

# THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

VOL. XXIII.—No. 267.] SEPTEMBER, 1919.

[PRICE 6d.

## Annual Meeting.

THE Ninety-fifth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at Caxton Hall, Westminster, on Friday, 2nd May, 1919, at 4 P.M. The Right Hon. the Lord Chancellor presided, and amongst those present were :—The Earl Waldegrave, P.C. (Chairman of the Committee of Management), the Countess Waldegrave, Sir Godfrey Baring, Bt. (Deputy Chairman of the Committee of Management), Lady Baring, Mrs. Lloyd George, Mr. W. Fortescue Barratt (Civil Service Life-boat Fund), Sir Frank Benson, Rev. R. J. Campbell, Captain C. J. P. Cave, Major Sir Edward F. Coates, Bt., M.P., the Hon. George Colville, Sir William Corry, Bt., M. le Comte d' Ormesson, First Secretary of the French Embassy, Mr. H. R. Fargus, Sir Robert and Lady Penrose FitzGerald, Mr. J. Bevill Fortescue, Major-General Sir Coleridge Grove, Mr. Harry Hargood, Brigadier-General Noel M. Lake, C.B., Mr. J. F. Lamb, Commander Sir Harry Mainwaring, Bt., R.N.V.R., Engineer Rear-Admiral Charles Rudd, Major-General the Right Hon. John E. Bernard Seely, C.B., C.M.G., D.S.O., M.P., Captain Sir Herbert Acton Blake, K.C.V.O., K.C.M.G., (Deputy Master of the Trinity House), Rear-Admiral John F. Parry, C.B., (the Hydrographer to the Admiralty), Mr. Alfred G. Topham and Mrs. Topham, Admiral Sir Rosslyn Wemyss, G.C.B., Mr. George F. Shee, M.A. (Secretary), and Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats).

The Annual Report was presented to the Meeting.

The CHAIRMAN: My Lords, ladies and gentlemen, this, as probably most of you who are present here are well aware, is the Ninety-fifth Annual Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. I shall probably not be wrong in assuming that the work of the

Institution is too well known to all those who are present here to-day for it to be useful that I should go into its past history at any length. It is sufficient to say that it supplies a history of some generations, during which the courage and the nobility of the seafaring folk and the men of our race never shone with a more splendid valour. It would, I think, not be without interest to you if I reminded you of the effect of the war upon the activities of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. The war conditions of the past five years are, as everyone must hope, over, and it is necessary for those who are charged with the fortunes of this Institution to look forward to, and work upon, peace conditions.

Ladies and gentlemen, the war record of this Institution has been worthy of its long record in the peace years which preceded 1914. Since the outbreak of war there have been no fewer than 1,778 launches of Life-boats. In that period no fewer than 5,242 lives have been saved, and 179 vessels have actually been saved through the exertions of the crews of the Life-boats which protect our coast. It is not without interest to know what has been the contribution of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in regard to those war casualties which may be described as immediate. In order to deal with casualties springing directly from the war, there have been no fewer than 549 launches of Life-boats, and no fewer than 1,666 lives have been saved. And here you would, I think, be interested if I mentioned, in passing, a novel feature—that no fewer than 23 lives have been saved from aircraft casualties by boats connected with your Institution. Now, my Lords, ladies and gentlemen, it is not to be supposed that this element will not enter into the work of the Institution in an increasing degree in the future. Indeed, it requires very little imagination to suggest that if many aviators are to attempt to fly, during the weather conditions with which we have been blessed in the last week, from Newfoundland to Europe, the exertions of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION are likely to be very considerably increased. The work of the last year, 1918, may be very shortly summarised. In 1918 852 lives were saved, and, as far as the present year has gone—that is to say, to the 1st May—no fewer than 252 lives have been saved. It is not perhaps possible to realise the great aggregate contribution which has been made in the years by this great Institution to the saving of human life, unless one takes a figure, and states it quite shortly, from the year 1824, the earliest days.

In the years which have elapsed between 1824 and 1919, 57,069 lives have been saved by the exertions of the gallant members of these crews. I think that we should make a great mistake, and the general public—and still more that section of the public which is principally interested in seafaring men—would make a very great mistake if they thought that the need for organization, the need for added resources, was likely to grow less in the years that are in front of us. It is, on the contrary, quite certain that it will grow greater. For some time, as the distinguished Admirals whom I see on this platform would assure you, we must count upon great danger from stray mines. Nothing is more certain than that there will be many maritime casualties from this cause during the next few years. And we must also be prepared for a great increase in the world's shipping. Nothing seems to me to be more clear economically than that the great nations of the world, who have been associated with one another in carrying through the great struggle from which we have just emerged to a successful conclusion, are convinced that the development of the world, and the commercial intercourse between the nations of the world, will produce a reward rich beyond all imagination for that country which maintains—as it would be in our case—or secures—as it would be in the case of another nation—the primacy in the shipbuilding of the world. It is, as I have said, certain that the greatest efforts will be made by every nation which can be counted among the first in the possibilities of productivity to manufacture the maximum quantity of mercantile tonnage. In that friendly competition those who believe in the fortunes and in the star of this country, and in the manufacturing enterprise and capacity of the citizens of this country, do not believe that for any considerable period we shall be content with the second place to any other country. But observe, my Lords, ladies and gentlemen, if I am right—as I believe I am right in that anticipation—it follows equally that additional obligations and duties will be imposed upon the Life-boat crews, and it will be necessary that additional provision shall be made in order that they may not prove inadequate to the increased calls upon them.

Now it is quite obvious that, having regard to the nature of the work that is thrown upon them, all Life-boats must be kept in absolutely first-class condition. It is no good keeping a Life-boat if it is unseaworthy, because the very conditions of its employment involve the pre-supposition that it will be required to put to sea under circumstances which, much more than is the case with ordinary vessels, will at once find out a vessel which has a weak spot or which is not completely seaworthy. And it must not be forgotten by those who are responsible for the finances of this Institution that we are face to face, as all the world is now, with circumstances under which construction, labour and everything, cost 40 or 50 per cent. more than they did before the war. And I need hardly point out, either, that the whole of the expenses of

maintaining the fleet of Life-boats has undergone an enormous, and, as far as we can judge, an enduring increase. The question of *personnel* is not less difficult. The men, indeed, are ready and willing to go out in all weathers, and usually when no other craft can venture, and they go heartily, carelessly, gladly, to risk their lives for others under circumstances when they have very little of the glamour of danger and all the icy terror of its grim reality. I have before me a note, very expressive in its laconic simplicity, which, it seemed to me, gave a very clear and vivid impression of what these valiant men undergo, and are content gladly to undergo. I read in yesterday's paper: "Exciting scenes were witnessed at Fraserburgh yesterday. The Admiralty patrol vessel *Eminent*, of Burghhead, was making for Fraserburgh, when something went wrong with the engines, and she had to come to anchor in the bay. A tremendous northerly gale was blowing, and the breakers were running mountains high. The *Eminent* put up signals of distress, and, in response, the motor Life-boat *Lady Rothes* (one of the latest patterns), manned by a crew of eleven, under Coxswain Andrew Noble, put to sea. The Life-boat had not gone far beyond the south breakwater when a succession of huge breakers overtook her and turned her over. The crew were all thrown into the raging sea, amid the horrified cries of the spectators. It was not thought that any could be saved. The men made a great fight for life, and though they floated through half the length of the bay they reached the sands alive. Nine of the men came round all right, but the chief Coxswain, Andrew Noble, aged fifty-nine, and the Second Coxswain, Andrew Farquhar, aged fifty, died immediately after being washed ashore. Noble, who held the decoration for life-saving at sea, was master pilot at Fraserburgh, and the premier Life-boat coxswain of Scotland. Farquhar was also a pilot. The accident caused great excitement and sorrow in Fraserburgh. The *Eminent* eventually drove on the sands, when the crew were all landed by the life-saving apparatus." Well, ladies and gentlemen, it seems to me indeed a moving thing that men of fifty-nine and fifty should be found ready, on the first call of danger, to risk their lives under circumstances which must have been so perilous as the events show on the occasion which is described so simply in the passage which I have read to you. It is, indeed, as I have said on another subject, a most moving reflection that, after five years of war in which a deep and constant and most grievous toll has been taken in a variety of ways of our sea-going population, whatever other difficulties we have, there are always to be found heroic sailor men who, when they are asked to volunteer for and to perform this service, are, and to train for this service—which is far more trying in ordinary times—come forward, and, as we believe, will continue to come forward in sufficient numbers; and while we find the British race giving proof of these qualities let us be slow to listen to the gloomy conclusions of those who

have told us that there is anything wrong with the heart of the people of this country.

