

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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Notes and News.

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

THIS present number of *The Life-Boat*, the 280th, is the last but one which will be published in the first century of the Institution's history. When the next appears, in February, 1924, we shall be on the threshold of our second century. March 4th will be the hundredth anniversary of the founding of the Institution. March 1st will be the seventy-first birthday of *The Life-Boat*. For the seventy-one years its aim has been, in the words of its first editor, "to advance the great cause we advocate, namely, the improvement of life-boats, their management, and all other means for the preservation of life from shipwreck."

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I should like to quote also, the very first words of its first number :

"If there be one subject more than another that might be expected to command the attention and sympathy of a maritime country like Great Britain, it surely must be the safety and welfare of those of her sons 'whose business is in the great waters,' and yet how imperfectly informed, how supinely indifferent is the great bulk of our population, as to the causes, the prevention, or the mitigation of the heroes of shipwreck !"

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Those words were written at a time when the Institution, re-organised by the vigorous efforts of the fifth Duke of Northumberland, was just beginning to recover after a period during which public apathy had allowed its revenue to fall to less than £400, and the great majority of its Life-boats to become unseaworthy. The bitter and deserved reproach in those words has, in the intervening years, been largely removed—

largely but not entirely. There still are many "imperfectly informed, and supinely indifferent." So long as there are such, and so long as the Institution fails to raise each year sufficient to maintain the Service for the year, that reproach will remain. Our hope is that, before we have gone far in our second century, it will have been entirely removed.

The Institution and Ship Owners.

In the last issue of *The Life-Boat*, in the article entitled "The Institution and Ship Owners," appeared a list of the launches of Life-boats to ships during the first four months of this year, together with the names of the vessels, and the owners, and the amount of the owner's subscription, if any, to the Institution. Among these ships was the s.s. *Dunmail*, of Newcastle, some of whose crew in a small boat were helped on 21st April, by the Barry Life-boat, and it was stated that the owners, Messrs. Sharp & Co., of Newcastle, were not subscribers to the Institution. While this statement is correct, I am very glad to be able to say, that since the appearance of that article, the Barry Honorary Secretary has informed me that, after this service, Messrs. Sharp sent a special contribution of five guineas to the funds of the Barry Branch, while the Captain of the *Dunmail* sent "a most appreciative letter" to the Coxswain and Crew of the Life-boat, and a sum of money to be distributed among them.

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The article was quoted in a number of newspapers, and the *Journal of Commerce*, of Liverpool, one of the leading shipping papers in the Kingdom, and

a paper which has always shown its readiness to put the claims of the Institution before the public, complained with some bitterness of "these attacks," suggested that "a direct personal appeal to the shipowners as a body for increased support would be the better way," and gave it as its opinion that "shipowners do, as a matter of fact, support the Life-boat Institution, as well as any other section of the community."

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The *Journal of Commerce* also published two letters expressing surprise at the Institution's charges against shipowners, and asking what data there were to support them, and quoted "a well-known shipowner" as saying that the Institution's Secretary "needed a good shaking."

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A full reply was sent to these criticisms, but, as readers of *The Life-Boat* are already familiar with the facts, it need not be quoted in full here. It pointed out that "direct personal appeals" had been, and were continually being, made to shipowners. It gave figures to show that in fact, they did *not* "support the Institution as well as any other section of the community," and it called attention to the fact that the statements made in *The Life-Boat* had been supported by three pages of figures and dates. In conclusion, the "well-known shipowner," or any one else concerned, was gently invited to "shake" the Institution's facts if he could.

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That letter was published by the *Journal of Commerce*, on 1st August. So far no attempt has been made to shake either the facts or the Secretary.

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At the same time it is a pleasure to be able to record that when, at the beginning of November, the *Donaghadee* Life-boat performed a fine service to the s.s. *Castle Ireland*, of Belfast, rescuing nine lives, the owners, Messrs. John Kelly, Ltd., presented £50 to the Crew.

Gifts from Crews.

The Life-Boat Day at Palling (Norfolk) was held early in August, and raised a sum of over £25. A launch of the Life-

boat took place in connexion with the Day, which had been organised by Mr. G. O. Cubitt, who provides the horses for launching. On this occasion not only did he provide the horses without any charge, but the Crew and helpers gave their services. These two generous gifts of service were the equivalent of over £15.

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In addition we have had several gifts of money from Crews. On 6th December of last year, the Spurn Life-Boat rescued the crew of five of the schooner *Hosanna*, of Thurso, and then put out again, and saved the vessel also. For saving the vessel, the Life-Boat Crew were awarded salvage, and from his share of this award, Coxswain Robert Cross has sent to the Institution a donation of £2 5s. 0d.

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On 12th April, of this year, the Cresswell Life-boat helped to refloat the Norwegian steamer *Kamfjord*, of Christiania, and on 16th April, the Lowestoft Boat helped to refloat the Dutch steam trawler *Burgemeester Rip-ping*, of Maassluis, which had also stranded. Out of the salvage awarded for these two services, the Crews have made donations of £10 and £2 respectively, to the Institution's funds.

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On 19th July last the smack *Hepatica*, of Lowestoft, went aground on the Hasborough Sands, and was got afloat again with the help of the Cromer Motor Life-boat. Out of the salvage awarded them for this service the crew have presented £1 16s. 4d. to the Institution.

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I regret that in the last issue of *The Life-Boat* the gift which the Clacton-on-Sea Crew made to the Institution, out of money received for the salvage of the barge *Decima*, was given as £3. It should have been £5. The date of the service was 20th January last.

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On 4th August, 1922, the Porthoustock Life-boat crew saved the s.s. *Dolphin*, of Manchester, and her crew of eight. The vessel had struck the Manacles Rocks during thick weather and was piloted by one of the Life-boat crew into Falmouth Harbour, accompanied by the

Life-boat. Out of the salvage awarded the Life-boat Crew have sent a donation to the Institution, of £8 16s. 6d.

Practical Gratitude.

"From the calamity of shipwreck no one can say that he may at all times remain free, and whilst he is now providing only for the safety of others, a day may come which will render the cause his own." Every now and then that truth is strikingly illustrated by events. Here is one such illustration. On 27th August five friends put out from Porthdinllaen in a small boat to enjoy some fishing. They were caught in a sudden squall. One of their oars was put out of action, and they were left helpless at the mercy of heavy seas. The news of their danger was brought ashore by another boat, and the Porthdinllaen Life-boat at once put out, and rescued all on board, but she arrived only just in time, for the boat was already almost filled with water and in imminent danger of being swamped. In acknowledgment of this service the following letter was sent by the five rescued men to the Honorary Secretary at Porthdinllaen:—

"We, the undersigned, wish to express our profound appreciation to Coxswain Owen Evans, his Crew, and all others who were in any way instrumental in coming to our help in Morfa Nevin Bay. on the 27th of August. We are convinced that we owe our lives to the magnificent way in which assistance was given, and have pleasure in forwarding herewith twenty-five pounds (£25) towards the funds of the Institution. Again tendering our heartfelt thanks."

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Nor was that all. The day after the rescue one of the five called on the Institution's Organizing Secretary in Manchester to express his gratitude. He added, "Like many others, I have been 'bored stiff' by Life-boat and other flag days, but I want to take this opportunity of saying that anything which I can do at any time for the Institution will be regarded as a privilege."

The Rescued to the Rescuer.

Here is another fine example of practical gratitude:—

At 7 in the morning of 30th August the St. Abbs Life-boat was called out to the help of a vessel showing signals of distress two and a half miles to the north-east. A gale was blowing, with a heavy sea and driving rain. At first the vessel could not be found, and the Life-boat returned to St. Abbs Head Signal Station, and learnt that she was now far to the southward, off Eyemouth. When the Life-boat reached her she was in a sinking condition, with no sign of life on board, and ten minutes later she foundered. A life-buoy was picked up marked "East Neuk, Aberdeen," and it was afterwards learnt that her crew had been saved by the Eyemouth Life-boat. Among the men who answered the signal of distress, and went out in the Boat, was a visitor on holiday at St. Abbs, Captain Robert Gibson, who was in command of the s.s. *Hopelyn*, of Newcastle, when she was wrecked on the Scroby Sands on 19th October of last year, and who had himself been saved, with all his crew, after that stern and heroic struggle, lasting thirty-six hours, for which the Coxswains at Gorleston and Lowestoft won their Gold Medals.

Life-boat Service Boards in Churches.

In the last issue of *The Life-Boat* I called attention to the fact that the Service Boards of the Life-boat Station at Pakefield, Suffolk, which is now closed, were to be hung in the parish church, and that there would be a special service when they were unveiled. I am very glad to see that the idea has been taken up elsewhere, and a correspondent of the *Liverpool Daily Post and Mercury*, in its issue of 24th July, writes: "The Mersey Life-boats have many fine achievements to their credit, and it might be worth considering whether one of the Wallasey churches, say St. Nicholas's, as being nearest the sea, could not in this way show honour to the Mersey Life-boat men."

A Children's Life-boat Bazaar.

On several occasions, in these notes, I have written about the spontaneous help which children have given to the Institution—by collecting, by making things and selling them on its behalf,

by appeals at the seaside with sand models, and so forth. But I do not think that I have ever had before the pleasure of announcing that a Children's Life-boat Bazaar had been held. It was the idea of three little girls at Bideford, and was held in September. They collected toys, sent out invitations to tea and the bazaar, and by the sale of the toys made over 19s. The bazaar was entirely their own idea. They arranged it themselves, and only children were invited to it. From beginning to end it was a children's Life-boat effort. The only "grown-up" contribution to it was a lecture which the Honorary Secretary of the Appledore Branch had given at the girls' school. It was the interest thus raised by this lecture which first set these three thinking that they might do something to help the Life-boats.

At the Play.

From "At Mrs. Beam's":

Mrs. BEAM: Why, I had some change of his, three farthings it was. He seems to have forgotten all about it. However, I'll put it in the Life-boat box.

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The following are fragments of talk picked up by our Collectors during a collection at a London theatre.

"Life-boat! Great Scott, I've been wrecked twice!" And he put in half a crown.

"I've only got sixpence and a safety pin, which will you have?" In the end he put in both.

A Contrast.

Still more interesting is the following contrast between stalls and pit.

An expensively-dressed lady, on her way to her seat in the stalls said, very coldly, when the Life-boat box was held out to her: "No, I've already paid for my seat!"

A man who found the pit full came out again with the half-crown intended for his evening's pleasure in his hand.

"Bad luck," said the Collector at the door, "Give it to the Life-boat instead." And he did.

Foreign Life-boat Services.

It is with great pleasure that I publish elsewhere in this issue an article which

Rear-Admiral Reynolds, Commandant of the U.S. Coast Guard, has kindly written for us on the Life-saving Service of the United States. It is an article which should be read with special interest by all who are connected with our own Life-boat Service, because of the radical differences between the two, although no one will read the graphic accounts of actual rescues, which come at the end of the article, without at once recognizing the kinship in courage, endurance and fine seamanship, between the two Services.

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We have now reviewed in *The Life-Boat* nearly all the Life-boat Services of the world—the French, the German—in its activities during and since the war—the Dutch, the Spanish, the Norwegian, the Danish, and now the Service of the United States. There still remain—and they will be dealt with in the next two issues of *The Life-Boat*—the Swedish and Portuguese Services. There is also a Service, though, I believe, not very far developed, in Japan, but my letter asking for particulars of it would be still on the way when the earthquake destroyed Tokyo. Of the present position of the Russian Service we have no information, although, two years ago, the Soviet Government applied to the Institution for, and was given, the latest particulars about Life-boats and life-saving appliances. Of neither of these, therefore, can I hope to give readers of *The Life-Boat* an account in the near future.

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Those who have followed this series of articles will have been struck by the fact that all the Services except two, the Danish and the American, are, like our own, voluntary organizations. These two are the only Services maintained by the State, and it is because the Service in the United States is the largest of the State Life-boat Services that Admiral Reynolds' admirable article is so interesting.

As will be seen, the U.S. Coast Guard, of which the Life-boat Service forms part, are entrusted with the duties of coast watching, coast communication, and the working of the rocket apparatus,

which are performed in this country by the Board of Trade, of the care of the shipwrecked, which is here in the hands of the Shipwrecked Mariners' Society, with other duties, performed here by the Customs Office and harbour authorities, and with a number of duties, such as the ice patrol and the protection of seal fisheries, to which there is nothing analogous round our coasts.

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The cost of maintaining the Coast Guard is not given in the article, but I was very much interested to hear personally from Admiral Reynolds—who was in this country during the summer, and whom we were very glad to see at the trials of the New Brighton Motor Life-boat at Cowes—that the Budget figure for the maintenance of the Coast Guard for 1923 was eleven million dollars, and that more than half of this sum was for the work of life-saving. That is to say, the American Life-boat Service costs over a million pounds, or nearly four times as much as our own. This is emphatic confirmation of the statement which we have not infrequently had to make that whatever are the advantages—if any—of placing the Life-boat Service under State control, it would entail a great increase in the cost of maintaining the Service.

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A State Service implies permanent crews, and while, in the United States it is possible to employ the crews also in coast watching and revenue work, the fact still remains that they cannot be kept fully occupied. Yet they must be paid as if they were, and they must be well paid, for such men must not only be of fine physique, of good intelligence, and of proved character and courage, but they must be thoroughly well trained—men, in fact, who deserve and can command good pay. These facts should be constantly borne in mind by any who are tempted to ask "Why is not our Life-boat Service maintained by the State?" and also by all Life-boat workers to whom that question may be put.

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In no department of our national life has the voluntary principle more fully

justified itself than in Life-boat work, and I am sure that all Life-boat workers will share the Committee's pleasure at the Breton Life-Saving Society's award of its Special Grand Medal to the Institution as being "the finest voluntary Life-boat Society in the world."

The Line-Throwing Gun.

One of the new Line-throwing Guns described in *The Life-Boat* for February, 1922, was installed in the Spurn Motor Life-boat early last July. It was not long before its value was shown. On the afternoon of 29th August, during a southerly gale, with a very heavy sea, the sloop *Spring*, of Hull, stranded on the North Binks Shoal. When the Life-boat reached the wreck she found that the seas were breaking clean over her, and that the crew had had to lash themselves in the rigging. Owing to the shallow water it was impossible to get near her, and the gun was fired from over fifty yards away.

With the first shot a line was thrown over the wreck, and a rope was hauled from the wreck to the Life-boat. The *Spring* by this time was afloat, but was being heavily pounded by the seas, and was continually striking on the bottom. By means of the rope the Life-boat was able to hold the vessel's head to the sea, while the crew set their sails and worked her into deep water, eventually getting her clear of the sands.

In the opinion of the Coxswain she could not have stood much longer the pounding of the seas, so that it was this prompt use of the Line-throwing Gun which saved the crew of three men from drowning and the vessel from destruction.

Centenary Gifts.

We are already beginning to receive centenary gifts. The first of them is a cheque for £100 from the Rugby Union, in commemoration of the double fact that the Union as well as the Institution celebrates next year the completion of its first century. The Institution has received this gift with all the greater pleasure, since it hopes that the Rugby Union has set an example which will be followed by many other bodies connected with sport. For who should

be more ready than the sportsmen of Great Britain to recognize and admire the courage and ready resource in difficulty and danger of our Life-boatmen!

A Present from the Navy.

On 27th September the Second Coxswain and crew of the Longhope Life-boat were invited on board H.M.S. *Coventry*, the flagship of the Fleet lying at Scapa. They were received by Rear-Admiral George H. Baird, C.B., who congratulated them on their fine service to the s.s. *Citos*, of Helsingborg. This vessel lost her propeller when off the Orkneys, and was drifting ashore on the west end of Stromo on 12th September with a whole gale blowing and a very heavy sea. The Life-boat, which was called out about 9.0 in the morning, found the *Citos* on her beam ends, with her deck cargo of pulp and wood loose. Six of her men had already tried to get away in a boat and been drowned, but there were eight still on board.

It was at very great risk to themselves, owing to the position of the steamer and her shifting cargo, that the crew of the Life-boat got alongside, but they succeeded in doing so, and rescued the eight men.

In recognition of the risk which they had run, and the skill which they had

shown, Admiral Baird presented them with £50 in an envelope inscribed: "Presentation to the Coxswain and Crew of Longhope Life-boat from officers and men of H.M. Fleet at Scapa, as token of appreciation of excellent work performed on 12th September, 1923."

Cruise of the New Brighton Boat.

On completing her trials at Cowes last July, the *William and Kate Johnston*, the first of the 60-foot Barnett Twin-screw Cabin Motor Life-boats made a tour round Great Britain—the first time that such a thing has been attempted—before going to her Station, New Brighton, on the Mersey. She went up the East Coast and round the north of Scotland; touched at Douglas, Isle of Man, and at Belfast, Kingstown, and other places on the east coast of Ireland; crossed to Padstow and Bristol, and then went up the Welsh coast to the Mersey.

The length of the tour was over 2,000 miles; it took over two months; and in the course of it thousands of people visited the Boat. I had hoped to publish an illustrated account of it in this issue, but as there is little space, and as such an interesting experiment deserves to be described in full, it is held over until the February number.



Photograph by

"Press and Journal," Aberdeen.

WRECK OF THE "IMPERIAL PRINCE."

(See p. 93.)

The Centenary of the Institution.

PLANS FOR ITS CELEBRATION.

WE are now within four months of the end of our first century. The Institution was founded on 4th March, 1824, at a "Public Meeting of Noblemen, Gentlemen, Merchants, and others held at the City of London Tavern." The Archbishop of Canterbury was in the Chair, and altogether twenty resolutions were passed, formally constituting the Institution, and laying down the broad principles on which it should carry out, as a voluntary society, its task of "Preserving life in cases of shipwreck on the coasts of the United Kingdom." Those broad principles have, through a century marked by great developments, and by many vicissitudes, remained unchanged. The Institution, though it has developed in many ways of which its founders could never have dreamed, is fundamentally the Institution which they designed that it should be.

Next year, when we celebrate this great event in our national history, the hundredth birthday of our Life-boat Service—the first Life-boat Service to be established in any country—we shall be able to point to the proud fact that at every danger-point round our 5,000 miles of coast a Life-boat Station is now established, fully equipped, vigilant, ready for every call. We shall be able to point also to the magnificent record of a hundred years—nearly 60,000 lives saved from shipwreck.

