.

Altogether, two new Branches were formed in Scotland in 1922; 23 in the North of England; 12 in London; and 3 in the South of England. This extension of the permanent organisation of the Institution is especially encouraging at the present time, when the cost of

providing and maintaining the Life-boat Service is greater than it has ever been in the past, and when the Committee feel that the surest way of raising the increased revenue required is, not by imitating the example of those charities which have adopted what have been well described as "shock tactics," but by quiet and steady work which aims at increasing the number of *regular subscribers* to the Institution.

## Honorary Workers of the Institution.

No. 7. Major Herbert Edgar Burton, O.B.E., R.E.,

Hon. Superintendent of the Tynemouth Motor Life-boat.

No county in Great Britain has a finer record of Life-boat service than Northumberland. It was at Bamburgh, in Northumberland, that the first efforts were made by Archdeacon Sharp, in 1786, to devise schemes for the rescue and succour of the shipwrecked, and a coble, converted by Lionel Lukin, of London, into a safety-boat, was employed there for some years as a Life-boat. It was at the mouth of the Tyne that the first permanent Life-boat Station was built and established in 1789, thanks to the public spirit of Mr. Fairles and Mr. Rockwood, of South Shields. It was William Wouldhave, also of South Shields, who played the chief part in the design of that first Life-boat, and who discovered the self-righting principle. Last, but not least, the Dukes of Northumberland have had a long and honourable connexion with the development of the Institution.

To these distinguished Northumbrians, who have contributed so notably to the work of saving life from shipwreck, must be added the name of Major Herbert Edgar Burton, O.B.E., R.E., Hon. Superintendent of the Tynemouth Motor Life-boat, who for nineteen years has been closely identified with the work of the Service.

Though he is not a Northumbrian by birth, the county may fairly claim him as a Northumbrian in his Life-boat work. Commissioned from the ranks in June, 1902, Lieutenant Burton, as he then was, was posted to the Tyne section of the Royal Engineers at Clifford Fort,

North Shields, and, being a keen yachtsman and holding a Board of Trade Master's Certificate, he soon became acquainted with the surrounding coast. When the first experiments were made with Motor Life-boats, the then Chief Inspector of Life-boats, Captain Nepean, R.N., recognising that in Lieutenant Burton the Institution had an honorary officer possessing intimate knowledge of motor power and great initiative, decided to station at Tynemouth the first experimental Motor Life-boat. This was a converted Pulling and Sailing Life-boat, the *McConnell Hussey*, with a two-cylinder two-stroke Fay & Bowen motor of 9 h.p., and it is interesting and instructive to remember that the old traditions and superstitions effectually prevented any Tynemouth fishermen from manning her. Their dislike of "Motors" was solid and complete. But Lieutenant Burton was not dismayed. He manned the experimental craft with a crew of his own sappers for eight months, and during that period effected the rescue of a shipwrecked crew, which resulted in the award of Binoculars to himself and a Barometer for the sappers' mess-room. This striking example of the value of motor-power so appealed to local seamen that a full crew of pilots at once volunteered for service, on condition that Lieutenant Burton remained as Superintendent of the Boat. Eventually the *Henry Vernon* Motor Life-boat superseded the experimental craft, and many good services were rendered by her under the personal supervi-

sion of Major Burton. Notable among them was the service to the s.s. *Dunelm*, wrecked off Blyth in January, 1913. On that occasion the Blyth Pulling and Sailing Life-boat could not get up to the vessel, and, after a perilous voyage of some ten miles round the coast, the *Henry Vernon* reached the wreck in time to see the last man saved by the Rocket Brigade. The weather on that occasion was so bad that only five men, all told, would accompany Major Burton, who, in the absence of the Motor Mechanic, was in sole charge of the motor. For this service he was awarded the Silver Medal of the Institution, and was given the Gold Medal of the Tynemouth Trust. The Coxswain and crew were liberally rewarded by the Institution, and the townspeople showed their appreciation by the presentation of medals and watches.

The story of the wreck of the Government Hospital Ship *Rohilla* off Whitby at the end of 1914, and of the rescue of its fifty survivors by the Tynemouth Motor Life-boat, has been told so often that we shall content ourselves by simply reproducing the inscription on the Silver Salver and Tea and Coffee Service presented by Tynemouth inhabitants to Major Burton :

(*Tynemouth Borough Arms.*)

Presented to

CAPTAIN H. E. BURTON, R.E.

Hon. Superintendent of the Tynemouth Motor Life-boat *Henry Vernon* from Moneys raised by Public Subscription in recognition of gallant and heroic services rendered by him on the evening of the 31st October and the morning of 1st November, 1914, in conjunction with Coxswain R. Smith and the crew of the *Henry Vernon* Motor Life-boat.

In response to an appeal for help, the Life-boat was manned, and left the Tyne for Whitby, a distance of 45 miles, in the teeth of a South-easterly gale, and, under circumstances of the utmost difficulty and danger, rescued from the wreck of H.M. Hospital Ship *Rohilla* 50 men who had been on board the Vessel for 50 hours and were despairing of help.

The services rendered on this occasion add additional lustre to the annals of heroism and humanity in connexion with the Life-boat.

For this service Captain Burton was awarded the Thanks of the Institution inscribed on Vellum and its Gold Medal, the highest award which is in its power to make. A signal honour was also paid him by the United States of America in its award of its Gold Cross of Honour. The distinction is the greater since Major Burton was the second of two men in Great Britain to receive this award.

The *Henry Vernon* has now been superseded by a much more powerful Motor Life-boat in the *Henry Frederick Swan*, which has rendered valuable service. Largely owing to the indefatigable efforts of Major Burton, this Boat is now housed on a suitable site, has a first, second and reserve crew, and is ready for service at any hour of the day or night.

As further evidence of Major Burton's untiring zeal and activity for the service, it should be recorded that Tynemouth now has a strong Ladies' Life-boat Guild, organised in sections, consisting of "Captains and Crews," who take it in turn to attend to the creature comforts of the Crew whenever they assemble for service.

Major Burton retired from the Royal Engineers in September, 1919, but such are his enthusiasm and activity that he has returned to the service, and is now Adjutant of the Northumbrian Divisional Royal Engineers at Newcastle-on-Tyne. In addition to his great qualities as a seaman, Major Burton is a powerful swimmer, and in 1904 received the Bronze Medal of the Royal Humane Society for rescuing an exhausted bather who was being carried rapidly out to sea.

No Honorary Secretary on the coast has brought to the work of the Service gifts of greater distinction and value, or has devoted them more wholeheartedly to the Life-boat cause.

### Awards to Honorary Workers.

To Mr. E. B. PROCTOR, upon his resignation after 12 years' service as Honorary Secretary of the Aberdovey Branch, the Thanks of the Institution inscribed on Vellum.

To Mrs. A. C. PARRY, in recognition of her

valuable co-operation at Kiddenminster, the Gold Brooch and Record of Thanks.

To Mrs. DUDLEY, in recognition of her valuable co-operation at Stourbridge, the Gold Brooch and Record of Thanks.

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

**Friday, 17th November, 1922.**

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

Reported the death of Rear-Admiral Hector B. Stewart, a Member of the Committee of Management for many years.

Reported the resignation from the Committee of Management of Sir August B. T. Cayzer, Bt.

Co-opted Admiral Sir H. M. Jerram, G.C.M.G., K.C.B., a Member of the Committee of Management.

Decided to close the Dover Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
"C. P." (donation) . . . . .	2,000	—	—
WM. GORDON, Esq. (donation) . . . . .	50	—	—
WHITE STAR LINE, being a portion of the contributions made by passengers on board their steamers (additional) . . . . .	50	—	—

—To be thanked.