Now, my Lords, ladies and gentlemen, I have two final observations to make, not primarily connected with the main topic with which I have attempted to deal. The first is to make a special appeal to ladies to help on Life-boat Day, which will be held on the 6th May, 1919. Now I have not the slightest doubt that the ladies present are as weary of flag days or special appeals as most other sections of the community after five years of war may be supposed to be, but my experience of these appeals was that towards the end of the war the public had learned to discriminate, and that, while there were many appeals to which they listened with very considerable impatience, the fact that so many had been made did not estrange them from the appeals to which they had been long accustomed, whose merits they well knew, and which they were prepared to respond to; and of this I am sure—that the needs of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION are so clearly realised throughout the whole of the community, and its exertions excite so much admiration and sympathy in the members of the community, that you ladies will not make a vain appeal if we may enlist you in our support on the 6th May; and indeed you will be doing a noble work, because Life-boat Day is a day upon whose fruits the financial well-being of the Institution very greatly depends; and whether it is a great success or not depends in its turn upon the personal exertions which are made by our friends in all parts of the country.

The second announcement I have to make is one which I am sure will be hailed with sincere pleasure by all the members. It is to the effect that His Royal Highness the Prince of Wales has become President of the Institution; and in a letter His Royal Highness conveys the hope that the appeal will be attended with very great success, and calls attention to the magnificent work done throughout the war by the Life-boat crews. Every one of us knows with what extraordinary assiduity and energy His Royal Highness associates himself with every element of our national life. It is certainly a source of satisfaction to us that in this particularly humane work, work which saves so many of those—rather pathetic and helpless because so simple—men who go down to the sea in ships. It is indeed a source of satisfaction to us that His Royal Highness should be found putting himself at the head of a movement at once so beneficent and so necessary in an island country.

Ladies and gentlemen, if we are all, according to the measure of our opportunities, determined to make the next appeal on the 6th May worthy in its results of the exertions of the Institution throughout the war, and correspondent with its known and ascertained needs in the near future, we shall have done something to repay those who sacrifice their lives in the interests of their fellow sailors, and we shall have done something, though this matters less, to repay the

exertions of those who, year after year, lay us under such great obligations for the time they spend upon the organization of this Institution in all its branches throughout the country.

I now call upon the Secretary to read the list in connexion with the election of the Committee of Management and auditors.

The SECRETARY: This is signed by Lord Waldegrave, as Chairman.

(The Secretary read the List.)

*President.*

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

*Vice-Presidents.*

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

His Grace the Duke of Leeds.

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

The Most Hon. the Marquis of Ailsa.

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

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

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

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

Admiral the Right Hon. the Lord Beresford, G.C.B., G.C.V.O., G.B.E.

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

Sir Robert Uniacke Penrose Fitzgerald, Bt.

Sir Godfrey Baring, Bt.

Robert Birkbeck, Esq.

*Treasurer.*

The Right Hon. the Earl of Harrowby.

*Committee of Management.*

The President.

The Vice-Presidents.

The Treasurer.

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

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

The Right Hon. the Lord Airedale.

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

Frederick Cavendish Bentinck, Esq.

Captain Charles J. P. Cave.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

Major Sir Edward Feetham Coates, Bt., M.P.

The Hon. George Colville.

Sir William Corry, Bt.

Commander the Right Hon. the Viscount

Curzon, M.P., R.N.V.R.

Henry R. Fergus, Esq.

John Beville Fortescue, Esq.

Major-General Sir Coleridge Grove, K.C.B.

The Right Hon. the Viscount Hambleton.

The Right Hon. the Earl of Hardwicke.

Harry Hargood, Esq.

Admiral of the Fleet, the Right Hon. the

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

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

Sir Woodburn Kirby.

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

J. F. Lamb, Esq.  
 Herbert F. Lancashire, Esq.  
 Charles Livingston, Esq.  
 Commander Sir Harry Mainwaring, Bt.,  
 R.N.V.R.  
 Colonel His Grace the Duke of Northumberland.  
 Captain Robert Pitman, C.M.G., R.N.  
 Captain George B. Preston.  
 Sir Boverton Redwood, Bt., F.R.S.  
 Engineer Rear-Admiral Charles Rudd.  
 The Right Hon. Walter Runciman.  
 Brigadier-General the Right Hon. John E.  
 Bernard Seely, C.B., C.M.G., D.S.O., M.P.  
 Rear-Admiral Hector B. Stewart.  
 The Right Hon. the Lord Sydenham, G.C.S.I.,  
 G.C.M.G., G.C.I.E., G.B.E., F.R.S.  
 Alfred G. Topham, Esq.  
 Commander Francis Fitzpatrick Tower,  
 R.N.V.R.  
 Sir Philip Watts, K.C.B., F.R.S.  
 Commodore Sir Richard Henry Williams-  
 Bulkeley, Bt., C.B., R.N.R.  
 The Right Hon. the Lord Mayor.  
 The Admiral Commanding Coast-Guard and  
 Reserves (Vice-Admiral R. S. de Chair,  
 K.C.B., M.V.O., K.C.M.G.).  
 The Deputy Master of the Trinity House  
 (Captain Sir Herbert Acton Blake, K.C.M.G.,  
 K.C.V.O.).  
 The Hydrographer of the Admiralty (Rear-  
 Admiral Sir John F. Parry, K.C.B.).

*Auditors.*

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: My Lords, ladies and gentlemen, no other persons having been named, under Bye-law 9, Section 3, I declare the gentlemen whose names have been read out duly elected. It is now my duty to present medals to a number of brave men who have rendered conspicuous service during the past twelve months, and I will ask the Secretary to read a record of their services.

*(The Secretary read the record, and the medals were presented.)*

The Silver Second Service Clasp of the Institution was awarded to JOHN T. SWAN, and the Bronze Medal to GEORGE AYERS, Coxswain and Second Coxswain of the Lowestoft Life-boat in the following circumstances:—

On the 30th September, 1918, the sloop *Pomona*, with a crew of twelve hands on board, stranded in a N.E. gale and a very heavy sea, about 17 miles from Lowestoft.

As other help was not forthcoming, a message was sent to Lowestoft, and Coxswain Swan at once fired the assembly guns. He succeeded in obtaining the requisite eighteen men, but two of these were over seventy years of age, twelve were over sixty, and the remaining four over fifty.

Notwithstanding the severity of the gale, this brave crew put off without hesitation to the help of the imperilled men.

When the Life-boat reached the wreck she was completely under water, and four men were taking refuge on the top of the wheel-house, while five others were on the foremast.

A terrific sea was running, and the first two attempts to get near the vessel failed, owing to the wind and tide.

Undaunted, however, by their failure, the men made a further attempt, which proved successful. With great difficulty the men were rescued, one man falling into the sea, but fortunately he was hauled on board by a boat-hook.

The men on the wheel-house had to be dragged through the water into the Life-boat by means of a rope. As soon as all the men were safe, the boat returned to Lowestoft.

A striking fact in connexion with this service was that it was carried out by a veteran crew, in very severe conditions of weather, showing that these men, in their old age, are no less courageous, when life is in danger, than their sons who were away on war service.

Coxswain Swan, under whose leadership this fine rescue was performed, already holds the Silver Medal of the Institution.

The Bronze Medal of the Institution was awarded to JOHN OWEN, Coxswain of the Llandudno Life-boat, in the following circumstances:—

On the 27th March, the Life-boat was despatched to assist a schooner which was making signals of distress. The wind was blowing a gale from the N.W. and a very heavy sea was running, and it was only after two attempts that the Life-boat was successful in getting alongside and saving the two men who were on board, both of whom were in a very exhausted condition. The vessel had had her sails blown away and one cable had parted, so that she was liable at any moment to be driven ashore. After the men were saved, the Life-boat tried for over two hours to beat back to Llandudno, but the wind and tide, combined with the heavy sea, were too strong, and the boat was obliged to put into Colwyn Bay, where the men were landed and the boat was hauled up. Whilst the Life-boat was on her way to the wreck she was three times buried by the seas, and on one occasion some of the men were only saved from being washed overboard by clinging to the life-lines.

