

THE LIFE-BOAT.

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Annual Meeting.

THE Ninety-ninth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at the Æolian Hall, New Bond Street, S.W. 1, on Tuesday, 17th April, 1923, at 3 p. m., Admiral of the Fleet, the Earl Beatty, G.C.B., O.M. (First Sea Lord), in the Chair. Among those present were:—The Earl Waldegrave, P.C. (Chairman of the Committee of Management), the Earl of Albemarle, K.C.V.O., C.B., A.D.C., Sir Godfrey Baring, Bt. (Deputy Chairman of the Committee of Management), Sir Ernest Glover, Bt. (President of the Chamber of Shipping of the United Kingdom), the Rev. F. W. Townshend, Miss Margaret Bondfield, J.P. (Secretary of the Women's Section of the National Union of General Workers), Mr. Joseph Conrad, Major Sir Maurice Cameron, K.C.M.G., Mr. Harry Hargood, O.B.E., The Mayor of Kingston, General Sir Charles Monro, Bt., G.C.M.G., G.C.B., G.C.S.I., A.D.C. General, and the Hon. Lady Monro, Major-General the Right Hon. John E. B. Seely, P.C., C.B., C.M.G., D.S.O., the Hon. George Colville, Sir John G. Cumming, K.C.I.E., C.S.I., Sir Woodburn Kirby, Brigadier-General Noel M. Lake, C.B., Rear-Admiral Charles Rudd, Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O. (Deputy Master of Trinity House), Commander F. F. Tower, O.B.E., R.N.V.R., Commander G. C. Holloway, O.B.E., R.D., R.N.R., Mr. John Beville Fortescue, General Sir F. R. Wingate, Bt., K.C.B. (Vice-President of the Dunbar and Skateraw Branch) and Lady Wingate, Major-General John Boughey (Hon. Secretary, Brancaster Branch), Mr. W. Fortescue Barratt (Hon. Secretary of the Civil Service Life-boat Fund), the Secretary of the

Navy League, Captain John Nicholson, R.D., R.N.R. (representing the Mercantile Marine Association), the Secretary of the Marine Engineers' Association, Commander Thomas Holmes, R.N. (late Chief Inspector of Life-boats), Mr. George F. Shee, M.A. (Secretary of the Institution), Captain Howard, F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats), and Mr. Rowland Berkeley (Deputy Secretary).

The CHAIRMAN: My Lords, ladies and gentlemen, it is a very great pleasure for me to take the Chair on this occasion of the Annual General Meeting, more especially as it has to do with a branch of the great sea service upon which the Empire depends, and of which I represent one portion.

Before proceeding to deal with the subject of this meeting, I feel that I must allude to the great regret which we all share for the death of the Earl of Plymouth. He was a Vice-President of this Institution, who was intimately identified with its work, and gave his name and his great influence to its service.

The Annual Report which is to be presented to-day is very full, and will give you complete information on all the subjects connected with this Institution. But I would say a few things before presenting that Report. I would remind you, ladies and gentlemen, that the Life-boats are essentially a fighting service. The men in it train their courage and acquire their skill in seamanship in a daily struggle with the elements. It is a struggle which lasts all their lives, and so we can conclude that they are a fighting service in the best sense of the word. No better proof could be found than the fact that the Life-boats are always ready for action. They keep their watch round the 5,000 miles of our coast day and night. They can instantly be mobilised at any point and at any hour of the day or the night. Their crews are kept constantly trained, not only by the work of their daily lives, but by the regular exercises which are carried out under the instructors of the Institution. They have a discipline of the highest kind. It is the kind of discipline which you find amongst men who voluntarily accept hazardous service, and voluntarily place themselves under the command of one of their own comrades. It

is a fighting service also in the sense that its men not only continually face hardship and difficulties, but they also face death. That many Life-boat men in the hundred years of the Institution's existence have given their lives on service, is a token to that fact. It is, however, a matter of profound satisfaction that during the last two years no loss of life has taken place amongst the Institution's crews. (Applause.) When it is remembered that during that period of time 25,000 men have been afloat in Life-boats on service and on exercises, often in circumstances of the very greatest peril, it is proof not only of the seamanship of the men, but of the quality, design, and workmanship in the boats, and the care and efficiency which has been given to the inspection.

These various qualities which entitle the Life-boats to be called a great fighting service—courage, endurance, readiness for action, perfect training and discipline—were shown in a conspicuous degree in the principal service last year, for which the awards are to be given this afternoon. A full account of this service will be read out later on. But it may be pointed out now that this service lasted for two days and a night, and that after a Pulling and Sailing Boat had made two heroic attempts, the struggle was taken up by a Motor Life-boat, which succeeded at its second attempt; and that second attempt was made by the Coxswains of both boats and a mixed crew from both boats under the command of the District Inspector. Those facts show not only the courage and the persistence of the service in face of enormous difficulties, but they also indicate a discipline of a very high order. (Applause.)

There is another test—a supreme test—of a fighting service. It is that it should preserve its organisation and discipline, that it should still carry on, even under sudden and unexpected loss. To that test the Life-boat Service was submitted during the Great War. At the commencement of the war its inspectors rejoined the Navy. The great majority of the young fishermen who formed its crews joined up and manned the mine-sweepers. All construction of new Life-boats was stopped owing to the withdrawal both of skilled labour and of material. Even the repair of the damaged boats on service was a matter of extreme difficulty. At the same time, the demands on the service were even greater than ever before, and during the year 1915 over 1,300 lives were saved, which is the largest number in any one year since the Institution was founded. To this great test the service responded in a most remarkable manner, and the spirit in which it responded was shown conspicuously on one occasion by Coxswain Swan and the Lowestoft crew, to whom we are doing honour this afternoon. (Applause.)

The incident in question was towards the end of the war. The Lowestoft boat, which then was a Pulling and a Sailing Boat, was called out to help one of His Majesty's sloops, which was wrecked seventeen miles away.

The young men had gone, and the boat was manned by veterans. Twelve of her crew were men of over fifty years of age, and two of the twelve were men of seventy-two years of age. It took them two hours to reach the wreck, which was then under water, but they reached it and rescued the nine surviving men of her crew. That indicates the spirit of a real fighting service. (Applause.)

It is the business of a fighting service to prepare for war in times of peace. In a sense the Life-boat Service knows no time of peace; but during the Great War all work of preparation was impossible. Since the return of peace it has been very busy completing and carrying on the important work of equipping the service with motor-power, which during the war had been laid on one side. It is a notable achievement that, in the four years since the end of the war, the Institution has completed and sent to the coast no fewer than twenty-one Motor Life-boats. (Applause.) The Institution has designed, and will shortly complete, a new and much larger type of Motor Life-boat than any previously used, which will have engines developing 180 h.p. with a radius of action of over 100 miles. It has designed and it has built the first of a new type of Life-boat engine which will continue working even when it is submerged. It has adapted motor tractors to replace horses in launching Life-boats on flat, sandy beaches, and it has succeeded in getting designed a satisfactory line-throwing gun. Now, ladies and gentlemen, all this has been done in four years—four years of great depression. These are great and most important developments. The service has never before been equipped as it is to-day for its great work of saving life. These latest boats which the Institution is building are to the Life-boats which it had 100 years ago what H.M.S. *Hood* is to H.M.S. *Victory* in the Royal Navy. That will give you some indication of the advance that has been made by the Institution in providing material and equipment for the Life-boat Service.

The Life-boat Institution has to collect by voluntary subscriptions every penny of what it requires, and this year it will need over £300,000. It is a big sum to collect, but it must seem very small to any one who remembers that it provides and maintains a vigilant service round the whole of our immense coasts. Last year the Institution's ordinary revenue was increased by over £7,000, and, as the Report says: "Having regard to all the unfavourable circumstances of the year . . . this is most encouraging proof, not only of the determination of the British people to give their Life-boat Service the support which it asks from them, but of the ability, persuasiveness and enthusiasm with which, in spite of all difficulties, the appeal on behalf of the Institution has been presented by Life-boat workers throughout the country."

The fact remains, however, that still more money is required. The expenditure this year will be larger than ever before, and it will need a very special effort to make the income equal to the expenditure.

In this connexion I am asked to announce that the annual Life-boat Day in London will be held on 8th May, and this year being the hundredth year of the Institution's existence, its President, the Prince of Wales, has personally identified himself with this and with all similar appeals throughout the country by allowing it to be called "Prince of Wales' Day." (Applause.) That fact should be a great incentive to all public-spirited men and women to work for, and to contribute to, the Life-boat Service.

It is a great pleasure to me to know that the annual appeal to the ships of His Majesty's Navy, which the Institution issues through the help of the Admiralty, brings in year by year a regular and a generous response. It is right that that response should be generous,

I have now great pleasure in presenting this Report, and I shall be glad to receive any observations which any one may care to make upon it.

I will now call upon the Secretary to read the names of the persons proposed to fill the offices of President, Vice-Presidents, Treasurer, and other members of the Committee of Management, and Auditors for the ensuing year.

(The Secretary read the list of nominations.)

President.

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

Vice-Presidents.

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



Photograph by]

[Central News.

ADMIRAL LORD BEATTY DECORATING COXSWAIN SWAN. OF LOWESTOFT.

Sitting from left to right are: Sir Ernest Glover, Bt. (President of the Chamber of Shipping of the United Kingdom), Lord Waldegrave, Chairman of the Committee of Management of the Institution, and Mr. Joseph Conrad.

because there are none better able than the officers and men of the Navy to appreciate the immense national value of an efficient Life-boat Service, the great qualities of the crews and the splendid fighting spirit which the Navy and the Life-boat Service, manned as they are by men of the same breed, have in common. (Applause.)

It is a great pleasure to me to have an opportunity of paying a tribute, on behalf of the Royal Navy, to the magnificent achievements of this great service—a service which has lasted 100 years—of appealing to all patriotic men and women to give this great national service their proud and generous support, and wishing it God-speed when, at the end of this year, it enters on its second century.

His Grace the Duke of Leeds.

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

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

The Most Hon. the Marquis of Ailsa.

The Most Hon. the Marquis of Aberdeen and Temair, K.T., P.C., G.C.M.G., G.C.V.O.

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

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

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

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

The Earl of Lonsdale.

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

The Right Hon. the Lord Strathelyde, P.C., G.B.E.
Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R.
Sir Godfrey Baring, Bt.
Harry Hargood, Esq., O.B.E.
Noel E. Peck, Esq.

Treasurer.

The Earl of Harrowby.

Committee of Management.

The President.

The Vice-Presidents.

The Treasurer.

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

Sir Godfrey Baring, Bt., *Deputy-Chairman.*
Frederick Cavendish Bentinck, Esq.

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

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

Captain Charles J. P. Cave.

Colonel Lord William Cecil, C.V.O.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

The Hon. George Colville.

Sir William Corry, Bt.

J. J. Crosfield, Esq.

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

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

Henry R. Fergus, Esq.

John Bevell Fortescue, Esq.

Thomas B. Gabriel, Esq.

R. H. Gillespie, Esq.

Major Ralph Glyn, M.C.

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

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

The Earl of Hardwicke.

Commander G. C. Holloway, O.B.E., R.D.
R.N.R.

Admiral Sir Thos. H. M. Jerram, G.C.M.G.,
K.C.B.

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

Sir Woodburn Kirby.

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

John F. Lamb, Esq.

Herbert F. Lancashire, Esq.

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

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

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

Captain George B. Preston.

Engineer Rear-Admiral Charles Rudd.

The Right Hon. Walter Runciman.

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

Commander F. F. Tower, O.B.E., late
R.N.V.R.

The Lord Tredegar, O.B.E.

The Lord Mayor of London.

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

The Deputy Master of the Trinity House

(Captain Sir Herbert Acton Blake, K.C.M.G.,
K.C.V.O.).

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

The Chairman of Lloyd's.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: The names have been read out, and it is my pleasure and duty to record them as duly elected. I will now call upon the Secretary to read the account of the services for which the Medals are to be awarded to those who have gained them.

The SECRETARY: The outstanding service of 1922, and one of the finest in the annals of the Institution, was carried out on the 21st October by the Lowestoft Motor Life-boat and the Gorleston Pulling and Sailing Life-boat, when, after a struggle lasting two nights and a day in a fierce north-easterly gale, with a very heavy sea, the whole crew of twenty-four of the s.s. *Hopelyn*, of Newcastle, were safely brought ashore.

The *Hopelyn* was wrecked on Thursday, 19th October on the Scroby Sands, and her signals of distress were seen by the Coast Guard at 9.45 that night. For two hours efforts were made to launch the Caister Boat, but without success. The Gorleston Boat was then launched and towed out by a tug, but owing to the darkness and the huge seas on the sandbanks, she could do nothing. She stood by all night, and when day came, as there was no sign of life on board, she returned to shore, the belief being that all the crew of the *Hopelyn* had been drowned. Almost immediately, however, she put out again, in response to fresh signals of distress. All that day the Life-boat remained by the wreck without being able to get near it, and in the afternoon, the Lowestoft Motor Life-boat was called out. Night had again come before she reached the wreck, and she was unable to render assistance; but at daybreak she put out again, to find only the bridge, funnel and upper works of the *Hopelyn* above water. The fore and after decks were completely submerged, and the hull was split, with jagged pieces of plate projecting, so that there was barely the length of the Life-boat in which to come alongside. In spite of this, and of the terrific seas which nearly flung her on the submerged deck, she managed to get alongside, and in thirty seconds the whole crew of the *Hopelyn* were aboard her. A moment after, a tremendous sea completely buried her, but she got clear of the wreck without loss of life or damage. It was the opinion of the District Inspector, who had gone out in the Boat, that had it not been for the powerful motor the Life-boat could never have accomplished her task, and twenty-four lives would have been lost.

The whole service was characterised by all those qualities of courage, endurance and splendid seamanship which have made the Life-boat man proverbial, and there is nothing

to choose between the Coxswain and crew of the Gorleston Boat who failed to achieve their task, and the Coxswain and crew of the Lowestoft Boat who, having at their disposal one of the Institution's most modern Motor Life-boats, succeeded, in the face of great difficulty, in effecting a rescue. Many of the men were afloat over twenty hours in bitter wintry weather, and exposed to all the additional dangers of an attempted rescue on sandbanks in the pitch darkness of the winter's night. The Committee of Management have recognised the exceptional character of both services by the following awards:—

They have granted the highest award in their power, namely, the Gold Medal of the Institution, to Coxswain John T. Swan, of the Lowestoft Motor Life-boat, and to Coxswain William G. Fleming, of the Gorleston Boat.

Silver Medals have been awarded to Ralph A. Scott, Motor Mechanic of the Lowestoft Boat, and to Commander E. S. Carver, R.D., R.N.R., Eastern District Inspector of Life-boats.

A Second Service Clasp to his Bronze Medal has been awarded to Second Coxswain George W. Ayers of the Lowestoft Boat.

Bronze Medals have been awarded to Second Coxswain Samuel B. Parker, of the Gorleston Boat, to the twelve men, drawn from both crews, who took part in the final rescue, and to the nine men of the Gorleston crew who went out twice in that Boat.

Coxswain Swan already holds the Silver Medal of the Institution with the Second Service Clasp, both the decorations having been awarded for gallant services during the war. The first was in November, 1914, to H.M. mine-sweeper *Condor*, from which the crew of nine were rescued in very hazardous circumstances. The second was to H.M. sloop *Pomona*, which was wrecked in September, 1918, as already described by you, Sir, in your address.

(The Chairman then presented the Medals to Coxswain Swan, Coxswain Fleming, Motor Mechanic Scott, Commander Carver, Second Coxswain Ayers and Second Coxswain Parker.)

The CHAIRMAN: I now call upon Sir Ernest Glover.

Sir ERNEST GLOVER, Bt.: Mr. Chairman, my Lords, ladies and gentlemen, I have much pleasure in moving the first resolution, namely:

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

Before addressing myself to this resolution, I should like, Sir, with your permission, to

make one or two remarks about shipowners generally, and the position of shipowners *vis-à-vis* THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. It may possibly be within the recollection of any who were here last year that a distinguished Minister of the Crown took the opportunity on that occasion to read the shipowners a very severe lecture on the smallness of their contributions to the Life-boat fund. Shipowners are accustomed to having hard things said of them. We always find that if a Bill is introduced into Parliament to put extra burdens on shipowners, which are not borne by other industries, we are told that it is no use our opposing it, and that we have to take what is sent to us because nobody loves us. We are also constantly hearing that the explanation of the very high prices to which some things have risen is the high freights which the wicked shipowner charges. I thought possibly I might be permitted to make one or two remarks on a statement of that sort.

Of course you are all aware that at least three-quarters of the food that we eat in this country comes from abroad, and therefore has to be carried by the shipowner. As to the cost of carriage putting the prices up, I have looked into one or two figures, and I find that the average cost of bringing wheat or flour for a 4-lb. load to this country is about $\frac{1}{2}d.$ The average cost of bringing 1 lb. of sugar to this country is one-half of a farthing. A ton of grain from South America costs as much to bring it from there as it would from Liverpool to London; so that I do not think we really can be accused of putting up the prices particularly.

One might also refer to the services that ships rendered during the war. I do not think it would be an exaggeration to say that none of our armies could have maintained themselves in the field for a week without the assistance of the Mercantile Marine. One might go a step further and say that even the Navy itself would have been demobilised in a very short time if it had not had the Mercantile Marine to act as a feeder. (Hear, hear.)

With regard to the relationship between shipowners and the Life-Boat Institution, it may perhaps sound paradoxical, but I have no hesitation in saying that the less we as shipowners have to do with the Life-boats the better we like it. I mean by this that we never want the services of a Life-boat unless we are going to lose the ship, and it is our duty, of course, to make our ships thoroughly seaworthy before they go to sea—to equip them thoroughly with life-saving appliances, such as life-belts, life-boats, etc., so that we should not want the assistance of the Life-boats. As a matter of actual experience—and I have been connected with shipowning for about forty years, and have been connected with thirty ships—to the best of my recollection we have never wanted to use a life-boat. That is something to be thankful for. That fact, I think, may possibly explain to some extent why the shipowners have not as a body

dealt with the National Life-Boat Institution as some people thought they ought to have done. The result of discussions, however, which we have had I hope may be of some help.

There was some misconception, I think, about the position of the Chamber of Shipping, which is the body representing shipowners generally. The Chamber of Shipping, of course, has no funds out of which it can contribute to any society of this sort. But after a conference with Mr. Shee, we have, as a Chamber, brought strong pressure to bear on shipowners to recognise the claims of the Institution. (Hear, hear.)