Paid £17,875 9s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £431 18s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.		Lives saved.
Filey . . . . .	Two motor cobsles of Filey. Escorted cobsles into harbour.		
Gorleston No. 1.	S.S. <i>Enterprise</i> , of Sunderland . . . . .	15	
Holyhead No. 1 (Steam)	S.S. <i>Jolly Helen</i> , of London. Stood by vessel.		
Lowestoft . . . . . (Motor)	S.S. <i>Hopelyn</i> , of Newcastle . . . . .	24	
" . . . . .	(also a cat)		
" . . . . .	Drifter <i>Lovedale</i> , of Banff . . . . .	9	
" . . . . .	Sailing trawler <i>Acme</i> , of Lowestoft . . . . .	5	
Montrose No. 1.	Five fishing vessels of Montrose. Escorted vessels into harbour.		
Poole and Bournemouth	Schooner <i>Sidney</i> , of Guernsey. Stood by vessel.		
" . . . . .	Motor vessel <i>Pioneer</i> , of Guernsey. Stood by and assisted vessel.		
Port Patrick (Motor)	Ketch <i>Passing Cloud</i> , of Belfast . . . . .	2	

	Life-boat.	Vessel.	Lives saved.
Runswick . . . . .		Three cobsles of Runswick. Escorted cobsles into harbour.	
Tenby . . . . .		Fishing smack <i>Lobelia</i> , of Swansea . . . . .	2
Torquay . . . . .		French steam trawler <i>Floandi</i> . Rendered assistance.	
Whithy (Motor)		Three cobsles of Runswick. Escorted cobsles into harbour.	
Whithy No. 2 . . . . .		Fishing boat <i>Welcome Home</i> , of Whithy. Saved boat and . . . . .	5

Also voted £490 7s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Aldbrough No. 1, Caister, Cemaes, Cromer, Dunbar, Donna Nook, Easington, Falmouth, Gorleston Nos. 1 and 2, Palling No. 2, Plymouth, Ryde, Southend-on-Sea, Spurn (Motor) and Wexford (Motor).

Granted £23 2s. to men for injury in the Life-boat service at Cardigan, Eastbourne, and Robin Hood's Bay.

Decided that in recognition of the gallant, but unavailing efforts of the Gorleston No. 1 Life-boat crew to rescue the crew of the s.s. *Hopelyn*, of Newcastle, which was wrecked on the Scroby Sands, on the night of the 19th October, 1922, during a strong N.E. gale with a terrific sea, and the fine service of the Lowestoft Motor Life-boat, partly manned by Gorleston men, in saving the crew of twenty-four, early in the morning of the 21st October, the following awards be granted :—JOHN T. SWAN, Coxswain of the Lowestoft Motor Life-boat, and WILLIAM G. FLEMING, Coxswain of the Gorleston No. 1 Life-boat, the Gold Medal of the Institution; RALPH A. W. SCOTT, Motor Mechanic of the Lowestoft Motor Life-boat, and COMMANDER E. S. CARVER, R.D., R.N.R., District Inspector of Life-boats, the Silver Medal of the Institution; GEORGE W. AYERS, Second Coxswain Lowestoft, the Bronze Second Service Clasp of the Institution; JOHN ROSE (Bowman), W. BUTHER, F. SWAN, C. MEWSE, J. AYERS, H. ALLERTON, A. SPURGEON, all of Lowestoft, and SAMUEL B. PARKER, Junr. (Second Coxswain), C. W. CHILVERS (Bowman), W. GOSLING, J. JOHNSON, G. HARRIS, E. HARRIS, T. MORLEY, J. STUBBS, E. STUBBS, H. LEGGETT, A. NEWSON, W. NEWSON, W. HALFNIGHT, A. HARRIS, J. FLEMING, all of Gorleston, the Bronze Medal of the Institution. All the above Me als to be accompanied by a copy of the Vote inscribed on Vellum and framed.

In connexion with the same service the Committee also awarded to Mr. A. D. SNELL,

Acting Honorary Secretary of the Gorleston Branch, the Thanks of the Institution inscribed on Vellum and a Pair of Binoculars; to the steam tug *George Jewson*, the Thanks of the Institution inscribed on Vellum and an additional monetary reward to her crew: and to each Life-boatman who took part in the service an additional monetary reward.

Further, it was decided to call the attention of the Admiral Commanding Coast Guard and Reserves to the invaluable assistance rendered by the Caister and Gorleston Coast Guard. (A full account of this service appeared in the issue of *The Life-Boat* for November, 1922, and an account of the presentation of the Medals is given elsewhere in this issue.)

Awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum, to ROBERT CROSS, Coxswain of the Spurn Motor Life-boat, and granted the Thanks of the Institution inscribed on Vellum to F. S. KENDALL (Second Coxswain), G. W. MARTIN (Bowman), W. A. NEALE (Motor Mechanic), G. M. CRIMLISK, W. J. T. HOOD, C. ROBINSON, W. R. JENKINSON, C. H. HOWES, and W. A. LEWIS, in recognition of their fine efforts to save the crew of an unknown smack, which was wrecked on the Binks during a moderate E. gale with a heavy sea, on the night of the 18th October, 1922. (A full account of this service appeared in the issue of *The Life-boat* for November, 1922.)

Granted pensions to the dependent relatives of GEORGE CROSS, Second Coxswain of the New Brighton Steam Life-boat, who died on 12th October, 1922, as the result of an injury sustained when on service in the Life-boat on 18th December, 1919. Also defrayed the funeral expenses.

Voted £1 10s. to three men for saving the twenty occupants of a motor launch which was in difficulties off Tenby, on the 28th June. Also granted 5s. for petrol consumed. During a strong N.W. wind the launch broke down off Caldey, and started to drift out to sea. On hearing from anxious relatives what had happened the salvors put off in another motor boat, found the disabled launch, took her in tow, and brought her safely into harbour. Very little risk was incurred, but the action of the men saved a launch of the Life-boat.

Voted 15s. to the Coxswain of the Poole and Bournemouth Life-boat and his son for saving the two occupants of a motor boat, off Poole, on the 25th October. Also granted 5s. for petrol consumed. At 2 a.m. the Coast Guard reported that a boat was in distress off Sandbanks, at the entrance to the harbour. As the weather was moderate, it was not considered necessary to launch the Life-boat, so the Coxswain went out in his own motor boat and took the disabled boat in tow, landing the two occupants safely. Slight risk was incurred by the salvors.

Voted £1 10s. to three men for saving three boys who were adrift in a small boat, off Selsey, on the 8th September. The boys

were out sailing on a rough day in a canvas boat with a badly cut sail. The boat could not be handled properly and was blown out to sea. Seeing the boys' danger the three rescuers put off in a fishing boat and at slight risk saved the boys, whose boat was half full of water and out of control.

Friday, 15th December, 1922.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation from the Committee of Management of Sir T. W. H. Inskip, C.B.E., K.C., M.P.

Paid £9,450 6s. 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 £148 5s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore . . . (Motor)	Ketch <i>Wave</i> , of Bideford. Landed 1.	
Easington . . .	Steam trawler <i>Salacón</i> , of Grimsby . . .	7
Holy Island . . . No. 1.	Coble <i>The Friends</i> , of Holy Island. Escorted coble into harbour.	
Newbiggin . . .	S.S. <i>Theofano Siderides</i> , of Piræus. Stood by vessel.	
North Sunderland	Motor fishing boat <i>Pilgrim</i> , of Fraserburgh. Assisted to save vessel.	

The Gorleston No. 2 Life-boat assisted both the steam drifters *Busy Bee*, of Buckie, and the *Petergrie*, of Peterhead, and the Runwick Life-boat stood by and assisted the steam trawler *W. S. Burton*, of Hartlepool.

Also voted £209 9s. 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:—Brixham (Motor), Caister, Dunbar, Easington, Gorleston No. 2, Johnshaven, Lowestoft (Motor), Padstow No. 2 and Tug, Palling No. 2, Port St. Mary, Rye Harbour, Ramsgate, and Winterton No. 1.

Voted a compassionate grant to WILLIAM JANE, of Cadgwith, who, after sixty years' connexion with the Life-boat, is now, at the age of seventy-five, in ill health and very poor circumstances.

Granted an *ex gratiâ* pension to the widow of RICHARD WILLS, who was left in very poor circumstances. WILLS had been Second Coxswain and Coxswain of the Poole and Bournemouth Life-boat during a period of over thirty years.

Granted £10 10s. to men for injury in the Life-boat service at Ilfracombe and Skegness.