The Bronze Medal was also awarded to THOMAS BOWEN, Coxswain of the Cardigan Life-boat, for the following service:—

On the 27th March, during a whole N.W. gale, accompanied by cold weather, snow showers, and a very heavy sea, the s.s. *Conservator*, of London, got into difficulties in Cardigan Bay. Signals of distress were made, and, in response, the Cardigan Life-boat, under Coxswain Thomas Bowen, was launched at once. When she reached the steamer it was found that she had two anchors down, but they were not holding, and there was every prospect of the vessel being wrecked on the bar. The ten men on board were skillfully rescued by the Life-boatmen, and the Coxswain and Crew deserve the highest praise for their work, carried out in perilous conditions, as the sea was washing over both the steamer and the Life-boat. When the

men had been taken off the distressed vessel, attempts were made by the Life-boat to regain her station, but the elements proved too strong, and the attempt had to be abandoned. The Life-boat then crossed the bar and ran up the river to Cardigan, where the rescued men were landed in safety.

The CHAIRMAN: My Lords, ladies and gentlemen, I am sure you will hold me excused when I say that it is necessary that I should catch a train and that I should leave now. Lord Waldegrave has kindly consented to take the Chair in my absence for what remains of the proceedings. For myself I can only thank you for the kindness with which you have allowed me to preside here to-day.

*(The Right Hon. the Earl Waldegrave, P.C., in the Chair.)*

The CHAIRMAN: My Lords, ladies and gentlemen, I have now to call on Admiral Sir Rosslyn Wemyss to move a resolution.

ADMIRAL WEMYSS: My Lord Chairman, my Lords, ladies and gentlemen, to me has been allotted the honour of moving this resolution recording thanks to those gallant men whose services we have heard of from the Lord Chancellor, and to those kind ladies and gentlemen who help the organization in this great national work. I can hardly say what a pleasure it is to be associated with such a resolution, and, if I may say so, I think it is somewhat correct in the order of things that it should be a seaman to whom this pleasurable duty is allotted. Surely no one knows better the hardships of these men and the gallant work that they do than we who have our being on the water, and whose duty takes us down to the sea in ships. I had, before coming here, gone through a great many statistics, which I will not give you, because they have been given you much more ably by the Lord Chancellor. But if you will excuse me for one or two minutes I will give you one or two to which I might draw your attention. The Lord Chancellor told you that during the war THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has been the means of saving nearly two hundred vessels. That is a great work of humanity, but during the war it was also something more, for if you knew as well as some of us do what a perilous position the country was in—well, I will not say perilous—but if you knew what the position was in the way of communications and the way of food coming in, you will realise what a national asset those two hundred ships were, and I can assure you that they represented a very great deal. I think that this is all the more wonderful when we realise that these boats were manned by men who were past the prime of life. All those men who usually manned Life-boats before, men of youth and vigour, had rallied to their country's call, and most of them, if not all, were under the White Ensign, and the great strain of this work of saving human life from shipwreck fell

upon men who otherwise would probably not have been doing such strenuous work. All praise to that splendid spirit, that devotion to duty, that gallantry, that enabled these men to carry on their work all through. I understand that it is the great wish of the Committee to place more Motor Life-boats round the coast, and, indeed, I am told that this work was well in hand before the war broke out, but that, like many another good thing which had to be put on one side, it was delayed through the exigencies of the national peril. Now, naturally, the Committee wish to go on with this. I understand that they have already had a practical proof of the excellence of these boats. But this great work cannot be done without funds, and I believe that no less than half a million of money will be required to be spent before it can be put fully into execution. This raising of half a million of money must, indeed, be the cause of great anxiety to the Committee. We know how people's pockets are strained at this moment, and how very many things there are to which they can give their charity, but surely there are not many that are greater than this one, which does so much for the well-being of our national life and Empire. It is purely voluntary, and everybody sincerely hopes that the appeal which the Lord Chancellor made to those ladies and gentlemen who, he trusts, will kindly assist on Tuesday, will be responded to. We in the Navy, naturally, are very intimately connected with THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. Not only, as I said, do we who go round these coasts realise these things, but I think that naval officers are very much in use with the Institution. It has been my great privilege, and my great pleasure during the war to have some of these officers serving with me. There is Captain Howard Rowley, who has done wonderfully well. Those people who are interested in the Institution probably know him from the Life-boat point of view. I know him from the point of view of war service, and very great it has been. Captain Basil Hall, also, has performed great services in organizing and helping the coast watches on the East coast. Commander Edward Drury is an officer whom I had the pleasure of having aboard my own ship at one time, and who, later on, commanded what was in those days a brand-new institution, namely, a seaplane carrier. With conspicuous ability and success did this gallant officer turn his attention to that work, and carry it out. Captain Forbes has done yeoman service at Salonica as Divisional Naval Transport Officer, and I can assure you that that is not easy work. It requires brain, it requires physique, and it requires organizing power, and all these have been conspicuously shown. Captain Innes, also, who is Assistant Defence Officer up in the North, has done great work for his country during this time of stress. Those are only some, but they will be enough to show how intimately connected we are, and how, I might almost say, affectionate are the bonds which unite the Admiralty and this great Institution.

Everybody who is interested will hear with great regret of the approaching retirement of Captain Thomas Holmes, the Chief Inspector of Life-boats. It is not for me to recount the work of this gallant officer. I do not think that I should be able properly to describe all the good work that he has done, but we do know that his abilities and his time have been given to an enormous extent, and through him has this Life-boat organization been worked up to its present efficiency. We are an island, an island Empire, and nothing that touches the sea can help but touch the heart of every person in this Empire. But we are not the only ones. We have gallant Allies who also have large coast-lines, and it is with the greatest pleasure that I see that the gentleman who is to second this resolution belongs to our gallant Ally, France. With friendly rivalry do our fishermen and the French fishermen vie with each other in that highest form of virtue—the saving of life. It would be invidious to put one before the other, and indeed there is no invidiousness in this work. The gallantry shown by all those seafaring populations is a gallantry shown in the direction of the great good of the human race, and, indeed, even in war-time. May we shake hands and thank God that we are allies with our neighbours across the sea.

My Lords, ladies and gentlemen, I have great pleasure in proposing the following resolution: "That this meeting, fully recognising the important services of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of Life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries."

The CHAIRMAN: Ladies and gentlemen, I call on Count D'Ormesson, First Secretary of the French Embassy, to second the resolution.

COUNT D'ORMESSON: My Lord Chairman, ladies and gentlemen, I have the honour of seconding the resolution moved by Sir Rosslyn Wemyss. It is to me a great honour and great pleasure as a representative of the French Embassy to second the resolution. I should have been very pleased indeed to have made a speech in English, but you will all understand that it would be very difficult for a foreigner to speak in English as fluently as he could speak in French. I apologise for asking to be allowed to speak a few words in French. It will be with the same heart in French as in English. (*The speech was continued in French*). As you may see, French vessels and French lives were saved also by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. It is with great gratitude that I second the resolution, and I say that Frenchmen will always be happy to hear of the gallant service rendered by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. We have in France a similar Institution, which also does very good work; and I am sure that in France all will be

grateful for the kind and gallant services rendered by boatmen of the British and French Societies.

The CHAIRMAN: I will call upon Sir Frank Benson to say a few words.