There is no doubt, as Lord Beatty has said, that the Institution has a great national claim. Its claim is not only on shipowners but on people who live inland as much as on people who live on the coast, though, of course, people who live on the coast see more of the work of the Life-boats. I hope it will not be thought that anything I have said about our not wanting Life-boats, or not wanting to have to use Life-boats, detracts in any way from the credit which is due to the Life-boat crews. Nothing, I think, that we can say would put that too high. We all know that when a Life-boat crew is wanted, the chances are it is very bad weather, and I think that nothing can be said too strongly to the credit of the crews which face danger at all times of the day and night.

On this subject Mr. Shee has read the account of the *Hopelyn*, and Lord Beatty has, I think, expressed in language far better than I could attempt to use, the splendid work, the gallantry and the courage that is manifested by the crews, to whom our thanks and appreciation should go forth.

The other part of the resolution refers to the work done by the Local Committees and the Honorary Secretaries and Treasurers spread throughout the country. Without their assistance, even the gallantry, the bravery, and the work of the crews would be of no avail. We have heard of the enormous sum that is wanted. We, of course, know that we are going to save a little in income tax this year, so that possibly the Life-boat Fund may benefit from the savings we are going to make in other directions. (Hear, hear.) I have much pleasure, therefore, Sir, in moving the resolution which I have read.

The CHAIRMAN: I call upon the Rev. F. W. Townshend.

The Rev. F. W. TOWNSHEND: Mr. Chairman, my Lords, ladies and gentlemen, I take a great interest, and I hope I shall take a further interest in this great Society, for the reason that it goes out to all men in peril on the sea. For the past twenty-six years I have been a voluntary worker in connexion with a similar society working amongst North Sea fishermen. I know something about the life of these men on the North Sea, going out year by year as I do aboard the hospital ship to labour amongst them, and I know perfectly well what their life is composed of, and how

very hard it is. We ashore do not seem to realise the hardships through which those men have to go. We walk along the streets, and it is all plain sailing. But I tell you, friends, when I first put out to sea before I got my sea-legs, I used to go to Billingsgate Market to get aboard the cutter there, to find the North Sea eventually, and I had a very rough time.

I well remember the steward aboard that ship saying when we got below Southend: "There is a bit of a breeze coming up to-night, and if I were you I would turn in." But aboard these boats there is no accommodation, you have to make the best of it. You lie down upon a locker, and put your bag under your neck for a pillow. The steward would say: "I have to turn out at three in the morning, so I will turn in now. I will put this bucket under the table in case you want it." It was the bucket which was used to prepare the fish for the men's meals, and it smelt very fishy, and it made you feel queer.

These men have a very hard time of it on the North Sea, and I want you to remember that the majority of the Life-boat crews are composed of these very fishermen. These are the men who keep in the background as a rule. They do not go about boasting, they do not go about grumbling, they do their work, but when anything has to be done of any importance they are to the fore. That is what I find with these men. (Applause.)

In seconding this resolution I am not basing any claim upon the work that these men did on the mine-sweepers and submarine-catchers during the war, but I am basing my claim upon the fact that these men have a claim upon every one of us who travels both by sea and by land. I was aboard a trawler the other evening in the North Sea, and I was chatting away to the man at the wheel. What about this man? There he was. I had to draw out of him that during the war he was in charge of a mine-sweeper. The vessel was lost with all hands, but he was picked up at sea on a wooden grating with his face downwards. He was brought aboard the hospital ship, and from his body were extracted no less than eighty-eight pieces of glass. The wheel-house had been blown away. But here is the man out at sea to-day working on as though nothing had happened. That is the stamp of man we have to deal with.

So, friends, we want to recognise the important work that this Institution is doing—saving since its commencement ninety-nine years ago no less than 59,000 lives. That is something worth recording.

As regards the gallantry of these men—well, it speaks for itself. We appreciate all that they have done and are doing. They are perfectly willing to go on as voluntary workers in order to save life at sea.

In this resolution we acknowledge the value of the work done by the Local Committees, the Honorary Secretaries, the Honorary Treasurers and the Ladies' Life-boat Guilds, and all other voluntary helpers. It is a fact

that if we had not these voluntary helpers we could not make the headway that we do. Therefore, I want you this afternoon to give a helping hand so that greater work can be done in the future.

I will tell you one way in which you can get money. I have a box at home, and I have made a rule that if anybody does not put a thing back in its proper place they have to put something in the box. That keeps everything in very good order, I can tell you. You try it, and send the money up to the Secretary.

I have great pleasure in seconding this resolution. I must be brief to-day as the time is running ahead. I only wish I had longer in order that I might tell you a little more about these men. As a worker amongst them in the North Sea for twenty-six years, I say they indeed deserve our utmost support and sympathy, and that we should remember them at all times in their hazardous and dangerous work. I pray God that this great Institution may go ahead and keep up the work that it is doing in this unselfish manner. (Applause.)

The CHAIRMAN: I call upon Miss Margaret Bondfield to support the resolution.

MISS MARGARET BONDFIELD, J.P.: Mr. Chairman, my Lords, ladies and gentlemen, I was very glad to accept the invitation to come here this afternoon, in order that I might pay tribute in the name of all Labour to the men of the sea, and of all the men of the sea, more particularly to those who are the savers of life.

It seems to me that they are the sort of heroes of that loftier race about which John Addington Symonds wrote so beautifully:—

“They shall be simple, gentle, brave and strong,

To spill no drop of blood, but dare
All that may plant man's lordship firm
O'er earth and fire and sea and air.”

When we try to measure up some of the achievements of life, we realise, I think, when we are face to face with this kind of heroism—where we are face to face with this kind of social service—how very tawdry, how very unreal and unworthy, some of the achievements are that receive popular approbation and popular applause. It seems to me that in face of the men that we have seen here this afternoon, the kind of man who becomes a millionaire by some shady transaction on the Stock Exchange becomes a perfectly contemptible worm. I think we want to get more contact with simple, strong, direct types of heroism in civilian life. Those who go down into the mines, those who go to rescue their comrades from fire-damp, those who go out in the Life-boat, never think much about themselves. They are frightfully concerned about their fellows. They have got that glimpse of the things of the spirit—that joy of the spirit which comes from service, which self-centred, self-indulgent people know nothing whatever about, and are very unlikely ever to experience. They belong to the elect in life; they belong to those who are leading

us on constantly, always renewing our faith in the power of the spirit over mind and matter. I think that all Labour is glad to be able to pay this tribute here this afternoon.

Some of you have done a great deal to provide appliances; but think for a moment what a woman does in the fisherman's home—in the home of the Life-boat man. The woman who sends her man out to sea does not know whether he is ever coming back again. She hopes he is coming back, but she is the watcher on the shore. Then it may be that many of these men who go to sea never come back. You are privileged through this Institution, and in other ways, to save that watcher on the shore from some of the horrors of poverty, from some of the horrid smart of having to go to the workhouse. It is your privilege to be able to help the children of these men—children whose title to help is that they had such parents—the man who went out to sea and the woman who was willing that he should go in order to save life.

I was very glad to see from the speech of Sir Ernest Glover that his conscience is still troubling him. Although the shipowners may have increased their contributions by a few thousands I should have thought hundreds of thousands would have been nearer the mark to come from the shipping fraternity, who stay on land very often while the Mercantile Marine goes to sea. I feel very strongly that it ought not to be necessary for appeals to be made, for money to be begged for, to keep up this Institution, to improve the equipment, and to make provision for the widow and the orphan; but that those whose lives are set in a much easier round of social or personal duties should feel that it is their great opportunity and their privilege to do everything they can to give this Institution its chance, not merely to get the latest possible equipment, but to give education and culture to the children, and to give security and peace to the widow. I support the resolution. (Applause.)

The CHAIRMAN: I now have pleasure in calling upon Mr. Joseph Conrad to support the resolution.

MR. JOSEPH CONRAD: Mr. Chairman, my Lords, ladies and gentlemen, I feel it a privilege to be called upon to speak in support of the resolution in honour of Life-boat men of to-day, worthy inheritors of a hundred years' tradition of devoted service, and recording once more our gratitude to seamen's friends ashore who for more than three generations gave their time, their work, and their money to the welfare of this national organisation, so universally known and trusted, that a seaman of any nationality, directly he has sighted our shores, feels himself the object of its sleepless care.

The first words about our Life-boat Service I ever heard in my life (and that was before many of you in this hall were born)—I mean living words, not words in print—were on the lips of a Breton seaman in the West Indies. He had been, it seems, wrecked on our east coast at one time, and what he said was: “On those

(he meant our men) you can always depend. They don't give up." A great testimony. I know now, of my own knowledge, that a Life-boat crew may fail sometimes (there is no shame in being defeated by the sea), but that it does not give up. (Applause.)

I am especially gratified that in this particular life-saving service which is honoured to-day it is the Lowestoft men who have not failed, for it was on board a Lowestoft coaster, away back in the 'seventies, that I began my life under the merchant flag, the North Sea being my school, and Lowestoft and Pakefield men—seven in all—being my masters for some three months; a full school term, one may say. I can never forget the friendliness of the Lowestoft people to a strange youngster. They may have been amused at me, but they taught me the elements of a seaman's duty, below and aloft, and the very terms of our sea speech which has been mine now for many years. It is on this ground of old association that I crave your permission personally to congratulate these men, not so much on the public recognition they have received to-day from the hands of a great sea officer in the presence of this most distinguished company, as on the success of their efforts in saving the crew of that steamship, who looked to them for their lives, with that absolute confidence which is the due and, after all, the greatest reward of men who never give up. (Applause.)

The CHAIRMAN : I now put to the meeting the resolution, which has been proposed, seconded and supported.

(The Resolution was carried unanimously.)

The CHAIRMAN : I now call upon Mr. Harry Hargood.

Mr. HARRY HARGOOD, O.B.E. : Mr. Chairman, my Lords, ladies and gentlemen, in consequence of the introduction of Motor-boats, it has been necessary to close some of the stations which have lately possessed the ordinary Sailing and Pulling Boats. Consequently the boathouses have become now of no use, and the Committee have therefore disposed of them. It is necessary that their action should be approved by a resolution passed by this meeting. I therefore beg to move :—

"That this Meeting, being satisfied that the disused Life-boat houses at Withernsea, Whitburn, Berwick-on-Tweed and Castle-town are not required for the purposes of the Institution, and that it is for the benefit of the Institution that the same be sold, hereby approves and confirms such sales."

In moving that resolution I would like to take this opportunity of thanking the Committee and the members who are present to-day for the great honour that they have conferred upon me in electing me a Vice-President of this noble Institution. (Applause.)

The CHAIRMAN : I will call upon Major Sir Maurice Cameron.

Major Sir MAURICE CAMERON : I beg to second the resolution that has just been read to you.

The CHAIRMAN : The resolution will be put to the Meeting. Will those present signify their view by putting up their hands.

(The Resolution was carried unanimously.)

The Right Hon. the EARL WALDEGRAVE, P.C. : Lord Beatty, my Lords, ladies and gentlemen, before proceeding to move this resolution, I should like to add a word on behalf of myself and my colleagues on the Committee to what has been said by Lord Beatty as to the great regret we feel at the loss by death of the Earl of Plymouth. He rendered great assistance to the Institution in various capacities, in which he was ably assisted by Lady Plymouth.

It is my pleasure and privilege to move a hearty vote of thanks to Lord Beatty for presiding here to-day. I can assure him that not only I and my colleagues on the Committee, but every member of the Institution, and every one in the country interested in this cause, most heartily thank him for sparing so much of his valuable time to come here to-day and publicly to show the sympathy which we all know the officers and men of the Royal Navy have with the work of this Institution. I am sure it must have added very much to the satisfaction of these gallant Life-boat men who have been honoured here to-day, to have received their medals from the hands of such a gallant admiral. (Applause.)

Most of the subjects mentioned in last year's Report, which lies before us, have been alluded to by previous speakers, so I need not go into any details about them. But there are two I should just like to emphasise. One is the London Life-boat Day, on 8th May, which, as you have heard, His Royal Highness the Prince of Wales has graciously allowed to be called the Prince of Wales's Day, which ought to help it very much. We must call upon all our lady members of the Institution, and I hope many hundreds of other ladies in London, to do their best on that day in holding depôts and in selling flags in the street, and to show their appreciation of His Royal Highness's kindness by helping in every way.

The other point is, as you have heard, that next year will be our centenary. We shall have to try to make it a record. We shall have to call upon all our friends, men and women, all over the country, to do more than usual, and to try to do their very best in every way they can. We have a special Centenary Committee already sitting continuously, and that will in due course of time issue notices of what is required.

It is not exactly germane to the resolution that I am moving, but I want to take this opportunity of publicly thanking Mr. Shee and his staff, Captain Rowley and the Inspectors of that department, for their untiring work on behalf of the Institution, which grows more arduous day by day, and to say how thoroughly I have appreciated all they have done during the time I have been Chairman of the Committee. (Applause.)

I am very glad to see here again to-day another very old friend of the Institution in Captain Holmes. (Applause.)

Again thanking Lord Beatty most heartily for his kindness in coming here to-day, I have to move :

"That the hearty thanks of this Meeting be given to Admiral of the Fleet the Earl Beatty, G.C.B., O.M., First Sea Lord, for presiding over this, the Ninety-ninth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION."

I will ask Sir Godfrey Baring to second it.

Sir GODFREY BARING, Bt. : Lord Beatty, my Lords, ladies and gentlemen, I hope I may have the honour of seconding the resolution which Lord Waldegrave has moved. We are deeply grateful that Lord Beatty, who is the busiest of men, has been able to find an hour to preside at this Meeting. We are grateful to him for the inspiring and instructive speech which he has addressed to us, and we are also most deeply grateful to him for saying words of approbation of the Life-boat Service, representing, as he does, the noble profession of the Navy. Under Lord Beatty's auspices we have had a most successful meeting.

We all, who are Governors of the Institution, listened to Sir Ernest Glover's speech with special approbation. He told us that gentle pressure was going to be placed on those who have not responded to our appeals in the past in the shipping world. I do not know what that pressure will be. Perhaps we had better not inquire into the shipping world. I am not brave enough to allude to Sir Ernest's speech in the terms in which Miss Bondfield did, but perhaps I may use these words: "There is more joy in the Institution over one non-subscriber who subscribes than in the receipt of many ordinary subscriptions year by year." (Applause.)

I am quite certain that many of the ladies here would like to thank Lord Beatty for his speech and for his presence by showing special energy and special ardour on the 8th May, when we are going to have our Life-boat Day all over London. There are some persons misguided enough not to appreciate Life-boat Days. I regard them as some of the most delightful days in the year. I

take care on those occasions to do as little work as I can, and to go round supervising the work of others. You will remember that when the work of the nation was being arranged by Mr. Neville Chamberlain during the war, and every one was asked to say what they were best at in the way of national work, some thousands of replies were received saying that the writers considered they were best at supervising the work of others. That is what men, I think, are inclined to do during Life-boat Days—to supervise the very hard work that the ladies are doing.

But may I remind you that the Life-boat Cause is really a national cause. It is not like a society for providing Africans with flannel waistcoats, or Eskimos with refrigerators. I want to see our Life-boat Day established in our national events as Queen Alexandra's Day is established. I think the Life-boat Day deserves just as well as even the noble appeal which is made by Queen Alexandra, for the hospitals. (Applause.) We therefore hope that the ladies will redouble their efforts for this great Institution, and in that way thank Lord Beatty in the best possible way for what he has done for our cause this afternoon. (Applause.)

The Right Hon. the EARL WALDEGRAVE : Ladies and gentlemen, you have heard the resolution moved and seconded. I call upon those in favour of it to indicate the same.

(The Resolution was carried unanimously.)

The CHAIRMAN : My Lord Waldegrave, I thank you very much for the kindly words you have used in proposing this resolution in reference to my services here to-day, and you, Sir Godfrey, also for your kind references to myself in this connexion. I may say that I would indeed take it as a great compliment if the ladies, if they have appreciation of my having been here to-day, would show it, as Sir Godfrey suggests, in redoubling their work on the 8th May. I thank you, ladies and gentlemen, for receiving the resolution in such a charming manner, and for the thanks which you have conveyed to me. (Applause.)

(The proceedings then terminated.)

Gifts from Life-boat Crews.

THE Institution has recently received two gifts from its own Crews out of money which had been received for the salvage of vessels—£3 from the Clacton Crew, which on 2nd January last saved the barge

Decima with two men on board, and £10 16s. from the Cromer Crew, which, together with the Palling Crew, helped to save the steam trawler *Lord Cecil*, of Grimsby, on 14th and 15th January last.

Prince of Wales' Day in London.

PRINCE OF WALES' DAY throughout Greater London was held on 8th May, and the chief feature of the day, and a great factor in the success of the appeal, was the personal visits which the Prince of Wales paid to depôts in the East and South-East districts, during the afternoon. He drove through the city, and made his first call at the Library Hall in

don. In many cases working women were out collecting as early as four in the morning, and in the majority of cases they were at work at 5.30 a.m.

In the West End and in the suburbs, although there was not the special stimulus of a personal visit from the Prince, the results were equally satisfactory, and the Institution is deeply



Photograph by]

[L. N. A.

PRINCE OF WALES' DAY IN LONDON.
The Prince leaving the Library Hall, Whitechapel.

the Whitechapel Road. From here he drove to Rothesay Mansions at Kennington Gate, and thence to Lambeth Town Hall. In both Boroughs he was received by the Mayor, Aldermen and Councillors and welcomed by large crowds, and he was entertained to tea by the Mayor of Lambeth. The effect of his visit in rousing public interest in the appeal may be judged from the fact that Stepney raised £163, as compared with £10 in 1921, and Lambeth £311, as compared with £49 in 1921. In fact, nothing was more noticeable and more encouraging than the generosity shown by the people everywhere in the poorer parts of Lon-

grateful to all those ladies who gave many hours of hard and successful work to the Life-boat Cause.