It is an anniversary which we feel that our thousands of willing workers, and the tens of thousands of contributors to our funds, will be proud to celebrate; and the Institution is making arrangements for its worthy celebration in all parts of the country.

In London the celebrations will begin formally with the Annual Meeting. Like that original and historic meeting in 1824, it will be held in the City of London on 4th March, and we hope that the descendants of many of those who took part in the first meeting will be present.

In June there will be a Life-boat Ball, and this will be followed, at the beginning of July, by a Life-boat Dinner,

at which our President, the Prince of Wales, will preside, and to which those holding the Gold Medal of the Institution and representatives of all foreign Life-boat societies will be invited. This dinner will be preceded by a technical conference, at which there will be an opportunity of exchanging ideas and experiences with the other Life-boat societies, and the opportunity will be taken of discussing with them the very important subject of making uniform for all countries the signals to be used by vessels in distress and by Life-boats.

It is hoped also to have in London a Thanksgiving Service, a Life-boat concert, and Life-boat matinée, both at a theatre and at a music hall. One of the new Motor Life-boats now under construction will spend the summer on the Thames and, it is hoped, visit all the regattas.

By a fortunate chance our centenary coincides with the British Empire Exhibition. The Institution has arranged to erect its own building, and will exhibit there a Motor Life-boat and models and pictures showing the development of the Service. It will also have a Pulling and Sailing Life-boat moored on one of the lakes in the Exhibition grounds.

Outside London anniversary meetings will be arranged in all the large towns; and in the coastal counties, in addition to the meeting, there will be a procession, with a Life-boat, and a Crew from the nearest station.

During the autumn special meetings have been held in London and other parts of the country in order to make plans for next year, to arrange the Anniversary Meeting, and to discuss such other forms of celebration—thanksgiving services in the churches, concerts, theatrical performances—as seem desirable.

Our aim, in short, is to invite all those who work, in whatever way, for the Life-boat cause to join with the Institution in celebrating this great event, and at the same time to bring home to the many who do not the meaning and

the national value of the Life-boat Service. By the exhibition in London, by the regattas, by the anniversary meetings and the visits of Life-boats and Crews to inland towns, we hope that thousands of our people at home and thousands of visitors from overseas will, before the year is out, have replaced a vague knowledge that there is a British

Life-boat Service by something much more definite and enduring, and that we shall not only have fitly celebrated the century that is passed, but have embarked on the second century with the personal interest and support of many more thousands of British people in Great Britain and the Dominions than we have ever had before.

Sir William Hillary's Appeal.

SIR WILLIAM HILLARY'S "An Appeal to the British Nation on the Humanity and Policy of Forming a National Institution for the Preservation of Lives and Property from Shipwreck," was published early in the year 1823, the preface being dated from "Douglas, Isle of Man, 28th February, 1823." A second edition was published in November of the same year, and a third, early in 1824. By that time the Institution for the foundation of which Sir William Hillary had so cogently and so eloquently pleaded, had already been founded, and the third edition contained an appendix with an account of the inaugural meeting of the Institution, held at the City of London Tavern, on 4th March, 1824. Two more editions were published, the fifth being in 1825.

The appeal remains to this day the wisest and most eloquent document that has ever been written on Life-boat work. It was more than an appeal. It was a most carefully thought-out plan of what a National Life-boat Service should be, to whom it should look for support, and how it should carry on its work. As Sir William Hillary planned it, a hundred years ago, so, in its main features, the Life-boat Service is to-day. To a degree very rare in human endeavour, his high hopes have been realised, and his unselfish aims have been achieved.

It is impossible to reprint the whole of his appeal, but the following extracts are given, not only to show the character of the Institution's founder, but because they are as true, and as stirring to-day, as when they were written in 1823.

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"From the calamity of shipwreck no

one can say that he may at all times remain free, and whilst he is now providing only for the safety of others, a day may come which will render the cause his own."

* * * *

"This subject in a peculiar manner appeals to the British people collectively and individually. For ages, our seamen have been the acknowledged support of our splendour and our power; and until everything which the ingenuity of man can suggest, and every inducement and regulation which social institutions can offer and arrange, have been combined into one great plan for their safety, we shall be wanting in our best duties to them, to our country, and to ourselves."

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"From the nobility and gentry large donations and subscriptions may naturally be expected. The clergy of every class will, no doubt, be foremost in the cause of humanity. To the whole body of the navy, the marines, and to the army, who, in the prosecution of their professional duties, encounter so many of the dangers of the sea, such an appeal will never be made in vain. Can it be supposed that there is one East India Director, one member of Lloyd's, an underwriter, a merchant, a shipowner, or commander in the India or merchant's service, from whom a subscription, liberal in proportion to his means, will not be obtained? Nor will the generous aid of any class of society, I am persuaded, be wanting for such a purpose; and as a stimulus to the whole, by example in their donations, and by the widely-extended circle of their influence the British females of every station of

life will, I am convinced, particularly distinguish themselves in aid of this cause."

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"When we see long columns filled with the first names in the country, with large sums placed opposite to them, for objects temporary in their nature, and small in importance compared with the present, which contemplates the rescue of thousands of human beings now in existence, and an incalculable number yet unborn, from one of the most tremendous of all perils—who is there, to whom such an Institution once became known, that would refuse his aid? It is a cause which extends from the palace to the cottage, in which politics and party cannot have any share, and which

addresses itself with equal force to all the best feelings of every class in the state."

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"The people and vessels of every nation, whether in peace or in war, shall be equally objects of this Institution; and the efforts to be made, and the recompenses to be given for their rescue, to be in all cases the same as for British subjects and British vessels."

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"So long as men shall continue to navigate the ocean, and the tempests shall hold their course over its surface, in every age and on every coast, disasters by sea, shipwreck and peril to human life must inevitably take place."

The History of the Institution.

ON 30th October the history of the Institution, during its first hundred years of work, was published under the title "Britain's Life-boats: A Century of Heroic Service." It has been written, at the request of the Committee of Management, by Major A. J. Dawson, author, among many other books, of "The Message" and "The Land of His Fathers," and it has an Introduction by the Prince of Wales, the Institution's President, and a Foreword by Mr. Joseph Conrad.

There are two editions, one bound in cloth, at 7s. 6d., and the other, an *édition de luxe*, limited to 1,000 copies, of which each is signed and numbered, at £2 2s. 0d. Life-boat workers, however, can obtain copies for themselves, direct from the Institution, at the price of 5s. for the cheap edition, and 28s. for the *édition de luxe*. Honorary Secretaries, who, we hope, will do all that they can to help the Institution in getting the book into the hands of the public, can obtain as many copies as they require from the Institution at the cheap rate, selling at the published price and crediting the Branch with the profit.

The Prince of Wales, the President of the Institution, has very generously signed no fewer than 100 copies of

the *édition de luxe*; these are numbered from one to a hundred, and are being sold at £5 5s. 0d. each.

As there will doubtless be a very keen desire to possess one of these historic copies, we desire to inform our readers that applications will be dealt with in the order in which they are received, and that the price is liable to be doubled in a short time.

The following are extracts from a few of the reviews of the book:

"It is a story which no Briton can read without a thrill of pride and thankfulness that the men who do the deeds that are recorded here are men of his country and his blood. . . . All the labour, all the money given to the Service has been by voluntary contributions. But, noble framework though it be, it is only the setting for the pictures of heroism which are sprinkled over these pages. No service by land or sea, no Navy or Army of this or any other country, has produced finer acts of gallantry or a nobler devotion to duty than has been shown—not once, but again and again—by the men who have manned our Life-boats. . . . Major Dawson has done his work well, as one who loves his theme; and it is a great story that he tells."—*The Times*.

"Seaman, traveller and soldier, the author has produced a book which will quicken the pulse of all who read it, and will make the Briton proud to claim kinship with the heroes whom it extols. But it should do more than that. It should kindle in the hearts of our people the determination that a work so characteristic of the race—both in the fundamental principles, which keeps it alive, and in the gallantry with which it is associated—shall not be permitted to languish for lack of the necessary support, but shall vindicate throughout the twentieth century, as it did during the nineteenth, the nation's claim to be the first to respond to the cry of distressed humanity. This is a matter which should offer no great difficulty, since the cost of the service to-day represents no more than 1½d. per head of our population."—*Daily Telegraph*.

"The Prince of Wales thinks this book will especially stir the hearts of boys and girls. Indeed, we are sure it would make an acceptable Christmas-tide gift—for it has throughout a flavour of adventurous reality, being written by one who, as a seaman, as a traveller all over the world, and as a soldier in the War, has seen what brave men can dare and endure, and sets down his sincere testimony without any swell of rhetoric."—*Morning Post*.

"We islanders are a tongue-tied race, but the hardihood of sailor-men, the beauty of ships, and the power and splendour of the seas unlock our eloquence. On three subjects—the Royal Navy, the Mercantile Marine, and the Life-boat Service—Englishmen, forgetting their self-consciousness in their pride, are wont to be eloquent. . . . It is not alone the services rendered by the fleet of Mercy which uplift and hearten us, magnificent as those services may have been, but rather is it the spirit of the unselfish and brave men who founded the Institution, who built up its glorious tradition, and by their vision, their steadfastness, and warm humanity won the affection and confidence of the British people and the admiration and gratitude of all those who sail the seas. . . . The review of such a book and such a service is a task to which I am not equal; it could be

better done in verse by Masefield. I am no poet. Yet in my pedestrian prose I would fain pay my little meed of admiration to the Life-boats and their men and their works; 'as things unattempted yet in prose or rhyme.' . . . This book should have a great sale. And subscriptions are needed, and ought not to be needed, by the National Life-boat Institution, 'the People's Service.'"—ROBERT BLATCHFORD in the *Sunday Herald* and the *Sunday Chronicle*.

"The East Coast of Scotland likes a good sea story, and if I were asked what is the best sea story that I have ever read I should unhesitatingly say that it is to be found in 'Britain's Life-boats.' This is not one sea story, but it is crammed with deeds of heroism, which, the Prince of Wales says in an introduction, must be read with pride by all British men and women."—*Dundee Advertiser*.

"The history of the evolution of the Life-boat from the first improvement on a coble to a motor-driven boat of to-day, and of the steadily increasing utility of these craft, is in itself an epic."—*Yorkshire Post*.

"Major A. J. Dawson has written a wonderful story. . . . The best summing up of the services of our life-boats is contained in a letter which the Prince of Wales has sent for publication in this book, 'It is a story of many dangers bravely faced and skilfully overcome in the long warfare with the storms round the 5,000 miles of our island coasts. It is, moreover, the story of a great national duty, voluntarily undertaken by the British people themselves, and carried on by them for a hundred years without financial assistance from the State.'"—*Liverpool Daily Courier*.

"Remarkable statistics of lives saved, and of public generosity, which should serve but as incitements to an ever increasing support on the part of the public. It is a great tale of heroism and generosity, admirably told."—*The Scotsman*.

"Major Dawson has treated every aspect of this great movement, and the historical, biographical and technical details are admirably varied by narratives of some of the most thrilling

exploits of the boats and their gallant crews. . . . From a perusal of his book many people will obtain for the first time a clear idea of the special qualities which distinguish a life-boat from all other boats. . . . In closing this short notice of an admirable volume, we venture to express a hope that every reader of it will also become a contributor to the funds of the splendid Service with which it deals."—*Lloyd's List*.

"Having been afforded access to all the records of the Institution, the author has had a wonderful opportunity, and one of which he has taken full advantage. . . . From whatever point of view the book is regarded, whether it be read by the student for information regarding boats and their equipment, or by the seeker after stories of heroism, beside which the most sensational efforts of fiction writers appear tame, the highest hopes will be realised. The illustrations, also, are as illuminating as the text, and cover every sphere of the Institution's work, one of the simplest and most effective being a picture of the Goodwin Sands, rightly entitled, 'The Graveyard of Ships.' To any one with imagination the half-buried anchor in the foreground tells more than many pages of reading matter could express."—*Liverpool Journal of Commerce*.

"Major Dawson has indeed a great and glorious subject for his pen, and worthily he has handled it. There is not a child in the land who should not read 'Britain's Life-boats.'"—*Daily Graphic*.

"The object of this admirably written and lavishly illustrated volume is to remind the peoples of the British Islands that March 4 of the coming year will mark the centenary of that truly and splendidly British corporation, the Royal National Life-Boat Institution. . . . It is impossible in the space of a brief notice to give an adequate idea of the interest and value of such a book. The stories of individual and collective courage are so numerous and so heart-stirring that one feels almost invidious in selecting one among them for special mention; the annals of the

entire world would be ransacked in vain to find such another collection of heroic deeds."—*Sunday Times*.

"The story of the life-boat has a thrill of its own. You cannot possibly read of its activities without something stirring inside you. . . . The book must assuredly make the ideal Christmas present for a youngster. It is all most excellently done. The illustrations are numerous and well chosen, and Major Dawson himself is an ideal story-teller. And in what other book could you hope to find a foreword by Joseph Conrad and an introduction by the Prince of Wales?"—*The Bystander*.

"No greater story is told in our island's history than that of the Life-boatmen."—*John o' London's Weekly*.

"The book is ably written and most admirably illustrated. The story is one to stir the blood; the illustrations are such as should excite the interests of the most sluggish. Truly it is an inspiring volume. The chart enables one to understand how widespread is the area covered. It is ill comparing the heroism of different seamen and different decades. Every one who knows our coasts, and every one who reads this book, will have his own favourite tale. For myself Whitby will always be pre-eminent, for the gallant rugged men to be seen daily on the quay, or in the Seamen's Institute, or in the wonderful old parish church, and in the church in the old town which is their favourite. For as long as noble deeds are remembered there will abide that splendid endeavour commemorated in the old church and the rescue in our own time of the *Rohilla* Hospital Ship.

"This is not only an exciting and thrilling record, but it is also an extremely practical book. Every one who wants to understand how the Life-boats are made, as well as what they have done, should read it. It is to be hoped that it will interest a still wider public than that which already helps the work, and that the National Life-Boat Institution will gain a largely increased body of subscribers."—The DEAN OF WINCHESTER in the *Church Family Newspaper*.

Centenary Publications and Souvenirs.

“ Britain’s Life-boats : The Story of a Century of Heroic Service.” By Major A. J. DAWSON, with an Introduction by H.R.H. the PRINCE OF WALES, K.G., President of the Royal National Life-boat Institution, and a Foreword by JOSEPH CONRAD 7s. 6d.

Edition de Luxe **£2 2 0**

Edition de Luxe, signed by the Prince of Wales **£5 5 0**

Statuette of a Life-boatman 2s. 6d.

A special statuette of a Life-boatman, made from the metal of the old Caister Life-boat, which saved 116 lives 7s. 6d.

The same statuette with an ash-tray attached, also made from the metal of the Caister Boat. 10s. 6d.

(Of these two there is, of course, only a very limited number.)

Metal Pincushion in the form of a Life-boat 1s. 6d.

Cardboard Pincushion in the form of a Life-boat 6d.

Small metal Figure of Life-boatman 3d.

Blotting Slip (the size of a cheque book) with a coloured Picture of a Life-boat Service 1d.

These are now ready and can be obtained from the Institution. The prices given are those at which they should be sold ; but they will, of course, be supplied to Branches at their cost price.

In addition to the history of the Institution, by Major Dawson, which will be the first complete and authoritative record of the British Life-boat Service, and will have many illustrations, there will be published at the beginning of 1924 a special centenary edition of the illustrated booklet, giving a short popular account of the work of the Service, of which the last edition was called “ The Story of the Motor Life-boat.”

It is hoped that all Life-boat workers will do all that they can to help the Institution in selling these publications and souvenirs as widely as possible. The ideal would be that *every household* should have in it *something*, whether a book or one of the souvenirs, which would always remind its members of the existence, and the needs of the Life-boat Service.

Awards to Coxswains and Life-boatmen.

To JOHN STOREY, after serving 44 years as a member of the Crew of the Newbiggin Life-boat, a Life-boatman’s Certificate.

To GEORGE McLEOD, on his retirement, after serving 5½ years as Coxswain of the Lossiemouth Life-boat, a Gratuity.

To JAMES KNIGHT, on his retirement, after serving 27 years as one of the crew (including 1½ years as Bowman and 2½ years as Second Coxswain), of the Newquay (Cornwall) Life-boat, a Life-boatman’s Certificate.

To H. WHITENSTALL, on his retirement, after serving 27 years as Signalman at the Selsey and Bognor Life-boat Station, a Pension, commuted at his own request into a lump sum.

To MRS. JONES, widow of JOHN JONES (who died after serving 10½ years as Bowman, and 5½ years as Second Coxswain of the Llandudno Life-boat), a Gratuity, which would have been paid to John Jones had he lived.

To EDWARD BLYTHIN, after serving 29 years

as a member of the Crew of Point of Ayr Life-boat, a Life-boatman’s Certificate.

To WILLIAM SMITH, on his retirement, after serving 3½ years as Coxswain of the Arbroath Life-boat, a Life-boatman’s Certificate.

To RICHARD EGLON, on his retirement, after serving 4½ years as Coxswain of the Whitby Motor Life-boat, and, before that, 20 years as Second Coxswain of Whitby, Nos. 1 and 2 Life-boats, and for 5 years as Second Coxswain and 2½ years Bowman of the Uppang Life-boat, a Certificate of Service, a Pension, and a Special Gratuity of £25.

To HENRY BARRETT, on his retirement, after serving 6 years as Second Coxswain, and 16½ years as Coxswain of the Bude Life-boat, a Certificate of Service and a Pension.

To ELEAZOR JAMES, on his retirement, after serving 5½ years as Coxswain of the St. David’s Life-boat, a Gratuity.

To JOSIAH LANGMAID, on his retirement, after serving 40 years as a member of the Crew of the Mevagissey Life-boat, a Life-boatman’s Certificate.

A Silver Medal Service by the Newburgh Life-boat.

A VERY fine service in which the crew of the Newburgh Life-boat and men of H.M. Destroyers *Vampire* and *Vendetta* played a gallant part, took place on October 19th, the anniversary of the wreck of the *Hopelyn* last year, off Belhelvie, near Aberdeen.