SIR FRANK BENSON: My Lords, ladies and gentlemen, we have had on this platform some of the pilots of the ship of State, and I think that they would be the first to say how important are those other pilots of the boats that came up so modestly, those strong men, to receive the reward of heroism at sea. The other day I was standing on the East Anglian shore looking at the hundreds of ships steaming and sailing by night and day, sweeping majestically through the wave, so self-reliant, so free, so well-ordered. Whose was the order, whose was the freedom? That of the Island Race. I thought to myself: This story has been told sometimes more perfectly than at others, but at any rate with full perfection during the last five years. The story has been told for centuries, from the times of the Saxon, Alfred and Athelstan, with their North Fleet and their East Fleet and their West Fleet and their South Fleet, precursors of our own splendid ships. Representatives of the Navy are on this platform to-day. It was not for them to say what a song the waves were singing as I stood by the sea. What a song the east wind was singing of the glorious deeds of that Fleet in the German waters; of the splendid achievements of our Mercantile Marine, unconscripted, undefended, unafraid—men torpedoed eight and nine times, but who, when they returned, were only anxious to get off again, only anxious that they should not be late for the next sea-going ship, in order to show that they were not to be driven off from our King's highway; and with those splendid deeds in no less degree—perhaps in greater degree because their service is now nigh a century old—come the men of the Life-boat Brigade; and as I was standing on the shore I was thinking of the splendid achievements of our seamen, so silent, so selfless, so strong, borne witness to, as I have had the pleasure of hearing myself, by our French Allies, especially those of the Breton race. I heard a Breton sailor say on the Western Front, "Landsmen do not realise, as we sons of the sea do, what it is that the English sailors have been doing. I owe it to them that my home and my family, and the cottages and the homesteads of our friends in Brittany are safe. It was they who protected our homesteads while we were fighting on the land." And so it is an auspicious thing to-day, as the gallant Admiral on my right said, that we number in our company to-day a representative of our brave Ally. And then another thing came to me as I stood looking over the waves. I became aware that there was a mighty man standing by my side, of the same blood as those we just welcomed, whose deeds we rejoice in because they are bone of our bone and flesh of our flesh, and the very life-blood of our Empire. Because of these things I was glad to see one

of their fellows standing by my side, six feet high, sixty years old, straight as a dart, with just that far-seeing look that one sees in the eyes of those who have learned the lesson of life, and laugh and gladly ride out in the face of death, as is the wont of the Island Race. I spoke to him of the ships, and I spoke to him of the achievements of our sailors, and he said, "Yes, sir; I do not think, before the war, people thought quite as much of the sailor folk as they ought to have done," and I assured him, and I knew that I was assuring him true, that it would not be so in the future; and we, at any rate, assembled here in this hall to-day, are going to do our best not only to think but to do the right thing by the sailormen to whom we owe so much. And then I learned that my friend standing upright and brave by my side had lost four sailor sons in this war, and I heard afterwards that all that his wife said was this: "My great regret is that I have not four other sons to send to play a man's part in this fray. Weep not for the dead," she said. "Tears do but dim the path of those who die for their country, and it is not a question of weeping to-day. It is a question of gladly doing and rejoicing." What is this strange new life that is permeating the whole of our Empire to-day, and the whole of the Empire of our Allies, the French—vibrant, insistent, infinite? Surely it is in part the gallant deeds that our brave men and women, both at home and on the battle fronts have done, and also I like to think it is the full free life that was given so gladly by our beloved dead, pulsating in a new form and with new force, bringing new hopes to us all, and it is in their name that I make this appeal to-day, that we shall all do our best to fill, according to the best of our means, with silver or gold if we can, if not with service; and such an example of volunteer service has been set us by those who are working for the Life-boats; and let us copy their example, and let us do our best on this day and on Tuesday to fill a goblet with the new wine of life that our dead and our living have won for us. Let us fill that cup of life which is symbolised for us to-day by the Life-boat.

The CHAIRMAN: Before putting the resolution to the meeting I will ask the Rev. R. J. Campbell to say a word or two to us.

REV. R. J. CAMPBELL: My Lord, Mrs. Lloyd George, ladies and gentlemen, a short time ago, when Sir David Beatty was presented with the Freedom of the City of Liverpool, the distinguished gentleman said that we are a sea race—we came into being by the sea, we exist by the sea; and if there is one thing that the war has demonstrated more than anything else, it is that we still remain a sea race; witness the glorious exploits of our Mercantile Marine, undaunted by submarine or mine, that maintained the traditions of our race. No ship ever failed to sail for want of a British crew to man her. These words received an important application in regard to the resolution which I have the honour briefly to

support. The Mercantile Marine did a great work throughout the war, but also at a great cost. We have been told that no less than 15,000 non-combatants lost their lives during the period of unrestricted submarine warfare. How much greater that total might have been but for the magnificent services of our national Life-boats is evidenced by the fact that the number of lives saved during the war by the Life-boats amounted to something over 5,000, rather more than one-third of the number I mentioned as having been lost. We are perfectly aware that the periods covered are not the same—that the latter is shorter than the former—but I think the one set of figures is worthy of being placed alongside the other, and when it is remembered—as Sir Rosslyn Wemyss reminded us in that eloquent and forceful speech that he made a few moments ago, and as we saw when the Society's medal was given to these veterans who sit below—no small part of the work was done by men who had attained the age of three score years and ten, and practically all of it by men who were too old for combatant service, the record is all the more impressive. While the sons were fighting the fathers had to carry on, and I think we may gratefully add that the part played by our veteran Life-boatmen was not one whit less worthy in its way than that which was played by the younger sons of Britain fighting for their country on land and sea, though it received no publicity, no special recognition, none of the reward bestowed for war services and other things.

Coming with equal brevity to the second part of the resolution, the fact ought undoubtedly to be emphasised in a meeting like the present that the THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is a voluntary Society. It does not come upon public funds, and yet surely no philanthropic society deserves better of our country at the present or any other time. I would venture to add that no society has ever been better or more generously served by purely voluntary workers than this Institution, and our most grateful thanks are therefore due to all of these for the good work they have done, and are continuing to do, for the humane and benevolent organization on whose behalf we are met to-day.

The CHAIRMAN: The resolution I have to put to the meeting is:—"That this meeting, fully recognizing the important services of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of Life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries." As many as are in favour of that please signify the same by holding up their hands. On the contrary? Carried unanimously.

My Lords, ladies and gentlemen, I regret that the Lord Chancellor has had to leave us, but I am sure we are grateful to him for finding time among all his work to come here at all, and I do not think we ought to part

without moving a hearty vote of thanks to him for presiding here to-day, and though he has gone, I am sure you would like us to put that on record. I do not think in moving that resolution there is much left for me to say. Many of the able speakers who have addressed us have gone into the statistics of the Life-boat Service, but I should like to add, on behalf of myself and my colleagues, our appreciation of the great work that our Chief Inspector, Captain Holmes, has done for many years, and our great regret that he is obliged to retire this year. I am very glad we have had here to-day to speak to us so many representatives of different bodies. It is a great gratification that Sir Rosslyn Wemyss was able to come and tell us what the Royal Navy think of the Life-boats, and I am sure you are glad to see here a representative of our good French friends, and we have also been honoured by the Church and Stage, so that I think we have done pretty well.

I have much pleasure in moving that the best thanks of this meeting be given to the Right Hon. the Lord Chancellor in presiding over this, the Ninety-fifth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and I should like to add to that "and to the speakers who have been here to-day." I will now ask General Seely to second the resolution.

MAJOR-GENERAL SEELY: My Lord Chairman, my Lord, ladies and gentlemen, I know that most of you have engagements and that you must leave at once so I will not detain you for a moment, but in accordance with ancient custom, for the purposes of our Ninety-fifth Annual Meeting, I rise as a member of the parent Committee to second the vote of thanks to the Chairman and to those who have addressed us to-day. It is not necessary to add words of mine to the thanks expressed by our Chairman, to whom I hope you will allow me to move our vote of thanks in anticipation for the words he has said of thanks to the Lord Chancellor. The Lord Chancellor is a man of varied activities, and he goes wherever there is a means of travel. I have myself taken him in aeroplanes and airships, and, with your permission, sir, I will take him in a Life-boat. Now he is as active in good work as he is in seeing life in all its aspects, and we are grateful to him for doing for us what he has so often done—gracing with his presence as the Chief Officer of State of this country our great NATIONAL LIFE-BOAT INSTITUTION. To you, Admiral Wemyss, I would say we are very grateful to you for coming here—particularly grateful. You, as the First Sea Lord, represent that great Service without which the Life-boats really could hardly exist. Although we do not man them with coastguards, without the help of the Royal Navy in a dozen different ways we never could get along at all. We were reminded by my friend Mr. Campbell that we live by the sea. Well, I warn this assembly that in a very few years we may be told—and I warn my friends sitting there, the Life-boat Coxswains, that we may be told—

that we live by the air, and I would only ask Admiral Wemyss on behalf of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION that he will extend the same cordial and generous help to the Air Service, either at the moment of its distress or at the moment of its need of any kind as he and his Service have extended to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. We cannot yet foresee the day when we may want Life-boats to go into the air to the help of people navigating the air, but that day will undoubtedly come—undoubtedly—and it will be your duty then, Lord Waldegrave, to organise the necessary service, and we shall call upon you, Admiral Sir Rosslyn Wemyss, to help us then as you help us now.