Granted an additional monetary reward to the crew of the Easington Life-boat in recognition of a useful and strenuous service carried

out in severe weather on the 27th November, when seven of the crew of the steam trawler *Salacom*, of Grimsby, were saved.

Voted £4 15s. to JOHN SWAN, Coxswain of the Lowestoft Life-boat, and seventeen other men for saving, by means of ropes from the pier, the crew of nine men of the steam drifter *Accumulator*, of Lowestoft, on the 1st November. The vessel stranded on a sand bank at the harbour mouth during a moderate S. gale with a very heavy sea. Coxswain SWAN worked up to his waist in water, and all the men got wet through, but they did not incur much risk.

Voted £3 5s. to JOHN SWAN, Coxswain of the Lowestoft Life-boat, and twelve other men for saving, by means of ropes from the pier, six of the crew of the steam drifter *Rubicon*, of Buckie, on the 10th November. Slight risk was incurred, but the salvors got very wet in rescuing the men, whose ship had stranded near the North Pier while making for the harbour in a moderate gale with a heavy sea. The remainder of the crew of the *Rubicon*, four in number, were saved by the Coast Guard.

Friday, 26th January, 1923.

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

Reported the receipt of the following special contributions:—

	£	s.	d.
THE MISSES EDDY, towards cost of alterations to Penlee Station to accommodate "The Brothers" Life-boat. On account	500	—	—
"A. W." (additional donation)	100	—	—
ANONYMOUS (additional donation)	52	10	—
MAJOR J. F. CHURCH (additional donation)	50	—	—
MISS HAMMERTON (additional donation)	50	—	—
ALFRED BARRETT, Esq., J.P. (additional donation)	26	5	—

—To be thanked.

Paid £21,620 13s. 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 £511 5s. 11d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bembridge (Motor)	Barge <i>Weisel</i> , of Portsmouth	5
Bridlington	Ten fishing boats of Bridlington. Stood by boats.	
Brixham (Motor)	Fishing vessels <i>Resolute</i> and <i>Terminist</i> , of Brixham. Rendered assistance.	
"	" Ketch <i>Hosanna</i> , of Truro. Landed 1.	

Life-boat.	Vessel.	Lives saved.
Buckie (Motor)	Steam drifter <i>Victory</i> , of Portgordon. Stood by vessel.	
Flamborough No. 1	A motor fishing coble, of Flamborough. Stood by fishing coble.	
Fleetwood	Steam trawler <i>Merrydale</i> , of Fleetwood. Stood by vessel.	
Gorleston No. 1	Barge <i>Hibernia</i> , of London. Landed 3.	
"	" Barge <i>Servic</i> , of London. Landed 3.	
Ilfracombe	Motor fishing boat <i>Robina</i> , of Ilfracombe. Saved boat and . . . . .	3
Llandudno	Rowing boat <i>White Lily</i> , of Llandudno. Saved boat and . . . . .	2
Penlee (Motor)	S.S. <i>Dubravka</i> , of Dubrovnik . . . . .	27
Runswick	S.S. <i>Spero</i> , of Newcastle . . . . .	23
St. Ives	S.S. <i>Eleanor</i> , of London	16
Southend-on-Sea	Schooner <i>Elizabeth Bennett</i> , of Swansea.	5
Spurn (Motor)	Schooner <i>Hosanna</i> , of Thurso . . . . .	5
"	" Steam trawler <i>Earl Granard</i> , of Grimsby. Stood by vessel.	
Teignmouth	Three fishing boats, of Teignmouth. Escorted boats into harbour.	
Thurso	Motor fishing boats <i>Busy Bee</i> , of Thurso, and <i>Hope</i> , of Wick. Stood by boats.	
Weymouth	Schooner <i>Meta</i> , of Troense . . . . .	7
Whitby (Motor)	Steam trawler <i>Northern King</i> , of Grimsby. Stood by vessel.	

The Caister No. 1 Life-boat stood by and assisted the schooner *Fred*, of Simrisham; the Easington Life-boat was launched to the assistance of the steam trawler *Isernia*, of Grimsby; the Palling No. 2 Life-boat assisted to save the steam trawler *Lord Cecil*, of Grimsby; the St. Abbs (Motor) Life-boat stood by the motor fishing yawl *Violet*, of St. Abbs; the Selsey (Motor) Life-boat rendered assistance to the obsolete monitor *Sir Thomas Picton*; and the Spurn (Motor) Life-boat saved the schooner *Hosanna*, of Thurso.

Also voted £674 19s. 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:—Angle, Appledore (Motor), Brighton, Brixham (Motor), Cemaes, Caister No. 1, Clovelly, Dunbar, Gorleston



No. 1, Hilbre Island, Hunstanton, Ilfracombe, Llandudno, Lowestoft (Motor), New Brighton No. 2 (Steam), Newhaven (Motor), North Deal, Palling No. 2, Poole and Bournemouth, *Pwllheli*, Ramsgate, Rhoscolyn, Rye Harbour, Shoreham, Spurn (Motor), Walton-on-the-Naze (Motor), Weymouth, and Winterton No. 2.

Granted £227 11s. to men for injury in the Life-boat service at Buckie, Cardigan, Courtown, Douglas, and Rhoscolyn.

Voted a gratuity of £5 to William Dunnett, who had been a member of the Huna Life-boat crew for forty-six years.

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 an additional monetary reward to the crew of the Weymouth Life-boat in recognition of a good service performed during severe weather on the 21st December. Also directed that a Letter of Thanks be addressed to the Honorary Secretary, Mr. W. H. Norris, and that the attention of the Admiral Commanding Coast Guard and Reserves be called to the good work of Commander V. S. Rashleigh, Divisional Officer, and his men.

Directed that a Letter of Appreciation be

addressed to Mr. C. H. Gray, Honorary Secretary at Bridlington, and that an additional monetary reward be granted to the Head Launcher, in recognition of their excellent work at a service launch on the 20th December.

Directed that a Letter be addressed to the Brighton Honorary Secretary, commending the action of the Coxswain and crew on the occasion of the wreck of the *Rosebud*, on the 21st December.

Voted £8 to four men for saving the crew, three in number, of the barge *Rosebud*, of Harwich, which was totally wrecked on the beach at Brighton on the 21st December. Also voted £3 to two men who made unsuccessful personal efforts to effect a rescue. The vessel ran ashore after dark during a whole S.S.W. gale with a very heavy sea. Coast Guard STEVENS immediately entered the water with a line and endeavoured to effect communication, but was not successful and was hauled ashore in an exhausted condition. Police-Sergt. MORGAN then took his place, but also failed and was hauled ashore. Four men then manned a 14-foot open pulling boat and hauled her out to the wreck by means of a haul-off warp, which happened to lead directly under it, and in this manner were able to save the endangered men.

## Obituary.

### Sir Johnstone Wallace, K.B.E., D.L., J.P.

By the death of Sir Johnstone Wallace, K.B.E., D.L., J.P., of Newcastle, on 9th November last, the Institution has lost an old and valued supporter. For many years he was closely identified with the work of raising its funds. In fact his first public act was the institution of the Life-boat Saturday Fund in Newcastle. For ten years he was Deputy-Chairman of the Central Life-boat Saturday Fund Committee, and, until its work was taken over by the Institution in 1911, represented the Fund for a number of years on the Committee of Management. His Life-boat interest was only one side of an unusually varied and active career of public work. In 1914 he was Lord Mayor of Newcastle, and received his knighthood for services during the war.

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

By the death of the Earl of Plymouth on 6th March last, the Institution has lost a friend who was always ready to place his name and great influence at the

service of the Life-boat Cause, and who, since 1916, had been one of its Vice-Presidents. Lord Plymouth's work for the Service began in 1906, and since then his name has been constantly associated with its appeals. In that year he became President of the West of England District of the Life-boat Saturday Fund, helping to raise several thousands of pounds. After the work of the Life-boat Saturday Fund was taken over by the Institution in 1910, Lord Plymouth issued every year a personal appeal in South Wales, and he was, until his death, President of the Institution's Branches at Barry and Redditch, and a liberal subscriber to both.