In making the appeal the Institution was fortunate also in having the cordial help of the Metropolitan and City Police, and other public and private bodies. The police allowed Life-boats to be stationed in Waterloo Place and opposite Lambeth Town Hall, but unfortunately the congestion of traffic made it impossible for them to find any other suitable sites. The General Omnibus Company allowed the announcements of the Day to be placed on all their omnibuses, and a number of music halls and

cinemas showed the Institution's films and slides announcing the Day, and allowed collections to be made. Very wide publicity was given to the Day, through the help of the Broadcasting Company, which enabled the Institution a few days before, to appeal to all "listeners-in," a short concert being given by the Institution, and speeches

The Day realised altogether over £5,500, and as soon as he heard the result the Prince of Wales sent the following message to the Chairman, through Admiral Sir Lionel Halsey, the Controller and Treasurer of his Household :
 "H.R.H. the Prince of Wales desires me to say that he has heard with great pleasure that a sum of over £5,500 was



Photograph by]

PRINCE OF WALES' DAY IN LONDON.
The Prince arriving at Lambeth Town Hall.

[Central Press.

made by the Chairman and the Secretary.

In connexion with the Day a special wireless appeal was made to all ships, through the generous help of the General Post Office, which sent out the appeal from one of its High-Power Stations, and of the Marconi Company, the Radio Communication Company, and Messrs. Siemens, who agreed to redistribute it.

Another of the features of the Day was the help given by Captain Lawson Smith, the diver, who, dressed in full diving kit, collected for several hours outside the Hippodrome and in Regent Street,

raised in Greater London on the occasion of 'Prince of Wales' Day' for the Life-boats on the 8th instant. He is very glad to think that so many of those living in the Capital City of our maritime Empire have thus recognised the great claims of the Institution, which has provided and maintained the Life-boat Service for one hundred years, and he would like herewith to express his thanks to the many hundreds of women of all classes who so generously gave their time and energies to organising and carrying through a very notable effort for the Life-boat Cause."

Chairmanship of the Committee of Management.

At the April meeting of the Committee of Management a letter was received from Earl Waldegrave, P.C., intimating that in view of the fact that he no longer resides in London, and that

George Colville, and carried unanimously:—

“That the Committee of Management have learned with very sincere regret of the decision of the Right Hon. the Earl



The Right Hon. The EARL WALDEGRAVE, P.C.

his health is not quite as good as might be wished, he did not desire to seek re-election as Chairman.

This communication was received with very great regret, and the following resolution was moved by Sir Godfrey Baring, Bt., seconded by the Hon.

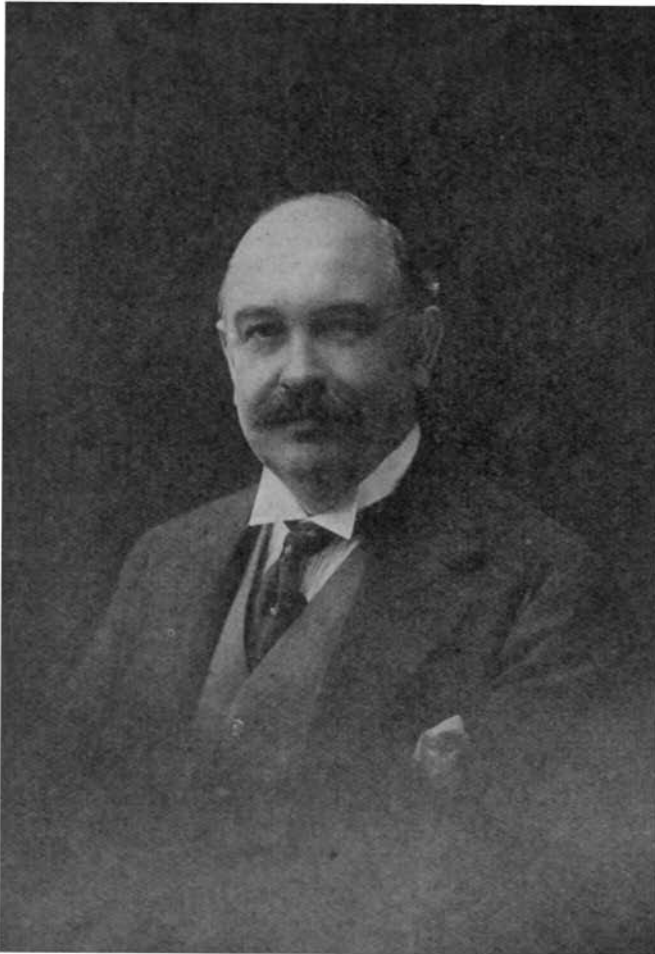
Waldegrave not again to accept nomination for the Chairmanship of the Committee. They desire to place on record their grateful appreciation of the ability, devotion and unflinching courtesy with which he has carried out the duties of Chairman during his tenure of office

since 1911, and of his valuable services as a member of the Committee of Management since 1877."

It will be seen that Lord Waldegrave has been intimately associated with the Institution for nearly half a century,

tive Whip in the House of Lords from 1896 to 1911.

One of his chief hobbies has always been rifle shooting. He was, at one time, considered one of the best rifle shots in the country, and was one of



SIR GODFREY BARING, Bt.

and throughout this long period he has taken the keenest interest in every aspect of its work, constantly presiding at the meetings of the Committee, and always placing at its disposal his great experience of public affairs.

Lord Waldegrave was educated at Eton, and Trinity College, Cambridge; was Lord-in-Waiting to Queen Victoria; Captain of the Yeoman of the Guard from 1896 to 1906, and Chief Conserva-

the most prominent members of the National Rifle Association. Although the Committee will lose Lord Waldegrave's services as Chairman, he, of course, remains a member of the Committee of Management, as well as a Vice-President, and will continue to give to the Institution as much of his time as the distance of his residence from town, and his advancing age, allow.

On receiving the intimation of Lord

Waldegrave's intentions, it was moved by Sir Woodburn Kirby, seconded by General Lake, and carried unanimously, that Sir Godfrey Baring, Bt., be elected Chairman, and, at the same time, the Hon. George Colville was unanimously elected Deputy Chairman.

Sir Godfrey Baring has been a member of the Committee of Management since 1911, and in 1915 was elected Deputy Chairman in succession to the late Sir John Cameron Lamb, C.B. No reader of *The Life-Boat* needs to be reminded of the new Chairman's work and indefatigable devotion to the interests of the Life-boat Service. Not only has he thrown himself into the administrative work of the Institution and the organisation of its appeals with all the exceptional energy and ability which have marked all his undertakings, but he has visited

every part of the United Kingdom, often at the cost of many days' successive travelling, in order to meet the local Committees and present to the public the great claims of the Life-boat Cause. In all these activities he has brought to the service of the Institution the ripe experience of affairs obtained in the course of twenty-six years of public life and the holding of many public offices, including twelve years as Member of Parliament, and many years as Chairman of the Isle of Wight County Council.

To this experience Sir Godfrey adds a charming personality and an exquisite courtesy, as well as exceptional gifts as a speaker; while his ability as a Chairman has been tested and proved by his long tenure of office as Deputy Chairman of Committees.

White and Black: Two Heroes.

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

I HOPE that no one who receives this issue of *The Life-Boat* will fail to read the story of Victor Rojas, well named "The Providence of the Shipwrecked," which comes at the end of Don Pedro de Novo y Colson's account of the Spanish Life-boat Service. I have never read a more wonderful and moving story of rescue from shipwreck than the history of this poor negro fisherman of Puerto Rico, who devoted to this "sublime task" of his choice an unselfish courage and an iron physique which fill one with amazement and admiration.

Unexpected though it may seem, I was constantly reminded, as I read it, of the Institution's founder, Sir William Hillary. Could any two men be more dissimilar in all the circumstances of birth and life than these two men?

The one was a cultured and wealthy English gentleman, an equerry to the Royal House, a great traveller, a soldier, author and philanthropist. His forbears had fought and bled for their country. He came of an ancient family for generations had understood the meaning of chivalry and public service.

The other was a negro fisherman, "his

only clothing a pair of shorts and a coarse calico shirt"—a man of very humble station and even humbler race. In fact, when he was born, his race was still under the bondage of slavery—albeit a kindly slavery in many cases—even among the most cultured and humane peoples. It was not until two years after his birth that slavery was abolished throughout British possessions, and another generation had passed before this example had been followed by the rest of the civilised world. Sprung as Rojas was of this race, long devoted to servitude without the status of human beings, whence could have come his own noble devotion to one of the most unselfish and chivalrous of all services for one's fellow men?

Utterly unlike as Sir William Hillary and Victor Rojas were in everything that could influence the course of their lives, yet through the story of the chief work of their lives runs a strange parallel.

"One touch of nature makes the whole world kin."

It begins with the scene of their exploits—both open and dangerous

roadsteads—one Douglas Bay, where in one year twelve vessels were wrecked ; for the other Arecibo Bay, in Puerto Rico, where " it was seldom that some vessel did not lose its anchors and drive on the rocks " when storms blew in from the north and north-west.

In actual achievement they rank together. Rojas by his own unaided efforts, with the help only of his rope and his iron bar, saved more than two hundred lives. Sir William Hillary, with the help of men inspired by his courage and example, so helped to save 305. In mere physical strength the feats of Rojas are, I imagine, unsurpassed and unsurpassable, but in their iron courage, in their devotion to their self-imposed task, *it is impossible to choose between the two men.* How can one choose between Rojas returning again and again "bruised and battered" to the wreck until the last man was rescued, and he himself collapsed "an exhausted and inert man," and Hillary, in his sixtieth year, carrying on the work of rescue with his chest crushed and six ribs broken ? But that is not all. Of these two men, and, so far as I know, of these two men alone in the long roll of the heroes of shipwreck, can it be said that by the fruitful combination of exceptional courage and their opportunities, they made the work of rescue, one might almost say, a regular and normal duty in their daily lives. In Mary Wordsworth's diary of her tour in the Isle of Man in 1828 there appears an entry, under July 2nd, 1828, "Sir William Hillary saved a boy's life to-day in the harbour." In that casual reference one seems to read the fact that the sight of Hillary saving life in Douglas Bay was one of the ordinary sights of the place. So, too, "for many years the inhabitants of Arecibo, from their houses could see Victor Rojas sitting on a rock and watching the vessels in danger."

In death, as in life, the strange parallel between these two men still holds. Each received, while he was still alive, the recognition which he deserved. Their greatness was understood, their work was honoured. Each had felt as the chief inspiration of his life that noble pity which Shakespeare so finely expresses through the lips of Miranda.

"O! I have suffer'd
With those that I saw suffer; a brave
vessel,
Who had, no doubt, some noble creatures
in her,
Dashed all to pieces. O! the cry did
knock
Against my very heart."

And each had expressed that pity, *not in beautiful words, but in heroic action.* That pity for others which they showed, makes it all the more pitiful that each ended his life in suffering and sorrow.

Hillary, who had given so royally of his goods and of himself to great causes, died in poverty. It is believed that he was buried by night, and that no inscription was placed on his tomb because, as a bankrupt, his body might be seized by his creditors. Whether that story be true or not the fact that it was told shows the complete wreck of all his fortunes in his old age.

Victor Rojas's end was still more pitiful. Insulted on account of his colour ; imprisoned for a trivial offence, he lost his reason and died in a mad-house.

I know no sadder example of the mutability of human fortune than that two men cast in so heroic a mould, devoted through their lives to so noble and unselfish a cause, and honoured by their fellows in a manner not unworthy of their achievements, should have ended their days of honourable service in sorrow and unmerited misfortune.

Grace Darling's Niece.

It was announced in the Press on 15th April that Mrs. Grace Stokoe, the niece of Grace Darling, had just died at Newcastle. She was the daughter of Robert Darling, of Alnwick, and to her

had been left, among other relics, Grace Darling's Bible and the Silver Medal awarded to her by the Institution for her famous rescue of the nine men of the *Forfarshire* in 1838.

The Life-boat Services of the World : Spain.

By DON PEDRO DE NOVO Y COLSON, General Secretary of the Sociedad Espanola de Salvamento de Naufragos.

THE Society was founded in December, 1880 (under the patronage of H.M. Queen Doña Maria Cristina, its first protecting member being King Alfonso XIII.), thanks to the efforts and efficient work of Don Martín Ferreiro, with the sole object of saving the lives of shipwrecked people on the coast and navigable rivers of Spain, and of its maritime possessions.

It was declared of public utility by the Law of 13th January, 1887, which appointed it the delegate of the Government for the assistance which the State rendered in connexion with the saving of shipwrecked people; and, as a result, it took possession of the seven non-submersible boats owned by the latter, and of the annual sum provided by the Budget for their upkeep amounting to 40,000 pesetas.*

The Society undertook to maintain a minimum of seven boats in active service, replacing those given by the State as might be required, in exchange for the annual subsidy.

The Society is composed of honorary members, protectors, founders, subscribers and donors. It is managed by a High Council residing in Madrid, who meet periodically, and by an Executive Committee, acting as standing directorate for the management of the Society.

Along the coast local committees are formed with their own directorate. They are under the authority of the High Council, though autonomous as far as their administration is concerned. Their very first duty is to give assistance to the crews of shipwrecked boats, with the salvage plant they possess at their station, and with the brigades and able-bodied sailors registered.

The Madrid Central Committee, which receives the State subsidy, spends its funds in providing the plant supplied to nearly all the local committees, in assisting poor committees, in supple-

menting the receipts of those which do not receive enough money to render good services, in premiums in cash, in medals for life-savers, in certificates, publications, and other general expenses.

The Central Committee's accounts are kept separate from those of the local committees. The General Meeting appoints the Auditors every year, and also, at the end of each year, the Executive Committee examines and approves the estimates for the following year, taking into account the probable receipts and specifying each separate item.

Every year (up to fifteen years ago) the Central Committee also submitted to the Ministry of Marine all the documents showing that the whole of the official subsidy had been spent in acquiring salvage plant, and, although these vouchers are not now required, the Central Committee continues to hold and file them, so that it may always be possible to prove that the State subsidy was expended, and continues to be expended, entirely in the acquisition of the said plant, its upkeep and replacement. The balance of general expenses is defrayed by the Central Committee with subscriptions, donations, etc.

The local committees have the entire use of the funds which they collect, and spend them almost absolutely independently. Under no circumstances, except when a committee is dissolved, does the Madrid Central Committee receive any of the money collected by the local committees.

The Society rewards the self-denial and heroism of the life-savers with Gold, Silver and Bronze Medals, according to the merits of the cases, verified by means of an enquiry. It also grants rewards in cash, varying from 15 to 1,000 pesetas (12s. to £40).

Since the foundation of the Society, 16 Gold Medals, 863 Silver, 2,358 Bronze, and 147,071 pesetas (£5,883) in cash have been awarded to life-savers.

* Equivalent to £1,600 at the pre-war rate.

Among the cash premiums, both special and extraordinary, which are awarded every year, there are: one founded by H.M. the King, of 1,000 pesetas, a First Premium by M. Emile Robin, of 500, a Second by the same, of 250, and one by Garcia Martin, of 500 pesetas.

During the forty-two years of its existence, the Society has grown so rapidly and strongly that its progress may be termed astounding. According to the Law of 13th January, 1887, the Society would have strictly accomplished its duty, if it only possessed at present

Dawson, Ewans and Pains, line and carrier cable-throwing apparatus, which have been found most effective in conveying the shipwrecked from stranded vessels to the shore.

As the boats and line-throwers require proper buildings for preservation and shelter, the Society has been obliged to provide these, and it has at present sixty-three spacious and strongly-built sheds.

By means of its boats and line-throwers, operated by its own brigades, the Society has saved from the sea in forty-two years the lives of 2,223 ship-



LIFE-BOAT AND LIFE-BOAT HOUSE AT MALAGA.

on active service nothing more than seven life-boats, in exchange for the annual subsidy granted for the upkeep and replacement of the said boats. But, far from this, and as a consequence of having devoted the whole subsidy to the acquisition of material, it owns at the present time, instead of the seven boats given by the State, forty-five non-submersible boats, nearly all of the most improved type, which render services at the same number of stations.

In addition, as the boats cannot always be used for saving the crew of a boat caught on the rocks, the Society has acquired and owns at present sixty-three of the Spandau, Boxer, Lyle,

wrecked, including the entire crews of seventy boats and vessels.

Victor Rojas: "The Providence of the Shipwrecked."

The town of Arecibo, with a population of 25,000, is situated on the north coast of the island of Puerto Rico. Its roadstead is so open and exposed that practically every vessel caught in it by storms sweeping across it is torn asunder on the rocks.

Thus it is that very shortly after the Sociedad de Salvamento de Naufragos was founded in Spain, Arecibo had a first-class station, the Life-boat and line-throwing apparatus of which saved

from death the entire crews of a large number of vessels. This magnificent Station then passed, with the whole of the island, into the hands of the United States.

Since the year 1897 seamen and

fisherman, and below the bust we find the words Victor Rojas.

He was an extraordinary man and fisherman, born in the year 1832. He was of medium height, but his physical strength seemed to be boundless when



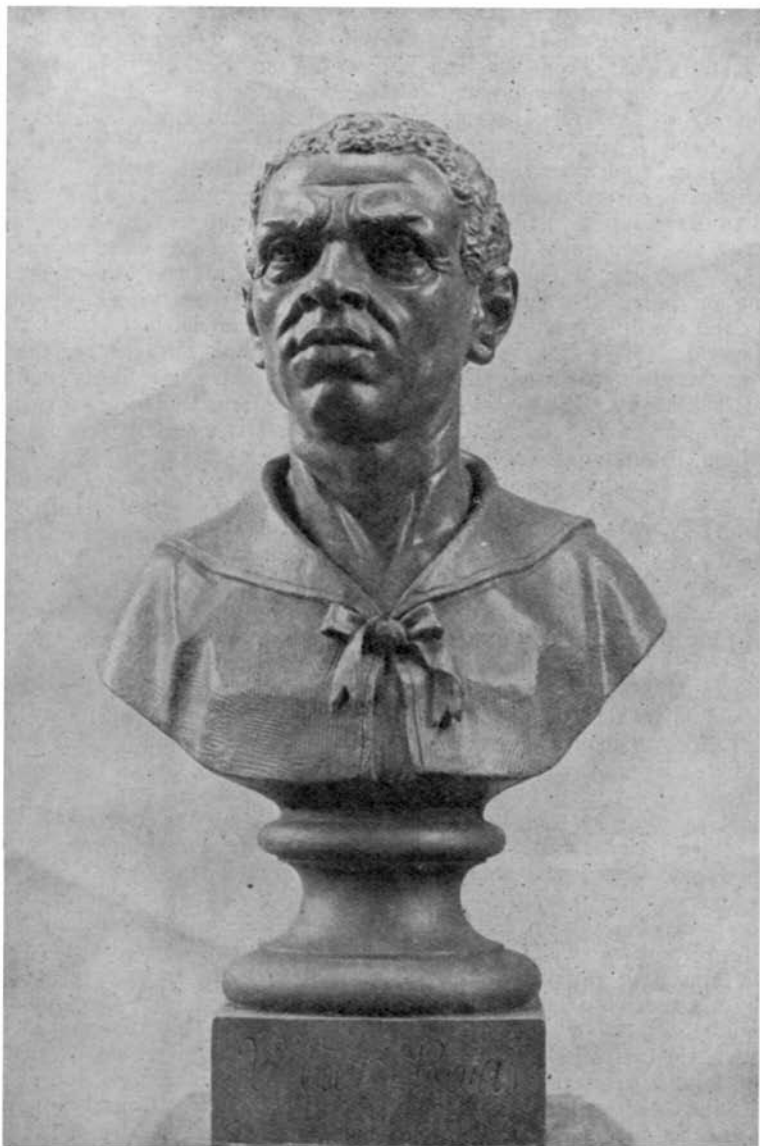
DON VINCENTE BUIGUES, A SPANISH GOLD MEDALLIST.

travellers entering the roadstead of Arecibo have all gazed in admiration at a monument erected in the Paseo de las Damas, which runs along the shore. Its massive stone base supports the bronze bust of a negro in the garb of a

he was fighting the waves. His only clothing consisted of a pair of shorts and a coarse calico shirt. He was never known to indulge in vice of any kind. He did not drink, or even smoke. While still a young man he took up the sublime

task, to the performance of which he was to devote his whole life—the task of saving those who were wrecked in the roadstead of Arecibo.