To the other speakers I would say, especially to the First Secretary of the French Embassy, that THE ROYAL NATIONAL LIFE-BOAT INSTITUTION rejoices that in saving the 5,000 lives or more that it saved during the war, it saved a great many French lives. The French are our nearest neighbours. For many years, centuries, there were only two peoples in the world that counted—the French and the English—and naturally we were sometimes at loggerheads, but we always fought like gentlemen, sir, from the day when one of your race invited us to shoot first. Now, henceforth, we will always shoot together, not at each other, but at the common enemy, if there be one; and if there be no more enemies, then we will unite together in the future as we have done in the past in saving life at sea. I know something of your great Institution, for I have been honoured by a decoration from it which I do not claim to have earned, but which I received as representing the particular district in which I live. We were able to render some service to French vessels in distress. Your kindred Service and our Life-Boat Institution on both sides of the narrow seas will work together to ensure that no seaman in distress shall ever die for want of a bold Frenchman or Englishman to go to his help. It is an interesting thing that the two outstanding services rendered during the war by our Life-boats were rendered to foreign vessels, one an Italian vessel in a storm of such violence that a bystander in your Service, Admiral Wemyss, said that the Life-boat was observed to be at the height of the masthead of the little steamer that it was going to rescue; and yet the Life-boat faced the storm, and, although several times almost capsized, rescued the whole of the Italian crew of thirty souls. The second was an American vessel, the *Sibiria*, wrecked in, I suppose, the next greatest storm in the records of storms during the years of war. Four different Life-boats went to the assistance of the vessel, and during a period of twenty-four hours endeavoured to rescue those on board. The sufferings of the four different Life-boat crews that attempted the rescue can be more easily imagined than described when I tell you that the storm was described in the official records as the worst for sixty years—and this in mid-winter, and in the middle of the night. Ultimately one of the four reached



the vessel, and rescued the whole of the eighty-two lives in two trips. So we do not only ask for help from the public to help our own seamen, though, if you will permit me to say so, that must be to us British men always our first and dearest thought—our own kith and kin. We do not even ask them only to rescue Frenchmen, who are the next dearest to us as we are the next dearest to them, but to rescue men of all races who are in peril on our shores. If you, Mr. Campbell, will give your unrivalled eloquence to our cause, and you, Sir Frank Benson, in the varied ways in which you can help us, will continue to help us, and if you will all work together to get us just a little sum, a mere bagatelle in these days, I assure you—I assure you Mr. Austen Chamberlain thinks nothing of it—not even a million, but just half a million, we can guarantee to produce under the wise guidance of our expert designers, with the help of the Royal Navy, fifty motor Life-boats, which will make it ever so much easier to save life, and so we can say with certainty, looking through the records, that if you provide that half-million, many, many men and women who would otherwise die will live.

If I may say so, Lord Waldegrave, on behalf of us all, we thank not only the Lord Chancellor and the speakers, but the ladies who next week are going to make this special effort to raise money; and if those ladies can say to anybody who asks them why they ask for money, that it is a sure thing that every pound they give, or every shilling, will not only save immense labour and danger to the Life-boat crews, but will quite certainly save human lives from a terrible death by drowning, I think we are assured of success.

My Lord Chairman, ladies and gentlemen, I beg most heartily to second the vote of thanks to the Lord Chancellor and the speakers and the Chairman himself and the ladies who are going to raise this money. I ask those who are in favour, in Parliamentary fashion, to say "Aye," and the contrary "No." The "Ayes" have it.

The CHAIRMAN: Before we separate I will ask Mrs. Lloyd George to say a word or two to the ladies about Tuesday.

MRS. LLOYD GEORGE: My Lord Chairman, ladies and gentlemen, I should like just to

ask all the women here to-day to do their very best to help us on Tuesday. I see quite a number of young women present, and I hope that they will all come forward and offer their services to sell flags. During the war, as we all know, we had flag days certainly every week if not nearly every day, and we were all very sick of them, but now we have had a long rest, and I feel sure that next Tuesday will be the first big flag day that we have had for a very long time. As we have been told, we in this little island of ours are very, very fond of sailors and the men of the sea, and I am sure that the public will respond to our appeal next Tuesday very handsomely. I feel sure that we are going to have a very good day, but we want you all to help us. It has been a very great pleasure to me to be here this afternoon to see some of the brave men being rewarded for their heroic work, and need I tell you that I am more than delighted that two of them came from my own little country, one from Carnarvon Bay and one from Cardigan Bay? Most of you, I daresay, have seen Cardigan Bay in the summer, when it is very, very blue and very calm, and you can go on it even in little canoes, but those of us who have been brought up by the shores of Cardigan Bay can tell you that it really can look very ugly and very stormy in winter, and that is the time that the Life-boat crew are called out to save lives. They never go out in fine weather; they are always called out in the most stormy weather, and we are very proud of them. Some years ago the Admiralty thought that they would take our Life-boat station from our little town, and we were all up in arms at once. We had a petition signed by every man, woman and child in the place, and we kept our Life-boat, and we have got our station there still, and we are very proud of it. Our crew have done very good work, and I am sure that the crews all over England and Wales right round our island have done the same, and I hope that you will all support them next Tuesday.

The CHAIRMAN: Ladies and gentlemen, your vote of thanks to the Lord Chancellor shall be duly conveyed to him. I beg to thank General Seely for the words that he uttered warning me.

## Centenary of the Institution, 1924.

### Appeal to Honorary Secretaries.

THE Secretary of the Institution proposes, if possible, to compile its history for publication in 1924, and he will be most grateful to all Honorary Secretaries, especially of Station Branches, for every assistance which they may be good enough to afford in connexion with the history of their respective Branches (Stations), and for photographs dealing with such history, e.g., photographs of past coxswains, previous Life-boat-

houses, past Life-boats, and other valuable records. All such documents should be marked "Centenary Records," and should have an accurate description, with names, dates, etc. It is hoped that they can be placed permanently at the disposal of the Institution, but, where it is particularly desired, every effort would be made to return them eventually.

This notice will appear in every future issue of the JOURNAL till 1923.

## The Duke of Northumberland's Prize Essay Competition.

THE second year of the Essay Competition, full details of which were given in *The Life-Boat* for November, 1918, has produced a very interesting crop of essays, both the number and the quality varying greatly and, in some ways, surprisingly, in the six districts of the United Kingdom in each of which the Challenge Shield is offered.

The standard of merit as a whole was again extraordinarily high, when it is remembered that the Competition was open only to scholars of national primary schools, secondary schools being excluded under the terms of the scheme. It is not too much to say that any of the six essays which have won the Challenge Shield this year would have done credit to any boy or girl of fifteen or sixteen years of age enjoying all the advantages of the higher education which is obtainable at the more advanced schools. Yet only one successful competitor, FRED TANNER, was over fifteen, and we had some doubt as to whether he could be regarded as qualified to compete. The fact that he sent in the best essay in 1918 could not be regarded as disqualifying him; but his age raised the question as to whether he was still a boy "actually attending the senior classes" in a national primary school when he competed this year. The question was, however, satisfactorily answered by the Head Master, and thus St. Luke's School, Southsea, secures the Shield for the Southern District for the second year in succession. Curiously enough, Broom Street Boys' School, Hanley, also earns the Challenge Shield for the Midlands for the second time, but with an essay from another boy, ARTHUR WILDIN. We trust that the other schools in these two districts will look to their laurels and make a real effort to win the Shield next year, as otherwise it falls to the school which wins it three years in succession.

By far the best essay in the United Kingdom comes this time from Ireland (which won the Shield for the Ireland

and Wales District last year) and we congratulate CHARLES BLAKE on a really excellent essay which reflects great credit on the writer, and on the Head Master of the Dunboyne National School, Co. Meath. It is disappointing to have to state, however, that both the number and the quality of the essays sent from this district is very poor, a fact which may be partly, though certainly not wholly, accounted for by the difficulty of making the scheme known in Ireland and Wales. The writer confesses to a similar disappointment with regard to the essays from Scotland, though the average standard of merit was higher. The highest quality is, however, shown in the essays from the North of England and the Midlands; and this is the more creditable as the largest number also came from these two districts. The writing was also far better throughout in the essays from England than in those from Ireland and Wales and even from Scotland, a circumstance which we are at a loss to understand.