At 5.30 in the morning of that day the trawler *Imperial Prince*, of Aberdeen, with a crew of nine men, struck a shoal north of Black Dog Rock. A full southerly gale was blowing, with a heavy sea, and the weather was so thick that, although the *Imperial Prince* was only 400 yards from the shore, the flares which she burnt as signals of distress were invisible. It was not until daylight that she was seen, and by this time only the bow and stern of the vessel and the tops of her masts and funnel were above water. The Coast Guard notified the Institution's Life-boat at Newburgh and the Life-boat maintained by the Harbour Commissioners at Aberdeen. They also called out the Life-Saving Rocket Apparatus, which was quickly on the scene. Five rockets were fired, and the fifth was, in the end, secured by the crew of the trawler, although they lost one man overboard in their efforts to get it clear of the fore stay, which it had fouled. The crew, however, were so exhausted that they could not haul in the breeches buoy.

Meanwhile, the Aberdeen Life-boat had left the harbour at 9.40, in tow of a tug, and reached the scene of the wreck in less than half-an-hour, but as she approached the wreck from windward she broached to; four of her crew were washed overboard, and were rescued with great difficulty; the Boat herself was carried to leeward, and was finally beached with her crew exhausted.

An hour before she put out, the Newburgh Life-boat had left her boathouse with a journey before her, overland, of about seven miles, along a soft, sandy beach. For the first mile and a half she was dragged by helpers—men, women and children. Then six horses were obtained to help them, and towards the end of the journey, the horses of the

L.S.A. were also brought up to help. The journey took just over four hours.

The boat was then launched and reached the wreck just after two in the afternoon, the crew succeeding in getting hold of the L.S.A. line which had been fired across the trawler. By means of this line, two of the trawler's crew were rescued, but a third man, becoming entangled with the ropes, was washed out of the life-buoy and drowned, as he was being dragged across to the Life-boat.

One of the two rescued men was so seriously injured, and the Life-boat crew themselves were so exhausted, that the Coxswain decided to return ashore. A second attempt was then made with some of the original crew and some volunteers, but, in spite of the gallantry of these men, who were not experienced Life-boatmen, it had no success.

Again the Life-boat returned ashore. The Peterhead Motor Life-boat was then summoned, and a message asking for help was sent to the Commanding Officer of the *Vampire*, lying at Aberdeen. He at once sent seven of his own crew and four from the *Vendetta*, in charge of one of his petty officers, and they arrived very quickly in taxi-cabs. Their arrival coincided with a third attempt at rescue which was being made with an Aberdeen crew, and two of them joined this crew, while the remainder helped to launch the Boat.

This attempt unfortunately also failed, and the boat was at once launched again, for the fourth time, manned by the other ten naval men and the Newburgh Coxswain and Bowman. It was now nearly seven in the evening, and the trawler's crew had been thirteen hours in the rigging. Although by this time the weather had moderated, there was a heavy swell breaking right over the wreck, leaving only her masts and the top of her funnel visible.

After a long and hard pull the Life-boat got to windward of the wreck, which, thanks to the moon, could just be seen between the breakers. The drogue was put out, and the boat was dropped down to the port rigging, where

she lay with her stern close in under the fore-mast, rising and falling eight feet with the waves, while the remaining five men of the trawler's crew, now dazed and utterly exhausted, were got aboard. The Peterhead Motor Life-boat, which had had a journey of twenty-two miles against the gale, arrived at the wreck shortly after the men had been rescued.

To mark their appreciation of this gallant service, the Committee of Management made the following awards :—

To JOHN INNES, Coxswain, who went out on three of the four attempts, although he had been injured, the Silver Medal of the Institution, the Thanks of the Institution inscribed on Vellum, and an additional monetary award.

To JAMES INNES, Bowman, the Coxswain's son, who went out each time with his father, the Bronze Medal of the Institution, the Thanks of the Institution inscribed on Vellum, and an additional monetary award.

To the remaining members of the crew, additional monetary awards.

To Petty Officer C. A. W. ESSAM, of H.M.S. *Vampire*, the Silver Medal of the Institution, the Thanks of the Institution inscribed on Vellum, and a monetary award.

To each of the other eleven naval men, the Thanks of the Institution inscribed on Vellum, and a monetary award.

Letters of Thanks were also sent, among others, to Commander Way, R.N., Inspector of Coast Guard; Mr. Morrison, District Officer of Coast Guard; Captain Lumsden of Balmedie, Lord of the Manor; Mr. Ritchie, Chairman of the Newburgh Committee, who, although he is seventy-three, accompanied the boat on her journey along the beach, and was present all day at the scene of the wreck; Mr. Henderson, Honorary Secretary at Peterhead, who, immediately his

boat had been called away, left for the scene of the wreck; and the women of Newburgh, who helped in the long and severe task of taking the boat along the beach, and did not hesitate to go into the sea when it was necessary.

The following letter of appreciation was received by the Institution from the Board of Trade :

" I am directed by the Board of Trade to inform you that they have had under consideration, reports relating to the wreck of the steam trawler *Imperial Prince*, near Bellhelvie, on the 19th October, and the rescue of the survivors of the crew under very difficult circumstances, and I am to request that your Committee of Management will be so good as to convey to the crew of the Newburgh Life-boat the Board's appreciation of their gallant conduct in making such a brave attempt to rescue these men. In particular, the Board regard as highly commendable the action of the Coxswain and Bowman for making the second attempt at rescue with a fresh crew, and for the final successful attempt with a third crew of naval ratings. I am also to request that the Board's appreciation should be conveyed to the Secretary, Signalmen and Life-boat crew of the Peterhead Motor Life-boat for the expeditious manner in which they answered the call to proceed to this wreck."

Owing to the comments made at the inquest—held on the two men of the *Imperial Prince* who were drowned—on the failure of the Aberdeen Life-boat, which was stated to be seventy years old, a letter was sent to the Press by the Chairman, pointing out that this boat is not one of the Institution's Fleet; that some years ago the Institution had offered to take over full control of the Life-boat Station at Aberdeen, and provide a modern Life-boat; that the Local Authorities were, at the time, unwilling to avail themselves of this offer, and that the offer remains open.

The Life-boat Services of the World: The United States Coast Guard.

By REAR-ADMIRAL W. S. REYNOLDS, *Commandant U.S. Coast Guard.*

THE United States Coast Guard was created by the Act of Congress, approved by the President, 28th January, 1915, by combining therein the Revenue-Cutter Service and the Life-Saving Service, both of which Services were, at the time, distinct organizations under the Treasury Department.

The Revenue-Cutter Service was originally established in the second session of the First Congress of the United States, upon the recommendation of the first Secretary of the Treasury, as the result of the necessity for the services of a governmental coast patrol for the enforcement of the customs laws of the country, and of an organized force for the protection of the sea-coast. Coincident with the growth of the country additional maritime duties were entrusted to the Service, from time to time, to meet the increasing demands of commerce approaching our shores, and to serve other maritime interests having reference to governmental activities. The Service became essentially an emergent service off our shores, specializing in nearly all governmental maritime duties.

The Life-Saving Service grew out of a series of enactments of Congress dating back to 1848, which had in view the preservation of life and property from shipwreck upon the coast. In 1871 a definite life-saving system was inaugurated, and administered in conjunction with the Revenue-Cutter Service, until 18th June, 1878, when, as a consequence of the development and growth of the work and of its importance to commerce and humanity, Congress established the Life-Saving Service as a separate and distinct organization.

In the processes of time it developed that the duties of the two Services so far as related to the conservation of life and marine property—the Life-Saving Service working from the shore and upon adjacent waters, and the Revenue-Cutter Service upon the sea, and close

co-operation at shipwreck existing between the two—were so nearly allied that it would be in the interest of public efficiency if the two were combined into one organization, to be known as the Coast Guard. This union was effected, as before stated, by the Act of Congress of 28th January, 1915. The Act provided that all the duties performed by the two Services, respectively, should continue to be performed by the Coast Guard, and transferred to the latter all offices, positions, officers and men of the two Services. The Act also provided, among other things, that the Coast Guard "shall constitute a part of the military forces of the United States, and shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. . . ." Thus, while the primary object of the Service—the preservation of life and property from the perils of the sea—is secured and maintained, the Service is able, by reason of the authority conferred by the Coast Guard Act, to extend its sphere of usefulness in the direction of both civil and military lines in the maritime and coastwise activities of the Government.

The duties of the Coast Guard, in general, may be summarized as follows:

Rendering assistance to vessels in distress and saving life and property.

Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.

Extending medical aid to American vessels engaged in deep-sea fisheries.

Protection of the customs revenue.

Operating as a part of the Navy in time of war or when the President shall so direct.

Enforcement of law and regulations governing anchorage of vessels in navigable waters.

Enforcement of law relating to quarantine and neutrality.

Suppression of mutinies on merchant vessels.

Enforcement of navigation and other laws governing merchant vessels and motor-boats.

Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.

Protection of game and the seal and other fisheries in Alaska, etc.

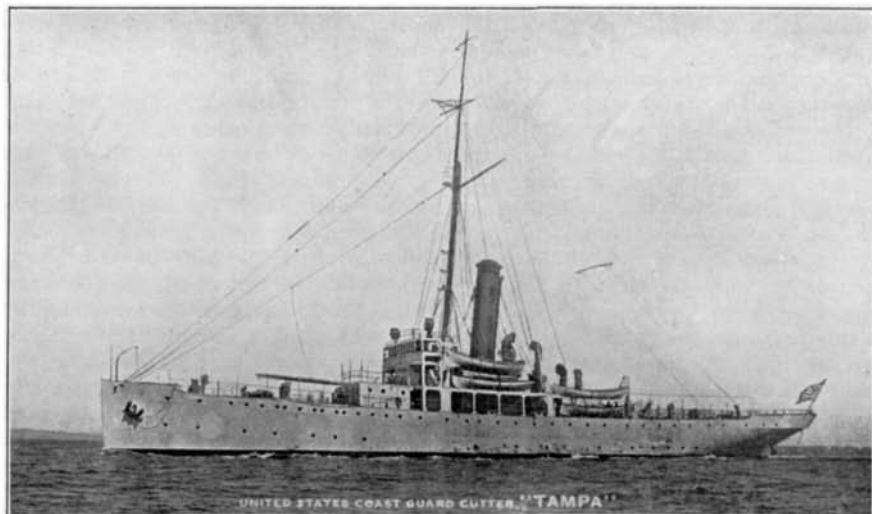
Enforcement of sponge-fishing law.

International ice patrol in the vicinity of the Grand Banks off Newfoundland.

In addition to the foregoing principal duties, the Coast Guard performs,

with the local authorities in the maintenance of public order; apprehends violators of the law; prevents theft and invasion by those maliciously inclined; recovers lost and stolen property, and returns it to the owners; saves property from danger and destruction; protects wrecked property; acts as pilots to vessels in cases of emergency; provides transportation and assistance to other branches of the public service and co-operates with them in the enforcement of the Federal laws entrusted to their jurisdiction.

These incidental services are of



U.S. COAST GUARD CUTTER "TAMPA."

incidentally, numerous other humanitarian offices of a miscellaneous character, inuring to the public good and benefit. Among these may be mentioned: Warns off shore by the Service patrolmen vessels standing into danger; renders various services to shipping and boating; furnishes food, fuel and water to vessels in distress, medical and surgical aid to the sick and injured, and succour to the shipwrecked; guards the lives of persons in peril of drowning by falling into the water from piers and wharves in the harbours; resuscitates annually a number of persons, who, but for the intervention of the Coast Guard personnel, would lose their lives from drowning; returns lost and wandering children to their parents; co-operates

incalculable benefit to those who inhabit the shores, and to those whose movements carry them along the coast, and cogently illustrate, further, the extent to which the Coast Guard enters into our national life.

In addition to the prime duties of the Coast Guard in the waters of the North Pacific Ocean, Bering Sea and South-eastern Alaska, in enforcing the Convention of 7th July, 1911, between the United States, Great Britain, Russia and Japan, proclaimed 14th December, 1911, and the Act of the United States Congress approved 24th August, 1912, for the protection of the fur seal and the sea otter, and the laws and regulations for the protection of game, the fisheries and fur-bearing animals of

Alaska, mention of which is made in the foregoing summary, the cutters of the Service annually patrolling those waters perform such work as furnishing transportation to Government officials and the local authorities, school teachers, destitutes, natives, and other persons, transporting the mails, delivering food and other supplies to the isolated settlements, succouring persons in need, assisting vessels in distress, providing medicines and medical treatment for the natives, enforcing and administering the laws, etc. For many years the Coast Guard has ministered to the needs of the natives and others in these isolated and sparsely settled regions, has dispensed justice, has adjudicated their differences and difficulties, has afforded them protection against untoward and harmful situations, has stood between them and dire necessity, has thrown itself into battle for them against the ravages of disease threatening decimation, until it has been accepted as a fact among the inhabitants that the Service partakes of the qualities of guardianship over their physical destinies. The annual visitation of the cutters is a welcome episode in the lives of these far-away people.

The regular off-shore patrols by cutters of the Service in the prosecution of their normal duties are intensified during the stormy season of the year, from 1st December to 31st March, when navigation is especially hazardous, by increased activity and watchfulness, and by special cruising, on the part of the vessels, so that shipping may be safeguarded to the greatest possible extent. The President annually designates certain Coast Guard vessels to perform this duty.

The Coast Guard annually conducts the international service of ice observation and ice patrol along the trans-Atlantic steamship lanes in the vicinity of the Grand Banks, which was begun by the United States in 1914, at the request of Great Britain, acting on behalf of the various Powers interested, under the conditions set forth in the International Convention for the Safety of Life at Sea, which was signed at London, 20th January, 1914, by the representatives of those Powers.

A system of military discipline, training and drill, is maintained throughout the Service, not to interfere with any of the emergent civil duties, better to fit the personnel for operating as a part of the Navy, when occasion may require.

The personnel of the Coast Guard consists of commissioned officers, warrants, petty officers, and other enlisted men. The chief officer of the Service is the Commandant, who has the rank of rear-admiral in the Coast Guard, and whose headquarters are at Washington. The administration of the Service is directed from the headquarters of the Commandant, and he is assisted by a staff of officers and a corps of civilian officials. The Commandant is appointed by the President and confirmed by the Senate, as is also the Engineer-in-Chief, who has the rank of Captain of Engineers. The Commandant, in time of peace, performs his duties under the direction of the Secretary of the Treasury, an Assistant Secretary of the Treasury having immediate supervision. The other commissioned personnel is composed of captains, commanders, lieutenant commanders, lieutenants, lieutenants (junior grade), ensigns (both line and engineer corps for all these grades), constructors and district superintendents, the last-named being in immediate charge, respectively, of the thirteen shore districts comprising the Coast Guard stations (formerly life-saving stations). The commissioned personnel of the line and engineer corps is obtained from the cadets graduating from the Coast Guard Academy, which is maintained at New London, Connecticut, for the education and training of cadets. The district superintendents are obtained by promotion, after examination, from the warrant personnel of Coast Guard stations. The warrant personnel of the shore stations is obtained, after examination, and appointment by the Secretary of the Treasury, from the enlisted personnel of the stations, and the warrant personnel of the floating part of the Service is obtained, after examination, and appointment by the Secretary of the Treasury, from the enlisted personnel of the vessels. The enlisted personnel

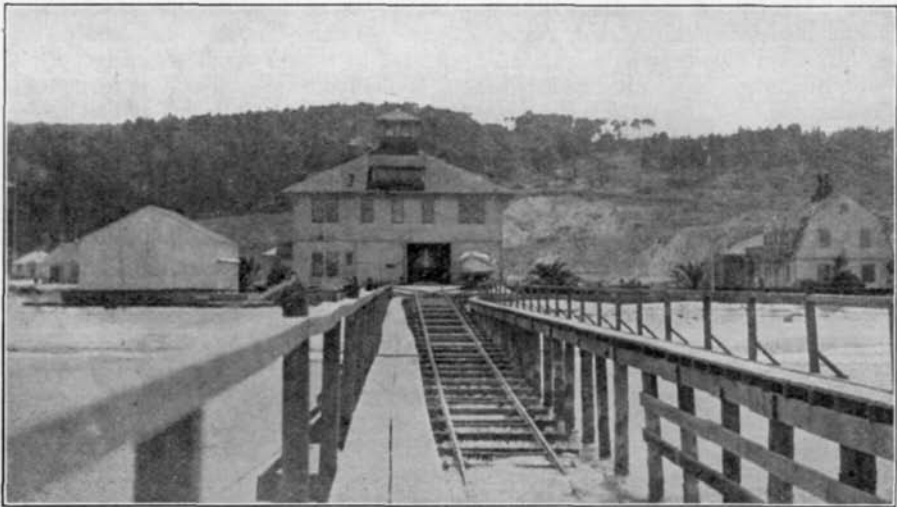
of the entire Service is obtained in much the same manner as in all military services, the period of enlistment ranging from one to three years, at the option of the candidate.

The authorized commissioned personnel of the Service is 270. At the close of the fiscal year, ended 30th June, 1922, there were 389 warrant officers, and 3,548 petty officers and other enlisted men. The number of petty officers and other enlisted men, however, does not represent the full complement, as there were a number of vacancies unfilled.

Ranks and titles of officers are the

independent units as the exigencies of the Service may require.

The sea and lake coasts of the United States are divided into thirteen Coast Guard districts, as hereinbefore stated. In these districts there are 277 shore stations, located with especial reference to navigational dangers. Each district is in immediate charge of a District Superintendent, as previously stated, and each station is in immediate charge of a warrant officer. A crew of from seven to ten men, generally, is assigned to each station, according to local conditions and needs.



U.S. COAST GUARD STATION ON THE PACIFIC COAST.

same as those of corresponding officers of the United States Navy. The grades of warrant officers, chief petty officers, petty officers and other enlisted men, are the same as those of the Navy, in so far as the duties of the Coast Guard may require. The Coast Guard has the rating of surfman, which the Navy does not have, because of the surf and broken water work necessary to be performed at and in the vicinity of Coast Guard stations on shore.