It will be remembered that Lord Plymouth proposed the principal resolution at the Annual Meeting of the Governors in 1921, at which the Prince of Wales presided; and his last work for the Service, for which he had done so much, was as President of the Committee formed in 1920 to raise in Glamorgan-shire a special fund to present to the Prince of Wales the two Motor Life-

boats to be stationed at Barry Dock and The Mumbles.

Lady Plymouth has always shared her husband's generous interest in the Institution's work, and since 1910 has been President of the Birmingham Ladies' Auxiliary, now the Birmingham Ladies' Life-boat Guild.

#### **Coxswain George Warford, of Pakefield.**

A Coxswain with a long and fine record, Coxswain George M. Warford, of Pakefield (one of the Stations closed last year), died on 14th March last, at the age of eighty-eight. He became Coxswain in 1865 and retired in 1898, having served for thirty-three years. He received the Institution's Silver Medal in 1886, for "long and gallant services in saving life," and a clasp to the Medal on his retirement.

#### **Coxswain Thomas Langlands, of Whitby.**

The Life-boat Service has lost one of its most distinguished Coxswains by the death on 20th March last, after a painful illness, of Thomas Smith Langlands, of Whitby. He had a great career as a Life-boatman, a career extending over nearly fifty years. He held the Institution's Gold and Silver Medals, and took part in the rescue of over 200 lives. Born at Seahouses, in Northumberland, in 1853, Langlands became a member of the Whitby crew at the age of eighteen. In 1875 he was appointed second coxswain of the *Uppang* Life-boat, and Coxswain two years later. In 1899 he became Coxswain of the Whitby Boat, retiring in 1920; he received the Silver Medal in 1906 for a fine piece of rescue work with his own fishing coble, when he saved the lives of three men from a small boat which sank at the entrance to the harbour, but the service with which his name will always be remembered is the service to the Hospital Ship *Rohilla*, which was driven ashore near Whitby by a storm of terrible violence on the morning of 30th October, 1914, and almost immediately broke in half.

There is no finer story of undaunted enterprise and determination in face of what to lesser men would have been unsurmountable difficulties, than the story of the way in which Langlands got the Whitby No. 2 Life-boat afloat. It was hopeless to launch in the harbour, so Langlands took his Boat overland to the scene of the wreck. She was hauled on skids under the Spa Ladder—a gangway from the East Pier to the cliff—and along the rocky scaur. In the course of this difficult journey she was taken over a sea wall 8 feet in height, a most formidable feat. The Boat was stove in in two places, but, in spite of this, she was launched and twice succeeded, after a fearful struggle with the terrific seas, in reaching the wreck. On these two journeys she saved thirty-one lives, but after the second she was unfit for further service as a result of the repeated pounding on the rocks. It is a splendid proof of Langlands' courage and skill that although four other Pulling and Sailing Life-boats made heroic efforts to reach the *Rohilla*, none of them succeeded, and those who still remained on the wreck, fifty in number, were not rescued until the Motor Life-boat arrived from Tynemouth. It was for this signal and heroic service that Langlands received the highest honour which it is in the power of the Institution to bestow, its Gold Medal.

The bearers at his funeral on 23rd March were the two present Coxswains at Whitby and four of his old comrades of the Life-boat. The coffin was covered with the Royal Ensign, on the top of which lay his cap and the Institution's wreath of laurel and flowers; and it was followed to the grave by representatives of the Institution, of the town and all its churches, of all the Life-boat Stations between Bridlington and Hartlepool, and by a large gathering of the seamen, fishermen and people of Whitby. Coxswain Langlands now lies close to the graves of those who died in the wreck of the *Rohilla*.

### Book Reviews.

**"English Coastal Evolution." By E. M. Ward (Methuen, 6s. 8d. net).**

Reviewed by A. W. Lewis, the Consulting Engineer of the Institution.

COASTAL changes concern the Institution in its work, and the two main factors, erosion and accretion, are familiar foes. For example, at Rosslare Point the Life-boat Station has to be protected against erosion by sea walls, stone banks and groynes, while the Hoylake Life-boat has to be taken out to sea by a motor tractor across the wide sands of the Wirral Coast. It is on this account that we give a short review of Mr. E. M. Ward's book, "English Coastal Evolution."

The title is an imposing one, and not altogether happy. We should have preferred a humbler one, such as "How our Coast got its Features," which, not being among the Just So Stories, is legitimately available. The book does not claim to be a treatise dealing systematically with coastal evolution from "the beginning of years when the world was so new and all." Its story starts some three or four thousand years ago when the last changes in the relative levels of land and sea around our coasts are thought to have ceased, and, propounding no new theories, the author seeks to show how well the old ones will account for the changing features of the coast.

The "General Considerations" of the first two chapters will be familiar to the readers of the Final Report of the Royal Commission on Coast Erosion, and may be found in books already published. The particular examples of erosion and accretion in the next ten chapters are a useful collection of scattered records, and welcome to the geologist and engineer for handy reference. In the last chapter, however, Mr. Ward strikes, we think, a new note in dealing both with the effect upon the coast of human activities, and also the effect upon man of coastal changes.

The efforts of man to alter coastal conditions to his liking are, Mr. Ward

points out, "predisposed towards ultimate failure." This predisposition, however, will not, we think, deter man's efforts. The ultimate is too far off, and meanwhile protection in many places is a crying necessity. Necessity, moreover, is the mother of invention, and posterity may well devise other means of protection than sea walls and groynes.

Even recently, as the author mentions, we have heard of a novel American device in the "Compressed Air" break-water, consisting of bubbles of compressed air rising from a submarine perforated pipe and forming a barrier within which ships may ride in tranquil water. Although this particular invention may prove of no practical use owing to its prohibitive cost, still it is a portent against the preachers of "all is vanity."

We commend the book to readers of the *Journal* on the coast, to whom it should be of peculiar interest.

**"Ships of the Royal Navy." By Oscar Parkes Sampson Low, 6s. net).**

This book, admirably illustrated to show the various types of men-of-war from the *Majestic* class up to the latest Battleship and Battle-cruiser, is designed, as its author explains in his foreword, to meet the requirements not only of the technical reader, but of those—we trust not a dwindling band—who take an interest in what, *pace* Sir Percy Scott, still remains our First Line of Defence.

The names of ships of each class are shown against a photograph of a typical vessel of that class, and this illustrates very vividly the interesting nomenclature adopted by the Admiralty. How many of us, for instance, are aware that the Navy boasts such names as *Aphis*, *Ceanothus*, *Ladybird*, *Lychnis*, *Marazion*, *Palinurus*, *Platypus*, *Scarab*, and *Vortigern*? May the day be far distant when the Practical Joke Department of the Admiralty has cause to adopt the name of H.M.S. *Ichabod* for one of H.M. ships!

A handy and useful guide to the ships of the Royal Navy.

### Awards to Coxswains and Life-boatmen.

To BENJAMIN MILLER, on his retirement, after serving 7 years as Second Coxswain and 3 years as Coxswain of the North Berwick Life-boat, a Pension.

To JOHN MORRIS, on his retirement, after serving 11½ years as Second Coxswain and 30¼ years as Coxswain of the Barmouth Life-boat, a Framed Certificate of Service and a Pension.

To LEWIS JONES, on his retirement, after serving 28 years as Signalman at Porth-dinllaen, a Pension.

To HENRY CUTTER, on his retirement, after serving 26½ years as Signalman at Walton-on-the-Naze, a Pension.

To JESSE DUNN, on his retirement, after serving 10 years as Bowman of the Clovelly Life-boat, a Pension.

To JOHN COMER, on his retirement, after

serving 7 years as Second Coxswain and 28 years as Coxswain of the Ilfracombe Life-boat, a Framed Certificate of Service and a Pension.

To WM. RAFFEL, on his retirement, after serving 4 years as Bowman and 20 years as Second Coxswain of the Lyme Regis Life-boat, a Life-boatman's Certificate of Service and a Pension.

To WM. UPTON, on his retirement, after serving 6½ years as Second Coxswain and 18½ years as Coxswain of the Redcar Life-boat, a Framed Certificate of Service and a Pension.

Certificates of Service have been awarded to the following Life-boatmen on their retirement from the crew of the Bembridge Life-boat:—HENLEY SMITH, 37 years' service; C. G. HOLBROOK, 35 years' service; HARRY LOVE, 25 years' service.