Once again we have to express our warm gratitude to some thousands of hardworking Head Teachers, who have evidently given themselves a great deal of trouble in describing the history, development and character of the work entrusted to the Institution, and it has been a great pleasure to read the numerous letters of appreciation from men and women who have been delighted to come into closer touch with the heroic service of the Life-boats, and to make their boys and girls acquainted with it.

We desire also to tender our cordial thanks to the many teachers who have made collections or sold postcards in aid of the Life-boat Service.

We regret that pressure of space makes it possible to publish only the best essay among all those sent in from the United Kingdom, but we subjoin the list of successful essayists. It will be seen that the number of meritorious essays received from Ireland and Wales was unfortunately not sufficient to justify the award of thirty-five certificates.

**List of Successes in the Essay Competition.  
LONDON DISTRICT.**

Name.	Age when given.	School.
<b>Maud May Manger</b> . . . . .	13	<b>Credon Road L.C.C. School, Rotherhithe New Road, London, S.E.</b>
Vernon D. Vail . . . . .	..	Gipsy Road Boys' School, West Norwood, S.E.
Solomon Lewis . . . . .	12	Teesdale Street C.C. School, Bethnal Green, E.
Jack Lipski . . . . .	14	St. James's and St. Peter's School, 23, Great Windmill Street, Piccadilly, W.
James Neilson . . . . .	13	The Timbercroft School, Flaxton Road, Plumstead, Woolwich, S.E.
Herbert James Aslett . . . . .	13	Moreland Street School, City Road, E.C.
Arthur Birdsey . . . . .	13	Droop Street L.C.C. School, Queen's Park, W.
Nellie Alice Wood . . . . .	13	The "Stockwell" Church of England School, Lingham Street, Stockwell, S.W.
Louie Tidmarsh . . . . .	13	Wood Street Girls' School, Walthamstow, E.
Dorothy Chapman . . . . .	12	Allen's Green C.C. School, High Wych, Sawbridge-worth, Herts.
Elsie Lawrence . . . . .	15	Goodrich Road Higher Grade School, East Dulwich.
Henry Gerald Parkes . . . . .	13½	L.C.C. School, Rathfern Road, Catford, S.E.
Constance Colombo . . . . .	14	Ambler Road Girls' School, Finsbury Park, N.
Harold Springham . . . . .	13	Allen's Green C.C. School, High Wych, Sawbridge-worth, Herts.
Gwendoline Layton . . . . .	13	Ingram Road Girls' School, Thornton Heath, Surrey.
Ernest Albert Farr . . . . .	13	The "Stockwell" Church of England School (St. Andrew's), Lingham Street, Clapham Road, S.W.
Harold E. Wilcockson . . . . .	12	Bridge Boys' School, Wealdstone, Middlesex.
Sidney Grey . . . . .	13½	Boundary Lane L.C.C. School, Camberwell, S.E.
Albert James Cullen . . . . .	12	St. Mary's School, Lower Road, Rotherhithe, S.E.
Esther Crabbe . . . . .	14	L.C.C. Central School, Sherbrooke Road, Fulham, S.W. 6.
Elsie Wilson . . . . .	13	Shepperton Road Girls' School, New North Road, Islington, N.
Charles Webster . . . . .	13	Clarkson Street Central School, West Ham, E.
Lily Marson . . . . .	13½	Ethelburga Street L.C.C. School, Ethelburga Street, S.W.
Edris Turner . . . . .	..	St. John's School, Larcum Street, Walworth, S.E.
Nancy Harris . . . . .	13	Kingwood Road Girls' School, Fulham, S.W.
Dorothy Ruback . . . . .	13	St. James's and St. Peter's Girls' School, 23, Great Windmill Street, Piccadilly, W.
Frank Leonard Westcombe . . . . .	13½	Colls Road School, Peckham, S.E.
Vera Mockford . . . . .	14	Priory Girls' School, Acton Lane, Acton, W.
Kate Eleanor Springett . . . . .	13	L.C.C. School, Hargrave Park, Highgate, N.
Kathleen Syndercombe . . . . .	13½	Woolwich Church of England School, Kingsman Street, S.E.
Lillian Clara Mitchell . . . . .	13	Baltic Street Girls' School, Golden Lane, E.C.
Charles Barr . . . . .	13	Battersea Park Road L.C.C. School, Forfar Road, Battersea, S.W.
Edward Beesley . . . . .	12½	Surrey Lane Higher Grade School, Battersea Bridge Road, Battersea, S.W.
Albert Victor Wells . . . . .	..	L.C.C. School, Sussex Road, Brixton, S.W.
Beatrice Hames . . . . .	13	The "Lawrence" L.C.C. Girls' School, Mansford Street, Bethnal Green, E.

**SOUTHERN DISTRICT.**

Name.	Age when given.	School.
<b>Fred. Tanner</b> . . . . .	15	<b>St. Luke's School, Southsea.</b>
Hilda Barrett . . . . .	13	East Street Council School, Farnham.
Marion Scott . . . . .	13	Lingfield Council School, Surrey.
Edward T. Tress . . . . .	13	Holywell School, Upchurch, near Sittingbourne.
Hugh Fuller . . . . .	13	Lingfield Council School, Surrey.
Stanley Rushbrooke . . . . .	12½	Southchurch Hall Boys' School, Ambleside Drive, Southend-on-Sea.

## SOUTHERN DISTRICT—continued.

Name.	Age when given.	School.
Beatrice Lea . . . . .	13	Kent Street Council School, Portsmouth.
Arthur Threadingham . . . . .	14	Arundel Street Boys' School, Landport, Portsmouth.
Leslie Mummery . . . . .	14	Clarence Square Council School, Gosport.
Jack Colbourne . . . . .	14	Boys' Parochial School, Sidmouth.
Stanley E. D'Anbyn . . . . .	14	Central Council Boys' School, Weston-super-Mare.
Ellis Greenaway . . . . .	13	East Street Council School, Farnham.
Arthur E. Nichols . . . . .	13	Boys' National School, Southwold.
Victor Davis . . . . .	12	Church of England School, Ash.
Margaret Fountain . . . . .	14	Upton School, Huntingdon.
Charles Potter Holland . . . . .	13	Battle and Langton Boys' School, Sussex.
Bernard Purrott . . . . .	14	Childerley Gate Council School, Cambridge.
Gwendoline Foster . . . . .	14	St. Mary's School, Wisbech St. Mary.
John Sheridan . . . . .	13½	St. John's Cathedral School, Portsmouth.
Ella Paul . . . . .	13	Wesleyan Girls' School, Arden Street, Gillingham.
Marjorie Winter . . . . .	13	Preston Road Council School, Brighton.
Thomas Cyril Staples . . . . .	12	The Connaught Road Boys' School, Littlehampton.
Vera Wilcox . . . . .	13	Christ Church Girls' School, Frome.
Rose Cooper . . . . .	13	Philadelphia Girls' School, Aylsham Road, Norwich.
Dorothy Curl . . . . .	12	Northchurch Mixed School, Berkhamstead.
R. A. Bucknill . . . . .	14	Victoria Road School, St. Budeaux, Plymouth.
Etheldreda Castle . . . . .	13	St. Aloysius' R.C. School, St. Clement's Street, Oxford.
William Price . . . . .	12	St. Augustine's School, Tunbridge Wells.
Edward O'Shea . . . . .	11	Priory Street Roman Catholic School, Colchester.
Edward Walter Garretty . . . . .	12½	Church of England Boys' School, Biringhington.
Violet Stupples . . . . .	13	St. Augustine's School, Ramsgate.
Ivy Slaughter . . . . .	12	Shenley Girls' County Council School, Shenley, Barnet.
Violet Eugenie Le Leu . . . . .	14	Lillian Road Council School, Ramsgate.
William Yeates . . . . .	14	Grace Hill Council School, Folkestone.