Victor Rojas, sitting on a rock and watching the vessels in danger, despite the fury of the hurricane and the torrential rain. It was but seldom that



VICTOR ROJAS, "THE PROVIDENCE OF THE SHIPWRECKED."

For many years the inhabitants of that town were the spectators of a moving and terrible sight, whenever the storms from the north or the north-west caused a disaster. From their houses the inhabitants could see the negro,

some vessel did not lose its anchors and drive on to the rocks, where it was held fast until the sea tore it to pieces and scattered its remains.

As soon, however, as a vessel broke its chains and was swept away to its

grave, Victor Rojas used to run to the nearest part of the shore and, having driven a long iron bar into the sand, would fasten one end of a cord or rope to the bar and the other end to his belt. Thus equipped, he used to jump into the sea and swim outwards in the teeth of wind and wave. From the land he could be seen constantly appearing and disappearing while slowly nearing the wrecked vessel. There were times when the brave negro took what seemed to be an eternity to cover the distance, for he had to carry and withstand also the weight of the long rope. He always succeeded, however, in reaching and climbing on board the ship, although panting and bleeding from his buffeting by the waves.

He would then unfasten the rope from his belt, and order the astonished sailors to make it fast on deck, thus establishing communications with the shore. There would be, however, none bold enough to avail himself of so perilous a means. They were all afraid of losing their hold on the rope and being swept away. Rojas would then suddenly seize one of the crew in his arms of steel and slide down with him into the water. Prompted by the instinct of preservation the man would cling to the sturdy neck and shoulders of the negro who, proceeding hand over hand along the rope, would thus easily convey the first person taken from the wrecked vessel to the shore and safety. As soon as he had placed him on dry land, the rescuer would go out again, this time more quickly and with less risk.

His reappearance on the vessel would cause deep emotion. Those on board watched him with wonder coming up the side and receiving full in his chest the same shock of the wave which splintered the vessel's side. They watched him with stupefaction when, bruised and battered, he smilingly invited another member of the crew to take a firm hold upon his shoulders.

A moment later Victor would disappear with his new burden, taken up with or without the burden's consent, and a few minutes later he had left a second rescued man on land, and without resting had started on his third trip.

By this time, however, desolation and

panic reigned on board, for, continuing its work of destruction, the sea had already torn away the vessel's bottom and flooded the compartments, compelling the crew and passengers to take refuge on deck and wait for help. The reappearance of the hero after his double feat did not therefore inspire terror, but delirious delight. All arms were stretched out towards him and, with a smile of satisfaction, he gave his assistance to the weakest first.

How often did this fish-man, this powerful swimmer, go from land to ship and back? As often as was necessary to save all the human beings on board the stricken vessel. Frequently, however, when he had placed the last of his rescued burdens on the sand, Victor fell at his side, an exhausted and inert mass, and had to be carried to his house, and there subjected to a long course of restoration. Incredible though it may sound, we have to place on record that, according to official returns, Victor Rojas personally saved more than 200 lives during the course of more than thirty years.

He was rewarded by several countries and, among others, possessed diplomas, decorations and medals from England, France, Germany, and the United States. The last one conferred upon him by Spain was fixed on his noble breast in the Cathedral by the Governor-General, in obedience to an express order from the Minister for the Oversea Dominions, a solemn ceremony which was attended by the whole population.

Victor Rojas, who possessed nothing, always refused with astonishing tenacity to accept even the most trifling sum as reward for the rescues he effected. Thus it was that when they reported to their respective Governments the loss of a vessel and the rescue of the crew, thanks to the boundless daring of the poor fisherman, the Consuls were in the habit of adding the words: "Please note that all money rewards would be refused."

The "Providence of the Ship-wrecked," as Victor Rojas came to be known in the town, also rescued a large number of children who had fallen into the river while playing on the bank. It was his invariable custom, when he

had pulled out a boy, to give him two or three lashes with his leather belt, and to take him by one ear to his father or his mother, to whom he said: "He was drowning; I pulled him out and gave him a few lashes. . . . Here he is for you."

Victor Rojas was always a most devout worshipper of the Virgen del Carmen. Every year, commencing on the 1st July, he used to go from house to house begging for the religious celebration of the 16th of the same month, and as everybody gave him something, he succeeded in collecting from 200 to 300 pesos. When the day of the ceremony came, the respected negro dressed himself in gala garb, with shoes, trousers, and a blue jacket, to which he pinned the numerous gold crosses and medals which he had received. It was very touching to see on the breast of so lowly a man, side by side and even overlapping each other for lack of space, so many of these decorations which cannot be bought, and which testify to and acclaim the gratitude of the most powerful, cultured and civilised nations. Proudly bearing his medals, he walked in the procession, carrying on his shoulders, with the aid of three other sailors, the image of the Virgin.

When the local committee of the Sociedad Española de Salvamento de Naufragos was formed in Arecibo, in the year 1884, on the initiative and with the assistance of the harbour master, D. Dario Laguna, and the fine boathouse was built and equipped, Victor Rojas examined with childish curiosity all the equipment and appliances which industry has provided for rendering assistance more efficacious.

When, shortly afterwards, the *C. Hanrahan* was wrecked, and Victor saw that in three minutes they brought down from the boathouse to the shore a Lyle gun which was fired in the direction of the vessel, that the projectile with the line attached fell between the latter's masts, that they took the cable on board, and that along this cable a basket was sent, in which first one member of the crew, and then another and another, until none were left, were brought high above the waves and rocks to land in little over half an hour, when Victor saw that the whole work of rescue had

been so successfully completed in less time than he himself would have taken to swim half the distance out, he was stupefied and, turning to Laguna, said: "And now, what am I to do?" In fact, from then onwards Victor had few opportunities of fighting the waves.

The Sociedad de Salvamento, however, admiring the deeds of the heroic negro, and wishing to render less bitter for him the enforced retirement for which it was responsible, presented him with a fine fishing boat, which had been built in the United States, and which was presented to him on the occasion of the blessing of the Life-boat and its house, the boat itself being called after him. To induce him to accept the boat they had, however, to use the following words: "The Society rescues those who are wrecked in port, but not those who are wrecked on the open sea. You will perhaps be able to save these with your boat." This decided him.

This man, who was indeed an exceptional man, suffered bitter disappointments when he was on the threshold of old age, and his end was supremely sad. One day when he was celebrating the festival of the Virgen del Carmen in gala dress glittering with decorations, a drunken municipal policeman tore them off, saying: "No negro must wear so many crosses." The indignant populace were loud in condemnation of the brute, and the Harbour Master and the Mayor asked the Superintendent of Police to try the man. He refused to do this, but the attitude of the inhabitants was so unanimous and energetic that he finally ordered the policeman to be arrested and then dismissed. In the midst of the acclamations with which his fellow-townsmen celebrated the reinstatement of the hero of the sea, the latter spoke to Laguna in tears, as follows: "Señor, a 'moreno' most not have crosses . . . and yet it is no fluke . . . for no one else has them . . . but . . . why did they give me them?"

Although Laguna, who had great influence with Victor, tried to console him, he could not persuade him that it was perfectly right that he should show all his medals and all his honourable rewards, which were the object of his veneration and his pride.

But if disillusionment killed in him his faith in his own merit, another terrible occurrence drove the iron into his soul. One day he had caught two large skates which he was advised to raffle. He proceeded to do so without remembering that it was first of all necessary to pay a small duty to the Custom House, and the police arrested him and handed him over to the magistrate. He was sent to prison for two months, and although the Harbour Master made energetic efforts to have him released, he did not succeed in doing so, though he did succeed in having him transferred to the infirmary. It was here that this almost holy man, whose character was stainless, served his sentence.

When he left the infirmary his mind was deranged, and a few months later he lost his reason completely. His mania was to attack the policemen whom he met. With his herculean strength he used to catch hold of them and fling them down, and eight or ten men were required to hold him. It ultimately became necessary to send Victor Rojas to the San Juan Asylum, where he only lived sixty days. His funeral was attended by the whole population of the town, the same population which to-day venerates his memory.

To perpetuate the figure and honour the memory of this negro—one of the greatest and purest benefactors of humanity—the Sociedad Española de Salvamento de Naufragos decided to erect the monument to which we have alluded. As it was desired to produce a work of art, the bust was modelled by the eminent sculptor, D. Elias Martin, who said that he would execute the work free. The bust was then sent to the firm of Masriera, of Barcelona, to be cast in bronze, and this firm said that it would only charge for the material. It was conveyed to Puerto Rico by a steamer of the Trans-Atlantic Line, free of charge, and no charge was made for erecting the base.

Shortly, very shortly, afterwards, the territory in question passed into other hands, and there the statue of the Hero of Arecibo remained.

There it remained with its simple epitaph:

“VICTOR ROJAS.
Saver of 200 Lives.”

There it remains, it may be to the end that, as the years roll on and son succeeds to father, the new owners—the haughty conquerors—may bare their heads respectfully before the black face of a very humble Spaniard.

Special Gifts for the Life-boat Service.

As readers of *The Life-Boat* are aware, the Institution is always glad to receive sums for the provision not only of Life-boats, but of the many indispensable accessories, which vary from a slipway, costing sometimes as much as, and more than, a Motor Life-boat itself, down to a pair of sweeps which cost £3. The following is a list of these gifts, and while some are obviously gifts only of the wealthy, others are within the reach of people of quite moderate means.

	£
A Motor Life-boat House	£1,800 to 3,000
Motor Life-boat Engine	1,600
Power-driven Winch for hauling up Boats	950
Motor Tractor for Launching	750
Life-boat Carriage	600

	£
Set of Tipping's Plates for Carriage Wheels (for passing over sand and mud)	220
Power-driven Capstan for Motor Life-boats (for hauling on ropes and heaving in anchor)	80
Line-throwing Gun	20
Compass	15
Steering Wheel	15
Mercurial Barometer	12
Pair of Sweeps (Oars)	3

This list has been made with the idea of suggesting only those accessories on which it is easy to put a plate or inscription, so that the donor's generosity will be recorded and remembered.

The Committee of Management hope that Life-boat workers will bring this list to the notice of their friends. They

feel too that many who are already regular subscribers may like to mark the Centenary Year by making some special gift.

This list of gifts has been advertised in the Press, and as a result, we have received during the past six months, two capstans, two steering wheels, four compasses, one barometer, four line-throwing guns, and nine pairs of sweeps. One of the capstans has been presented

by the boys of Lockers Park School, Hemel Hempstead, one of the line-throwing guns and one of the compasses by the boys of Sedbergh School, one of the compasses by the boys of Sidcup Place School, and one of the compasses by the boys of Winchester College, in addition to a donation to the general funds of the Institution, as a result of the lectures on the Service which were delivered at these schools a short time ago.

Spurn Life-boat Crew (Bradford's Own) as Guard of Honour to the Prince of Wales.

WHEN the Prince of Wales visited Bradford on 30th May, the Spurn Life-boat Crew—whose new Motor Boat is being provided out of the special fund raised in Bradford, and is to be named after the city—played a prominent part in the welcome given to him, and were themselves warmly welcomed by the people of Bradford. They acted as part of the guard of honour to the Prince, as did Life-boat men at Swansea on his visit to that town three years ago. The following account of their visit has been sent the Editor by a Life-boat worker in Bradford:—

“The Spurn Life-boat crew undertook a new and pleasing duty on 30th May last when they acted as a Guard of Honour in the City Square, Bradford, on the occasion of the visit of H.R.H. the Prince of Wales. They travelled to Bradford on the previous day, and on arrival were met by the Lord Mayor and Lady Mayoress, and Branch officials, with whom they were photographed. Dinner was served at the Alexandra Hotel, and a hearty welcome extended to ‘Bradford's Own’ by Sir William Priestley, Branch Chairman, Mr. Sutcliffe Smith, Secretary, Mr. W. B. Saville, Miss Nora Grainger and others.

“The crew subsequently marched to the Victoria Square, where the Coxswain laid on the local cenotaph an anchor, composed of geraniums, lilies and corn-flowers, inscribed: ‘This anchor is placed here by the Coxswain and Crew

of the Spurn Life-Boat in loving memory of the men of Bradford who fell in the Great War.’ Following this tribute of brave men to others a hurried ‘sail’ (as one of the men described it) was made in a fleet of motors to Wharfedale, the crew first calling on the aged mother of the Branch Assistant Secretary (Mrs. Grainger, who for more than a quarter of a century has been an ardent Life-boat worker), then on to Rawdon, where Mr. and Mrs. W. C. Gaunt, extended a hearty welcome. Yeadon Vicarage was next visited, and then Otley, where the stalwart men of Spurn were warmly cheered, and addressed by Sir Hastings and Lady Duncan.

“Burley was the next objective, where a call was made on Mrs. J. G. Hutchinson. Ilkley was the last visit on the tour, and here a very cordial welcome was extended by Miss Firth and the District Committee. Returning to Bradford the crew became the guests of the Institution's old friend, Mr. Francis Laidler, at the Alhambra, where they thoroughly enjoyed an entertainment which was greatly enhanced by the warmth of the real Yorkshire welcome extended to them.

“The great day arrived, and then was there anxiety to see that the Kapok Life-belts were adjusted to a nicety, that the medals were in proper position, and the red caps at the right angle. Then the order, ‘Two deep—March,’ and so into the City Square to take up the

proud position as Guard of Honour to the Institution's President, H.R.H. the Prince of Wales, on the occasion of his first visit to Bradford.

"The Chairman of the Branch, Sir William Priestley, presents Coxswain Cross to the Prince, and the Coxswain in turn presents each member of his crew. What keen interest, cheery enquiries and hearty good wishes come from the royal visitor, how kindly and sympathetically he refers to the Institution's great work, how generally 'bucked up,' by his hearty hand grip and pleasant smile all the men are, and how delighted the Prince himself is to receive from the Coxswain the little metal Life-boat

pincushion, with a 'Thanks very much, Coxswain!'

"Back to the hotel, each man cheered beyond measure by the princely nature of their reception; and so to the station in the presence of a large crowd, for the return to Spurn where a man's work awaits them.

"It was a visit that will long live in the memories of a fine crew, with a remembrance of a real good time from whole-hearted Bradfordians, a knowledge that as soon as possible 'The City of Bradford' Motor Life-boat will be on the Spurn Station, and a feeling that Life-boat work is very close to the heart of Bradford people."

The Institution and Ship Owners.

A COMPARISON BETWEEN LIFE-BOAT SERVICES AND CONTRIBUTIONS.

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

I AM publishing here a list of the ships to the assistance of which the Life-boats have been launched from 1st January to the end of April, 1923, together with a note of the financial support received from the owners of the respective vessels. The list includes nine cases where the Crew assembled but the Life-boat was not actually, launched, but does not include several cases where the ship was salvaged and salvage claims have been made by the Crews. I cannot help thinking that this record will be followed with interest, not only by our readers, but also by the owners. We can well understand what a satisfaction it must be to the owners of a vessel which has either been assisted into safety, or of which the crew has been saved from death, to feel that they have been regular supporters of the Institution. Yet, strange to say, scores of rescues are effected and hundreds of lives saved in respect of which the Institution does not receive any recognition even in the shape of a letter of thanks. There are, I am glad to say, many honourable exceptions, but

I regret to say that they are exceptions.

In this connexion it is important to note that hundreds of lives are actually saved for which the Institution claims—and of course, receives—no credit whatever. The Life-boats are often launched to the assistance of vessels stranded on a sand-bank, or otherwise in jeopardy, where the Life-boat is asked to stand by, and where the advice given by the Coxswain makes all the difference between perfect safety and disaster. Yet, when the vessel is got out of danger, no cognisance is taken of the fact that the safety of her crew is due to the Life-boat, and rarely indeed do the owners send so much as a word of thanks.

Yet in some cases the safety of the crew means, not only so many valuable lives rescued from imminent peril, but a large sum saved for the owners in compensation to widows and orphans. In the case of a recent very fine service, I am informed that the rescue of the crew meant that the owners were saved a sum of £7,000 which would have had to be paid.