The floating equipment of the Services at the close of the fiscal year ended 30th June, 1922, consisted of 103 vessels. Vessels are attached to appropriated geographical divisions, of which there are seven covering the sea and lake coasts of the United States, or act as

The Coast Guard of the United States undertakes the rescue of the shipwrecked by all the principal methods yet devised for that purpose; by line communication, and by life-boats and surf-boats, from the shore, and by cutters at sea. It furnishes the shipwrecked subsequent succour, and assists in arranging for their transportation to such destinations as they are required to go.

Stores of clothing for the destitute survivors of marine casualties and other situations of distress or misfortune have been generously placed at the shore stations, without cost to the Government, for the past forty-two years, by the Blue Anchor Society, Aid for the Shipwrecked, Women's National Association.

The Coast Guard, in its entirety, is under direct governmental jurisdiction and supervision, and is supported wholly by appropriations made by the Congress of the United States.

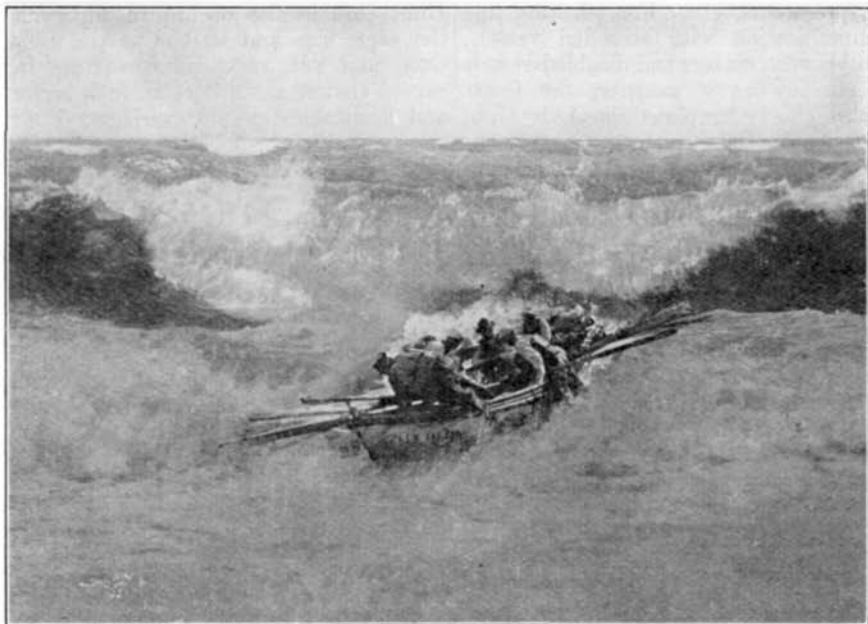
The life-saving equipment of the shore stations consists of the so-called beach apparatus (comprising, chiefly, line-throwing guns, projectiles, shot lines, hawsers, whip lines, breeches-buoys, tally boards, life cars, heaving sticks and lines, pyrotechnic signals, signal flags and other gear, life-boats, surf-boats and other types of boats, life preservers, etc. For effecting line communication with stranded vessels, and between cutters and disabled vessels at sea in heavy weather, the Coast Guard chiefly employs the Lyle Gun, named after Colonel D. A. Lyle, of the Ordnance Department of the United States Army, who devised it. It is to be found in every station. The Hunt Gun, devised by Mr. Edmund S. Hunt, of Massachusetts, and the Cunningham Rocket, invented by Mr. Patrick Cunningham, of the same State, have been furnished to a few stations where the outlying bars are so far off shore that vessels may possibly strand beyond the range of the Lyle Gun. This has been done not in the belief that the beach apparatus can be effectually used at any distance beyond this range, but with the hope that a line, if thrown from the shore to a wreck, might be used to effect the passage of a boat or a life-car, or that some other means for rescue might be improvised. The Lyle Gun is of bronze, with a smooth $2\frac{1}{2}$ -inch bore; weighs, with its carriage, 185 lbs., and carries a shot weighing 17 lbs. This projectile is a solid elongated cylinder $14\frac{1}{4}$ inches in length, into the base of which is screwed an eyebolt for receiving the shot line, the bolt projecting sufficiently beyond the muzzle of the gun to protect the line from being burned off in firing. When the gun is fired the weight and inertia of the line cause the projectile to reverse. The shot lines used are of three sizes, designated by the numbers 4, 7 and 9, being, respectively, $\frac{4}{32}$, $\frac{7}{32}$ and $\frac{9}{32}$ inch in diameter, and 700, 666 and 610 yards long. Any charge of powder can be used up to the maximum of 6 ozs. A

range of 695 yards has been obtained with the No. 4 line under favourable circumstances. The range of the larger line is, of course, proportionately diminished. The No. 4 line is used only where the vessel is thought to lie beyond the range of the larger lines, for the reason that it is not strong enough to sustain the hauling of the whip line on board—an intermediate line has to be supplied, requiring the expenditure of time and strength—and because it is not so easily hauled upon by the shipwrecked sailors as the larger one. The Hunt Gun is also of bronze, of about the same size and weight as the Lyle Gun, and not very different from it, except that it has a bore an inch larger and is attached to its carriage bed at the cascable instead of resting on trunnions. The peculiarity of the Hunt system is not in the gun, but in the projectile, which could be fired just as well from the Lyle Gun if the latter were of sufficient calibre. This projectile consists of a cylindrical tube of tin, into one end of which is soldered a solid hemispherical piece of lead, which, when the projectile is placed in the gun, rests upon the cartridge, and upon discharge reverses its position like the Lyle shot and goes foremost. The shot line, being fastened into a staple in the centre of the inside surface of this piece of lead, is coiled in the tube until the cavity is nearly filled, being kept in place by a coating of paraffin, which is sufficiently adhesive for the purpose, but does not materially retard its paying out as the projectile flies. The tube has a capacity for 320 yards of No. 4 line. In the outer end is placed a diaphragm of paste-board with a circular hole in its centre $\frac{3}{4}$ inch in diameter, through which a portion of the other end of the line hangs out. When the missile is placed in the gun 4 or 5 inches protrude beyond the muzzle. Upon this portion four trapeziform wings are soldered at regular intervals to control the flight. Before firing, the protruding end of the incased line is tied to another line coiled in a can, or otherwise so arranged as to permit it to be taken out without entanglement. When the discharge takes place the line in the can, by its inertia and weight, causes

the line in the projectile to pay out, and when the latter is exhausted furnishes the supply for the remainder of the flight.

The Cunningham Rocket System may be said to be an application of the Hunt projectile to a rocket. It consists of a powerful rocket, at the rear end of which is a female screw that receives the pointed end of a sheet-iron tube, 5 feet 9½ inches in length, and of equal diameter with the rocket. This tube is packed with 800 yards of No. 4

be landed, and where the distance is too great to use the breeches buoy. The car is a covered boat, made of corrugated galvanized iron, furnished with rings at each end, into which hauling lines are bent, whereby the car is hauled back and forth on the water between the wreck and the shore without the use of any apparatus. It is supplied, however, with bails, one near each end, by which it can be suspended from a hawser and passed along upon it like the breeches buoy, if found necessary,



U.S. SURF-BOAT GOING OUT TO A WRECK.

shot line, which is connected with a shore line in the same manner as in the Hunt system, and is paid out in flight as from the Hunt projectile. The tube also takes the place of the stick in other rockets. The shore line can be of any size. The range of the rocket with a No. 4 line is from 700 to 1,000 yards, which is diminished with other lines according to their sizes.

For a vehicle in which to transport people from a wreck to shore, after line communication has been established, the breeches buoy is generally used. The life-car is sometimes taken, however, especially where many persons are to

as is sometimes the case where the shore is abrupt. The cover of the boat is convex, and is provided with a hatch, which fastens either inside or outside, through which entrance and exit are effected. Near each end it is perforated with a group of small holes, like the holes in a grater, punched outward, to supply aid for breathing, without admitting much, if any, water. It is capable of containing six or seven persons, and is very useful in landing sick people and valuables, as they are protected from getting wet. On the first occasion of its use it saved 201 persons.

To ensure that the crews of wrecked vessels will understand what to do when

station crews are making rescues by means of the beach apparatus gear, two tally boards or tablets are used. One of these is spliced permanently into the tail of the whip block, just above the splice, and the other is spliced or bent on the top end of the hawser. Each tally board contains inscriptions, in English on one side and in French on the other, telling explicitly what is to be done after they are received.

At Coast Guard stations a fixed beat or patrol is laid out in each direction along the shore, varying, according to the conformation of the coast with respect to inlets, headlands, etc., from one-half to two, three, or four miles in length.

The station crew is divided into regular watches of two men each, and during the hours from sunset to sunrise patrol these beats, keeping a sharp look-out seaward at all times. The usual schedule is: First watch, sunset to 8 P.M.; second watch, 8 P.M. to midnight; third watch, midnight to 4 A.M.; fourth watch, 4 A.M. to sunrise.

At sunset the first man starts out on patrol in the same direction from all stations in a district, so far as practicable. While the patrolman is out, his watch-mate takes the station watch, which is kept in the tower, or on the beach abreast the station, as conditions may require. If the station is connected with the Service telephone line, the station watch makes it his business to be within hearing distance of the bell at regular intervals. In addition to keeping watch seaward, he is on the look-out for signals and telephone calls from the patrolman. Upon the return of the first patrol, he takes the station watch, and the other man patrols in the opposite direction. At the proper time the man on station watch calls out the next two men, who must be dressed and ready for duty before the first two turn in.

This routine is varied to meet local conditions. In harbours and seaports fixed look-outs are usually maintained instead of a beach patrol.

Positive evidence of the integrity of the patrol and watch is required. Where stations are sufficiently close to one another to permit the entire distance

between them to be patrolled, a halfway point is established. At this point each patrolman must deposit a brass check bearing the name of the station and his number in the crew. This is taken up on the next visit by the patrolman from the adjacent station, who in turn leaves his check. The first patrolman at night returns all checks of the previous night. Where the patrols do not connect, the patrolman carries a watchman's clock or time detector in which there is a dial that can be marked only by means of a key which registers on the dial the exact time of marking. This key is secured in a safe embedded in a post at the limit of the patrol, and the patrolman must reach that point in order to obtain the key with which to register his arrival.

In some cases telephones are located in halfway houses or at the end of the patrols; in such cases the patrolmen report to their stations by telephone. In other cases the patrolman is provided with a small hand telephone set with which he can communicate with the station.

Each patrolman carries a number of red Coston signals with which to warn a vessel standing too close inshore, or to notify a vessel in distress that he has gone to summon assistance.

The beach patrol was devised and inaugurated by the former Life-Saving Service in the early 'seventies.

The coastal communication system of the Coast Guard comprises more than 2,200 miles of telephone circuits, including about 440 miles of submarine telephone cable. All Coast Guard stations are furnished with telephone service, and, in addition, the most important light stations on the Atlantic, Pacific and Gulf coasts are provided with telephone service by the Coast Guard. Telephone service is also furnished to a number of Navy radio and radio-compass stations by the Coast Guard. Wherever it is practicable to do so the stations are connected with one another, thus affording direct communication. This obtains in the great majority of cases. By means of this system the stations are enabled instantly to transmit information of marine casualties to the maritime centres of the country, and to summon

the aid of the cutters and other agencies. This utilitarian adjunct of the Coast Guard, starting on our coast nearly half a century ago, gradually growing to its present state of perfection and classes and types of vessels and boats for service in the Coast Guard is an absorbing and important problem, as it is, doubtless, in all kindred services. The general characteristics of the cutters



36-FOOT MOTOR SELF-BAILING, SELF-RIGHTING LIFE-BOAT, U.S. COAST GUARD.

efficiency, has been made of incalculable benefit to the Service, to marine commerce, to those interested in shipping, to the country as a protective agency in time of war, and to the public residing on the outlying, desolate beaches skirting the seaboard.

The development of the most efficient

are determined from a study of the Service conditions under which they must be designed to operate. Aside from normal Service conditions, consideration must be given to the question of national defence, and in this relation a study of Navy requirements is involved, so that the requisite design and features

may be accomplished. Inasmuch as the size of an efficient cruising cutter is limited, a combination of desirable qualities in proper proportions becomes a desideratum. Seaworthiness, length, draft, displacement, speed, steaming radius and accommodations, all must receive attention, and Coast Guard essentials of ample boat equipment, strong anchor gear, towing gear and wrecking equipment, as well as Navy requirements for battery, ammunition, fire control, and special devices must be provided for. What is said pertains particularly to the requirements for cruising cutters, but the design of the small craft for inshore patrol and harbour duty, also, must have careful attention. The Coast Guard endeavours, in developing designs, to simplify and standardise the vessels in order to reduce first cost and to minimise the expense of upkeep, repair and operation.

The standardisation of small boats for vessels and for stations has been accomplished, and the principal classes of such boats are known as follows: Motor life-boats, motor self-bailing surf-boats, motor launches, motor dinghies, self-bailing surf-boats, surf-boats, whale boats and dinghies. The simplification of the boat equipment has tended to a saving in first costs and in cost of repair, without any loss of efficiency.

The following will describe briefly the self-bailing, self-righting motor life-boat, the self-bailing motor surf-boat, the self-bailing surf-boat, and the open surf-boats.

Motor Life-boat.—Length, 36 feet over all; beam, 9 feet 6 inches over guards; draft, approximately, 3 feet 6 inches; self-bailing and self-righting; carvel built; hull divided into watertight bulkheads; turtle back-end compartments; engine house amidships; semi-tunnel for propeller; protecting skeg for propeller and rudder; propelling machinery—one four-cylinder four-cycle Wisconsin motor of about 44 h.p. at 1,000 revolutions per minute; gasoline tanks, total capacity about 150 gallons equipped with electric lights; speed about nine miles an hour; jib, main and mizzen sails fitted; hull of wood.

Self-bailing Motor Surf-boat.—Length, 26 feet over all; beam, 8 feet over cork

fenders; draft, 2 feet approximately, under way; clinker built; hull subdivided by watertight bulkheads; deck side and end compartments; engine box amidships; semi-tunnel for propeller; protecting skeg for propeller; out-board detachable rudder; propelling machinery—one four-cylinder, four-cycle Kermath motor of about 20 h.p. at 1,000 revolutions per minute; gasoline tanks, total capacity of approximately 22 gallons; speed about eight and a half miles per hour; fitted for rowing; no sails; hull of wood.

Self-bailing Surf-boat.—Length, 25 feet 6 inches over all; beam, 8 feet over cork fenders; clinker built; hull subdivided by watertight bulkheads; deck side and end compartments; out-board rudder; no propelling machinery; fitted for rowing; fitted with sails and centreboard; hull of wood.

Open Surf-boats.—Length, from 24 feet 6 inches to 26 feet over all; beam, about 7 feet; not self-bailing; clinker built; end compartments fitted; out-board rudder; all equipped for rowing; some fitted with sails and centreboards; hulls of wood.

The operations of the Coast Guard from 1st July, 1914, to 30th June, 1922, that are susceptible of numerical or monetary appraisal, are exhibited in the following tabular summary:

Lives saved or persons rescued from peril	15,199
Persons on board vessels assisted	100,589
Persons in distress cared for	5,128
Vessels boarded and papers examined	120,618
Regattas and marine parades patrolled in accordance with law	126
Instances of lives saved and vessels assisted	12,756
Instances of miscellaneous assistance	10,185
Derelicts and other obstructions to navigation removed or destroyed	156
Value of vessels assisted (including cargoes)	\$233,446,162
Value of derelicts recovered and delivered to owners	\$2,667,885
Persons examined for certificates as life-boat men	43,508

The duties of the Coast Guard call for unceasing vigilance and energetic prosecution at all times; its scope is broad and comprehensive, and its

responsibilities are complex and serious. The annals of the Service furnish almost an unending story of achievements—many, it is believed, as brilliant as human effort can make them—at wreck and rescue work. It is difficult, if indeed it is not impossible, to select from among the hundreds of instances of such service particular cases wherein the very acme of excellence has been attained. So many instances have reached that point, it would seem, or have approximated that point, that to differentiate among them would require the finest sort of discrimination. Effort will be made, however, to relate, below

dock or at a safe harbour anchorage in time to escape the tempestuous weather of late autumn. But there are always some owners or masters who are willing to take the hazard of "one more trip"—the last in many cases, since a considerable number of the vessels that court misfortune in this way never again reach port.

Ordinarily, vessels caught thus by storm out in open water meet disaster while seeking a haven. Unable to find the harbour entrance they are trying to reach in the darkness or blinding mist or snow, they strike upon pier or breakwater, or upon an unfriendly



U.S. COAST GUARD STATION ON THE GREAT LAKES, WITH CREW PERFORMING CAPSIZE DRILL IN A SURF BOAT.

several cases of representative service at shipwreck performed by the cutters and the stations of the Service.

Wreck of the Steamer "H. E. Runnels."

The closing days of the season of navigation upon the Great Lakes furnish the Coast Guard units operating upon those waters a period of arduous service, for it is during this period that most of the "big" wrecks occur. In late October and during the month of November violent gales, accompanied by snow and sleet—the advance guard of a northern winter—sweep unheralded over this region, lashing the waters of these inland seas to a fury such as is not often experienced in ocean navigation. The prudent shipowner puts his property in winter quarters alongside a

beach near by. Frequently, the spot in which they come to grief is so exposed or so surrounded by natural obstructions, such as reefs and rocky formation of coast, as to make rescue or salvage work difficult, if not impossible.

A shipwreck which occurred in mid-November of 1919, at Grand Marais, Michigan, coast of Lake Superior, is a good illustration of the foregoing.

The 889-ton American steamer *H. E. Runnels* left Buffalo on 5th November for Lake Linden, Michigan, a voyage of upward of 1,000 miles. With 100 miles or so of her trip still before her she ran into a north-west gale off Grand Marais, and turned into the harbour at that place for shelter. The gale abating somewhat, she resumed her voyage early on the morning of the 14th. When she

rounded Point Au Sable, eight miles distant from Grand Marais, she encountered a sixty-mile wind, accompanied by a heavy fall of snow. She promptly turned round and headed back for the harbour she had recently left.

The *Runnels* had made her last port. In the murk of the driving snow she missed the harbour entrance. While she was working out into the lake for a second attempt her steering gear gave way and she was driven helplessly on the shore, striking 150 feet from the outer end of one of the piers.