### News from the Branches.

#### Annual Meetings.

ALNWICK.—On 15th February, Canon Manby presided in the absence of the Chairman, Sir Francis E. Walker, Bt. The Treasurer's report for the year ended 30th September, 1922, which was carried, showed the sum of £75 10s. had been raised as the result of the first year of the Branch's work, largely through an appeal which was sent out in the name of the Duke of Northumberland. The officers were re-elected.

APPLEDORE AND BIDEFORD.—On 22nd November, 1922, the Rev. J. B. White, President of the Branch, in the chair. The report for the year ended 30th September, 1922, showed that the total receipts amounted to £274 17s. 4d., as compared with £241 1s. 6d. in 1921. The officers of the Committee were re-elected.

ARBROATH.—On 28th November, 1922, Provost Anderson in the chair. Report for the year ended 30th September, 1922, which was adopted, showed that the sum of £80 0s. 4d., including a legacy of £50, had been

raised, as compared with £93 12s. 1d. in 1921. The question was discussed of appealing to the fishing community for its support. The office bearers were re-elected.

BALLYCOTTON.—On 20th February, Captain Donelan, Patron of the Branch, in the chair. Special reference was made to the recent service to the *Slievenamon*. The Very Reverend the Dean of Cloyne, Chairman of the Committee, said that, at a time when many deeds were being done which saddened the hearts of all who loved Ireland, it was a great encouragement to see such works of benevolence and mercy being carried out by all creeds in the land. The Life-boat Service was one of their beneficent institutions which he hoped they would always support. Mr. W. H. Garde was re-elected Honorary Secretary.

BANFF.—On 9th February, Ex-Provost Walker, Chairman of the Local Committee, presided. The report for the year ended 30th September, 1922, showed that the sum of £41 11s. 10d. had been raised, as compared with

£33 10s. 7d. in 1921. Reference was made to the long service of Mr. James Cormack, who retired from the position of Coxswain, and the hope was expressed that the Committee would soon obtain a permanent crew for the Life-boat. Mr. V. Desson was thanked for his work as Honorary Secretary.

**BRADFORD.**—On 13th December, the Lord Mayor (Alderman Thomas Sowden) presided. The report for the year ended 30th September, 1922, showed that the sum of £3,143 had been raised, an increase of no less than £857 on the previous year. The Committee's thanks were expressed to all those workers through whom the sum of £1,551 had been raised by the Life-boat Day, and also to Mr. Francis Laidler, who again provided the entertainment and defrayed the expenses of the Alhambra Matinée which raised the sum of £473. It was with special satisfaction that the Committee reported that, in addition to the increased Branch contribution, they had been successful in raising £10,000 to provide the Motor Life-boat, *The City of Bradford*, which was to be stationed at Spurn Point. The Committee felt that with this proud record they might venture to hope that Wharfedale and Airedale would join the city in raising the necessary funds, £12,500, to provide the Boat House and Slipway, and complete the equipment of the Station at Spurn.

**BRIDLINGTON.**—On 23rd November, 1922, Alderman J. V. Mainprize, J.P., presided. The report for the year ended 30th September, 1922, made special reference to the launch by the Motor Caterpillar Tractor, and the Honorary Secretary, Councillor C. H. Gray, said that with the experience, which he had already had, he fully believed the Tractor was capable of launching the Boat under the very worst conditions. The statement of accounts showed that the sum of £192 had been raised, as compared with £195 in 1921. The officers were re-elected.

**CROMER.**—On 24th October, Lord Suffield, President of the Branch, in the chair. The report for the year ended 30th September, 1922, showed the Life-boat had been launched on Service on three occasions, and that the total

receipts for the year amounted to £336, as compared with £290 in 1921. The subscriptions amounted to £33, practically the same sum as the previous year, but there was an increase in donations, and over £86 have been collected at the Life-boat House.

**EDINBURGH, LEITH AND GRANTON.**—On 11th December, Lord Provost Hutchison, President of the Branch, in the Chair. The Report for the year ended 30th September, 1922, showed that the Branch had raised the sum of £1,513 as compared with £2,354 in 1921. In addition to this, the Branch had received from the Trustees of the late Mr. W. Kirkhope a legacy amounting to £6,353, so that the Branch had been able to remit to the Institution nearly £9,000. Both the Lord Provost and Sir John Findlay appealed for still more liberal support, pointing out that Edinburgh, being a seaport, it had a direct and personal reason in helping the Institution. The meeting placed on record its deep regret at the death of Lady Dunedin, who had been President of the Ladies' Auxiliary since 1907.

**EXMOUTH.**—On 27th December, Mr. W. G. Davy in the chair. The report for the year ended 30th September, 1922, showed that the Branch had raised the sum of £181, as compared with £296 in 1921. The chief reason for the decline in revenue was that in 1921 the Life-boat Day had been organised by the Checkstone Sailing Club, which raised over £200, while in 1922, without the help of the club, the Branch raised only just over £80.

**HOYLAKE AND HILBRE ISLAND.**—On 2nd November. The report for the year ended 30th September, 1922, showed that the Hilbre Island Life-boat was called out on Service once during the year, and that the Branch collected £101, practically the same sum as in 1921. In addition, the Ladies' Life-boat Guild collected over £180. Captain T. C. Henning was re-elected Chairman, and Mr. D. W. Hesselgrave was re-elected Honorary Secretary.

**ISLE OF WIGHT.**—On 9th September, the President, Sir Charles Seely, Bt., in the chair. The report for the year ended 30th September, 1922,

which was presented by Mr. Arthur Douglas, showed that the sum of £738 had been raised, as compared with £1,059 in 1921. The report referred in particular to the work which had been done by the newly-formed Ladies' Guild, with Miss Seely as Honorary Secretary. The result had been an increase of £100 on the receipts of Life-boat Day, Sandown being first with £122. The reports from Ryde, Bembridge and Totland Bay Stations were read, and the Committee discussed the intention of the Institution to close the Station at Ryde, since the provision of a Motor Life-boat at Bembridge made it no longer necessary. It was finally decided that the meeting could not ask the Institution to keep the Ryde Station open, but that it should be asked not to close the Station until March, 1923, in order to give an opportunity of seeing the result of placing the Motor Life-boat at Bembridge. Sir Charles Seely was re-elected President, and the other officers were also re-elected.

**SHERINGHAM.**—On 23rd October, Mr. H. R. Johnson presiding. The report for the year ended 30th September, 1922, showed that the Branch had raised the sum of £105, practically the same amount as in 1921, and that there had been two launches. Special reference was made to the fact that the proceeds of Life-boat Day included nearly £15 from the Life-boat crew and helpers who had given their services free for the practice launch which took place on Life-boat Day.

#### Special Meetings and Efforts.

**GREENWICH.**—A very successful Fancy-Dress Carnival, which was organised on behalf of the Institution by the Greenwich Chamber of Trade, was held on 23rd January, among those present being the Marquess and Marchioness of Milford Haven, Sir Charles Stone, President of the Chamber of Trade, and the Astronomer Royal and Lady Dyson.

**MARYPORT.**—On 15th December, a very successful Dance was held at the Freemasons' Hall, the chief feature of

which was the "Launching of the Life-boat," a canvas boat, manned by the Committee in Life-boatmen's dress, which sailed round the room with collecting boxes, and then "rescued" all the prize-winners, taking them safely to the band platform.

**OXFORD.**—A concert was held on 10th November, in the Town Hall, and in spite of a number of other concerts on the same evening, attracted a good audience. The principal feature of the concert was the pianoforte solos by Miss Isabel Hurstfield. It also included a number of folk-dances.

**WICK.**—A special meeting was held on 20th December, at which Dr. Sclater, Chairman of the Local Committee presided, and the Rev. J. R. Forbes presented to Mr. John Sutherland, the retiring Honorary Secretary and Treasurer of Huna, the silver inkstand and vellum, which had been voted to him by the Committee of Management in gratitude for his services as Honorary Secretary extending over thirty years.