Date.	Life-boat.	Vessel.	Owner.	Subscription.
1923.				£ s. d.
Jan. 2	Llandudno .	Schooner <i>Four Brothers</i> , of Barnstaple.	—	—
„ 2	Lowestoft .	Smack <i>Louise</i> , of Lowestoft.	J. Stead	—
„ 3	Penlee .	S.S. <i>Dubravka</i> (Jugoslav).	Dubrovcka Parobrodska Plovidba, Ragusa Steam Navigation Co., Ltd., Dubrovnik, E. Adriatic.	—
„ 4	Spurn .	S.S. <i>Dempster</i> , of Newcastle.	“T” Steam Coasters, Ltd. Robinson, Brown & Co., Custom House Chambers, Newcastle.	—
„ 5	Ilfracombe .	Fishing Boat <i>Robina</i> , of Ilfracombe.	John Irwin	—
„ 5	Clovelly .	Schooner <i>Perrosien</i> , of Paimpol.	P. Le Hegarat, Paimpol, France	—
„ 5	North Deal	S.S. <i>Lord Strathcona</i> , of Montreal.	Thos. Harling & Son, 406, Board of Trade Buildings, Montreal.	—
„ 6	North Deal	Schooner <i>Frem</i>	Erik B. Kromann, Marstal, Denmark.	—
„ 6	Ramsgate .	Do.	Do.	—
„ 11	Spurn .	Trawler unknown	—	—
„ 13	Runswick .	S.S. <i>Spero</i> , of Newcastle .	Pelton S.S. Co., Ltd., Milburn House, Newcastle.	15 15 0
„ 13	Whitby .	Do.	Do.	—
„ 13	Crail . . .	Schooner <i>Carmen</i> , of Stockholm.	(Information with regard to owner doubtful.)	—
„ 14	Appledore .	Schooner <i>Kirktown</i> , of London.	Town Line (London), Ltd., Harrison, Sons & Co., Ltd., Dow-lais Chambers, West Bute St., Cardiff.	—
„ 14	Caister .	S.S. unknown	—	—
„ 14	Tynemouth	Fishing boat.	—	—
„ 15	Anstruther .	Schooner <i>Carmen</i> , of Stockholm.	(Information with regard to owner doubtful.)	—
„ 16	Huna . . .	Steam drifter <i>Viola</i> , of Banff.	G. Flett and others, Findochty .	—
„ 17	Eastbourne.	Fishing boat <i>Lady Dora</i> , of Eastbourne.	W. & H. Boniface	—
„ 20	Moelfre .	Schooner <i>Marian</i> , of Padstow.	J. Ferguson, Kilkeel, Co. Down.	—
„ 20	Berwick-on-Tweed	Several fishing boats	—	—
„ 21	Newburgh .	S.S. <i>Portlethen</i> , of Aberdeen.	Aberdeen Lime Co., Ltd.	—
„ 24	Caister .	S.S. unknown	—	—
„ 28	North Deal .	—	—	—
„ 28	Kingsdown	—	—	—
„ 29	Blackpool .	S.S. <i>Ophir</i> , of Liverpool .	Zillah Shipping and Carrying Co., W. A. Savage, Ltd., 7, Chapel Street, Liverpool.	—
Feb. 1	St. David's .	S.S. <i>Mar del Plata</i> , of Bilbao.	Gorbea & Monje, A. de Mazaredo 27, Bilbao, Spain.	—
„ 1	Mumbles .	S.S. <i>Argonne</i> , of La Rochelle.	Cie Delmas Freres & Vieljeux .	5 0 0
„ 2	Rye Harbour	Schooner <i>Aloy</i> , of Fal-mouth.	Exe Transport Co., Ltd., 18, Prudential Buildings, Southampton.	—
„ 6	St. Ives .	Schooner <i>Elsie</i> , of Swansea.	S. G. B. Chugg, Braunton, N. Devon.	—
„ 6	Berwick-on-Tweed	A fishing yawl, of Spittal	J. Patterson & Co.	—
„ 6	Bembridge .	Barge <i>Goldensand</i>	James Towing and Salvage Co., Southampton.	0 10 6
„ 6	Southend-on-Sea	S.S. <i>Goodwin</i> , of Glasgow	Clyde Shipping Co., 21, Carlton Place, Glasgow.	10 10 0

Date.	Life-boat.	Vessel.	Owner.	Subscriptions.
1923.				£ s. d.
Feb. 7	Ballycotton	Irish Free State Patrol Boat <i>Shievenamon</i> .	Irish Free State Government .	—
" 7	Filey .	Seven fishing cobles .	—	—
" 7	Margate	S.S. <i>Royal Firth</i> , of Glasgow.	G. T. Gillie & Co., Border Shipping Co., 68, Gt. Clyde St., Glasgow.	—
" 7	Scarborough	Fishing boat <i>Marie</i> , of Scarborough.	—	—
" 7	Kingstown .	Fishing boat <i>Katie</i> , of Dublin.	Geo. Williams, Kingstown .	—
" 7	Berwick-on-Tweed	Fishing boats . . .	—	—
" 8	Stromness .	Drifter <i>Comelybank</i> , of Yarmouth.	Bloomfields, Ltd., Yarmouth .	—
" 8	Padstow(Tug)	S.S. <i>Millgate</i> , of Manchester.	H. Watson & Co., Manchester Spanish Line, 108, Deansgate, Manchester.	—
" 9	Mumbles .	Steam hopper . . .	Port Talbot Docks . . .	—
" 9	Lizard .	Barque <i>Adolf Vinnen</i> , of Bremen.	A. E. Vinnen, Bremen, Germany	—
" 10	Lizard .	Do.	Do.	—
" 10	Cadgwith .	Do.	Do.	—
" 10	Robin Hood's Bay	Steam trawler <i>Premier</i> , of Grimsby.	G. S. Letten, Anchor Steam Fishing Co., Auckland Rd., Fish Docks, Grimsby.	—
" 10	Whitby .	Do.	Do.	—
" 10	Stromness .	S.S. <i>Cormorant</i> , of Kirkwall.	R. Gardue, Ltd.	—
" 11	Donna Nook	Steam trawler <i>Dinorah</i> , of Grimsby.	Beeley & Sleight, Ltd., Bowerings Steam Fishing Co., Fish Dock Road, Grimsby.	1 1 0
" 12	Scarborough	Fishing boat <i>Providence</i> , of Scarborough.	—	—
" 12	Longhope .	—	—	—
" 12	Cloughey .	Ketch <i>Claggan</i> , of Barrow-in-Furness.	T. Wilson & Co., 45, New Lowther St., Whitehaven.	0 5 0
" 13	Sunderland	Obsolete cruiser <i>Sentinel</i>	Mr. Young, South Docks, Sunderland.	—
" 15	Port Logan.	S.S. <i>Hamilton</i> , of Drummore.	John Marshall & Sons, Drummore, Stranraer.	1 1 0 (1921)
" 16	Donna Nook	Steam trawler <i>Dinorah</i> , of Grimsby.	See Feb. 11, Donna Nook .	—
" 16	Blyth. .	S.S. <i>Lawrence</i> , of Copenhagen.	Christensen, Copenhagen .	—
" 17	Folkestone .	Barge <i>John Vidler</i> , of Rye	John Vidler & Son, Rye. .	—
" 17	Scarborough	Steam drifter <i>Silver Line</i>	W. J. & R. Watkinson, Filey	—
" 17	Flamborough	S.S. <i>Radium</i> , of Trieste .	Societa Anonima a Armamento "Oceania," Via Mazzini 9, Trieste, Italy.	—
" 17	Stromness .	Unknown	—	—
" 17	Longhope .	Do.	—	—
" 18	Spurn .	S.S. <i>Trefusis</i> , of Sunderland.	T. McLeod, FitzWilliam Buildings, Alfred Gelder St., Hull.	—
" 18	Sunderland.	S.S. <i>Hazelpark</i> , of Glasgow.	Denholm Line Steamers, Ltd., Greenock, Glasgow, and London.	2 2 0
" 21	Barry Dock	Pilot cutter <i>Chimaera</i> , of Cardiff.	Cardiff and Bristol Channel Steam Pilot Boat Co.	—
" 21	Newhaven .	Steam trawler <i>Boy Daniel</i> of Shoreham.	(Information with regard to owner doubtful.)	—
" 21	Eastbourne.	Do.	Do.	—
" 22	St. Ives .	Schooner <i>Mary Jones</i> , of Chester.	A. Galsworthy, Appledore .	—
" 23	Weymouth .	S.S. <i>Cragside</i> , of Newcastle.	A. Andrews & Co., Ltd., Albion Chambers, Swansea.	—
" 23	Weymouth .	Ketch <i>Phoenix</i> , of Plymouth.	C. Mitchell & W. S. Pearce .	—

Date.	Life-boat.	Vessel.	Owner.	Subscription.
1923.				£ s. d.
Feb. 25	Port Erin .	S.S. <i>Sabina</i> , of Bilbao .	Compania Naviera Vascongada, Edificio del Aurora, Colle Estacion No. 5 Bilbao, Spain	5 5 0
„ 26	Scarborough	Fishing coble <i>Bertha May</i> , of Scarborough.	—	—
„ 26	Scarborough	Fishing coble <i>Providence</i> , of Scarborough.	G. Washington	—
„ 26	Wicklow .	Schooner <i>K.T.</i> , of Arklow	Messrs. Kearon & Tyrrell, Arklow, Co. Wicklow.	—
„ 26	Runswick .	Fishing coble, of Staithes	—	—
„ 26	Whitby .	Do.	—	—
„ 26	Whitby .	Fishing boat <i>Remembrance</i> , of Whitby .	—	—
„ 26	St. Abbs .	Fishing yawl <i>Guide</i> , of St. Abbs.	—	—
„ 26	Bridlington.	Several fishing boats .	—	—
„ 26	Arbroath .	Four fishing yawls, of Arbroath.	—	—
„ 26	Abersoch .	S.S. <i>Southwark</i> , of Barrow-in-Furness.	Messrs. J. Fisher & Sons, Fisher Buildings, Barrow.	2 2 0
„ 26	Brixham .	Trawler <i>Louise Marguerite</i> , of Boulogne.	Delpierre, Duval & Co., 62, Rue de Boston, Boulogne.	—
„ 26	Boulmer .	Fishing cobles, of Amble	—	—
„ 26	Tenby .	Schooner <i>Tevija</i> , of Riga	A. Ross	—
„ 27	Tenby .	Ketch <i>Camilla</i> , of France	Kagohe	—
„ 27	Tenby .	S.S. <i>Ardglass</i> , of Greenock	Lang & Fulton, Ltd., 1, Cathcart Street, Greenock. P. McCallum & Sons, Ltd., 54 & 56 Rue End St., Greenock.	1 1 0
„ 27	Padstow(Tug)	S.S. <i>Blair Logie</i>	—	—
„ 28	St. Mary's .	S.S. <i>Enfield</i> , of London .	J. Cory & Sons, Mount Stuart House, Mount Stuart Square, Cardiff.	—
Mar. 10	Port Patrick	Fishing boat <i>The Brothers</i> , of Port Patrick.	—	—
„ 12	Campbeltown	S.S. <i>St. Barchan</i> , of Glasgow.	Messrs. J. & A. Gardner, 65, Gt. Clyde St., Glasgow.	1 1 0
„ 12	Donaghadee	Unknown	—	—
„ 21	Teesmouth .	S.S. <i>London</i> , of Dundee .	Dundee, Perth and London Shipping Co., 26, East St., Dundee.	5 5 0
„ 25	North Deal	Unknown	—	—
„ 25	Courtown .	Do.	—	—
„ 25	Clovelly .	Do.	—	—
April 1	Eastbourne	S.S. <i>Surville</i> , of Nantes . and	Societe Anonyme des Chargeurs l'Ouest, 2, Rue de Brea, Nantes.	—
„ 1	Newhaven .	S.S. <i>Editor</i> , of Seattle .	U.S. Shipping Board, Washington, D.C., United States of America.	—
„ 1	Hastings .	Do.	Do.	—
„ 1	Scarborough	Fishing cobles <i>Victory</i> and <i>Reliance</i> , of Scarborough.	—	—
„ 8	Plymouth .	S.S. <i>Uncorn</i> , of Milford .	Hare Steamship Co., Plymouth.	—
„ 9	Douglas .	Fishing boat <i>Laurel</i> , of Douglas.	—	—
„ 9	Blackrock .	S.S. <i>Fellar</i> , of Dundalk .	Dundalk Steam Packet Co. .	1 1 0 (1921)
„ 12	Blakeney .	Smack <i>Telegraph</i> , of Boston.	—	—
„ 14	Cemaes .	Unknown	—	—
„ 18	Lowestoft .	Sailing trawler <i>Boy Claud</i> , of Lowestoft.	—	—
„ 19	Angle .	Unknown	—	—
„ 19	Tenby .	Do.	—	—
„ 20	Hastings .	Fishing boat <i>Our Dick</i> , of Hastings.	John Mitchell	—

Date.	Life-boat.	Vessel.	Owner.	Subscription.
1923.				£ s. d.
Apr. 21	Barry	S.S. <i>Dunmail</i> , of Newcastle.	Sharp & Co., Milburn House, Newcastle-on-Tyne.	—
„ 21	Cromer	S.S. <i>Nystrand</i> , of Skien.	C. B. Nielson, Skien, Norway.	—
„ 21	Sheringham	Do.	Do.	—
„ 21	The Lizard	Ketch <i>Kate</i> , of Gloucester	—	—
„ 21	Southend-on-Sea	Barge <i>Jeffie</i> , of Rochester	C. Burley, Ltd.	—
„ 25	Walton-on-the-Naze	Barge <i>John Vidler</i> , of Rye.	John Vidler & Son, Rye.	—

(All subscriptions are for 1922 except where stated to be for 1921.)

It will thus be seen that this year, up to the end of April, there were over a hundred launches, and that in the case of only fourteen vessels to whose help the Life-boats of the Institution were summoned, were the owners, so far as can be traced, contributors to the Institution.

Life-boat Service Boards to be Hung in a Church.

THE Life-boat Station at Pakefield, in Suffolk, which was established in 1840, was closed last year, and the Service Boards which hung in the Boat-house will find a permanent and honoured place in Pakefield Church, where a special service will be held when they are unveiled. In recent years a considerable number of Life-boat Stations have been closed, some because the changes in the coastal population made it no longer possible to find a crew, others because the stationing of powerful Motor Life-boats at neighbouring points on the coast made them no longer necessary. More stations are likely to be closed in the next few years as the Motor Life-boat programme is carried out, and it is to be hoped that other places will follow Pakefield's fine example, and place in their churches the records of the courageous services of their Life-boat crews.

It is a custom which we should like to see become general. In the church, most fitly, would hang these records of courageous and devoted services, to remain there as a permanent reminder to all who come after of one of the activities of their village or town in which they should take the greatest

pride, and as a permanent inspiration to noble and unselfish work.

In this connexion it may be recalled that a copy of William Wouldhave's model Life-boat, made in 1789, from which, although with considerable alterations, the first Life-boat was built, still hangs in St. Hilda's Church, South Shields, and a model Life-boat used to hang, and doubtless still hangs, in Southwold Church.

We would recommend these ideas to all who are interested in the Life-boat Service. They are ideas also which could be extended in many ways, and the Institution will be glad to receive any similar suggestions which the Honorary Secretaries of Branches or other Life-boat workers can make for identifying the work of the Institution, not only on the coast, but also in inland towns, with the religious and civic life of the community. There could be no more appropriate time than the present for making and carrying out such suggestions, since we are now drawing very near the end of our first century, and hope to start the second with the Life-boat Service more closely and consciously associated than ever before with the whole life of the people.

The History of the Institution.

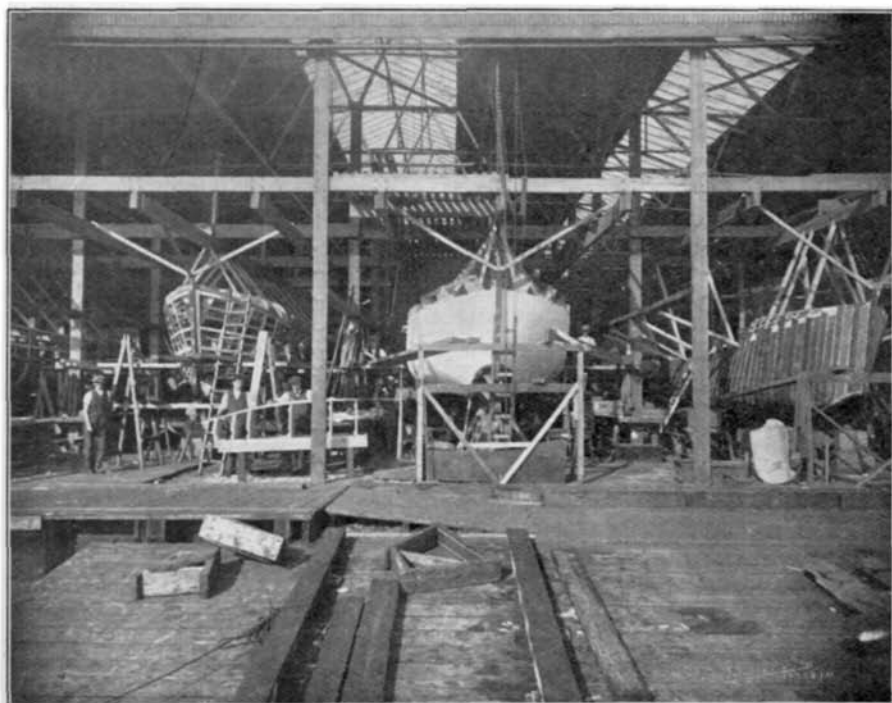
THE history of the Institution during its first century of work has now been completed, and will be published in the early autumn of this year by Messrs. Hodder & Stoughton, with the title "Britain's Life-boats: A Century of Heroic Service."

It will be the first complete and authoritative record of the work and development of the British Life-boat Service, the oldest in the world. It has been written by Major A. J. Dawson, who is the author, among other books, of "The Message" and "The Land of His Fathers," and who, as a seaman, as a traveller in most parts of the world, and as a soldier in the Great War, has brought to the writing of it not only his practical experience of the sea, but a wide knowledge, as he says in his preface, "of what brave men will endure, and what they will suffer and accomplish in the service of great causes."

H.R.H. the Prince of Wales, as President of the Institution, has written an Introduction, and Mr. Joseph Conrad a Foreword. The history, which will have thirty-one pages of illustrations, will be sold at 7s. 6d. net, and there will also be a limited *edition de luxe*, of which each copy will be signed and numbered, at two guineas.

It will be a book which will need no recommendation to all who work for or contribute to the Life-boat Cause, but, for the benefit of others, we will quote the last sentences of the Prince of Wales's introduction:—

"Such a story cannot but be read with pride by all British men and women. Above all, it must stir the heart of every British boy and girl, to whom it ought, through these pages, to become familiar, for it is one of the noblest parts of our heritage as a great seafaring race."