## NORTH OF ENGLAND.

Name.	Age when given.	School.
Cyril FitzPatrick . . . . .	14	St. Anne's School, Rock Ferry, Birkenhead.
Millie Clark . . . . .	13	Westoe Senior School, South Shields.
Edith Alice Crumpton . . . . .	13	Castleton Council School, Castleton, Lancashire.
Thomas Lawrenson . . . . .	14	Baring Street Council School, South Shields.
Isabel Tyrie . . . . .	13	Rose Street School, Gateshead.
Arthur Philip Try . . . . .	14	St. Mary's School, Liscard, Wallasey, Cheshire.
Margaret Rhodes . . . . .	12	Dewsbury Road School, Leeds.
Harry Uttley . . . . .	13	Castleton Council School, Castleton, Lancashire.
Alice Jefferson . . . . .	13	St. Anne's Girls' School, Lancaster.
Catherine Davidson . . . . .	13	Poulton Council School, Poulton, Wallasey.
Esther Westgarth . . . . .	13	Catchgate Council Girls' School, Co. Durham.
Rebecca Mark . . . . .	12	Marlboro' Road Girls' School, Hightown, Salford.
Ellen Hennessey . . . . .	14	St. Chad's Girls' School, Cheetham, Manchester.
Hollis L. Bloomfield . . . . .	13½	Vaughan Road Council School, New Brighton.
Thomas Welch . . . . .	14	Westoe Senior School, South Shields.
Albert Arthur Rudd . . . . .	11	Burlingthorpe School, Leeds.
Elias Peak . . . . .	11	St. Paul's School, Astley Bridge, Bolton.
Amos Hughes . . . . .	12	Orrell Council School, Bootle.
Doreen Leathart . . . . .	13	Higher Grade School, Jarrow.
John Buckley . . . . .	13½	St. Bartholomew's (Egerton) Boys' School, Tatton Street (Salford).
Winnie Burke . . . . .	13	Mount Carmel Girls' School, Shepherd Street, Blackley, Manchester.
Herbert Short . . . . .	13	Our Lady and St. Edward's Roman Catholic School, Price Street, Birkenhead.
Charles Crowther . . . . .	..	Armitage Street School, Manchester.
Fred Wilkes . . . . .	13	St. Mary's School, South Shields.
Samuel Houghton . . . . .	13	Works School, Bromborough Pool, New Ferry, Cheshire.

NORTH OF ENGLAND—*continued.*

Name.	Age when given.	School.
Reginald Brough . . . . .	13 $\frac{3}{4}$	Tootal Road Council School, Salford.
Teresa Bolton . . . . .	13	St. Joseph's Roman Catholic School, Brindle, near Preston.
Sydney Thorniley . . . . .	13	Marlborough Road Boy's School, Salford.
Thomas Thornton . . . . .	14	Higher Grade Council School, Jarrow.
Thomas Davies . . . . .	13	Christ Church Upper Church of England School, Hulme Street, Salford.
Jack Barber . . . . .	13	St. Luke's Boys' School, Miles Platting, Manchester.
James Stanley Wynne . . . . .	12	Christ Church Municipal School, Queen Street, Hulme, Manchester.
Alfred Gollin . . . . .	13	Upper Jackson Street Boys' School, Manchester.
William Cowell . . . . .	..	Gray Street School, Bootle.
Nancy Wilkinson . . . . .	11	Withernsea Council School, Withernsea.

## MIDLANDS.

Name.	Age when given.	School.
<b>Arthur Wildin . . . . .</b>	12	<b>Broom Street School, Hanley, Staffs.</b>
Frederick Ballance . . . . .	12	Eastwood Boys' School, Hanley, Stoke-on-Trent.
Gladys Ruscoe . . . . .	14	Florence Council Girls' School, Longton, Stoke-on-Trent.
Doris May Cleaver . . . . .	13	Stratford-on-Avon Church of England School, Warwickshire.
Constance W. Cooper . . . . .	13	Boothan Church of England Mixed School, Stoke-on-Trent.
Ivy Elvins . . . . .	13	Great Alne School, Alcester, Warwickshire.
Norah Watts . . . . .	12	Brookfields' Girls' School, Ellen Street, Birmingham.
George Allen . . . . .	12	Sibley Church of England School, Loughborough.
Florence Ethel Loynes . . . . .	13	Yardley Road Council School, Small Heath, Birmingham.
Walter Love . . . . .	12	St. Peter's Roman Catholic School, Colbridge, Stoke-on-Trent.
Stephen Wright . . . . .	13	Great Alne School, Alcester, Warwickshire.
Ernest Hanstock . . . . .	..	Cannon Street Boys' School, Hanley, Stoke-on-Trent.
Christine Tansey . . . . .	11 $\frac{1}{2}$	Mancetter Church of England School, Atherstone, Warwickshire.
Margaret Cave . . . . .	13	Queen's Road Girls' School, Nuneaton, Warwickshire.
Alice M. Taylor . . . . .	..	St. Thomas's Church of England School, Birmingham.
Ann Maskery . . . . .	12 $\frac{1}{4}$	Central Girls' School, Tunstall.
Frances Edwards . . . . .	12	Alvington Church of England School, near Lydney, Gloucestershire.
Samuel Edge . . . . .	9	Radford Boulevard Council School, Nottingham.
Lizzie Coppock . . . . .	13 $\frac{3}{4}$	West Council School, Rugby.
Kathleen M. Bowers . . . . .	14	Northgate Council School, Gloucester.
Kathleen Carroll . . . . .	10	Monks' Kirby Roman Catholic School, Lutterworth, Warwickshire.
Maisie Simpson . . . . .	12	43, West Parade, Fenton, Stoke-on-Trent.
Nelly Birks . . . . .	11	Girls' Council School, Kidsgrove, Staffordshire.
Annie Baldwin . . . . .	14	Scotton Church of England School, Worksop.
Clement Scott . . . . .	12	Tunstall Central Boys' School, Stoke-on-Trent.
Winnie Jeffery . . . . .	13	Dixon Road Girls' School, Small Heath, Birmingham.
Martha Mellor . . . . .	13	St. John's Girls' School, Burslem.
Edith Ashley . . . . .	13	Tettenhall Church of England School, near Wolverhampton.
Patricia Wilkinson . . . . .	12	St. Mary's Roman Catholic School, Evesham.
Charles Wheeler . . . . .	11	Arnold Front Street Council School, Nottingham.
Melissa E. Wormington . . . . .	13	Clapham Terrace Council School, Royal Leamington Spa, Warwickshire.
Annie Ritch . . . . .	14	Harboro' Magna School, near Rugby.
Arthur Holmes . . . . .	12	St. Mary's Church of England School, Tunstall, Stoke-on-Trent.
Marriott H. Day . . . . .	14	Powick School, Worcester.
Bert Payne . . . . .	12	Queen's Road Council School, Nuneaton, Warwickshire.

## SCOTLAND.

Name.	Age when given.	School.
<b>Violet Hutchison</b> . . . . .	13	<b>Viewforth School, Kirkcaldy.</b>
Frank J. Williamson . . . . .	14	Anderson Educational Institute, Lerwick.
James Hume . . . . .	13½	Viewforth School, Kirkcaldy.
James Crawford . . . . .	13	East Plean School, Stirling.
Joan McPhail . . . . .	13	Jamestown South Public School, Bonhill, Dumbarton-shire.
Jean M. Luckie . . . . .	16	Middlefield Special Cripple School, Partick, Glasgow.
Vaila Andrew . . . . .	14	Anderson Institute, Lerwick, Shetland.
Alpine Duncan . . . . .	13	Balcurvie Public School, Windygates, Fife.
John Flood . . . . .	12	Greenfield Public School, Burnbank, Hamilton.
Elizabeth Faulds . . . . .	13	East Plean School, Stirling.
Margaret Jamie . . . . .	14	The Grammar School, Ayr.
Mary Gardiner . . . . .	..	Wellwood Public School, Muirkirk.
Dorothy Watt . . . . .	13	Cromarty Higher Grade Public School, Cromarty.
James Speirs . . . . .	13	Higher Grade School, Barrhead.
Elspet F. Clark . . . . .	12	George Street Public School, Aberdeen.
Sam Campbell . . . . .	13	Calder Public School, Motherwell.
John Geddes . . . . .	13½	George Street Public School, Aberdeen.
Margaret Campbell . . . . .	14	Littlemill Public School, by Patna, Ayrshire.
Sarah D. S. McDonald . . . . .	14	James Clark Technical Higher Grade School, Edinburgh.
Bessie Craig . . . . .	14	Kilmelford Public School, Lochgilphead, Argyllshire.
Nellie Longmuir . . . . .	13	Yieldshields School, Carluke.
Jean Sprunt . . . . .	13	Battlefield Public School, Langside, Glasgow.
Morris Freedman . . . . .	13	" " " "
Ella Jamieson . . . . .	11½	Public School, Aberlady. " "