#### New Branches and Guilds.

**ALDERSHOT.**—A meeting was held on 7th December, for the purpose of forming an Aldershot Branch of the Institution, the chair being taken by the Mayor (Alderman A. Smith), to whose efforts the summoning of the meeting was entirely due. The Mayor was supported by Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Lord Lieutenant of the County, and a member of the Committee of Management, and by Major-General Sir R. H. K. Butler, Acting General Officer Commanding-in-Chief at Aldershot. An address on the work of the Life-boat Service was delivered by General Seely, who congratulated the Mayor on the fact that at the very outset of his Mayoral duties he had set himself to inaugurate a Branch of the Institution. General Butler, who moved a vote of thanks to General Seely, said that he was confident that the Command at Aldershot would support the Branch. It was unanimously decided to establish a Branch, and a Committee was elected.

**BLACKBURN.**—A meeting was held on 27th September, for the purpose of reviving the Branch at Blackburn, the chair being taken by the Mayor (Alderman J. Fielding, J.P.). It was decided, not only that the Branch should be reconstituted, but that a Ladies' Life-boat Guild should be formed, and it was announced that a subscribers' list of £50 had already been obtained. The Mayor was elected President, Mr. W. Carmichael, Honorary Treasurer, and Mr. E. H. Simpson, Honorary Secretary.

**DALTON - IN - FURNESS.**—A meeting was held on 18th January, at the Town Hall, with Councillor Wharton, J.P., the Chairman of the Urban Council, presiding, for the purpose of forming a local Branch of the Institution. Councillor Wharton was elected President, and Mr. J. P. Parker, Honorary Secretary and Treasurer, and a Committee was formed. It was decided to send out a special appeal early in the New Year, and to follow this with a Life-boat Day in the spring.

**PENRITH.**—On 2nd August, a special meeting was called by the chairman of the Penrith Urban Council for the purpose of forming a Penrith Branch of the Institution, Mr. E. O. Bolton being in the chair. Mr. Bolton said that in addition to their own local hospital, he felt that the charity which they should support was the Life-boat Service. It was decided to form a Branch, Mr. Bolton being elected President, and Mr. W. Harrison, Treasurer, Mr. J. G. Sims subsequently accepting office as Honorary Secretary.

**SOUTH CARNARVONSHIRE.**—On 5th August, a special meeting, called by Dame Margaret Lloyd George, was held at the Carnarvonshire residence of Mr. Lloyd George, for the purpose of inaugurating a South Carnarvonshire Ladies' Life-boat Guild. Dame Margaret Lloyd George presided, supported by the Lord Lieutenant of the County (Chairman of the Branch), the Mayor and Mayoress of Carnarvon, and the Branch Secretary, Mr.

J. Burnell. Over fifty representative people were present. It was unanimously decided to form the Guild, Dame Margaret Lloyd George being elected President, Mrs. Frank Gresham, Treasurer, and Miss Anita Robyns-Owen, Honorary Secretary. Four Vice-Presidents were also elected, each representing one of the towns in which the Guild will work.

**TYNEMOUTH.**—On 14th August there was a special launch of the Life-boat *Henry Frederick Swan*, for the purpose of taking afloat the members of the newly-formed Tynemouth Ladies' Life-boat Guild, of which the Mayoress (Mrs. Alex Mitchell), is President, Mrs. Jones, Secretary, and Mrs. Steel, Treasurer. After the trip a meeting was held, and the Mayor thanked Major Burton and the Crew for launching the Life-boat, and assured them that the Guild would do all that it could to help the crew in its work. One of the intentions of the Guild is that the members of it shall always be present at a launch in order to provide hot drinks and meals both for the Life-boat crew and for those whom it rescues.

**YORK.**—A meeting was held on 10th November, attended by the Duchess of Portland, President of the Ladies' Life-boat Guild, for the purpose of forming a Guild at York. The Lady Mayoress was elected President, Mrs. Bentley, Vice-President, Miss A. M. Rimer, Honorary Treasurer, and Mrs. Norman White, Honorary Secretary.

**WALTHAMSTOW.**—A meeting was held on 11th October, for the purpose of forming a Walthamstow Branch of the Institution. Mr. E. Hudson-Foster was in the chair, supported by Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management, who delivered an address on the work of the Life-boat Service. Among those present were Mr. C. Jesson, M.P., Mr. Theo Godley, J.P., and Mr. G. Gillet, O.B.E. Alderman Attwell was elected Chairman, and a Committee was chosen. Since the meeting, Mr. P. L. Withycombe has been appointed Honorary Secretary.

*Owing to lack of space reports of many meetings of Branches have been held over until the next number.*

### Services of the Life-boats of the Institution during 1922.



1922.	Time of Launching.		Lives saved.
Jan. 1.	9.40 a.m.	Steam trawler <i>Freesia</i> , of Grimsby. Stromness Life-boat saved . . .	2
„ 2.	7.15 a.m.	S.S. <i>London</i> , of Dundee; S.S. <i>Exeter City</i> , of Bristol; and S.S. <i>Sea Serpent</i> , of Dover. Barry Dock Life-boat rendered assistance.	
„ 4.	7. 0 a.m.	Steam trawler <i>Eccleshill</i> , of Scarborough. Scarborough Life-boat saved vessel and . . . . .	3
„ 4.	12.30 p.m.	Barge <i>Mocking Bird</i> , of Whitstable. North Deal Life-boat saved vessel and . . . . .	3
„ 11.	7.40 p.m.	Fishing smack <i>Norah</i> , of Pwllheli. Pwllheli Life-boat saved . . .	3
„ 12.	8.20 a.m.	Ketch <i>Clymping</i> , of Littlehampton. Filey Life-boat assisted to save vessel.	
„ 12.	2. 0 p.m.	S.S. <i>Tidal</i> , of Cardiff. Lowestoft Life-boat landed 15.	
„ 12.	7. 0 p.m.	Open boat <i>Eva</i> , of Teesmouth. Teesmouth Life-boat saved . . .	1
„ 15.	5.30 a.m.	S.S. <i>Wendla</i> , of Haugesund. Cresswell Life-boat assisted vessel.	
„ 15.	10.10 a.m.	R.M.S. <i>Hibernia</i> , of Dublin. Holyhead No. 1 Life-boat assisted vessel.	
„ 15.	8. 0 p.m.	Steam trawler <i>James B. Graham</i> , of Hartlepool. Holy Island No. 1 Life-boat saved . . . . .	9
„ 16.	1.30 p.m.	A schooner. Montrose No. 1 Life-boat stood by vessel.	
„ 16.	3.30 a.m.	Steam trawler <i>Gozo</i> , of Hull. Spurn Life-boat stood by and rendered assistance.	
„ 19.	4.50 a.m.	Steam trawler <i>Electric</i> , of Lowestoft. Lowestoft Life-boat landed 9.	
„ 21.	1.30 a.m.	Ketch <i>Gorey Lass</i> , of Bideford. Clovelly Life-boat landed 3.	
„ 21.	9.35 a.m.	Steam trawler <i>Serapion</i> , of Grimsby. Spurn Life-boat rendered assistance.	
„ 23	10.40 a.m.	Barge <i>Briton</i> , of London. Winterton No. 1 Life-boatmen saved (by means of lines) . . . . .	1
„ 24.	11.10 a.m.	Ketch <i>Excel</i> , of Poole. Bull Bay Life-boat assisted to save vessel and . . . . .	3
„ 24.	9.20 p.m.	S.S. <i>Gracefield</i> , of Swansea. Penlee Life-boat stood by vessel.	
„ 26.	1. 0 p.m.	Belgian S.S. <i>Rosa</i> . Broughty Ferry Life-boat stood by vessel.	
„ 26.	—	Belgian S.S. <i>Rosa</i> . Arbroath Life-boatmen saved (by means of lines) . . . . .	7
„ 26.	11.15 p.m.	Steam trawler <i>Whitby</i> , of Grimsby. Lowestoft Life-boat stood by vessel.	