The hour was about 7 A.M., scarcely daylight in that latitude. The crew of the Grand Marais Coast Guard station, situated a quarter of a mile southward of the scene of the stranding, had been earlier aware of the vessel's movements, she having been reported outside the pierheads by the station watch at 5.30 o'clock. This was presumably at the time she was making her first attempt to get in.

A vessel in the position in which the *Runnels* was first observed, and with a storm raging, presaged disaster. The station crew, therefore, lost no time in getting boats and apparatus ready for the work which experience told them was almost certainly ahead.

The *Runnels* was seen to back out into the lake after her first unsuccessful effort to make the entrance, and it was supposed that she intended to heave to and await daylight before having another "try" at the narrow passage between the piers. This view was strengthened by the fact that she did not blow her whistle nor display any signals indicating that she was in difficulty.

When the station crew first saw the steamer the wind was blowing with almost hurricane force, and a tremendous sea was running. Acting upon the belief that she would make no further attempt to get inside until daylight, Surfman A. E. Kristofferson, in charge of the station in the absence of the keeper, went aboard Coast Guard cutter No. 438 (formerly a sub-chaser), temporarily in harbour for shelter, and requested the assistance of that vessel in getting the station apparatus to the beach should the expected happen and the steamer come ashore.

Surfman Kristofferson's visit to the cutter had an unexpected bearing upon the events that were shortly to take place. It resulted in bringing to the ranks of the life-saving forces a volunteer of long experience in wreck work, John O. Anderson, keeper of the Old Chicago Coast Guard Station. Keeper Anderson, away from his station on leave at the time, was on board the cutter as a guest of her commanding officer, Captain G. R. O'Connor.

On learning from Kristofferson that his superior officer was not within call, Anderson tendered his services to the surfman. The acceptance of the offer automatically placed Anderson, for the time, in charge of the station crew, a responsibility which, as the events of the morning proved, he bore with great credit to himself and the Service.

While Anderson and Kristofferson were on their way to the station they saw the masts and spars of a vessel looming up through the driving snow close inshore. She was even then drifting rapidly to her doom off the harbour piers.

Events moved swiftly. The steamer was now aground, broadside to the beach, and lying in a position that exposed her to the full violence of the storm. The waves were high and short, coming around both bow and stern. This, with the backwash from the pier, made a nasty cross sea. The temperature stood at 18 degrees above zero, and the water froze as it fell, coating everything it touched with ice. Moreover, the furiously driving snow was like a curtain blown aside at intervals to disclose to the onlookers a more or less obscured picture of the stricken vessel.

A shot from the Lyle Line-throwing Gun placed a line fairly over the bowsprit of the steamer—the only part of her not constantly swept by the seas. The ship's crew got hold of the line, hauled out the block with the whip line rove through it, and fastened the former to the post of the steering wheel in the pilot house—the only accessible object offering the stability necessary to withstand the strain soon to be put upon the line.

Thus far the work preliminary to that of taking the men off the vessel had moved along without a hitch; but now,

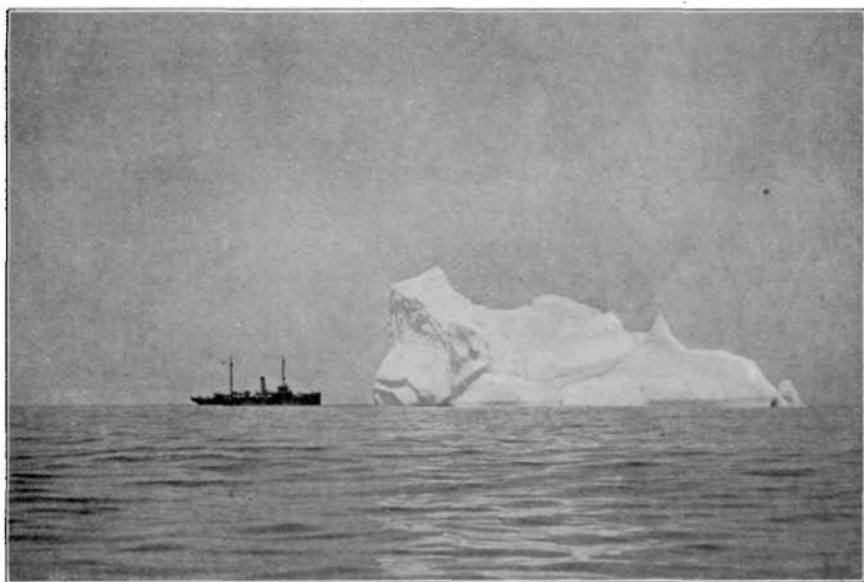
with the block in position aboard ship, the line leading ashore—a new one—hardened as it sagged in the water and became weighted with ice. When the surfmen tried to haul out the hawser which was to carry the breeches buoy in its passage to and from the ship the line snarled. As the vessel had already begun to break up, time was precious, and this interruption of operations was calculated to fill the hearts of the rescuing forces with dismay.

A boat, under either power or oars, could not have lived in the seas that

accompanying the regular boat's crew.

To still further ensure the safety of the party, Keeper Anderson threw a line over the whip from the stern. The boat was now held in leash, as it were, from both ends, the stern line giving it a measure of protection from the cross seas.

When the boatmen reached the steamer a heaving line was thrown on board, the plan being to haul the men, one at a time, into the boat as they leaped overboard on the end of the line.



U.S. COAST GUARD CUTTER ON THE INTERNATIONAL ICE PATROL.

raced round the ends of the steamer. As the whip line was already fast on the vessel, the two parts of it leading ashore were quickly brought together, hauled up as tightly as possible, and tied to a post, leaving the line suspended above the water. The Beebe-McLellan Self-bailing Surf-boat was next placed under the line, and its painter thrown over the whip line and brought back into the boat. The idea had occurred to Kristofferson that the surf-boat could be worked out to the steamer along the whip line, the painter holding her up into wind and sea. A launching was effected in this manner, Keeper Anderson and a volunteer fisherman (a former member of the Service)

But the violent pitching of the boat was found to interfere with the aim of the surfmen. It was seen that throwing and hauling in a line, with possible occasional mishthrows, would take up too much valuable time. Therefore, the men were persuaded, not without repeated re-assurances, to come down to the boat, hand over hand, along the whip line.

Human endurance has its limits. The exertion required to reach the vessel and hold the boat alongside soon began to tell on the surfmen. As they were all now near the point of exhaustion, they were compelled to put back to land with but four of the ship's crew on board.

By the time the boat reached shore three of her crew were in a state of collapse from fatigue, cold, and cramps, and it was necessary to carry them bodily to their quarters and administer restorative treatment. This did not delay operations, however. Three fresh men took their places in the boat.

On the second venture six men were safely landed. The third trip was equally successful, with five more lives to the credit of the rescuers. When the boat landed for the third time two more men dropped out disabled.

The rescue was still incomplete. Two men—the master and the engineer—were still on the wreck, and only four of the first boat's crew to leave shore—Keeper Anderson, Surfmen Kristofferson and Martin, and James MacDonald (a fisherman)—were still in condition to continue the work.

The danger of the undertaking, now nearing its end, had so impressed the onlookers that it was no longer possible to enlist a sufficient number of volunteers for the fourth and last venture. The boat was therefore compelled to put off under-manned.

In some respects this last trip to the wreck was the most difficult and dangerous of all. The men still on the steamer were of middle age and less agile than the others of her crew. Besides, one of them—the engineer—was a man weighing more than 300 lbs. Should they happen to lose their hold on the whip line while trying to reach the surf-boat they would in all likelihood be swept out of reach and drowned. To prevent such a mishap the heaving line was thrown to them. This they tied each around his body before essaying to go overboard.

The wisdom of this precaution was soon apparent, for each lost his grip on the whip line and fell into the water. The heaving line was all that saved them. But even so, the task of getting them out of the water, diverting the surfmen for the moment, as it did, from the ever-present peril of boarding seas, brought calamity upon some of the rescuers. A wave, smashing down over the boat, washed three of them overboard. Fortunately, all succeeded in getting back on board. Keeper Anderson, directing the

rescue was less fortunate than the others. He was swept overboard no less than three times before the work in hand was concluded and the boat on its way to the shore.

Thus, in the face of hardship and danger such as are rarely encountered by the corps, the rescue of the *Runnel's* crew of seventeen men was happily accomplished.

The services of the rescuers were appropriately recognised by the Department by the award of life-saving medals of honour.

Wreck of the Tug "Margaret."

On the morning of 30th December, 1912, the seagoing tug *Margaret*, fighting her way against a 45-mile gale, en route from New York to Norfolk, Virginia, with three heavily-laden barges, struck a submerged wreck or other obstruction off the coast of New Jersey, and was so severely injured that she had to cast off her tow, and run for the shore to keep from sinking. She grounded in the breakers, some 300 yards off the beach, and was promptly discovered by the lookout of the Avalon Station, New Jersey, three or four miles to the north-east.

As a rescuing party from the station named would have had to put to sea in the teeth of the gale, news of the disaster was telephoned to the Tatham's Station, several miles to the southward—from which place a boat going to the assistance of the tug would have the wind dead astern. After sending the message, the keeper of the Avalon Station set out with his crew down the beach on foot with the purpose of assisting the life-savers at Tatham's, should assistance be necessary.

On receiving information of the stranding, the Tatham's crew, under the command of Keeper Harry McGinley, hauled their power surf-boat down to the beach ready for launching. Under the lashing of the gale the waters inshore had become a cauldron of raging seas. To launch off an unprotected beach at such a time is a task of great difficulty and danger, for in order to escape disaster the boat must be held squarely head to the seas. A swerve to either side, however slight, and a breaking wave may swing the craft around broadside to and roll

her back on the beach, possibly to the loss of some of her crew.

As the boat glided from her carriage and struck the water, the engine was set going to give her steerage way, but so fierce were the onslaughts of the surf that the power of her two propellers had to be augmented by the muscle of seven oarsmen before she was able to get her nose beyond the first line of breakers. As it was, she filled before reaching the less turbulent area outside the inshore breakers. Fortunately the boat was a self-bailer and practically non-submersible.

under the starboard bow, that being the least exposed place alongside the wreck. A few quick-spoken instructions were accordingly given as to the duty of each man when the moment should arrive for the actual work of rescue to begin.

The boat was held in check as much as possible, awaiting the approach of a favouring sea. When one came along, the full power of the engine was turned on, and boat and gathering waves sped swiftly toward the vessel. Fifty yards from the goal, however, the sea fell away. At this critical moment, with the speed



U.S. COAST GUARD EXPERIMENTING WITH MINES FOR THE DESTRUCTION OF ICEBERGS.

Wind and sea were rapidly increasing, but once beyond the surf the rescuers had both in their favour and were soon in the locality of the tug. They found her lying bow to the shore, with only the upper part of her pilot-house and three or four feet of her bow exposed. Her afterhouse had disappeared, and her boats had washed clear of their tackle. What still remained above water was being heavily bombarded by the seas, as though old Neptune were bent on battering down the last refuge of the vessel's hapless crew before any human agency could intervene to save them.

After a hasty survey of the situation, Keeper McGinley decided to run in

of the craft slackened, two towering seas raced down upon the boat from over the bow. The propellers were reversed to give the craft sternway and enable her to meet the oncoming waves with as little shock as possible, but she failed to take the first one at the right moment, and it broke over the heads of the occupants, hiding men and boat entirely from the view of the crew of the tug, who were anxiously watching the contest.

Like a duck coming up from a dive, the boat freed herself of the deluge of water, only to take a second plunge under when the following sea struck her, but she again came buoyantly up,

and with every man of her half-drowned crew in his place.

While the life-savers were battling thus with the seas, wind and tide carried them fully 250 yards away from the wreck. Efforts to regain the ground lost were continued with renewed vigour, the surfmen now taking to their oars and adding their strength to gasoline power. For more than half an hour the unequal fight went on, the boat gaining, then losing, then gaining again, the oarsmen frequently having to stop rowing and hold on to their seats to keep from being washed overboard.

At last the boat, having shipped many seas and repeatedly filled, got within 25 yards of the tug—almost near enough to permit a line to be thrown into the hands of her crew.

Keeper McGinley, who held the steering oar, states in his report to the department that the surf around the wreck was the worst he had ever encountered in twenty-nine years spent on the beach. The master of the tug adds his testimony also to that of the keeper regarding the condition of the sea, with the statement that on two occasions, as he watched the efforts of the life-savers to get alongside, their boat was flung so high above the surface of the water that he could see daylight underneath her entire length.

Weather conditions were unfortunately growing worse, the gale having now attained almost the velocity of a hurricane and the seas become miniature mountains. Moreover, the wave-buffed surf-boat, on getting in near the wreck, found herself in the toils of an irresistible current, against which the power of men and machinery combined availed nothing.

The life-saving crew had, indeed, reached the end of their resources, as was soon to be demonstrated. As they struggled futilely to make headway, their boat was caught up, without warning, on the crest of a suddenly risen comber and, in a twinkling, flung aloft and turned over.

Following the capsizing, five of the crew, including the keeper, succeeded in regaining the boat, which now floated bottom up. Three came to the surface so far away from the craft that they could not reach it at all. After struggling

vainly against the current for a while two of them gave up the contest and swam for the shore.

The four oarsmen who, with the keeper, had managed to get back to the boat were able to support themselves alongside by holding on to the bilge strips, while the keeper maintained himself at the stern, clinging to the propeller blades. Several attempts were made to right the boat, but its weight and bulk refused to answer the united tugging of the four oarsmen.

As the five helpless men clung to the craft, with tons of swirling green water burying them at intervals of a few seconds, they did not forget to shout words of encouragement to their apparently less fortunate comrades, fighting their way to a place beside them. Moreover, the men alongside the boat were not unmindful of each other. After each sea had smashed down on their heads and passed on, the first question asked one of the other was: "Is every one safe?"

Two of those who were clinging to the boat, Surfmen John Mathis and Adelbert Robbins, had been boyhood friends. Mathis was married. When it seemed that all must inevitably perish, Robbins, with as fine a spirit of resignation and self-sacrifice as was ever exhibited, remarked: "If one of us has to die, I would rather it would be me instead of John. He has a wife and children."

Shortly after the keeper regained the boat he endeavoured to push the steering oar, which was still secured at the stern, within reach of one of the three men the tide had carried away some distance. While his attention was engaged by the oar a sea, taking him off his guard, tore him away from the wheel and swept him away also. Finding himself unable to get back to the boat, and feeling the chill of the water beginning to benumb his senses, he, too, struck out for land. The others who were still by the boat soon followed his example.

By a miracle all hands reached shallow water, from which they were hauled by their comrades from Avalon, assisted by residents of the neighbourhood. They were so chilled and exhausted when taken from the surf that they had to be carried

bodily to a rousing fire awaiting them in an abandoned barn near by.

By 2 P.M. the wind had moderated perceptibly and shifted to the westward, cutting down the surf considerably. In anticipation of the improved weather conditions, Keeper Frank Nichols, of the Avalon Station, had already dispatched his crew for his surf-boat. The boat arrived at 3.30 P.M.

While preparations for leaving shore were under way a new difficulty arose—that of picking a crew. Eight men were needed, but each man in the two crews insisted on being given a place in the boat. The Avalon crew were fresh and impatient for the work ahead, but the men from Tathams protested vociferously against any arrangement that would leave them to play the rôle of spectators. Finally it was agreed that the privilege of facing death in the breakers should be accorded the two keepers and three surfmen from each station. The disappointment of being left behind was so keenly felt by one of the surfmen that he broke down and wept. This man, be it known, had passed through the harrowing events of the earlier venture and was in no condition to go to sea again.

The surf-boat, successfully launched, made fair headway towards the wreck, but the strength of the oarsmen alone—the boat being without power—was not sufficient to offset the combined force of wind and current. Consequently, the rescuers were swept helplessly past the wreck. There was nothing to do but beat back to windward again for another attempt. This they did, going far enough to give them a 300-yard run to the vessel.

They found the tug apparently intact, with the seas breaking over the pilot-house, whose windows still framed the haggard faces of ten despairing men. As the wreck afforded practically no lee, the danger of running alongside may well be conceived. The tug was in momentary danger, moreover, of breaking up, so there was no time to wait for a lull in the gale or for a chance to manoeuvre for an advantageous position. The run-in alongside had to be made with the utmost expedition, and the boat, once the crew sent it forward, held true.

As the boat shot in under the tug's bow, a line thrown toward the pilot-house was eagerly seized by the sailors and made fast. The next instant almost saw a second disastrous termination of the life-savers' efforts. When the line tautened the boat swung around to the current and was struck broadside by a succession of seas, which, besides filling her, snatched five oars out of the hands of the surfmen and carried them away. Fortunately the two keepers, whose united strength was employed at the steering oar, managed to work the craft quickly around to her former position. While she was held thus, the shipwrecked men—ten in number—left their precarious refuge and tumbled on board.

Just as the last man was taken off a giant comber lifted the boat high in the air and sent her smashing against the side of the tug, staving in three of her planks. It was no place, however, in which to take stock of casualties. The surfmen, therefore, backed away for the shore with as much speed as could be made with the boat's three remaining oars.

Superb surfmanship won the day, and the battered and disabled boat, weighted down nearly to the gunwales by its load of eighteen men, reached the beach without further accident.

It was learned from the shipwrecked crew that one of their number, the fireman, had perished after the tug had stranded. Rendered temporarily insane by fear, he had jumped into a boat and started to lower it. A sea came along while he was working at the fall and up-ended the craft, pitching him headlong into the water.

Keeper McGinley's description of the *Margaret's* polyglot crew, and of the manner in which the feelings of some of them found vent after the surf-boat reached shore, gives a brightening touch to his sombre recital of the thrilling events that preceded and attended the rescue. He says :

"It was a motley crew. Only four of them were Americans. There were the captain, two negroes, one Irishman, one Scotsman, two Scandinavians, two Turks, and one from North Carolina. Talk about the confusion of tongues ! I

can imagine why the Tower was not finished. Most of them were hatless and shoeless, and clad only in trousers and undershirt. All were overjoyed when we landed. The cook, a huge negro, dropped to his knees on the sand and with arms upraised, offered thanks to the Lord for his deliverance. The little mess boy, also coloured, was no less demonstrative and sincere than the cook in his manifestations of gratitude. His actions took a livelier turn, however.