LIFE-BOATS UNDER CONSTRUCTION AT MESSRS. J. SAMUEL WHITE'S YARDS AT COWES.

Honorary Workers of the Institution.

No. 8. Major Arthur Thomas Fisher,

Honorary Secretary of the Salisbury and District Branch. •

MAJOR ARTHUR THOMAS FISHER founded the Salisbury Branch of the Institution in 1910, has been its Honorary Secretary ever since, and is still its Honorary Secretary at the great age of eighty.

Born on May Day in 1843, he is the son of Mr. T. R. Fisher, M.R.C.S., of Frewen Hall, Oxford, his mother being a daughter of Mr. Charles Tawney, of Oxford, and previously of Burcot House, Oxon. Major Fisher was educated at Harrow, during the headmastership of Dr. C. J. Vaughan, and after, as he says himself, "having tried the patience of various tutors for three years," passed for the army. He was gazetted first to the 1st Battalion of the 2nd Queen's Royal Regiment, but later exchanged to the cavalry, joining his regiment, the 21st Hussars, at Lucknow in 1870. He got his troop eight years later, and retired in 1883.

Since then Major Fisher has lived in Hampshire, devoting a long and active life to sport and public work. He has also been a contributor to many magazines, and is the author of four books, all on sporting subjects, "Through the Stable and Saddle Room," "The Farrier," "Rod and River" and "Outdoor Life in England."

For the last twenty-eight years Major

Fisher has lived near Salisbury. For over twenty years he was the Honorary Secretary of the Salisbury Museum, for seventeen years Honorary Secretary to the Wilton Hunt, and for many years Honorary Treasurer to the Soldiers' Welfare Board. The Institution was very fortunate when, in 1910, it was decided to form a Salisbury Branch, in obtaining the help of one so well known in the public life of Salisbury, and already so fully occupied with honorary work. How fortunate it was may be judged from the progress which the Branch has made under



MAJOR ARTHUR THOMAS FISHER.

Major Fisher's direction during its thirteen years' existence. In 1910 it raised £73 for the Life-boat Cause, and in 1921 £398. Moreover, the Branch gives every promise of still further increasing its support, for it has a flourishing Ladies' Life-boat Guild, which was formed last year, and this year has carried out a very big fête (an account of it is given in News from the Branches) which has raised a large sum.

We are very glad in this, the first number of *The Life-Boat* published since Major Fisher's eightieth birthday, to acknowledge the debt which the Institution owes to his long and generous help.

The Inaugural Ceremony of the Buckie Motor Life-boat.

THIS Motor Life-boat went from Cowes to her Station by sea in August, 1922, but it was found necessary to postpone the actual ceremony of inaugurating the Boat until the spring of this year. The Boat is of the Watson type, 45 feet by 11 feet with a 45-h.p. engine, and has been built out of three legacies which, with the consent of the executors, have been amalgamated. These legacies had been received from the late Mr. William Kirkhope, of Edinburgh, the late Mr. Charles Bailey, of Brighton, and the late Miss Charlotte McInroy, of Bridge of Allan.

Buckie has had a Life-boat Station since 1860, and was chosen as one of the Stations at which Motor Life-boats should be placed, as being one of the chief centres of the Scotch fishing industry.

The Duke of Richmond and Gordon, Lord Lieutenant of Banffshire, was to have presented the Boat to the Institution on behalf of the representatives of the three donors, but was prevented from doing so by illness, and the presentation was made by Sir William Martin, J.P., the Institution's late Organising Secretary for Scotland.

In the course of his speech Sir William spoke of the enormous increase in the cost of life-boats and the general expenses of the Service in recent years.

The Buckie Boat had cost £8,000 to build, and the Boathouse and Slipway £15,000, making a total of £23,000 spent on this one Station, the

ninth out of the forty-four Scottish Stations to be equipped with a Motor Life-boat.

The Institution appealed to men and women of all classes to enable it to carry on the Service, but especially to the owners and the crews of the fishing fleets. In the last three years no less than one-fourth of the services of the Life-boats had been to trawlers and drifters. Yet in spite of this, and in spite of the large fortunes made out of the fishing industry, the contributions made by it to the Institution were entirely inadequate. In large fishing centres, like Buckie, they varied from £1 to a little over £50. That last sum, he was glad to say, came from Aberdeen, but even £50, from such a source, was miserably inadequate.

Every crew should consider it a first duty to make a joint contribution each time that they returned to harbour with a good catch. There ought to be an earnest determination on the part of all engaged in the industry, whether as owners or men, to co-operate as generously as the inhabitants of inland cities and towns in the maintenance of the Life-boat Service.

The Boat was received by Provost Shearer, who presented her to Captain Charles Malcolm, the Chairman of the Buckie Committee. After she had been dedicated by the Rev. John Greenlaw, Miss Gordon, of Cairfield, named her the "K.B.M.," the initials of the three donors. Their full names are inscribed on a plate inside the Boat.

Life-boat Centenary Souvenirs.

THE following are the Centenary Souvenirs of which the Institution now has stocks ready for distribution. It hopes that all Honorary Secretaries and other Life-boat workers will make every effort to sell them, not only as a means of increasing the funds of their Branches, but, even more, in order that as many people as possible may have in their houses these permanent reminders of the Life-boat Service, of the work which it is doing, and the claims which it has on their help. The prices given are those

at which the Souvenirs should be sold, but they will, of course, be supplied to Branches at their cost price.

	s.	d.
Statuette of a Life-boatman	2	6
Cardboard pincushion in the form of a Life-boat	0	6
Metal pincushion in the form of a Life-boat	1	6
Small metal figure of Life-boatman	0	3
Blotting slip (the size of a cheque book) with a coloured picture of a Life-boat Service	0	1

Awards to Coxswains and Life-boatmen.

To DAVID BLACK, on his retirement, after serving 14 years as Bowman and 2½ years as Second Coxswain of the Crail Life-boat, a Pension.

To WALTER POWER, on his retirement, after serving 29 years as Coxswain of the Dunmore East Life-boat, a Certificate of Service and a Pension.

To PATRICK POWER, on his retirement, after serving 3 years as Bowman and 9 years as Second Coxswain of the Dunmore East Life-boat, a Pension.

To A. G. COOL, on his retirement, after serving 21 years as Signalman at the Castletown Life-boat Station, a Pension.

To THOMAS MARTIN, on his retirement, after serving 6½ years as Coxswain of the Torquay Life-boat, a Gratuity.

To T. R. J. HOLDEN, on his retirement, after serving 6½ years as Second Coxswain of the Torquay Life-boat, a Gratuity.

To THOMAS E. BISHOP, on his retirement, after serving 9½ years as Second Coxswain of the Palling Life-boat, a Gratuity.

To ROBERT HAYTOR, on his retirement, after serving 35 years as Signalman at the Brooke Life-boat Station, a Pension.

To STEPHEN DUGGAN, on his retirement, after serving 10½ years as Second Coxswain of the Rosslare Harbour Life-boat, a Pension.

To WILLIAM CARTRIDGE, on his retirement, after serving 22½ years as Signalman at the Poole and Bournemouth Life-boat Station, a Pension.

To ANTHONY NIXON, on his retirement, after serving 24½ years as Coxswain of the Cambois Life-boat, a Certificate of Service and a Gratuity.

To JOHN CUBBON, on his retirement, after serving 14 years as Second Coxswain of the Castletown Life-boat, a Pension.

To WILLIAM BLAMEY, on his retirement, after serving 25 years as Coxswain and 2½ years as Bowman of the Mevagissey Life-boat, a Certificate of Service and a Pension.

To WILLIAM S. DYER, on his retirement, after serving 25 years as Second Coxswain of the Mevagissey Life-boat, a Certificate of Service and a Pension, commuted, at his own request, into a lump sum.

To NORMAN WILSON, on his retirement, after serving 20 years as a member of the crew of the Clacton-on-Sea Life-boat, a Certificate of Service.

Awards to Honorary Workers.

THE following awards have been made to Honorary Secretaries and other hon. workers in acknowledgment of their valuable co-operation extending over periods of 10 years and upwards.

To the Rev. COURTNEY SHAW (Brooke), and Capt. H. B. BOOTHBY, D.S.O., R.N.R., (Grimsby Dock)—Binoculars.

To Miss M. PEPPER (Romsey); Capt. PEARSON, R.N. (Winchester); Lt.-Col. GUY CROUCH (Aylesbury); Mr. U. LAMBERT (Godstone); Mr. LEONARD GOW (Glasgow); Miss KAYE (Wilmslow); Mrs. MOORE (Liverpool); Mr. G. G. STEPHENSON (Harrogate), and Mr. D. C. DICK (Kilmarnock)—Framed Photographs of a Life-boat Service.

The Largest Life-boat in the World.

THE 60-foot Barnett twin-screw Boat now being built for New Brighton will be the most powerful Life-boat in the world, actually the largest is the new Dutch Motor Life-boat, the *Brandaris*, which was sent to her Station at Terschelling during last March. She there replaces the original *Brandaris*, whose tragic loss with all her crew on 23rd October, 1921, was described in *The Life-Boat* for February, 1922. The new *Brandaris* is 60 feet 2 inches long, with a beam of 15 feet 7 inches, and a draught of 7 feet 8 inches. The Barnett twin-screw, on the other hand, will be 60 feet long, with a beam of 15 feet and a draught of 4 feet 6 inches. The *Bran-*

daris has three cabins, while the Barnett twin-screw will have two, and is fitted with two single-cylinder 45 h.p. Kromhaut engines of the semi-Diesel type, while the Barnett twin-screw will have two six-cylinder engines of 90 h.p. each. The two boats are radically different, in that the *Brandaris* is built of iron, and has heavy crude-oil motors, while the Barnett twin-screw, like the institution's other Life-boats, is of wood, with light petrol motors. One feature of the Barnett boat is borrowed from the original *Brandaris*, the net stretched amidships, for people to jump into from the wrecked ship.

Obituary.

Coxswain Sam May, of Southwold.

SAMUEL C. MAY, at one time Coxswain of the Southwold Life-boat, died on 18th May last after a long illness. He was sixty-three years old, and was appointed Second Coxswain in 1891, seven years later he became Coxswain and retired in 1918, on account of ill-health, having then served as Coxswain for just twenty years. He received from the Institution a Pair of Binoculars and its Thanks inscribed on Vellum for saving the barge *Beryl*, of Faversham, with her crew of three, in January, 1912, and a Mounted Aneroid Barometer, a Certificate of Service, and a Pension on his retirement. For a ser-

vice to the smack *Joseph Yvonne*, of Dunkerque, in November, 1905, he received a Silver Medal and Diploma from the President of the French Republic, while he and the members of his crew received Medals and Certificates from the Queen of Holland for saving five men from the schooner *Voorwaarts*, of Groningen, in January, 1912.

Coxswain May was one of the best-known men in Southwold, and a very familiar figure to visitors. For three years he served on the local council. He was a fine figure of a seaman, and it was said of him that he was the most photographed man in Southwold.

The New Brighton Life-boat.

THE new Motor Life-boat now being built for the Institution's Station at New Brighton, the first of the 60-foot Barnett twin-screw Boats with cabins, will, it is hoped, be completed and ready to be sent to her station this summer. It has been decided to name her "William and Kate Johnston" in recognition of the generosity of Mr. W. Stewart Johnston, the Liverpool shipowner, and his sister, Mrs. W. H. Kendall, whose gift of £7,183 to the Institution through the Port of Liverpool Branch, has been allocated to this Boat. This sum alone will not be sufficient to cover the cost, and the Committee of Management, are allocating to it also the special fund, started by the Branch in 1919, "towards the cost of Motor Life-boats." This fund, for which the Institution is largely indebted to other

Liverpool shipowners, now amounts to nearly £7,500. The balance of the cost of the Boat will be met out of the general funds of the Institution.

In order to give other stations an opportunity of seeing the New Brighton Boat, as the first of a new and most important type, she will go from Cowes to New Brighton by the East coast and round the North of Scotland, touching at several places in Ireland, crossing from there to Padstow and Bristol, and then travelling up the Welsh Coast to the Mersey. She will call at nearly thirty places, among them Folkstone, Harwich, Hull, Newcastle, Dundee, Aberdeen, Inverness, Stromness, Oban, Glasgow, Belfast, Douglas, Kingstown, Bristol, Swansea and Holyhead. This tour will take about a month.

A Life-boat Worker of Four Years Old.

THE following story of how a little girl of four years old worked for the Life-boats has been sent to the Institution by the Honorary Secretary of its Llandudno Branch:—

"A little girl visitor, Betty Ruth Wharton, of Oldham, only four years of age, thought she would like to help the Llandudno Life-boat; and it was a remarkably ingenious method she

adopted for that purpose. First of all, she saved up some of her 'sweetie pennies.' With these she bought a small quantity of sweets which she sold to her friends at a profit. Her increased 'capital' was re-invested in the same way, and with the same results, until at last she was proudly able to present the sum of 11s. 8d. to Councillor John Roberts for the fund."

A Life-boat Sculptor.

THE following announcement appeared in the *Morning Post* on 9th May:—

“Mr. Frederick Thomas Callcott, the sculptor, died recently in a nursing home at Hastings. Born at Newcastle Street, Strand, in 1854, he was educated at St. Clement Danes Grammar School, and started business in a solicitor's office, at the same time studying at the St. Martin School of Art. Later on he went

to the Royal Academy School, gaining their Gold Medal for Sculpture in 1879, the subject being ‘Venus rescuing Æneas from Diomedes.’ He was a frequent exhibitor at the Royal Academy, and is best known to the public by his statue of the Life-boatman on the sea front at Margate and at the Royal National Life-boat Institution, Charing Cross Road.”

Summary of the Meetings of the Committee of Management.

Friday, 23rd February, 1923.

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

Reported the receipt of the following special contribution:—

	£	s.	d.
MODEL ENGINEERING EXHIBITION, per the Society of Model and Experimental Engineers (donation)	25	10	-
—To be thanked.			

Paid £17,539 2s. 11d. 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 £483 15s. 7d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Anstruther . . .	Schooner <i>Carmen</i> , of Stockholm . . .	16
Ballycotton . . .	Irish Free State Patrol boat <i>Slievenamon</i> . . .	14
Bembridge . . . (Motor)	Barge <i>Goldensand</i> , of Southampton . . .	4
Berwick-on-Tweed.	Berwick fishing yawls. Escorted yawls into harbour.	
	Fishing yawls of Berwick. Stood by boats.	
Blackpool . . .	S.S. <i>Ophir</i> , of Liverpool. Landed 9.	
Donna Nook . . .	Steam trawler <i>Dinorah</i> , of Grimsby. Landed 4.	
Eastbourne No. 2 (Motor)	Fishing boat <i>Lady Dora</i> , of Eastbourne. Saved boat and . . .	3
Filey . . .	Fishing cobles of Filey. Stood by cobles.	
Huna . . .	Steam drifter <i>Viola</i> , of Banff. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Kingstown . . . (Motor)	Fishing boat <i>Katie</i> , of Dublin . . .	3
Margate No. 2 . . .	S.S. <i>Royal Firth</i> , of Glasgow. Stood by vessel.	
Moelfre . . .	Schooner <i>Marian</i> , of Padstow. Landed 4.	
Newburgh . . .	S.S. <i>Portlethen</i> , of Aberdeen . . .	7
Robin Hood's Bay.	Steam trawler <i>Premier</i> , of Grimsby . . .	9
Rye Harbour . . .	Motor schooner <i>Alroy</i> , of Falmouth . . .	8
Scarborough . . .	Motor fishing boat <i>Providence</i> , of Scarborough. Escorted boat into harbour.	
	Motor fishing boat <i>Marie</i> , of Scarborough. Escorted boat into harbour.	
Selsey (Motor) . . .	Obsolete monitor <i>Sir Thomas Picton</i> . Rendered assistance.	
Sunderland . . . (Motor)	An obsolete cruiser . . .	6
Whitby (Motor).	S.S. <i>Spero</i> , of Newcastle. Assisted to save 23.	

The Clacton-on-Sea (Motor) Life-boat saved the barge *Decima*, of London, and her two hands; the Cromer Life-boat assisted to save the steam trawler *Lord Cecil*, of Grimsby; and the Lowestoft (Motor) Life-boat stood by the steam collier *Linhope*, of Newcastle.

Also voted £445 18s. 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:—Berwick-on-Tweed, Cadgwith, Caister No. 1, Crail, Dunbar, Fraserburgh, Holyhead, Kingsdowne, Mumbles, North Deal, Palling No. 2, Ramsgate, St. David's (Motor), St. Ives (Motor), Southend-on-Sea, The Lizard (Motor), Weymouth, and Whitby (Motor).

Granted £27 to men for injury in the Life-boat service at Douglas, Rye Harbour, and North Deal.

Voted a gratuity of £10 to ALEXANDER MACKAY, Second Coxswain at Thurso, on his resignation.

Granted additional monetary rewards to the crews of the *St. Ives*, *St. David's (Motor)*, *The Lizard (Motor)*, and *Donna Nook* Life-boats for arduous services on 22nd December, 1st, 9th, and 11th February, respectively.

Awarded an Aneroid Barometer to Mr. RIDLEY L. COLENSO, and granted £3, together with a Letter of Appreciation, to Mr. COLIN ROSS, in recognition of their services in saving one of the crew of the fishing boat *Watch*, which capsized in a heavy squall during a moderate S.W. gale with a rough sea, off Kilmuir Point in the Inverness Firth, on the 19th December, 1921. (This service was described in *The Lifeboat* for March, 1923.)

Voted £1 10s. to three men for saving the three occupants of the coble *Providence*, at Whitby, during rough weather on 19th January. Her mast and sails were carried away in a heavy squall, and another coble, the *Lady Lee*, at once went to her help, and towed her to Whitby; both cobbles having to bail all the way.

Voted £1 to four men for saving the three hands of the fishing coble *Providence*, which had her sails blown away during a heavy squall, off Whitby, on 2nd February. The four men, who were in the motor fishing boat *Radiant*, went at once to the help of the *Providence*, and towed her into harbour. Their prompt action saved the launch of the Life-boat.

Voted £8 5s. to the crew of eleven of the Helmsdale private Life-boat for saving the four occupants of the motor fishing boat *St. Abbs*, on the 23rd January. She was making for the harbour, and when crossing the bar, her engine stopped, from want of petrol. The anchor was dropped, but the strong S.W. wind and sea drove the *St. Abbs* into shallow water, where she began to bump heavily. The private Life-boat was launched, and took off the crew of the *St. Abbs*, which was by this time practically submerged. Later, the heavy seas washed the wreck up on to the beach.