1922.	Time of Launching.		Lives saved.
Jan. 28.	4.45 a.m.	Steam trawler <i>Darracq</i> , of Grimsby. Spurn Life-boat stood by vessel.	
Feb. 2.	9.15 a.m.	Two fishing cobles of Filey. Filey Life-boat escorted cobles into harbour.	
„ 2.	9.50 a.m.	Eleven fishing cobles, of Newbiggin. Newbiggin Life-boat escorted cobles into harbour.	
„ 8.	9.15 a.m.	Schooner <i>Brackenholm</i> , of Bideford. Ramsey Life-boat landed 4.	
„ 14-16.	9.45 p.m.	Auxiliary ship <i>Argosy Lemal</i> , of Newcastle. Blakeney Life-boat stood by and assisted vessel.	
„ 17.	2.30 p.m.	Yacht <i>Alert</i> , of Beaumaris. Moelfre Life-boat saved vessel and .	2
Mar. 2.	6. 5 p.m.	S.S. <i>Eider</i> , of London. Brixham Life-boat saved . . . . .	10
„ 3.	6.30 a.m.	Trawler <i>Marguerite</i> , of Boulogne. Looe Life-boat saved . . .	21
„ 5-9.	4. 0 a.m.	Steam trawler <i>Cap Fagnet</i> , of Fécamp. Cloughy Life-boat stood by vessel.	
„ 8.	7.50 a.m.	Motor barge <i>Clipper</i> , of Southampton. Bembridge Life-boat stood by and assisted to save vessel and . . . . .	2
„ 8.	12.40 p.m.	S.S. <i>Orcades</i> , of London. Southend-on-Sea Life-boat assisted to save vessel.	
„ 9.	10. 5 a.m.	Three fishing vessels of Fraserburgh. Fraserburgh Life-boat stood by vessels.	
„ 13.	11.50 a.m.	French S.S. <i>Député Henri Durre</i> . The Lizard Life-boat stood by vessel.	
„ 13.	11.50 a.m.	Steam trawler <i>Chikara</i> , of Grimsby. Fraserburgh Life-boat saved	7
„ 17.	5.45 p.m.	Fishing boat <i>Ever True</i> , of Skinningrove. Saltburn Life-boat saved . . . . .	3
„ 19.	9.30 p.m.	Yawl <i>Lois Smith</i> , of Gourdon. Stonehaven Life-boat saved . .	7
„ 21.	10. 0 a.m.	S.S. <i>Kullaberg</i> , of Sweden. Anstruther Life-boat landed 13.	
„ 25.	6. 0 a.m.	S.S. <i>Raylight</i> , of Greenock. Donaghadee Life-boat stood by vessel.	
„ 27.	4.45 a.m.	Barge <i>Scot</i> , of London. Margate No. 2 Life-boat saved vessel and .	3
„ 28.	12 noon.	Twelve fishing cobles of Filey. Filey Life-boat stood by cobles.	
„ 29.	12.30 p.m.	Fishing coble <i>Nellie Mavis</i> , of Cullercoats. Cullercoats Life-boat escorted coble into harbour.	
April 1.	9.45 a.m.	Barge <i>Savoy</i> , of Dover. Weymouth Life-boat stood by vessel.	
„ 2.	9. 0 p.m.	Motor ketch <i>Hanna</i> , of Bremen. Helvick Head Life-boat rendered assistance.	
„ 8.	2.30 p.m.	Ferry boat <i>Abertay</i> , of Tayport. Broughty Ferry Life-boat saved boat and . . . . .	6
„ 14.	6.20 p.m.	Ketch <i>Alfred and Emma</i> , of Barnstaple. Appledore Boarding-boat rendered assistance.	
„ 15.	7.50 a.m.	Ship <i>Pampa</i> , of Abo. St. Mary's Life-boat rendered assistance.	
„ 15.	4.30 p.m.	S.S. <i>Pretoria</i> . Thurso Life-boat stood by vessel.	
„ 15.	7.30 p.m.	Sailing ship <i>Jessie Norcross</i> . Lyme Regis Life-boat stood by vessel.	
„ 17.	12.55 p.m.	Cutter <i>Dulcebella</i> , of Westcliff. Clacton-on-Sea Life-boat saved vessel and . . . . .	6
„ 20.	11. 0 p.m.	Ketch <i>Nellie Mary</i> , of Bideford. Appledore Life-boat rendered assistance.	
„ 25.	4.10 p.m.	Schooner <i>Nellie Byewater</i> , of Garston. Youghal Life-boat saved .	4
„ 26.	4.10 a.m.	A yawl of Youghal. Youghal Life-boat saved boat and . . . .	4
„ 26.	4.10 a.m.	Ketch <i>Zarita</i> , of Guernsey. Aldeburgh No. 2 Life-boat saved vessel and . . . . .	4
„ 27.	12.10 a.m.	S.S. <i>Thistlemore</i> , of Liverpool. North Berwick Life-boat landed 1.	

1922.	Time of Launching.		Lives saved.
April 27.	12.55 a.m.	S.S. <i>Thislemore</i> , of Liverpool. Dunbar Life-boat stood by vessel.	
„ 27.	12.50 p.m.	Motor drifter <i>Mashona</i> , of Glasgow. Cloughey Life-boat saved .	5'
May 4.	6.35 p.m.	A salmon coble, of Berwick-on-Tweed. Berwick-on-Tweed Life-boat saved coble and . . . . .	3
„ 5-6.	Midnight.	Schooner <i>Tolaelres Minde</i> , of Thorshaven. Buckhaven Life-boat stood by vessel.	
„ 12.	9. 0 a.m.	Fishing cibles <i>Emma</i> , <i>May Blossom</i> , <i>Helena</i> , and <i>Brotherly Love</i> , of Whitby. Whitby No. 2 Life-boat escorted cibles into harbour.	
„ 12.	2.15 p.m.	Motor coble <i>Breadwinner</i> , of Scarborough. Scarborough Life-boat escorted coble into harbour.	
„ 21.	6. 0 a.m.	S.S. <i>Saint Patrice</i> . The Lizard Life-boat landed 23.	
„ 23.	5. 0 p.m.	Fishing vessel <i>Unity</i> , of Milford. Appledore Life-boat landed 4.	
June 1.	9.20 p.m.	S.S. <i>Scottish Maiden</i> , of London. Cullercoats Life-boat landed 3.	
„ 2.	1.15 a.m.	Fishing cibles <i>Caroline</i> , <i>Star of Bethlehem</i> , and <i>Clara</i> , of Scarborough. Scarborough Life-boat saved three cibles and . . . . .	6
„ 14.	8.50 a.m.	Schooner <i>Kirstine</i> , of Sandnes. Lowestoft Life-boat saved . . .	6
„ 17.	12 noon.	A fishing boat, of Killough. Newcastle (Co. Down) Life-boat saved boat and . . . . .	1
„ 30.	12.15 p.m.	S.S. <i>Hamilton</i> , of Stranraer. Aberystwyth Life-boat assisted to save vessel.	
July 2.	4.15 p.m.	Motor launch <i>Lavengra</i> . Worthing Life-boat saved . . . . .	3
„ 7.	11. 0 p.m.	A small rowing boat. Spurn Life-boat saved . . . . .	3
„ 8.	3.30 p.m.	S.S. <i>Concordia</i> , of Genoa. Penlee Life-boat stood by vessel.	
„ 8.	6.18 p.m.	Schooner yacht <i>Amaryllis</i> , of London. Brixham Life-boat saved vessel and . . . . .	10
„ 8.	7. 0 p.m.	Schooner yacht <i>Amaryllis</i> , of London. Torquay Life-boat stood by vessel.	
„ 9.	5.45 a.m.	Motor smack <i>Dolphin</i> , of Appledore. Clovelly Life-boat landed 2.	
„ 19.	8.15 a.m.	Fishing coble <i>May Blossom</i> , of Whitby. Whitby No. 1 Life-boat escorted coble into harbour.	
„ 26.	9.15 p.m.	Motor pleasure boat <i>Rinto</i> . Gorleston No. 1 Life-boat saved . . .	11
Aug. 4.	9.55 p.m.	S.S. <i>Dolphin</i> , of Manchester. Porthoustock Life-boat saved vessel and . . . . .	8
„ 7.	6.45 a.m.	Coble <i>Spring Flower</i> , of Filey. Filey Life-boat stood by coble.	
„ 7.	2.40 p.m.	Cutter <i>The Wasp</i> , of Rowhedge. Clacton-on-Sea Life-boat saved vessel and . . . . .	11
„ 9.	8.15 a.m.	Three fishing boats, of Whitby. Whitby (Motor) Life-boat stood by and rendered assistance.	
„ 22.	7.45 p.m.	S.S. <i>Leerdam</i> , of Guernsey. Port Patrick (Motor) Life-boat stood by and assisted vessel.	
Sept. 17.	6. 0 p.m.	Small boat <i>Ellen</i> , of Easington. Seaham Life-boat saved . . .	3
„ 17.	9. 7 p.m.	Motor yacht <i>Evadne</i> , of Blyth. Blyth Life-boat saved vessel and . . . . .	4
„ 19.	6.30 p.m.	Schooner <i>Chevalier Bayard</i> , of St. Malo. Llanddulas Life-boat rendered assistance.	
„ 22.	2.15 a.m.	Steam trawler <i>Cornet</i> , of Aberdeen. Stromness Life-boat saved .	9
„ 26.	10.30 a.m.	Two fishing boats, of Berwick-on-Tweed. Berwick-on-Tweed Life-boat escorted boats into harbour.	
„ 26.	5.10 p.m.	Ketch <i>Mary Jane Lewis</i> , of Milford. Tenby Life-boat landed 2.	
„ 28.	2.40 a.m.	S.S. <i>Enterprise</i> , of Sunderland. Gorleston No. 1 Life-boat saved .	15
Oct. 2.	11.45 p.m.	Steam drifter <i>Elsay</i> , of Wick. Caister No. 1 Life-boat stood by vessel.	