He did a barefoot shuffle on the ice-cold beach."

The two station keepers (McGinley and Nichols) were the recipients of letters from the Secretary of the Treasury, highly praising the conduct of all who participated in the day's hazardous work. The services of the two crews were further recognized by the Department by the award of gold medals, each man who shared the perils of one or both trips to the wreck being so honoured.

The Story of the "Trevessa's" Boats.

Lloyd's List and Shipping Gazette has just published as a pamphlet the logs kept by the Master and Chief Officer of the *Trevessa*, during the voyages of the two boats of that vessel after she sank in the Indian Ocean, on 4th June last. It will be remembered that she was then 1,200 miles from the coast of Western Australia, and that the last wireless message received from her reported that her crew were taking to the boats. After that there was silence for twenty-three days. All hope had been abandoned. And then, on 27th July, telegrams were received announcing that the boat in charge of the Master had arrived at Rodriguez Island. Three days later the other boat, in charge of the Chief Officer, reached Souillac, on the south coast of Mauritius. Ten of the crew died at sea, from exposure, and another died shortly after landing at Mauritius. The remaining thirty-three were saved.

The Master, Captain Cecil Foster, and the Chief Officer, Mr. James C. Stewart Smith, were awarded Lloyd's Silver Medal for Saving Life at Sea, and as a result of an appeal in the columns of *Lloyd's List*, the Committee of Lloyd's collected a sum of £1,453, which has been distributed among the crew. The logs of the Master and Chief Officer were

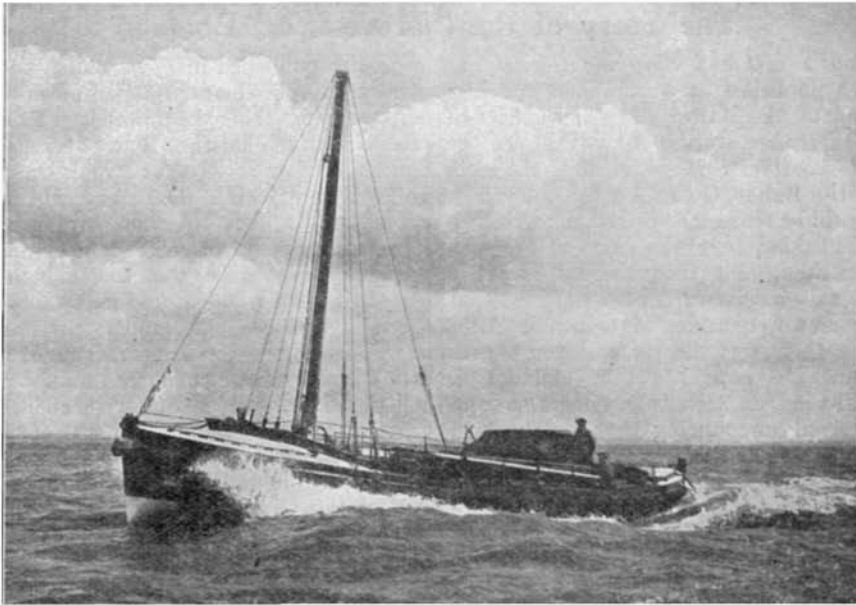
originally published in *Lloyd's List*, and in republishing them as a pamphlet at 6d., and in devoting the proceeds of their sale to marine charities, that paper has done a further service for which every one will be grateful. For many will be very glad to have, in this permanent form, the story of this remarkable voyage. One admires the cheerful courage of the men who endured for twenty-three days in one case, and twenty-six in the other, on starvation rations of a little biscuit, a little condensed milk and a little water—helped out with an improvised song on ham and eggs. One admires still more their discipline. One admires, as much as either, the pride of the captain which made him, as he entered the harbour and passed under the stem of a steamer, decide that "as we had come so far, we'd go ashore and not board the steamer." But one's last impression, and it is an impression strengthened by the simple matter-of-fact way in which the story is told, is that these men, who have suddenly become famous, were, after all, doing and suffering in only a little higher degree, what many hundreds of their fellow-seamen in our Mercantile Marine do and suffer with the same ready courage and good discipline, though the story of it is never told.

The Watson (Cabin) Type of Motor Life-boat.

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

ALTHOUGH the Barnett (Twin Screw) Boat, built for the Station at New Brighton, was the first Cabin Life-boat to be laid down for the Institution's fleet, the first actually to be completed was the new type of Watson Boat, fitted

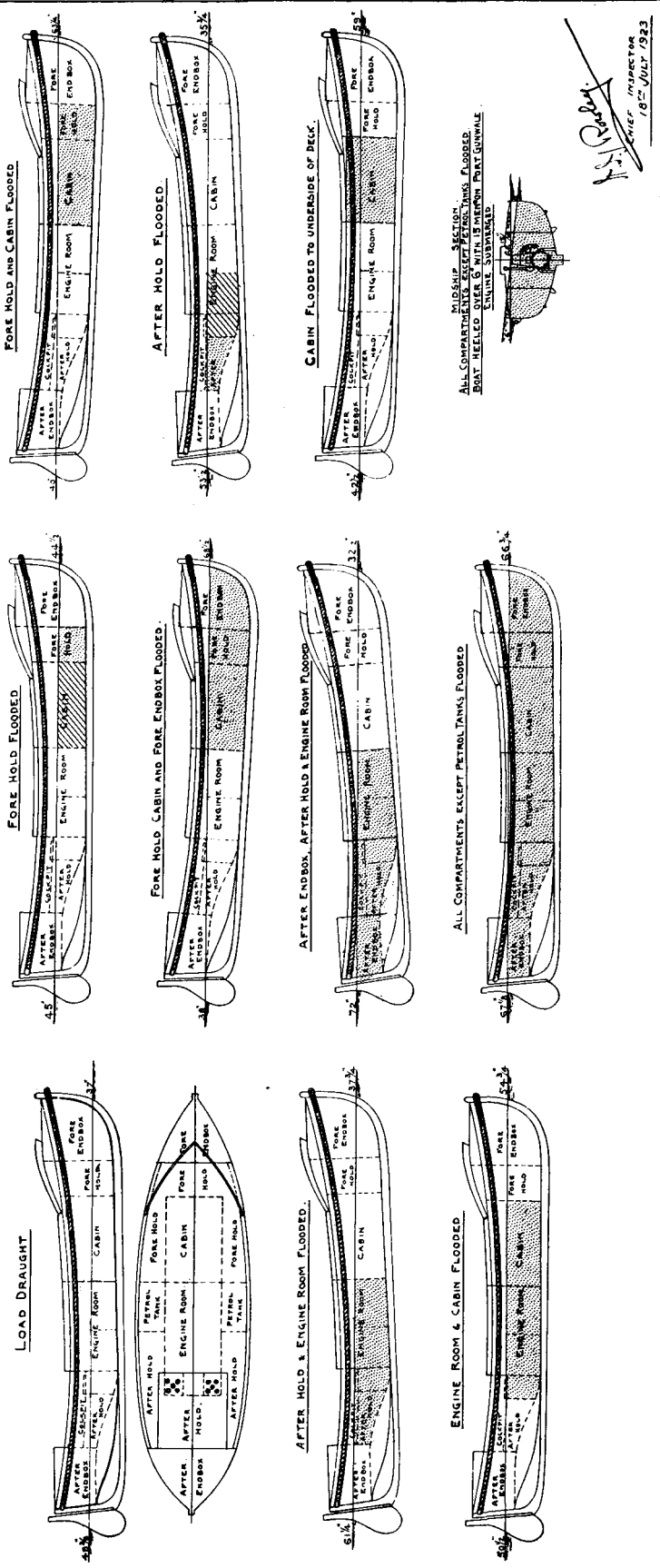
they must be in Boats which can be launched from a slipway. For these reasons it was decided to modify the present Watson type, of which there are nineteen Motor Boats and nearly thirty Pulling and Sailing Boats, pro-



THE FIRST OF THE WATSON (CABIN) MOTOR LIFE-BOATS, STATIONED AT TENBY.

with a cabin, which has been built for the Station at Tenby, South Wales. The high cost of the Barnett Boat and the fact that a boat of such size must be kept afloat makes it necessary to limit its use to those stations where, for special reasons, a large and very powerful boat is required and suitable anchorage can be found. On the other hand, the value of cabins is very great, and the need for them is greater now that we have powerful Motor Life-boats with a radius of action of anything from 50 to 100 miles. If, however, they are to be in anything like general use

viding it with one cabin. The Tenby Boat is the first of this new type, and others are being built for Portrush, Yarmouth (Isle of Wight), Porthdinllaen, Langhope (Orkneys), Douglas (Isle of Man), Holy Island, Margate, Teemouth, and Dunmore East. These Boats are all of the same dimensions as the largest of the existing Watson Boats, that is to say 45 feet by 12 feet 6 inches. They have practically the same displacement, 20 tons, with the crew and all gear on board, and they are fitted with the Institution's new six-cylinder 90 b.h.p. engine which gives them a speed of 8



FLOODING TESTS OF A WATSON CABIN MOTOR LIFE-BOAT (the shading represents the flooded compartments).

to 9 knots and a radius of action of 50 miles.

They have a flush deck, except for the end-boxes and a cockpit aft, protected by the hood, which can be clearly seen in the illustration. Forward of this hood is the engine-room and, forward of that again, the cabin which will have room for about twenty people.

The Tenby Boat was completed in June, and before going to her Station visited the Thames and gave a display at the Meeting of the British Motor Boat Club, held on the Chelsea Reach on 30th June. A party of Members of Parliament were taken for a trip in her, and were given a demonstration of the Line-throwing Gun. Some very interesting experiments were then carried out in the dock at the Storeyard with a view to testing her buoyancy. Different compartments were flooded, and, in the end, the whole Boat, with the exception of the petrol tanks. The accompanying diagrams show the result of this test. They speak for themselves, but one or two words of

explanation may help to emphasise them.

The figures at either end of the Boat, in each diagram, give in inches the depth of the keel, fore and aft, below the water-line.

The darkened parts show the flooding. In the second and fourth diagrams, respectively, the cabin and engine-room are marked with cross lines. They are not themselves flooded, but, as will be seen by looking at the deck plan, they are surrounded by water on three sides, in the case of the cabin by the flooding of the fore hold, and in the case of the engine-room, by the flooding of the after hold.

Buoyancy is given to the Boat by ninety-one air-tight cases. Yet more could be fitted, but the test shows conclusively that with ninety-one there is already a very large margin of buoyancy. These air-cases suffice to keep her afloat with every compartment flooded and with fifteen men all on one gunwale, whereas, in no conceivable circumstances on service could there be more than two or three compartments flooded.

International Congress of the Breton Life-Saving Society.

A VERY interesting International Congress on life-saving took place at St. Malo, Brittany, between the 4th and 12th August. It had been organised by La Société des Hospitaliers Sauveteurs Bretons, in celebration of their 50th anniversary, and was attended by a large number of French and foreign representatives. The Institution was represented by Commander Stopford C. Douglas, R.N., Deputy Chief Inspector of Life-boats, and the foreign representatives included Admiral Reynolds, U.S.A., head of the United States Coast Guard Service, and Captain Saxild, of the Danish Ministry of Marine, both of whom had already paid a visit to England, in July, and inspected the New Brighton Motor Life-boat at Cowes. The Congress was opened by M. Raiberti, Minister of Marine, and the technical discussions covered a period of four days, during which time a large range of interesting subjects was discussed, whilst practical exhibitions of interesting inventions were

given. On behalf of the Institution, Commander Douglas read a paper on "The Launching of Life-boats by Tractors," which was very well received.

No pains were spared to render the visit of the foreign representatives interesting, and every moment of their spare time was occupied with entertainments and visits to neighbouring places of interest.

The Annual Meeting of the Society took place on Sunday, the 12th, in the Town Hall of St. Malo, where a crowded audience listened to the account of the various life-saving services performed by Life-boats and other means, for which awards were being given.

At the conclusion, M. Berthaut, President of the Society, announced that La Grande Medaille d'Art Exceptionnelle had been bestowed upon THE ROYAL NATIONAL LIFE-BOAT INSTITUTION "as a tribute to the oldest and most powerful voluntary life-saving service in the world."

The Fishwives of Cullercoats.

It is not only to our Life-boat workers that we are indebted for help in raising funds. Numbers of the men and women who take part in the sterner side of Life-boat work on the coast have given us generous help on the financial side as well. For the second year the Fishwives of Cullercoats made an appeal on the occasion of the quarterly exercise of the Boat. Last year they collected nearly £60. This year the sum is over £90. Once again, also, they hired a band, entertained it to tea, for both of which they paid themselves, so that the whole of the sum collected goes to the funds of the Institution. In order to do this, they had given concerts during June, and thus obtained a sum sufficient to cover the expenses of the Life-boat appeal.

Several of the fishwives raised over £3 each, and one, Mrs. Polly Donkin, actually collected £13 3s. 4d., taking her box round to all her customers during the previous week. As she collected more than three times as much as any one else, she deserves our special thanks.

The following picturesque account of the launch appeared in the *Newcastle Chronicle and Mail* :—

“The coast is never truly represented unless the figures of its own folk, in their own characteristic dress, are in the picture.

“They were in it on Saturday at Cullercoats and Whitley Bay, which

energetically and successfully celebrated their second annual Life-Boat Day—established a year ago upon the initiative of Mr. B. H. Brown, of Springfield, Cullercoats, the Honorary Secretary for the Branch.



MRS. POLLY DONKIN, OF CULLERCOATS.

were, in addition to the present crew, old gnarled hands as ancient as John Armstrong's, who is seventy-three, and youthful paws as young as those of the latest recruit to the inshore fishing cobbles.

“‘Aa wad say Jack Armstrang is the aadest Life-boatman aboot heor,’ said Big Donkin, who himself easily carries sixty-eight years. ‘But foak winnet knaa whe yor taakin’ aboot if ye say Jack Armstrang. Ye’d bettor put doon Jack Pye. He gets nowt else but that.’

“The next to him in length of years is Jacob Chisholme, who is affectionately, though somewhat irreverently, known as Old Scranchup. He is seventy,

“The scene at Cullercoats, where the procession started, was instinct with vigorous life.

“‘Man the ropes!’

“Life-boatmen past, present, and future answered the call. Coxswain James Scott, Second Coxswain John Stocks, and Bowman Willie Taylor were attended by a picturesque crew of red stocking-capped Life-boatmen, and hauling at the ropes by which the Life-boat *Co-operator No. 1* was drawn from the Boat-house up the precipitous cliff-side to the look-out

and he was manfully tugging at the ropes until the Boat found an even keel on the Bank Top, where it was awaited by over half a hundred of the fisherwomen and girls.

"They looked very comely, very like a quaint group of old Northumbria, in

owing to the provision by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION of many new Motor Life-boats to take the place of the older pulling and sailing craft around the coast.

"The British Legion band from Howden headed the procession, and the



THE FISHWIVES OF CULLERCOATS.

their blue fisher gowns, over which they wore shawls and headpieces worked in silk of many colours.

"These expensive and beautiful shawls, many of them Oriental in their rich colouring, are worn only on special occasions.

"Such as weddings or gala days,' one of the fisherwomen explained.

"There was sufficient excuse for wearing them on Saturday, for everybody was anxious to make a spectacular and financial success of the appeal for funds—very much needed at the present time

women levied toll resolutely all the way from Cullercoats to Whitley, where the Life-boat—which had broken out between its masts a line of flags signalling 'God Save the King'—was launched and proceeded smartly upon its quarterly practice."

One has only to look at the picture of the fishwives, with their collecting boxes, to see that the old adage is not as true when it is reversed—that handsome does as handsome is, and we hope that other fishing towns will follow their fine example.

Life-boat Days in 1923.

500 Days raise £40,000.

OVER 500 Life-boat Days have been held during the past year.

This sentence falls from the pen easily enough, but to those who know the anxieties and difficulties which confront the organiser of even a small street collection nowadays, the statement is remarkable proof of the irresistible appeal which the Life-boat Service makes to all classes. When it is remembered that the holding of a Day means a sequence of appeals for permission to hold the Day, for organisers, for superintendents, for helpers, for advertising space, and, finally, for the contributions of the public—one realises the immense endeavour behind the carrying out of over 500. Each Day has been individual, in that its organisation and development have been local. Each has been carried out without any attempt to startle and excite the public. Each, in fact, has been a normal annual appeal for help, based simply on the public claims of the Life-boat Service, and offering nothing in return by way of sudden wealth to two or three of the thousands contributing.

Days have been held in places varying in size and wealth, from the villages of Loxton, in Somerset, and Boothby Graffoe, in Lincolnshire, each with a population of some 130, to the cities of Manchester and Glasgow, with their million or so citizens. A notable feature is that no less than sixty places held a Life-boat Day for the first time, and, although, owing to local conditions, several Branches did not carry out their usual "Day," the total number is easily a record. The growth of this method of appeal in the last ten years is seen from a comparison with 1913, in which year the total number of street collections was just over 100.

In these 500 Days, thousands of honorary organisers and workers, of both sexes and of all classes, creeds and occupations, have taken part, and their quiet and unostentatious endeavours since January last have, between them, raised nearly £40,000. Ours is a national Service, and it is surely of national

significance, not only that there are so many public-spirited people ready, often at considerable inconvenience and by dint of much hard work, to extol a deserving cause, but that the public, who we are now so often told, will not give unless there is a chance of winning something in return, have responded so generously to the call of the Life-boats.

It is a striking result: 500 Days; £40,000. And this in face of the many difficulties encountered by local organisers, and in spite of the fact that conditions obtaining this year were not far removed from those in previous years, in that, for the fourth year in succession, our appeals have been made in the face of grave industrial depression, and that the weather has been very unsettled. Moreover, local Committees have loyally carried out the views of the Committee of Management as to not inviting the co-operation of girls under 18, in spite of the fact that this has handicapped our organisers as compared with some of the less scrupulous efforts on behalf of other societies.