Voted £3 to six Life-boatmen at Cromarty, for saving the motor fishing yawl *Ella* and her four hands on the 19th January. When returning from fishing she was caught in a heavy N.W. gale, and was seen from the shore to be in difficulties. The Life-boatmen put off in a motor-boat, and found the yawl in considerable danger of swamping. She was taken in tow and brought safely into harbour. The rescuers' boat was damaged.

Voted £4 to four men for saving the crew, four in number, of the motor fishing boat *Ivy*, at Helmsdale, on the 25th January. Her engine failed at the entrance to the harbour, and driven by the strong W. gale and rough sea she was in danger of stranding. An

anchor was dropped and held just long enough to enable the motor boat *Jennie*, which was following the *Ivy* in, to take her in tow and get her safely into harbour. There was some risk, owing to the strong currents and the rocks in the vicinity of the accident.

Voted £3 to six men, the crew of a pilot cutter, for saving the two occupants of a small boat which was blown out to sea at Sunderland, on the 19th January, during a moderate N.W. gale. The local Honorary Secretary, on receiving information of the boat's distress, requested the cutter to pick her up, thus saving the expense of a Life-boat launch. Darkness had fallen, but the small boat was found and brought safely into harbour, with her exhausted occupants.

Voted £3 to four men for saving five men at Clogher Head, on the 19th January. Two open pilots-boats were in tow of a steamer bound for Drogheda, but in the W. gale which was blowing one parted with the steamer. In answer to her signals of distress the other boat went to help, and succeeded in rescuing the crew just before their boat foundered. Great difficulty was experienced by the rescuers in reaching Clogher Head, on account of the gale and heavy seas.

Friday, 16th March, 1923.

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

Reported the death of the Right Hon. The EARL OF PLYMOUTH, P.C., G.B.E., C.B., a Vice-President of the Institution.

Elected the following gentlemen Vice-Presidents of the Institution:—

The EARL OF ALBEMARLE, K.C.V.O., C.B., A.D.C.

Commodore Sir R. H. WILLIAMS-BULKELEY, Bt., K.C.B., R.N.R.

HARRY HARGOOD, Esq., O.B.E.

Reported the receipt of the following special contributions:—

	£	s.	d.
ANONYMOUS.	300	-	-
WHITE STAR LINE, being a portion of the contributions made by passengers on their steamers	100	-	-
LOCKER'S PARK SCHOOL, Hemel Hempstead	76	-	5

—To be thanked.

Paid £11,161 10s. 9d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £488 17s. 7d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch	S.S. <i>Southwark</i> , of Barrow-in-Furness.	
	Landed 10.	

Life-boat.	Vessel.	Lives saved.
Arbroath . .	Motor fishing yawls <i>Annie Smith, Sunbeam, Pioneer, and Sunshine</i> , of Arbroath. Stood by yawls.	
Bridlington. .	Fishing boats of Bridlington. Escorted boats into harbour.	
Eastbourne No. 2 (Motor).	Steam trawler <i>Boy Daniel</i> , of Shoreham. Stood by vessel.	
Folkestone . .	Barge <i>John Fidler</i> , of Rye. Rendered assistance.	
Newhaven . . (Motor)	Steam trawler <i>Boy Daniel</i> , of Shoreham. Rendered assistance.	
Port Erin . .	S.S. <i>Sabina</i> , of Bilbao. Stood by and assisted vessel.	
Runswick. . .	A fishing coble of Staithes. Escorted coble into harbour.	
St. Ives . . .	Motor schooner <i>Elsie</i> , of Swansea. Landed 4. Schooner <i>Mary Jones</i> , of Chester. Rendered assistance and landed 3.	
Scarborough .	Fishing coble <i>Bertha May</i> , of Scarborough. Escorted coble into harbour. Fishing coble <i>Providence</i> , of Scarborough 3	
Tenby	Schooner <i>Tevija</i> , of Riga 9 French ketch <i>Camilla</i> 4	
Weymouth . .	S.S. <i>Cragside</i> , of Newcastle. Landed 10. Ketch <i>Phoenix</i> , of Plymouth. Landed 2.	
Whitby (Motor).	A fishing coble of Staithes, and the motor fishing boat <i>Remembrance</i> , of Whitby. Escorted boats into harbour.	
Wicklow (Motor)	Schooner <i>K.T.</i> , of Arklow. Landed 4.	

The St. Abbs (Motor) Life-boat escorted the yawl *Guide*, of St. Abbs, into harbour; and the Aldeburgh No. 1 Life-boat saved the French ketch *Hirondelle*, and her crew of three.

Also voted £532 19s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Barry Dock, Blyth (Motor), Brixham (Motor), Caister, Cloughy, Donna Nook, Dunbar, Flamborough No. 1, Ilfracombe, Longhope, Mumbles, Padstow No. 2 and Tug, Port Logan, Rhoscolyn, St. Mary's (Motor), Scarborough, Spurn (Motor), Stromness (Motor), Sunderland (Motor), and Tenby.

Voted an additional monetary reward to the crew of the Stromness Motor Life-boat for a long and arduous service in severe weather on the 10th February.

Directed that a Letter of Appreciation be sent to Mr. C. H. GRAY, Honorary Secretary at Bridlington, for his services in directing a launch of the Life-boat, by tractor, on 26th February.

Voted a compassionate grant of £5 to the widow of GEORGE DONNELLY, of Greencastle, who was in very poor circumstances. Donnelly had been a member of the Life-boat crew for nearly fifty years.

Voted a gratuity and Certificate of Service to ANTHONY NIXON, Coxswain of the Cambois Life-boat, who, as he was leaving the country, resigned after over twenty-four years' service.

Voted £5 to five men, for saving, at considerable risk, the fishing coble *Thankful*, of Staithes, and her three hands, at Staithes, on the 26th February. Also granted 5s. for oil and petrol consumed. During a moderate E.S.E. gale with a rough sea, the *Thankful* had her sails blown away, about one mile north of Staithes. The *Sceptre*—a motor fishing boat—was herself barely able to make headway, but she went to the coble and stood by, promising not to leave her. Later the *Sceptre* was able to take her into safety.

Friday, April 20th, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation of the EARL WALDEGRAVE, P.C., from the Chairmanship of the Committee of Management. A resolution recording the grateful appreciation of Lord Waldegrave's services as a member of the Committee since 1877, and as Chairman since 1911, was carried unanimously.

Reported the receipt of the following special contributions:—

	£	s.	d.
MRS. A. M. RAINEY	50	-	-
STEWART MARGETSON, Esq.	50	-	-
—To be thanked.			

Paid £20,688 8s. 9d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £27 2s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Plymouth . .	S.S. <i>Unicorn</i> , of Milford	2
Scarborough .	Fishing cobles <i>Victory</i> , and <i>Reliance</i> , of Scarborough. Escorted cobles into harbour.	

Also voted £290 14s. 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:—Abersoch, Brixham (Motor), Campbeltown No. 1 (Motor), Caister,

Clovelly, Courtown, Donaghadee (Motor), Dunbar, Easington, Eastbourne No. 2 (Motor), Hastings, Johnshaven, New Brighton, Newquay (Corn.), Newhaven (Motor), North Deal, Padstow Steam Tug, Port Patrick (Motor), Poole and Bournemouth, Ramsgate, Teesmouth (Motor), and Whitby.

Granted £66 2s. to men for injury in the Life-boat service at Blackpool, Blakeney, Moelfre, St. Anne's, Tenby, and Winterton.

Voted a compassionate grant of £5 to B. TAYLOR, who, after being a member of the Wells Life-boat crew for forty-three years, is now over seventy years of age, and in very poor circumstances.

Voted a gratuity of £28 to the widow of Coxswain WM. BRIDSON, of Castletown. Coxswain Bridson died shortly before he would have retired on a pension, on the closing of the station.

Reported that a Letter of Appreciation had been sent to Boulmer; the Life-boat crew having declined to accept any reward for an assembly on the 26th February.

Reported that a Letter of Thanks had been sent to the King's Harbour Master for allowing H.M. Tug *Atlas* to tow the Plymouth Life-boat, on service, on 8th April.

Granted an additional monetary reward to the crew of the Campbeltown (Motor) Life-boat in recognition of an arduous service on the 12th March.

Voted £2 5s. to three men for saving the only occupant of the motor launch *T. H. R.*, which was in distress, off Whitby, on the 10th March. The man was seen to be waving his jacket frantically, and in response the three men secured a motor fishing boat and set off to his help. They found that the launch had broken the stern gland of her propeller shaft, and was half full of water. She was sinking fast, and the man's life was undoubtedly saved by the prompt action of the rescuers.

Awarded the Thanks of the Institution, inscribed on Vellum, and the sum of £3 each, to CHARLES O'DONNELL and MICK O'DONNELL, in recognition of their very meritorious conduct in rescuing, at great personal risk, two men, who were capsized in a rough sea and a moderate N.E. breeze, off Aranmore, Co. Donegal, while crossing Arran Roads in a small punt, on the 14th March. When the two men were seen struggling in the water, the rescuers put out at once in a small punt, and after a hard pull reached them. But their own boat was so small that it was found impossible to lift the men into her, and Charles O'Donnell held both of them up, while Mick O'Donnell pulled for the shore, which was half a mile distant. It took half an hour to cover this distance. When land was reached one of the two men was found to be dead, but the other was brought round by artificial respiration.

Voted £2 to DAVID MILLER and £9 to six other men for saving or attempting to save the crew, nine in number, of the steam drifter *Comelybank*, which stranded on the north-east

side of Papa Stronsay, Orkneys, on the night of the 8th February. The vessel's steering gear had been damaged before she stranded, and as a S.E. gale was blowing, with a very heavy sea, the crew were in imminent danger in the darkness. A drifter put out and attempted a rescue but was unsuccessful. Other boats also went out, and one was hauled across the Island and launched, but was unable to reach the vessel. At low water, when a lee could be obtained, a line was got ashore, David Miller, having waded out to sea to reach it, and the crew were rescued by a small boat which was hauled off by the line.

Voted £4 to four men for saving one of the two hands of a yawl, which capsized off Portlethen, on the 19th January. A strong S. breeze was blowing, and the prompt action of the men, in putting off in a small boat, undoubtedly saved the life of the man, who was found clinging to the rigging of the yawl.

Also voted £4 10s. to nine men who put off from Stonehaven and picked up the body of the other man, which was entangled in the rigging. £1 was also paid for the hire of the boat and petrol used. When information of the accident reached Stonehaven the Honorary Secretary thought it was unnecessary to send out the Life-boat, and so despatched these nine men, of whom one was the Coxswain of the Life-boat, in a motor boat, to the scene of the accident, which was half-way between Stonehaven and Aberdeen.

Friday, 11th May, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Elected Sir GODFREY BARING, Bt., Chairman of the Committee of Management, and the Hon. GEORGE COLVILLE, Deputy-Chairman.

Passed a Vote of Thanks to H.R.H. the PRINCE OF WALES, K.G., for his kindness in visiting several depôts on the occasion of "Prince of Wales' Day for the Life-boats" in Greater London, on the 8th May.

Paid £11,403 16s. 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 £95 5s. 10d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blackrock . . .	S.S. <i>Fellar</i> , of Dundalk.	
	Landed 2.	
Blakeney . . .	Smack <i>Telegraph</i> , of Boston.	Stood by vessel.
Cromer . . .	S.S. <i>Nystrand</i> , of Skien.	Stood by vessel.
Southend-on-Sea.	Barge <i>Jeffie</i> , of Rochester . . .	2
Walton-on-the-Naze (Motor)	Barge <i>John Vidler</i> , of Rye.	Stood by vessel.

The Cresswell Life-boat assisted the S.S. *Kamford*, of Christiania; the Gorleston No. 1 Life-boat saved the S.S. *Emmanuel*, of Piræus; and the Lowestoft (Motor) Life-boat assisted the steam trawler *Burgemeester Ripping*, of Maassluis.

Also voted £173 10s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Angle, Barry Dock (Motor), Caister, Cemaes, Douglas, Gorleston (No. 1), Hastings, Holyhead, Lowestoft (Motor), The Lizard (Motor), Ramsgate, Sheringham, and Teesmouth (Motor).

Granted £14 2s. 6d. to men for injury in the Life-boat service at Buckie and Cardigan.

Voted £2 to Mr. WYATT, of Walton-on-the-Naze, for saving three lives, on the 2nd April. During the morning a man, accompanied by his wife and child, put off in a small pleasure boat, but being unfamiliar with the tides got into difficulty, and eventually stranded on a bank. Mr. Wyatt, who was working in the fields, saw that they were in considerable danger, and went to their help. To do this he had to cross several banks, and to swim across several creeks, in addition to wading through deep mud. Having reached the boat he was able to get her off and to row the occupants ashore, a distance of one and a half miles. It was a very plucky rescue, as Mr.

Wyatt, although a good swimmer, is sixty-five years of age.

Voted £9 to nine men for saving the crew, twelve in number, of the steam trawler *Aralia*, of Grimsby, which was wrecked on the Ness of Duncansbay, near the island of Stroma, on the 29th March. Also granted 10s. for stores consumed. While bound from Iceland to Grimsby with a cargo of fish, the *Aralia* ran ashore during a thick fog. Distress signals were made, and the rescuers put off from Stroma in a motor boat and, at considerable risk and with great difficulty, succeeded in taking off the whole of the crew, who were landed at Huna. There was a heavy surf on the Ness, and the tide was running rapidly. The wind was S.E. A few minutes after her crew had been rescued the vessel turned over on her side.

Voted £7 10s. to six men for attempting to save life, at Southport, on the 13th April. At 9.15 p.m. a man, who had left the pier in a fishing boat's punt to go to a motor boat moored in the Channel, was unable to get back against the wind and tide, and was drifting out to sea. The Coxswain of the Life-boat saw his distress, and with five other men went out in the Life-boat boarding boat and searched unsuccessfully until 1 a.m., when they had to return as the ebbing tide made it impossible to remain out in the direction which the punt had taken. The man was picked up by a trawler and landed at Fleetwood.

News from the Branches.

Annual Meetings.

BOURNEMOUTH.—On 2nd February, 1923, the Mayor (Alderman C. H. Cartwright) in the chair. The report for the year ended 30th September, 1922, showed that the total receipts amounted to £590, as compared with £598 in the previous year. It was felt that neither the house-to-house collection nor the Life-boat Day had been altogether satisfactory, and that a special effort should be made to improve both these appeals in 1923. Commander G. C. Holloway, R.N.R., a member of the Committee of Management, thanked the Branch and its workers on behalf of the Institution, and the District Organising Secretary appealed to the Branch to form a Bournemouth Ladies' Life-boat Guild. Mr. H. E. Shave, the retiring Honorary Secretary, was then presented with the Silver Inkstand and a Framed Certificate awarded to him by the Institution in recognition of his thirty-

seven years of service for the Life-boat cause. At a previous meeting, held in December last, Mr. Shave was presented with a gold watch by the Branch.

DUBLIN.—On 12th March, 1923, the Right Hon. Andrew Jameson, P.C., in the chair. The report for the year ended 30th September, 1922, showed that £847 had been raised as compared with £872 in 1921. The Chairman appealed for more permanent subscribers, pointing out that Ireland contributed to the Institution a good deal less than the cost of maintaining the Stations on the Irish coast.

DURHAM.—On 16th February, 1923. The Mayor (Councillor R. McClean), President of the Branch, in the chair. Bishop Welldon made a special appeal on behalf of the Institution, and promised to devote to its benefit the collection at an oratorical performance in the Cathedral.

DUNDEE.—On 23rd April, 1923, Mr.

A. G. Gilroy, J.P., President of the Committee, in the chair. The report for the year ended 30th September, 1922, showed that the Life-boat at Broughty Ferry had been called out on four occasions, and that the Branch had raised £608, as compared with £459 in 1921. Of this sum, £515 had been collected by the Ladies' Life-boat Guild, and a special vote of thanks was passed to its members for their work.

DONAGHADEE.—On 27th March, 1923, Mr. H. L. Garrett, Chairman of the local Committee, presiding. The report for the year ended 30th September, 1922, showed that a sum of £107 had been raised as compared with £109 in 1921. Mr. Garrett was re-elected Chairman. Mr. J. H. Mulholland pointed out that, though the Branch received no financial help from adjoining towns, its contributions to the Institution compared favourably with those of many other places of the same population, and for this they were largely indebted to the efforts of Mr. Garrett. The other officers were also re-elected.

DOUGLAS, ISLE OF MAN.—On 21st March, 1923, the Lieutenant Governor, Patron of the Branch, presiding. The report for the year ended 30th September, 1922, showed that the sum of £548 had been raised as compared with £563 in 1921. In moving the adoption of the report, the Chairman complimented the Committee of the Ladies' Life-boat Guild on the result of their efforts. Considering the shortage of money and the bad weather, he thought the Branch had done remarkably well to raise within £15 of the amount collected in 1921. In seconding the report, the Vicar-General expressed the hope that the Centenary of the Institution, in 1924, would be celebrated in a very special way in the Island, in order to show how proud they were of the fact that it was through the efforts of a resident in the Island that the Institution was founded. The officers were re-elected.

GLASGOW.—On 28th May, Sir John Ure Primrose, Bt., presiding. The report for the year ended 30th September, 1922, showed that £2,948 had been raised as compared with £2,894 in 1921. Sir John Primrose referred in particular to the handsome contribution made to

the Branch by the Glasgow police, and Lord Maclay, in seconding the adoption of the report, spoke of the very great help which the Branch received from its many lady workers. He referred to the trouble in Glasgow some time ago, when street collectors for charity were convicted of theft, and said that it was a matter of congratulation that, owing to the precautions taken, nothing of the kind had ever happened in connexion with the Institution's appeals in Glasgow.

HULL.—On 12th April, 1923, the Sheriff (Councillor H. Dean) in the chair, the Lord Mayor and Lady Mayoress also being present. The report for the year ended 30th September, 1922, showed that £651 had been raised, as compared with £540 in 1920. In moving the adoption of the report, the Lord Mayor commented on the small number of ship-owners whose names appeared in the list.