1922.	Time of Launching.		Lives saved.
Oct. 15.	3.25 a.m.	Schooner <i>Sidney</i> , of Guernsey. Poole and Bournemouth Life-boat stood by vessel.	
„ 17.	3.12 p.m.	Sailing trawler <i>Acme</i> , of Lowestoft. Lowestoft Life-boat saved.	5
„ 18.	7.45 p.m.	French steam trawler <i>Floandi</i> . Torquay Life-boat rendered assistance.	
„ 21.	4. 0 a.m.	S.S. <i>Hopelyn</i> , of Newcastle. Lowestoft Life-boat, partly manned by Gorleston men saved . . . . . (also a cat)	24
„ 21.	9.47 a.m.	S.S. <i>Jolly Helen</i> , of London. Holyhead No. 1 Life-boat stood by vessel.	
„ 24.	4.40 a.m.	Drifter <i>Lovedale</i> , of Banff. Lowestoft Life-boat saved . . . . .	9
„ 27.	10.15 a.m.	Five motor fishing vessels of Montrose. Montrose No. 1 Life-boat escorted vessels into harbour.	
„ 27.	11. 0 a.m.	Two motor cobsles of Filey. Filey Life-boat escorted cobsles into harbour.	
„ 27.	Noon.	Fishing cobsles <i>Dorothy</i> , <i>Friendship</i> , and <i>Four Sisters</i> , of Runswick. Whitby (Motor) Life-boat escorted cobsles into harbour.	
„ 27.	Noon.	Three fishing cobsles, of Runswick. Runswick Life-boat escorted cobsles into harbour.	
„ 27.	1.10 p.m.	Motor fishing boat <i>Welcome Home</i> , of Whitby. Whitby No. 2 Life-boat saved boat and . . . . .	5
„ 29.	4. 0 p.m.	Motor vessel <i>Pioneer</i> , of Guernsey. Poole and Bournemouth Life-boat stood by and assisted vessel.	
„ 31.	2.15 p.m.	Ketch <i>Passing Cloud</i> , of Belfast. Port Patrick (Motor) Life-boat saved . . . . .	2
Nov. 1.	9.25 a.m.	Fishing smack <i>Lobelia</i> , of Swansea. Tenby Life-boat saved . . . . .	2
„ 13.	4. 0 a.m.	S.S. <i>Theofano Siderides</i> , of Piræus. Newbiggin Life-boat stood by vessel.	
„ 13.	12.30 p.m.	Ketch <i>Wave</i> , of Bideford. Appledore Life-boat landed 1.	
„ 16.	10. 0 a.m.	Steam drifter <i>Peterugie</i> , of Peterhead. Gorleston No. 2 Life-boat assisted vessel.	
„ 16.	4.15 p.m.	Steam drifter <i>Busy Bee</i> , of Buckie. Gorleston No. 2 Life-boat assisted vessel.	
„ 20.	9. 0 p.m.	Steam trawler <i>W. S. Burton</i> , of Hartlepool. Runswick Life-boat stood by and assisted vessel.	
„ 25.	12.30 p.m.	Coble <i>The Friends</i> , of Holy Island. Holy Island No. 1 Life-boat escorted coble into harbour.	
„ 26.	4.50 p.m.	Motor fishing boat <i>Pilgrim</i> , of Fraserburgh. North Sunderland Life-boat assisted to save vessel.	
„ 27.	8.10 a.m.	Steam trawler <i>Salacon</i> , of Grimsby. Easington Life-boat saved . . . . .	7
Dec. 5.	5. 4 p.m.	Motor fishing boats, <i>Busy Bee</i> , of Thurso, and <i>Hope</i> , of Wick. Thurso Life-boat stood by boats.	
„ 6.	12.35 a.m.	Steam trawler <i>Merrydale</i> , of Fleetwood. Fleetwood Life-boat stood by vessel.	
„ 6.	12.50 p.m.	Schooner <i>Hosanna</i> , of Thurso. Spurn Life-boat saved . . . . . and afterwards saved vessel.	5
„ 8.	7.15 p.m.	Motor fishing yawl <i>Violet</i> , of St. Abbs. St. Abbs Life-boat stood by vessel.	
„ 13.	8.40 a.m.	Schooner <i>Elizabeth Bennett</i> , of Swansea. Southend-on-Sea Life-boat saved . . . . .	5
„ 16.	10. 0 a.m.	A fishing coble of Flamborough. Flamborough No. 1 Life-boat stood by fishing coble.	
„ 18.	10.50 a.m.	Steam drifter <i>Victory</i> , of Portgordon. Buckie Life-boat stood by vessel.	

1922.	Time of Launching.		Lives saved.
Dec. 19.	12.10 p.m.	Steam trawler <i>Earl Granard</i> , of Grimsby. Spurn Life-boat stood by vessel.	
„ 20.	5.45 a.m.	Fishing vessels <i>Resolute</i> and <i>Terminist</i> , of Brixham. Brixham Life-boat rendered assistance.	
„ 20.	5.45 a.m.	Ketch <i>Hosanna</i> , of Truro. Brixham Life-boat landed 1.	
„ 20.	9.30 a.m.	Barge <i>Weisel</i> , of Portsmouth. Bembridge Life-boat saved . . .	5
„ 20.	11. 0 a.m.	Ten fishing boats, of Bridlington. Bridlington Life-boat stood by boats.	
„ 21.	1. 0 p.m.	Rowing boat <i>White Lily</i> , of Llandudno. Llandudno Life-boat saved boat and . . . . .	2
„ 21.	2.15 p.m.	Three fishing boats, of Teignmouth. Teignmouth Life-boat escorted boats into harbour.	
„ 21.	4.10 p.m.	Schooner <i>Meta</i> , of Troense. Weymouth Life-boat saved . . .	7
„ 21.	8.40 p.m.	Barge <i>Hibernia</i> , of London. Gorleston No. 1 Life-boat landed 3. Barge <i>Servic</i> , of London. Gorleston No. 1 Life-boat landed 3.	
„ 22.	7.30 a.m.	S.S. <i>Eleanor</i> , of London. St. Ives Life-boat saved . . . . .	16
„ 22.	6.15 p.m.	Steam trawler <i>Northern King</i> , of Grimsby. Whitby (Motor) Life-boat stood by vessel.	
„ 23.	7.50 a.m.	Obsolete monitor <i>Sir Thomas Picton</i> . Selsey Life-boat rendered assistance.	

Total lives saved by the Life-boats in 1922, in addition to 26 vessels and boats . . . . . 303

Life-boats also landed 87 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . . 133

Total for 1922. . . . . 436

*The next issue of THE LIFE-BOAT will be published in June, 1923.*