In many large towns unemployment and consequent distress have been so acute that nothing could be attempted, and in many places in various parts of the country, with organisation complete and every prospect of a record collection, a continuous downpour has robbed our workers of the full reward of their labours. Industrial conditions may improve, and the Institution's financial position would improve in proportion, but the spectre of a wet day will always remain as a possible spoiler of the most elaborately arranged effort, and must, therefore, be regarded as a sort of normal handicap when reviewing a year's work. None the less, it is a serious handicap, for a succession of wet Saturdays would mean a loss of income of many thousands of pounds. Imagine the loss if Life-boat Days in London, Manchester, Bradford, Liverpool, and Birmingham were all spoiled by rain in one year. It is possible; and for this reason, Branch Committees are earnestly asked to bear

Church, State and Stage Appeal for the Life-Boats.



THE REV. R. F. RENDELL, OF BRIGHTLINGSEA, PREACHING FROM THE LIFE-BOAT AT CLACTON-ON-SEA.



HIS EXCELLENCY THE LIEUTENANT GOVERNOR OF THE ISLE OF MAN (MAJOR-GENERAL SIR WILLIAM FRY, K.C.V.O., C.B.), SPEAKING FROM THE RAMSEY LIFE-BOAT ON LIFE-BOAT DAY.



MR GEORGE ROBEY IN THE SCARBOROUGH LIFE-BOAT ON LIFE-BOAT DAY.

in mind some of the many other efforts, which are not dependent on the weather, and by which, *in addition to Life-boat Days*, they may hope to increase its proceeds, or, if the summer is bad, to insure against loss. In this way we may be assured of that permanent and steady annual income which is essential to an Institution like ours.

On the other hand, the work has had the stimulus of the personal interest, and, in one or two cases, the presence of the Prince of Wales, our President. The permission which he gave for all Days to be known as "Prince of Wales' Day for the Life-boats," did much to increase the interest and numbers, both of workers and contributors; and his presence in London on Life-boat Day, when he visited three depôts, his personal interest at Swansea, where he stopped his car and allowed one of the Lady Collectors to pin a flag in his coat, and at Wolverhampton, where he accepted a cheque for the proceeds of the Day, gave great encouragement to our helpers.

It is often asserted that the popularity of *Flag Days* is on the wane, but our experience in 1923 is conclusive proof that *Life-boat Day* is increasing its hold upon the public imagination and sentiment. It is essential that it should be so, for we are dependent upon this source for a considerable part of our revenue. It may be well specially to emphasise this in view of the fact that, in one or two cases this year, the "Day" has been dropped and efforts made in other directions. Valuable as are these other methods, the fact remains that, as a cumulative appeal, there is no substitute for Life-boat Day, which enables us, with a minimum of expense, to reach the many thousands who otherwise would have no opportunity of contributing, and whose small sums constitute a very large part of the £40,000.

The Institution was the pioneer of this form of reaching the masses, and, although in some towns we are feeling the competition of those who have copied our methods, we must not be driven from the field. Once we retire from a place, we lose that continuity of the annual appeal which means so much. The time

cannot be far distant when the multitude of small flag days for every conceivable object must disappear, for their difficulties in this matter are infinitely greater than ours. We have the inestimable advantage that the Life-boat is its own appeal. It appeals directly to the imagination. There are many instances where collections made in small rural or agricultural towns, the inhabitants of which have never seen a Life-boat, have been as generous as those at seaside towns, which have frequently seen the boat launched in a whole N.E. gale.

These facts should greatly comfort those of our workers who have met with difficulties in running the Day this year, and should encourage them to continue their efforts, whatever the success, in the knowledge that with at least 499 other places they are helping to make up a total of £40,000 from local contributions, which are as indispensable to the Life-boat Service as the Life-boat Service is indispensable to the Nation.

In dealing with such a large number of Days it is impossible to mention all, even where the work done and the amount collected were particularly good, but the following branches have achieved notable successes: Alnwick, Batley, Blackburn, Bournemouth, Bradford, Brighton and Hove, Bromley, Burnham (Somerset), Carlisle, Colwyn Bay, Cowes, Cullercoats, Deal and Sandwich, Dundee, Durham, Eastbourne, Falkirk, Fareham, Folkestone, Hampstead, Helensburgh, Kensington, Lambeth, Largs, Manchester, Montrose, Oxford, Perth, Sandown, I.W., Skegness, Stepney, St. Albans, Ventnor, I.W., Torquay, Tunbridge Wells, Wilton.

A series of Days like ours affords an excellent barometer to the general state of prosperity or depression, and it is interesting to note that this year there has almost everywhere been a heavy preponderance of copper coins. There were two particularly bright exceptions in London, where, at Westminster, the various depôts raised £977, of which only 25 per cent. was in copper, and in Piccadilly, where a collector brought in a box containing £12 5s.—all in silver.

It is impossible to conclude an article on Life-boat Days without again ex-

pressing our admiration of the splendid work of the women all over the country, who are primarily responsible for the success achieved. It has been a great tribute to the Ladies' Life-boat Guild, and shows that this organisation, which unites and consolidates the work, is full of good augury for the future. Many

of the women, like our crews, have had to do their best work in the worst weather; and they have really shown the true Life-boat spirit throughout, realising that the object is the same—the saving of life from shipwreck. The Centenary Year, 1924, should see 1,000 Life-boat Day efforts.

Inaugural Ceremonies of Motor Life-boats.

Cromer and Penlee.

THE new Cromer Motor Life-boat is the third of the Norfolk and Suffolk type to be constructed, the other two being the boats stationed at Walton-on-Naze and Lowestoft. The second of these two boats, the *Agnes Cross*, of Lowestoft, which so signally proved her worth in the service to the s.s. *Hopelyn*, in October last, is a sister boat to the new Cromer boat, their dimensions being 46 feet 6 inches by 12 feet 9 inches. While, however, the *Agnes Cross* has a Tylor engine of 60 h.p., the Cromer boat has one of the Institution's new 90-h.p. engines, so that, with the exception of the New Brighton Boat, she is, therefore, the largest and most powerful Motor Life-boat on our coasts.

Now that it has a Motor Life-boat, Cromer has become one of the most important Stations on the coast, and it was this fact which decided the Institution to make the experiment—for the first time with a Motor Boat—of placing the Boathouse and Slipway at the end of the pier. Here, at all states of the tide, the Boat can be launched well clear of all rocks and groynes. The pier itself runs out to 500 feet from the shore, and as the Boathouse is 60 feet long and the Slipway 165 feet, the boat will enter the water nearly 250 yards from the shore. Unfortunately, both the difficulty and the cost of constructing a Slipway in such a position have been very great.

The Boat herself, the Institution owes to the generosity of the late Mr. H. F. Bailey, a London merchant who was born in Norfolk, and out of whose estate a sum of £10,000 was given to the Institution, for the provision of a Life-boat on

the coast of Norfolk, and this sum the Committee of Management decided to devote to providing a Motor Life-boat at Cromer.

The Inaugural Ceremony took place on Cromer Pier, on 26th July, in the presence of a large audience. Mr. D. Davison, J.P., the Chairman of the Branch Committee, presided, and General Sir Charles Monro, Bt., G.C.M.G., G.C.B., G.S.C.I., was to have represented the Committee of Management. He was prevented from being present by a royal command, and in his absence, Mr. George F. Shee, M.A., the Secretary of the Institution, presented the Boat to the County of Norfolk. She was received by the Earl of Leicester, G.C.V.O., the Lord-Lieutenant of the county, who formally transferred her to the President of the Branch, Lord Suffield, C.B., C.V.O.

In the course of his opening address, Mr. Davison read a letter from Mr. C. F. Denny, the administrator of Mr. Bailey's estate, in which he wrote:

"I remember that in the past, Mr. Bailey was a merchant in the City of London, and the services of the Mercantile Marine in carrying goods in which he was interested reminded me of the splendid services rendered by our sailors during the war. I considered, therefore, that his wishes would be served by allotting a portion of his benefactions to the orphans of sailors, to hospitality to sailors when landing at our ports, and to the saving of lives, and in respect to the latter I feel that his memory will be greatly honoured by a boat bearing his name and serving the coasts of the

county in which he was born. May God's blessing be on the work of the boat and the crews which shall man her."

Mr. Davison spoke of the fine record of the old Life-boat, the *Louisa Heartwell*, by which nearly 200 lives had been saved. He recalled the services in 1917, to the Greek steamer *Pyrin* and the Swedish steamer *Fernebo*—services for which the Gold Medal of the Institution was awarded to Coxswain Bloggs, and said that the Station was most fortunate in this, that, in its whole history of nearly a century, it had never had a more gallant Coxswain and Crew.

Mr. Shee, in presenting the Boat to the county, said that this was a red-letter day in the history of the Cromer Station, for it had brought together a large and distinguished company of those on whom the life of the county rested. He knew the wonderful record of Norfolk in peace and war. Norfolk names ran like a beacon through its history, but in all its record there was nothing more splendid than the achievements of its Life-boat crews. (Applause.) Along its coast, flanked by dangerous sandbanks, was a band of men unequalled for tenacity, courage, and seamanship, and ever since 1829 there had not been a single year in which one of Norfolk's thirteen Life-boats had not gone out to the rescue of those in peril on the sea. They had saved a total of about 3,500 lives—a wonderful record. Of that total Cromer had saved 260 lives. Caister, Winterton and Palling, it was true, had a higher record of lives saved, but these were two-boat Stations. Coming immediately after them, among the thirteen Norfolk Stations, Cromer stood splendidly among a splendid band of heroes. (Applause.)

Lord Leicester, in accepting the Boat on behalf of the county, spoke of the cost of the Service, its need for increased funds, and the dangers which the crews faced. It was not often that they met with disaster, but he remembered the wreck of the Life-boat at Wells, when, in endeavouring to help three vessels which had been driven on the sands, she herself was capsized, and eleven of her crew of thirteen were lost.

Lord Suffield, President of the Branch, in accepting the Boat on behalf

of the Branch, recalled that, twenty-one years before, his father and mother had taken a similar part in the inaugural ceremony of the *Louisa Heartwell* to that which he and Lady Suffield were taking that day. In the name of the Branch he thanked the Institution for giving it so fine a Boat.

The Boat was dedicated by the Bishop of Norwich, who said: "For all our admiration for the splendid craft we are dedicating to-day, we are aware that her real usefulness in the gales we know so well on this coast will come from the fearless men who, leaving behind them all whom they love best, in agony of anxiety as to their safe return, quietly and bravely shall put out to save others who but for their efforts would be devoured by the sea."

Lady Suffield then named the Boat *H. F. Bailey*, and she was launched down the Slipway in the presence of thousands of spectators who crowded the pier and the shores. The collection which was made on behalf of the Service realized £50.

Penlee.

The Penlee (Penzance) Boat is of the Watson type, 45 feet by 12 feet 6 inches, and, like the Cromer Life-boat, has one of the Institution's new six-cylinder 90 b.h.p. engines. She was, in fact, the first Life-boat to be fitted with one of these engines, and went to her station in December of last year.

The Boat is the gift of the Misses Eddy, of Torquay, in memory of two nephews, the sons of the late Mr. J. Ray Eddy, who were drowned at Cambridge many years ago. After them, the Boat has been named *The Brothers*. The Misses Eddy have also generously defrayed the expense of the alterations to the Boathouse and Slipway which were necessary in order to make them suitable for launching a Motor Life-boat.

The inaugural ceremony took place on 25th August. Miss Amy Eddy and Miss Charlotte Eddy were both present, but Miss Eddy was prevented by illness. The Institution was represented by Mr. J. A. Hawke, K.C., the Member of Parliament for St. Ives, and the Penlee Branch by its President, the Mayor of Penzance (the Rev. C. Stuchbery).

Among those present were Mr. George Poole (Chairman of the Branch), Mr. Barrie B. Bennetts (Honorary Secretary), Mr. G. C. L. Poole (Honorary Treasurer), Mr. C. J. A. French and Mr. Claude Hart (the Honorary Secretaries of the stations at St. Ives and The Lizard respectively), Canon H. Holroyd Mills (rector of St. Stephen's-in-Brannell), who was at Cambridge when the two nephews of the Misses Eddy were drowned, and Captain Harold G. Innes, R.N., Inspector of Life-boats for the Western District.

The ceremony opened with the launching of the Boat at Penlee, Miss Amy Eddy naming her *The Brothers*, and the remainder of the ceremony then took place on the promenade at Penzance. In his opening address the Mayor said that there had been a Station at Penzance for nearly a century. The first Boat was placed there in 1826, and the Penzance Boats altogether had rescued from shipwreck nearly 300 lives.

Miss Amy Eddy then formally presented the Boat, the gift of herself and her two sisters, to the Institution, and, in accepting her and handing her to the Branch, Mr. Hawke said:—

“I feel convinced that I am handing this Boat to worthy men and a worthy Branch. You (the Misses Eddy) may be sure that when your beautiful Boat goes to sea there will be in it men who, for skill, steadfastness, and courage, will do whatever can be done to relieve human suffering. When you sit at home and storm and tempest are beating over West Cornwall, you may be sure

that the crew who go to sea in your Boat will be carrying to many a suffering mariner a message of relief and sisterly love from you. I trust the thought of what this Boat may do will be some consolation to you in the private sorrow which has prompted the gift.”

The Mayor accepted the Boat in the name of the Branch, and she was then dedicated by Canon Trevor Lewis, Sub-Dean of Truro Cathedral, representing the Bishop of Truro, who said:—

“There is no power, I think, known to men that has the power to make men noble like the power of the sea. Sometimes we get pessimistic about the state of the race; sometimes in our own people we wonder if the spirit of chivalry is dying out. We wonder if the heart of mankind is being shrivelled up in the hustle and push of the great industrial competition of the big cities. But let any man once see on a stormy night these lion-hearted fellows leaving home, wife and children, with nothing to gain and everything to lose, that they might bring back other men to the land again, and you can never be pessimistic about the human race. . . . The sorrow of the sea has a peculiar power of binding men together in sympathy—all of us, whether we live in the city or by the seashore. . . . The sorrow of the sea is the brotherhood of man. Perhaps that is one of God's wonderful ways of bringing men together. How beautifully, then, has this Boat been named *The Brothers*. Those who are happy on land should never forget their kinship with those in sorrow on the sea. Make it practical and make it real.”

Summary of the Meetings of the Committee of Management.

Friday, 15th June, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Elected His Grace the DUKE OF ATHOLL, K.T., a Vice-President of the Institution.

Decided that the House of the Institution be known in future as "Life-Boat House."

Reported the receipt of the following special contributions:—

	£	s.	d.
CIVIL SERVICE LIFE-BOAT FUND (per W. Fortescue Barratt, Esq.), expenditure connected with Civil Service Life-boats in 1922	1,790	7	5
THE MISSES EDDY, towards cost of alterations to Penlee Station to accommodate <i>The Brothers</i> Life-boat (balance).	1,000	—	—
ANONYMOUS	1,000	—	—
ANONYMOUS	150	—	—
J. W. ARCHER, Esq.	50	—	—
MISS REID.	50	—	—
W. J. MACANDREW, Esq.	50	—	—

—To be thanked.

Paid, £19,646 16s. 10d. 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 £24 9s. to pay the expenses of the following Life-boat services:—

Lifeboat.	Vessel.	Lives rescued.
Appledore (Boarding boat).	Motor vessel <i>Fimmo</i> , of Geestemunde. Landed 9.	
Clacton-on-Sea (Motor)	Yacht <i>Irene</i> , of Rochester. Saved vessel and	2

Voted £131 12s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 1, Berwick-on-Tweed, Caister, Dunbar, Penlee (Motor), Rhoscelyn, Sennen Cove (Motor), Weymouth, and Wicklow (Motor).

Voted a compassionate grant of £3 to Wm. THOMAS who was in poor circumstances, and was resigning after being a member of the Porthdinllaen Life-boat crew for twenty years.

Voted £1 10s. to three Life-boat men, and sent a Letter of Thanks to Mr. W. H. NORRIS, Honorary Secretary, for putting off in a motor boat and assisting a sailing boat, which was in difficulties, off Weymouth, on the 12th May. Also granted 10s. to cover the cost of petrol used.

Friday, 20th July, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contribution:—

	£	s.	d.
"BATH" (additional donation)	1,000	—	—

—To be thanked.

Paid £21,580 19s. 10d. 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 £79 16s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Cullercoats	Coble <i>Isabella</i> , of Sunderland	3
The Lizard (Motor)	S.S. <i>Nivelle</i> , of London	20
Lowestoft (Motor)	Shrimp boat <i>Boy Arthur</i> , of Lowestoft.	
Selsey (Motor)	Spanish cruiser <i>Cataluna</i> . Rendered assistance.	2
Sunderland (Motor)	A fishing boat of Whitburn	3

Also voted £189 1s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Caister, Donaghadee (Motor), Fraserburgh, Hoylake, Johnshaven, Lossiemouth, New Brighton, Penlee (Motor), Porthleven, Ramsgate, and Wells.

The Rhyl Life-boat crew were also assembled for service.

Specially recognized the services of Mr. Wm. HAYSON, on his retirement from the office of Honorary Secretary of the Swanage Branch, which position he had held for nearly twenty years.

Reported that a Letter had been sent to Rhyl expressing appreciation of the very smart assembly of the Life-boat crew, on the 12th June, 1923.

Also reported that a Letter of Thanks had been sent to Captain W. J. OLIVER, Joint Honorary Secretary at Sunderland, who went out in the Life-boat on service on the 10th June.

Granted an additional reward to each of the crew of the Cullercoats Life-boat as compensation for damage to clothes sustained when on service in the Life-boat on Sunday, 10th June.

Awarded the Thanks of the Institution, inscribed on Vellum, and the sum of £3 10s. to Mr. JOHN MITTEN, also a Vellum and £2 10s. each to Messrs. W. FITZPATRICK, JAMES MITTEN, JOHN BRIEN, and T. MARSHALL, in recognition of their meritorious conduct in saving, at considerable personal risk, the crew of three hands, of the schooner *Gilbert Greenall*, of Carnarvon, on the 25th March, 1923. The vessel stranded on the Rusk Bank, off Morris Castle, Co. Wexford, during a moderate S.E. gale. The sea was rough, and was breaking completely over her. An attempt was made to launch the ship's boat, but she was swamped, and as the vessel began to break up, her crew took to the rigging. In response to signals of

distress, John Mitten, with the four other men, launched his boat. The first attempt at a rescue failed, the boat being nearly swamped, but at the second attempt one man was rescued, and finally, with considerable difficulty, the other men were also taken off.