LEEDS.—On 22nd February, 1923, the Lady Mayoress (Mrs. Frank Fountain) presiding. The report for the year ended 30th September, 1922, showed that the receipts amounted to £1,548, an increase of nearly £250 on the previous year. Mrs. A. Hoyland-Smith, Honorary Secretary of the Ladies' Life-boat Guild, presented the first annual report, which showed that much work had already been done by the Guild. It was pointed out that Bradford has just raised a special fund of £10,000 to provide a *City of Bradford Motor Life-boat* at Spurn, and an effort was now to be made to raise another £3,000 to provide a Life-boat house. Councillor P. T. Leigh suggested that what Bradford had done Leeds could do as well.

LINCOLN.—On 23rd February, 1923, the Mayor, President of the Branch, in the chair. The report for the year ended 30th September, 1922, showed that £186 had been raised, as compared with £210 in 1921. A wish was expressed that in 1923 an effort should be made to make up this deficit. The Mayor announced that the special efforts during the year would be a whist drive, Life-boat day, and a sacred concert.

LIVERPOOL.—On 5th April, the Lord Mayor (Councillor F. C. Wilson), President of the Branch, in the chair. The

report for the year ended 30th September, 1922, showed that the sum of £4,954 had been raised as compared with £4,373 in 1921. Of this sum, the Ladies' Life-boat Guild had collected no less than £2,560. An address was delivered by Sir Godfrey Baring, Deputy Chairman of the Institution, in the course of which he said that Liverpool came fourth in the list of the Institution's Branches, those which had raised larger sums during 1922 being the City of London, Bradford and Manchester. He also spoke of the special appeal which Lord Derby was going to sign, asking for the increased contributions of the shipping community of Liverpool.

MANCHESTER, SALFORD AND DISTRICT.—On March 8th, Sir William Milligan presiding. The report for the year ended 30th September, 1922, showed that the sum of £4,842 had been raised, as compared with £5,707 in 1921. Nearly £800 of this sum had been raised by the Ladies' Life-boat Guild. Sir William Milligan announced that Manchester and District hoped to celebrate the Centenary of the Institution in 1924 by raising a special fund to provide a Motor Life-boat for the Institution's Station at Ramsey, in the Isle of Man.

MIDDLESBROUGH.—On 25th April, 1923, the Mayor, Mr. Stanley Sadler, presiding. The report for the year ended 30th September, 1922, showed that £326 had been raised, as compared with £136 in 1921. In moving the adoption of the report, the Mayor paid special tribute to the work of the Ladies' Life-boat Guild, to whose efforts this splendid increase was principally due.

MONTROSE.—On 29th March, 1923, Captain Stansfield, Chairman of the Local Committee, presiding. Commander Drury, R.N., complimented the Station on being one of the best kept in Scotland. The report for the year ended 30th September, 1922, showed that £142 had been raised, as compared with £55 in 1921. Captain Stansfield resigned from the position of Chairman, which he had held for many years and was elected Honorary President, his place as Chairman being taken by Mr. Mearns.

NEWCASTLE-ON-TYNE.—On 9th May, 1923, the Lord Mayor presiding. The report for the year ended 30th Sep-

tember, 1922, showed that the total income of the Branch was £630, an increase of £219 on 1921. The report added: "The Committee would like to ask for further support from the shipping companies in the city. Individual subscriptions have been received from generous shipowners and shipping firms, and gratefully recorded, but they feel that the percentage of subscribers amongst the large shipping interest in the city might be raised." An address was delivered by Major-General the Right Hon. John E. Bernard Seely, C.B., C.M.G.; D.S.O., a member of the Committee of the Institution, in the course of which he pointed out, while Manchester raised £5,000 and inland towns like Bradford and Oxford over £3,000 and over £1,000 respectively, Newcastle, although it was a town at which the first permanent Life-boat Station was established, had raised under £700. Councillor R. J. Thompson (Chairman of the North of England Steamship Owners' Association) expressed regret that this association had not done more in the past to help the Life-boat Service, but was sure this would be remedied in the future, and promised to do all that he could personally to increase the association's support.

OXFORD.—On 9th February, in the Hall of Magdalen College, the President of Magdalen, Sir Herbert Warren, K.C.V.O., Hon. D.C.L., in the chair, The speakers were Rear-Admiral C. B. Miller, C.B., A.D.C., the Rev. Prebendary Gough, M.A., F.R.S.L., Major Sir Maurice Cameron, K.C.M.G. (member of the Committee of Management), the Rev. Father John Baptist Reeves, M.A., O.P. The report for the year ended 30th September, 1922, which was presented by the Honorary Secretary, Miss Alice Marshall, showed that £1,301 had been raised as compared with £1,243 in 1921. Sir Maurice Cameron, K.C.M.G., on behalf of the Committee of Management, presented to Miss Marshall a copy of the Resolution, inscribed on vellum and framed, nominating her an Honorary Life-Governor of the Institution. The vellum had been signed by the Prince of Wales, President of the Institution. Sir Maurice Cameron pointed out that it was an exceptional honour, Miss Marshall

being only the second Honorary Life-Governor to be elected.

PETERBOROUGH.—On 28th April, 1923, Mrs. G. C. W. FitzWilliam, President of the Branch, in the chair. The report for the year ended 30th September, 1922, showed that £70 had been raised, as compared with £142 in 1921. An address was delivered by Sir Godfrey Baring, Bt., Deputy Chairman of the Institution.

PERTH AND COUNTY.—On 15th May, 1923, the Earl of Moray, Patron of the Branch, in the chair. The report for the year ended 30th September, 1922, showed that the sum of £333 had been raised, as compared with £360 in 1921. The Earl of Moray pointed out that Perth, an inland county, occupied the sixth place among the Scottish Branches, and Bailie Hunter paid a tribute to the efficiency and enthusiasm of the Branch and said that the authorities were always glad to sanction its appeals.

RAMSEY, ISLE OF MAN.—On 14th March, 1923, Mr. T. H. Lidwood, J.P., President of the Branch, in the chair. The report for the year ended 30th September, 1922, showed that £126 had been raised, as compared with £157 in 1921, the fall being largely due to the bad weather on Life-boat Day, which only raised £76, as compared with £122 in the previous year. The officers were re-elected, and Mrs. J. Grimble-Groves was elected Patron of the Ladies' Life-boat Guild.

SHIPLEY (Bradford).—On 21st March, 1923, Mrs. C. H. Simonds presiding. The report for the year ended 30th September, 1922, showed that the sum of £234 had been remitted to Bradford, this being the largest district contribution for the year.

SOUTHAMPTON.—On 30th January, the Mayor (Mr. Walter Moulard), President of the Branch, in the chair. The report for the year ended 30th September, 1922, showed that it had been a record year, the sum of £815 having been raised, as compared with £732 in 1921. It was suggested by a member of the Committee that an effort should be made by Southampton to follow the example of Winchester, and to raise a special fund for the construction of a Life-boat to be named after the town.

SOUTHPORT.—On 1st March, 1923, the Mayor (Alderman Willett, C B., D.L., J.P.) presiding. The report for the year ended 30th September, 1922, showed that there had been no call on the Life-boat during the year, and that the sum of £730 had been raised, as compared with £670 in 1921. Of this sum no less than £590 had been raised by the Ladies' Life-boat Guild, an increase of £80 on the previous year. The annual meeting of the Guild itself was held on the following day, and the Mayor again presided, supported by the Mayoress. The report for the year showed that the £590 had been raised at the expense of only £15. It was hoped that during the Centenary year the contribution of the Guild would be greatly increased.

SUNDERLAND.—On 22nd March, 1923, the Mayor (the President of the Branch) in the chair. The report for the year ended 30th September, 1922, showed that in spite of unexpected expenses at the Station, the Branch had been able to remit £300 to the Institution. Attention was called to the folly of many amateur fishermen, who, in spite of warning, went out in dangerous weather, trusting to the Life-boatmen to help them if they got into difficulties.

TORQUAY.—On 16th March, 1923, Mr. Henry C. Slade, the Honorary Secretary, presented the last Annual Report of this Station, which has been closed, as being no longer necessary since there is now a Motor Life-boat stationed at Brixham. It is proposed to form a General Committee to include Torquay, Paignton and Brixham, in order to carry on the financial work of the Branch. The report showed that £298 had been raised, as compared with £291 in 1921. Special reference was made to the energetic and devoted work of Mrs. Towle, the Honorary Secretary of the Ladies' Life-boat Guild, and her helpers.

WARRINGTON.—On 6th March, 1923, Mr. F. A. Frost, in the chair. The report for the year ended 30th September, 1922, showed that £321 had been raised, as compared with £61 in 1921 and £436 in 1920. Sir Godfrey Baring, Bt., Deputy Chairman of the Institution, moved a vote of thanks to the Officers and Committee of the Branch, and paid

a tribute to the work which they had done, and which had resulted in Warrington raising nearly £1,400 in the last five years.

Special Meetings.

BRISTOL.—A Special Meeting was held on 26th April, 1923, the Lord Mayor, the Patron of the Branch, in the chair, for the purpose of calling attention to the small support which Bristol gives to the Life-boat Cause. The Lord Mayor pointed out that Bristol, though a great port, fell below many inland towns, and that its Life-boat Day in 1921 raised only £71, compared with £102 raised in Bath. Sir Godfrey Baring, Bt., Deputy Chairman of the Institution, delivered an address on the recent developments in its work, and its special claims on the generous support of the public.

CLAPHAM.—A meeting was held on 19th March for the purpose of enlisting help for London Life-boat Day, the Mayor (Dr. Henry Jackson) being in the chair. An address on the work of the Life-boat Service was delivered by Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, and a film on the Life-boat Service was shown. As a result of the meeting a number of promises to help were obtained.

HIGHGATE.—A Special Meeting was held on 6th March for the purpose of increasing the membership of this Branch. The Rev. F. Stone, of St. Luke's, West Holloway, presided, and expressed his pleasure in taking part in the work, since, as a former seamen's chaplain, he knew something of the hardships which they endured, and the need for an efficient Life-boat Service. It was decided to hold more meetings, in order to attract public interest in the work of the Branch.

HASTINGS AND ST. LEONARDS.—A concert in aid of the Branch was held at St. Leonards on 8th February. It attracted a large audience and proved a great success. During the interval Mr. A. J. Anson, Honorary Secretary of the Branch, thanked all those who had taken part, and gave a short address on the work of the Service.

KING'S LYNN.—A Special Meeting

was held on 27th February for the purpose of presenting to Mr. C. H. Lemmon the Gold Pendant and the Thanks of the Institution inscribed on Vellum, which had been awarded to him by the Committee of Management, in recognition of his services as Honorary Secretary for the Branch for thirty years. The Mayor (Mr. R. Green) presided, and the presentation was made by Sir Godfrey Baring, Bt., Deputy Chairman of the Institution, who spoke of the unfailing ability and tact with which Mr. Lemmon had carried out his work. Mr. Lemmon, in replying, thanked all those who had given their help in carrying on the Branch, especially the ladies, who had done most useful work in organising Life-boat Days and other appeals.

LLANDUDNO.—A Special Meeting was held on 14th May, when the Ladies' Life-boat Guild Badges were presented to the officials and original members of the Guild. Mr. G. H. Humphreys, J.P., the Chairman of the Branch Committee, spoke on the splendid work which had been done by the ladies of Llandudno in the past, and said that he looked forward to them doing still finer work now that they had formally constituted the Ladies' Life-boat Guild. He congratulated the members on having Mrs. Mostyn as their President, and such able organisers as Mrs. Raymond and Mrs. Marks.

SALISBURY.—A large and successful fête was held on Whit-Monday, at Wilton Park, kindly lent to the Institution by the Earl and Countess of Pembroke, respectively the Presidents of the Salisbury Branch and Salisbury Ladies' Life-boat Guild. The Duchess of Somerset, accompanied by the Duke, opened the fête, and among those present were the Mayor and Mayoress of Salisbury (Mr. and Mrs. F. H. Wort), Mr. Hugh Morrison, M.P., Brig.-General J. E. Vanrenen and Major Fisher, Joint Honorary Secretaries of the Branch, Major-General Sir Henry J. Everett, K.C.M.G., C.B., the Hon. Lady Stuart-Wortley, and Mrs. Hamilton Fulton, Honorary Secretary of the Ladies' Life-boat Guild. There were many attractions, including two naval displays by a contingent of sailors and cadets from

H.M.S. *Excellent*, Portsmouth, which was accompanied by the *Excellent's* band and the British Legion band. The band of the King's Shropshire Light Infantry provided the music for dancing in the evening, and a wireless demonstration was given by the Western Wireless Company, of Salisbury. The fête had been admirably organised by a special Executive Committee, of which Brigadier-General J. E. Vanrenen and Major Fisher were the Joint Honorary Secretaries. About 9,000 people were present, and a large sum was realised.

STOKE NEWINGTON.—A special meeting was held on April 23rd, the Mayor (Councillor C. J. Matthews) in the chair. An address was given by Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, and a film of a Life-boat rescue was shown. It was unanimously decided to give all possible help in the borough to the Institution, and to take steps to form a Stoke Newington Branch.

TYNEMOUTH.—The first social gathering organised by the Ladies' Life-boat Guild, which was formed last year by Mrs. A. Mitchell, during her year of office as Mayoress, was held on 6th February. Among those present were the Mayor and Mayoress (Councillor and Mrs. Frater), and Major Burton, R.E., Honorary Superintendent of the Motor Life-boat. This function was followed, on 23rd February, by the first of what it is hoped will be an Annual Life-boat Dinner, Major Burton being in the chair.

STOURBRIDGE.—A Special Meeting was held on 8th February for the purpose of presenting Mrs. G. J. Dudley and Mr. P. H. Chappell with the Gold Brooch and Gold Pendant awarded to them respectively by the Committee of Management. In the absence of the Mayor (Lieut.-Colonel A. H. Moody, O.B.E.), the chair was taken by Councillor C. S. Hall (the Deputy Mayor), and in the absence of Sir Godfrey Baring, Bt., Deputy Chairman of the Institution, who at the last moment was unavoidably prevented from being present, he also made the presentation. An address was delivered by the Organising Secretary, who thanked Mrs. Dudley and Mr.

Chappell for their long and devoted service to the Institution, Mrs. Dudley as organiser for many years of the Life-boat Days, and Mr. Chappell as the Honorary Secretary of the Branch.

WINCHESTER.—Seven hundred members of the Brotherhood were present on Sunday, 13th May, when Sir Godfrey Baring, Bt., Deputy Chairman of the Institution, delivered an historical address on the Life-boat Service, the chair being taken by Councillor Stanley Clifton. In moving a vote of thanks to Sir Godfrey, the Chairman said that the people of Winchester had always taken an interest in the work of the Institution, and were proud of the fact that they had provided the Life-boat now stationed at Aldeburgh, named the *City of Winchester*. He hoped that the centenary celebrations of the Institution next year would not only be a very great success, but that Winchester would play a very prominent part in them.

New Branches and Ladies' Life-boat Guilds.

BERWICK.—A meeting was held on 10th May for the purpose of forming a Ladies' Life-boat Guild. The meeting was called at the invitation of Lady Francis Osborne, and Dr. C. L. Fraser, the Honorary Secretary of the Branch, presided. Major-General the Right Honourable John E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management, delivered an address on the work of the Institution, in the course of which he paid a tribute to the long and valuable services of Dr. Fraser to the Institution. A resolution was unanimously adopted for forming the Guild, Mrs. Fraser being elected Honorary Treasurer, and Miss Campbell Renton, Honorary Secretary.

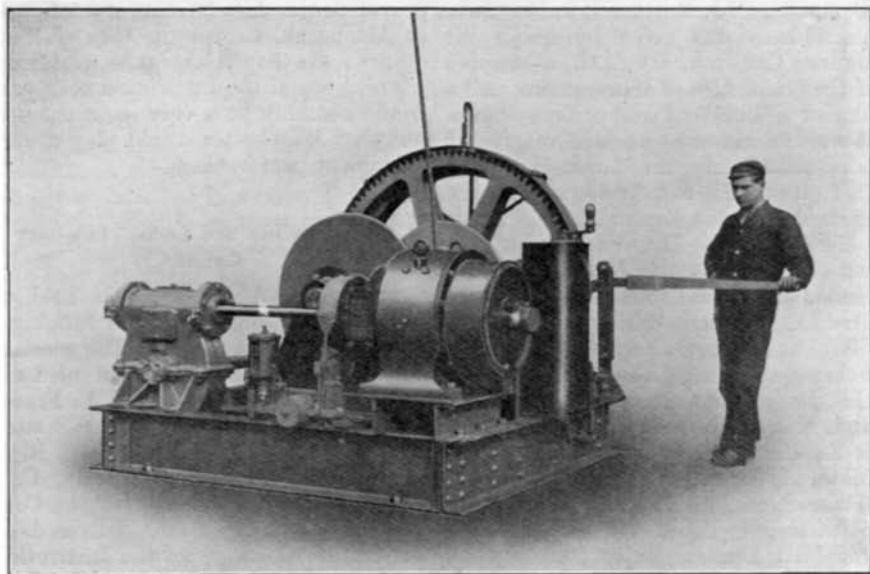
CARLISLE.—A Special Meeting was held on 18th April for the purpose of considering means to increase the work of the Branch. The Mayor (Mr. Robert Dalton), President of the Branch, who was in the chair, pointed out that some years ago Carlisle had taken an active part in supporting the Institution. He was now anxious to revive its interest and put it on a more permanent footing. He proposed that both a Carlisle Branch

and a Carlisle Ladies' Life-boat Guild should be formed, and the resolution was unanimously carried. It was pointed out that with a population of about 54,000 Carlisle ought to raise at least £200 a year.

MARYPORT.—A meeting was held on 10th April for the purpose of forming a Ladies' Life-boat Guild, Dr. Sanderson being in the chair, and among those present being Mr. Walker T. Moore, the Honorary Secretary of the Branch. After an address from the Assistant Organising Secretary for the North of England, a resolution constituting a

Guild was unanimously carried, and the Officers and Committee were elected, Mrs. Stokoe being President, Mrs. Nutsford Honorary Treasurer, and Miss Leighton Honorary Secretary.

PENARTH.—A Special Meeting of the Cardiff and Penarth Branch was held on 27th March for the purpose of forming a Penarth Ladies' Life-boat Guild, Lady Hansen presiding. An address on the Life-boat Service was given by Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management. It was unanimously decided to form a Guild.



THE ELECTRIC WINCH USED FOR HAULING UP AND HOUSING MOTOR LIFE-BOATS.

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