Voted £1 to Mr. PETER SHEARER for his services in piloting a steam drifter to the scene of the wreck of the drifter *Comelybank*, at Papa Stronsay, on 8th February. (The other rewards in connexion with this service were granted in April, and are reported in the June issue of *The Life-Boat*.)

Voted £3 to three men for saving the two occupants of a small boat which capsized off Whitehaven on the 13th May. Also granted 10s. for the use of the motor boat in which the rescue was carried out. The small boat was making for the harbour loaded with fish when she capsized, and the two men were found clinging to the keel. Only slight risk was incurred by the salvors, but their promptness saved the imperilled men, who were almost exhausted when rescued. A westerly breeze was blowing with a moderate sea.

Voted £3 to six men for saving two other men whose boat was drifting out to sea, off Cullercoats, on the 10th June. Also granted 5s. for the use of the motor boat in which the rescue was carried out. The two men had put off in a ship's boat to go to Whitley Bay, but were overtaken by a strong S.W. wind and lost control of the boat. When their peril was seen a motor coble went out to their help, and overtook them when they were already six miles out at sea. They were taken on board the coble, but owing to the strong wind their own boat had to be left adrift.

Thursday, 13th September, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Reported the closing of the Life-boat Station at Point of Ayr.

Reported the receipt of the following special contributions :—

	£	s.	d.
ANONYMOUS	600	—	—
EXORS. OF THE LATE MR. C. A. BANNISTER	200	—	—
RUGBY FOOTBALL UNION, to commemorate the Centenary of the Rugby Game of Football and also the Centenary of the Institution	100	—	—
WHITE STAR LINE, being a portion of the contributions made by passengers on their steamers	100	—	—
MISS MOSER	100	—	—
PROFESSOR COURTNEY KENNY, LL.D., F.B.A.	50	—	—
EXORS. OF THE LATE MR. T. G. LANGHAM (additional)	20	—	—

—To be thanked.

Paid £18,447 17s. 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 £178 1s. 5d. to pay the expenses of the following Life-boat services :—

Lifeboat.	Vessel.	Lives rescued.
Bembridge (Motor)	Yacht <i>Quickstep</i> , of Hayling Island	1
Eyemouth	S.S. <i>East Neuk</i> , of Aberdeen	5
Gorleston No. 1.	Boat of trawler <i>Iverno</i> , of Lowestoft	3
Hilbre Island	Yacht <i>Welcome</i> , of Liverpool. Saved vessel and	3
Minehead	Sailing boat <i>Silver Spray</i> , of Minehead	1
Moelfre	A fishing boat of Benleach	3
Porthdinlaen	A small rowing boat	5
Port St. Mary	Ketch <i>Jessamine</i> , of Annalong	4
Rhoscolyn	A small boat	1
Runswick	Ketch <i>Polly</i> , of Blyth. Rendered assistance.	
Spurn (Motor)	Sloop <i>Spring</i> , of Hull. Saved vessel and	3
Whitby (Motor)	Coble <i>Pansy</i> , of Whitby. Cobles <i>Providence</i> and <i>Maria</i> , of Whitby. Stood by and escorted cobles into harbour.	2

The Cromer (Motor) Life-boat assisted the smack *Hepatica*, of Lowestoft; the Palling No. 1 Life-boat rendered assistance to the barge *Aubrey*, of Faversham; the Pwllheli Life-boat saved the motor boat *Moonbeam*, of Liverpool; and the Walton-on-the-Naze (Motor) Life-boat saved the barge *Oceanic*, of London, and rescued her crew of three.

Also voted £512 5s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Abersoch, Angle, Barmouth, Beaumaris (Motor), Brighton, Buckie (Motor), Clovelly, Caister No. 1, Fleetwood, Fowey, Fraserburgh (Motor), Gorleston No. 1, Hasborough, Hastings, Hayling Island, Holyhead, Holyhead No. 1 (Steam), Ilfracombe, Johnshaven, The Lizard (Motor), Longhope, New Brighton No. 2 (Steam), Newhaven (Motor), Palling No. 1, Poolbeg, Poole and Bournemouth, Porthdinlaen, Rhoscolyn, Rhyl, St. Abbs (Motor), St. Helier, Tenby (Motor), and Winterton No. 1.

Granted £143 10s. 4d. to men for injury in the Life-boat Service at Blakeney, Blackpool, Buckie, Cardigan, Cromer, New Brighton, Newbiggin, Moelfre, Rhyl, Runswick, St. Annes, and Yarmouth.

Voted a special gratuity to RICHARD EGLON, Coxswain of the Whitby (Motor) Life-boat, on his retirement after many years' service with the Whitby and Upgang Life-boats.

Voted £5 towards the funeral expenses of WILLIAM JOHNSTONE, the retired Second Coxswain at Dunbar, whose family were in very poor circumstances.

Voted a grant towards the funeral expenses

of ex-Coxswain Wm. Cross, of New Brighton, whose relatives were in poor circumstances.

Voted additional rewards to the crews of the Clovelly and Moelfre Life-boats for arduous services on the 16th July and 2nd August, respectively.

Voted a further sum of £110 for the benefit of the men of the Ramsgate Life-boat who took part in the rescue of the *Indian Chief* in 1881.

Voted an additional monetary reward to the crew of the Rhoscolyn Life-boat in recognition of their arduous services on the night of 29th August, when they made the first of three attempts to rescue a man stranded on the rocks. The rescue was effected on the afternoon of the following day by means of a dingey which was towed to the scene by the Life-boat.

Also directed that Letters of Thanks be addressed to Captain R. R. DAVIES, Honorary Secretary, for going out in the Life-boat and for manning the dingey; to W. HUGHES, for going in the dingey with Captain Davies; to Sir HARRY VERNEY, Bt., for offering to swim from the Life-boat to the rocks with a line; and to Lieutenant K. CATTO and Messrs. NAISH for their services in the Life-boat.

Voted £1 to ex-Coxswain BEN MILLER, £1 10s. to two other men, and addressed a Letter of Thanks to Captain A. S. RICKARDS, Coxswain of the North Berwick Life-boat, for landing four persons from Lamb Rock on the 10th-11th July. Also granted 15s. for the use of a motor yawl.

Shortly before midnight it was reported that a pleasure boat, with four persons on board, was missing in a dense fog. Ex-Coxswain Miller got up out of bed, although in ill health, and, with the other men, put out in his motor boat. After two hours' search the missing party were found, and landed in safety at North Berwick.

Voted 12s. 6d. to two men for going out in search of two other men who had put off from Beaumaris to go to the Lavan Sands on a cockling expedition, and who were overtaken by a moderate S.W. gale, on the 19th July. Also granted 8s. for petrol consumed.

The dingey was a small one, and the cocklers were inexperienced boatmen, without intimate knowledge of the sands. Fortunately they reached land at Aber, on the Carnarvonshire coast, where their small boat was found riding safely to a small kedge.

Voted £4 to four men for rescuing three persons, the occupants of the pleasure boat *Arrow*, off Castletown, on the 21st June. Also granted 11s. 6d. for fuel used. Information was received at 10 P.M., from the Langness Lighthouse, that the boat was in distress and being blown out to sea. The motor boat *Santee*, in charge of Captain E. Symons, promptly put off and picked up the *Arrow* just before 11 P.M., when she was four and a half miles out.

Voted £1 10s. to four men who put off and searched for two persons who were cut off by

the tide at Ramsgate on 27th July. Also granted 10s. for use of boat and expenses.

Voted £1 to two men for rescuing two other men, whose boat capsized while competing in a regatta at Cemaes Bay, on 8th August.

The two salvors were in a motor boat acting as flagship, and the competing boat was upset by a squall when rounding the flagship, and foundered. The men in the motor boat at once manned their punt and rescued the two men, who were swimming.

Voted £8 to four men for rescuing two men, the crew of the lugger *Douglas Head*, of Cork, which was wrecked near Youghal on the 17th August.

A moderate S.W. gale was blowing, and the rescuers incurred considerable personal risk in pulling a mile against wind and tide to the scene of the casualty. The vessel was badly holed, and had run aground in a bay which was full of shoals and rocks.

Voted £2 10s. to five men for rescuing a boy who was adrift in a small boat off Dublin on the 2nd August, and in danger of being carried on a lee shore. A strong S.W. gale was blowing, and the salvors, who went out in the Sea Scouts' Life-boat, incurred some risk, as they only had two oars in the boat.

Voted £3 15s. to six men for rescuing the crew, three in number, of a small ketch, which was observed to be making for Berwick in a waterlogged and sinking condition. The Coxswain of the Life-boat, who was in the vicinity in his motor boat, made for the ketch, which stranded on the rocks. A strong N.N.W. breeze was blowing, but the rescue was effected with little risk.

Decided, in recognition of the action taken by the motor drifter *Sheerness*, of St. Ives, and the motor fishing boat *Mayflower*, of Penzance, when the s.s. *Cormount*, of London, stranded on the Runnelstone Rocks, Land's End, on the 25th July, that Letters of Thanks be addressed to the skippers of the *Sheerness* and *Mayflower*, that an award amounting to £8 15s. be made to the two crews and to two pilots who accompanied them, and that £2 10s. be granted for fuel consumed.

The steamer stranded during a dense fog and sent out wireless distress signals, but refloated before the boats reached the Runnelstone. Although their services were not required, the boats put off promptly and incurred some risk in hurrying to the steamer in the dense fog.

Thursday, 18th October, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Reported that H.R.H. the PRINCESS LOUISE, Duchess of Argyll, had consented to become Patron of the Ladies' Life-Boat Guild.

Paid £24,398 5s. 10d. 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 £188 4s. 7d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives rescued.
Beumaris (Motor)	Picnic party on Puffin Island. Landed 4.	
Barry Dock (Motor)	Motor cruiser <i>Dancing-way</i> . Saved vessel and	7
Brixham (Motor)	Brigantine <i>Helgoland</i> , of Plymouth. Stood by vessel.	
Gourdon . . .	Five fishing boats of Gourdon. Stood by boats.	
Longhope . . .	S.S. <i>Citos</i> , of Helsingborg	8
Mevagissey . .	S.S. <i>Emerald</i> , of Boulogne	13
Moclfre	S.S. <i>Elidir</i> , of Port Dinorwic. Stood by vessel.	
Newhaven . . .	S.S. <i>Excellent</i> , of Boulogne	21
North Deal . .	Ketch <i>Fearless</i> , of London	2
Porthleven . .	S.S. <i>Charbonnier</i> , of Havre. Stood by and rendered assistance.	
Skegness . . .	Fishing boat <i>Trizie</i> , of Skegness. Saved boat.	
Tenby (Motor) .	Schooner <i>Mary Waters</i> , Padstow	5
	Motor boat <i>Elsie</i> , of Tenby	3
The Coverack Life-boat rendered assistance		

to the s.s. *Berville*, of Rouen; the Sennen Cove (Motor) Life-boat rendered assistance to the s.s. *Gulfeld*, of Hamburg; and the Spurn (Motor) Life-boat saved the steam trawler *Portsmouth*, of Grimsby, and rescued her crew of nine.

Also voted £498 1s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress: Baltimore (Motor), Bembridge (Motor), Brighton, Caister, Clovelly, Eastbourne No. 1, Hastings, Hayling Island, Holyhead No. 1 (Steam), Ilfracombe, Lowestoft (Motor), Newhaven (Motor), Palling No. 1, Plymouth, Poole and Bournemouth, Port Erin, Piel (Barrow), Rhoscolyn, Shoreham, Thurso, Tenby (Motor), Totland Bay, and Worthing.

The Guernsey Life-boat was also launched on service.

Granted £13 to a man for injury in the Life-boat Service at Winterton.

Granted an additional monetary reward to the crew of the Thurso Life-boat in recognition of an arduous service on 12th September.

Voted £1 10s. to two men—the Coxswain and Second Coxswain of the Douglas Life-boat—for rescuing the four occupants of a small boat at Douglas, on the 1st September. Also granted 6s. for petrol consumed.

At about 5.30 p.m. information was received that a pleasure boat was in difficulties, and, in order to save time, a motor boat was taken out by the Coxswain. A moderate gale was blowing from the N.W., but the small boat was picked up about two and a half miles from land and taken safely into Douglas.

Awards to Honorary Workers.

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

To Mrs. BERTHA ROE, in recognition of her valuable co-operation at Plymouth, the Gold Brooch and Record of Thanks.

To Mr. ANDIE CAINE, in recognition of his valuable co-operation at Fily, a Framed Photograph.

To Miss URSULA HUGHES, in recognition of her valuable co-operation at Bangor, a Framed Photograph.

To Mrs. W. B. WILLIAMS, in recognition of her valuable co-operation at Liverpool, a Framed Photograph.

To Miss FLORRIE FORDE, in recognition of her valuable co-operation on many occasions, the Gold Brooch and Record of Thanks.

To Mr. LEWIS JONES, the Thanks of the Institution inscribed on Vellum, in acknowledgment of his valuable assistance for over 30 years in connexion with the Hilbre Island Life-boat Station.

To Mr. JOSEPH DOLLARD, upon his retirement after 14½ years service as Honorary Secretary of the Skerries Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. W. G. WINTERBOTTOM, on his retirement from the Chairmanship of Goole, in recognition of his valuable services, a Framed Photograph.

News from the Branches.

DOUGLAS (ISLE OF MAN).—Life-boat Sunday was held on 5th August, on Douglas Head, and a record congregation assembled. The prayers were said by the Rev. A. C. McNeal, the vicar of St. Ninian's. The lesson was read by Colonel Madoc, Honorary Secretary of the Branch, and the sermon was preached by the Bishop of Sodor and Man, who made a strong appeal for the Life-boat Cause.

GATESHEAD.—A garden *fête* was held on 24th July, in the grounds of the house of Mr. and Mrs. J. T. Lunn. The *fête*, which was organized by the Mayoress of Gateshead (Miss Maccoy), who is Honorary Treasurer of the Branch, with the help of Mrs. Thubron, the Honorary Secretary, and other Life-boat workers, was the culmination of a week's efforts of a number of ladies who obtained about £60 in a house-to-house collection. All who contributed to the programme gave their services free, among them the Gateshead Central Band of the British Legion, and a company of Gateshead school children, who had recently returned from the International Exhibition of Gymnastics at Gothenburg, and who gave a number of country dances. Alderman John Thubron, in moving a vote of thanks, described the visit which he paid to the station at Runswick Bay. After they had inspected the Life-boat and boat-house, they gave some money to the members of the crew who had taken them over. "That money," said the Alderman, "did not go into the pockets of those poor fishermen as we had expected. It was put into the little box on the boat, to help to swell the funds of the Institution. I thought that was splendid, because it showed that those men were not only prepared to sacrifice their lives in the Bay, in trying to save life, but they were also prepared to give up money which, apparently, they could have well done with."

SIDMOUTH. — A successful *fête*, described as Ye Olde Sidmouth Fayre,

was held on 16th August, in the grounds of Sidmouth Manor. This is the third year in succession in which Colonel and Mrs. Balfour have opened their beautiful grounds to the public, in order to help the Institution, and these annual *fêtes* have come to be regarded as an important feature of the Sidmouth season. This year the *fête* was even more successful than in the two previous years, and a sum of over £240 was raised. A rocket fired by Miss Betty Balfour was followed by the opening ceremony, which was performed by Lady Morrison-Bell. The Sidmouth Band provided the music, and there was a very long programme of attractions, in addition to the different stalls, one of which was a model Life-boat. Performances were given by the "Strolling Players" and the "Sidbury Pantomime Company," and one of the most interesting features was an aerial Derby, arranged by Mrs. Spence Bernard and Dr. Michelmores, in which the public competed with gas-filled balloons. In the evening the grounds were illuminated with electric light, arranged by Mr. Edinborough, and the *fête* was concluded with a fireworks display: Mrs. Balfour was helped in making the arrangements by Miss Browning, the Honorary Secretary of the Sidmouth Branch, and a Committee of members of the Sidmouth Ladies' Life-boat Guild.

SOUTH CARNARVONSHIRE.—The first Annual Report of the South Carnarvonshire Ladies' Life-boat Guild was presented at a meeting on 4th August. Dame Margaret Lloyd George, the President, was in the chair, and an address was delivered by Major-General J. E. B. Seely, C.B., C.M.G., D.S.O., a member of the Committee of Management. The report showed that altogether £180 had been collected. Of this sum £119 had been raised by a garden *fête*, arranged by Mrs. Lloyd-Evans, and £30 in subscriptions had been obtained by members of the Guild. Prince of Wales' Collecting Cards had also proved very successful, a collection

of £22 being made by Captain Griffiths, of Abersoch, aboard his steamer *Prince*, in South America. It is the intention of the Guild through the winter to have a series of whist drives, dances, and other entertainments.

WORTHING.—Triennial Life-boat Sunday was held on 17th June. The Mayor (Alderman J. G. Denton) accompanied by members of the corporation, Mr. H. Hargood, O.B.E., D.L., J.P., Vice-President of the Institution, and Colonel Randolph, C.M.G., D.S.O., Chairman of the Worthing Committee, went in procession from the Town Offices to Christ Church, where the sermon was preached by the Right Rev. Dr. Southwell, Bishop of Lewes. In the course of his address the Bishop said that year in, year out, the merchant seamen faced the perils of the sea to bring home

to them, very often, the necessaries of life. With all the safeguards with which ships were equipped to-day, the peril still remained, and all round the coasts the Life-boatmen kept up a ceaseless watch night and day. In their vigilance they never failed. The time had now come, however, when the Life-boat Institution was itself sending out an S O S—to the Empire—for help. The Institution had not the money necessary for the fullest performance of its great work, and was therefore appealing for assistance. And it was quite right that they should be asked to help in church, because there was a deep spiritual significance in the work. They must not forget that the saving of a body often resulted in the saving of a soul also. Many a man had been brought out of danger nearer to God.



MEMBERS OF THE SIDBURY PANTOMIME COMPANY AT THE SIDMOUTH LIFE-BOAT GARDEN FETE.

NOTICE.

Owing to lack of space reports of many meetings of Branches have been held over until the next number of THE LIFE-BOAT, which will be published in February, 1924.