## IRELAND AND WALES.

Name.	Age when given.	School.
<b>*Charles Netterville Blake</b>	14	<b>Dunboyne National School, Co. Neath.</b>
Eveline Lyttle . . . . .	15	Main Street Girls' National School, Bangor, Co. Down.
Evan Johnston . . . . .	13	Thomas Street National School, Portadown, Co. Armagh.
Ethel Marion Travers . . . . .	14	Courtnacsherry National School, Courtnacsherry.
Sadie Davies . . . . .	11	Girls' Council School, Beaufort Hill, Beaufort.
Nell Duggan . . . . .	14	Convent School, Rosslare, Wexford.
M. Josephine McCall . . . . .	14	Coote Street National School, Mountrath, Queen's County.
David Barrett . . . . .	13	St. Patrick's School, Cardiff.
Ethel Alexander . . . . .	14	Ballylough National School, Bushmills, Co. Antrim.
William John Mateer . . . . .	..	Ballinacourty National School, Dungarvan, Co. Waterford.
Olive Edwards . . . . .	13	St. Thomas Girls' School, Swansea.
John Benjamin Scourfield . . . . .	13	Templeton Council School, Pembrokeshire.

\* Special prize awarded for the best essay in the United Kingdom.

## IRELAND AND WALES DISTRICT.

**Dunboyne National School,**  
Co. Meath,

February, 1919.

\*By CHARLES NETTERVILLE BLAKE (aged 14).

**The Heroic Work of the Life-boats.**

THE history of the National Life-Boat Institution from its inception, nearly a hundred years ago, until it reached the zenith of its glory during the recent War, is a record

of progress, deeds of sublime daring, and altruism which proves that our Island Race has lost none of its pristine vigour. Founded in March, 1824, by Colonel Sir William Hilary, a native of the Isle of Man, who earned the first Gold Medal of the Institution for his heroism in saving many lives in the Douglas Life-Boat, it has since developed until the coasts of the British Isles are now girdled with stations equipped with 260 Life-Boats, manned by an intrepid body of 6000 or 7000 hardy fishermen and boatmen who have proved, time out of

mind, that they are ever ready to lay down their lives at duty's call.

The first life-boat of which we have any authentic record was, "The Original," built in 1789, by Henry Greathead of South Shields. She must have been an excellent boat, as she served for over 40 years, and saved hundreds of lives. Since then human ingenuity and experience, personified in men like Wouldhave and Beeching, have devised self-righting boats, steam life-boats and the costly motor life-boats which defy wind and tide. However, it does not always fall to the lot of the station equipped with the newest design of boat and its highly trained crew to effect the most thrilling rescue.

Some years ago, on a wild night in drear November, a French barque was driven ashore on the rock-bound coast of Clare, near the village of Quilty. Her signals of distress aroused the fishermen from their sleep, and, rushing into the darkness, they discover the ship pinioned by the cruel rocks, the heavy seas breaking over her and the hapless mariners clinging to her masts and shrouds. Realizing that she must soon become a total wreck, the brave fishermen, with an inflexible resolve to do or die, launch their frail canvas canoe on the convulsed bosom of the dread Atlantic. Imagine the agony of their loved ones on shore as the tiny craft now poised on the crest of a mountainous wave, now cowering in its trough, strives valiantly for every weary inch with the relentless elements greedy to devour her. At last a faint cheer announces that she has reached her goal, and that the work of rescue has begun. Then, after an eternity of waiting, she again reappears struggling gamely for the shore. "Fortune favours the brave," for a tremendous wave caught her up, and rescuers and rescued, alike utterly exhausted, are literally flung into the outstretched arms of their friends. The French Government, with a generosity characteristic of that chivalrous race, rewarded these Irish heroes, and probably, no more daring exploit than theirs illumines the annals of the Life-Boat Institution. Such noble deeds of rescue, regardless of race or creed, illustrate how true it is that "the whole human family is bathed with an element of love like

fine ether." It is this love in man's nature for others which brought the scattered sons of our Celtic and Anglo-Saxon Races from the uttermost ends of the Earth to the help of gallant little Belgium, groaning under the iron heel of Germany.

During the last 50 years 190,000 wrecks occurred on the coasts of the British Isles, resulting in the loss of about 30,000 lives, while in the same time the Institution claims to have been instrumental in saving over 50,000 lives. As Great Britain possesses nearly half of the World's shipping or considerably more than Germany France and the United States put together, she benefits more than any other nation by the exertions of the Life boatmen.

What account have they rendered of their stewardship during the war? Here is the answer. Never since the inauguration of the Institution have the life-boatmen been more active and shown more untiring zeal in their duty for they have saved 4,400 lives, and 150 vessels which had been mined, wrecked, or torpedoed. The merciless Hun knew only too well of the invaluable services thus rendered, and invariably wreaked dire revenge on our sturdy fishermen when ever opportunity offered. Unfortunately, these splendid services to the Nation and the World exact a heavy toll of men and boats. Besides maintaining the Service in a state of the highest efficiency, compensation is awarded to men injured while on duty and pensions are paid to the wives and children of those men who lose their lives on active service. These demands cause a serious drain on the resources of the Institution, which receives no help from the Government. Therefore, the whole cost of this vast National Organization must be defrayed by the voluntary contributions of charitable and grateful people who desire to pay tribute to the spirit and fortitude always shown by the men who man the life-boats. But while our incomparable Navy "rules the waves" and "our manly hearts do glow" Britons will ungrudgingly give with no stinted measure to this great National Service so helpful to our Maritime supremacy, and in which the finest traditions of our race are preserved.

### Biscuits and Chocolate.

THE Institution desires to express its cordial thanks to Messrs. Huntley and Palmer, Ltd., Messrs. W. and R. Jacob, Ltd., and Messrs. Peak Frean and Co., Ltd., for gifts of biscuits

for use in the Life-boats; also to Messrs. Cadbury Brothers, Ltd., Messrs. Rowntree and Co., Ltd., and Messrs. J. S. Fry and Sons, Ltd., for their annual gifts of chocolate.

### "R.N.L.I."

AMONGST the spectators at the Thames Pageant was an old lady who, on the approach of the Life-boats bearing flags marked R.N.L.I., showed great excitement, and, turning to her companion,

said in a loud voice and with evident pride: "Look! There go the Royal Naval Light Infantry; my son was with them in the Dardanelles."—From "London Opinion."



**THE THREAT.**

“NAH THEN, AUGUSTUS, JUST YOU KEEP IN YER DEPTH THERE, ELSE YOU’LL ‘AVE THE LIFE-BOAT AFTER YER.”

*Reproduced by kind permission of the Proprietors of “Punch.”*





Owing to internal reasons the above gentlemen are for the moment taking an unfavourable view of the sea and all its works.

Reproduced by kind permission of the Proprietors of "Punch."

F.H. LOVELACE

## Launching Ceremony at Whitby.

From "The Whitby Gazette."

SHORTLY after the commencement of the war, the finely-equipped Red Cross hospital ship *Rohilla*, belonging to the British India Steam Navigation Co., whilst proceeding on an errand of mercy to France, went ashore at Saltwick Nab, about a mile to the south of Whitby, during the prevalence of a severe northerly gale, on the 30th October, 1914. The facts of this tragic maritime disaster are known world-wide, eighty-four out of a crew and staff of two hundred and twenty-nine being lost; but the following summary of the Life-boat services on that memorable occasion, may be recalled. On Friday, the 30th October, the Whitby No. 2 Life-boat, *John Fielden*, was hauled from the harbour under the Spa Ladder, and launched from the Scar, making two trips to the wreck, saving thirty-five lives, including the medical staff and nurses. On the second trip the Life-boat was badly damaged, and rendered unfit for further service, afterwards becoming totally wrecked. The Uppang Life-boat was then taken from its station, drawn through the town, and taken to Saltwick, from whence it was lowered down the face of the high cliffs to the Scar below. On Saturday, the 31st October, the Whitby No. 1 Life-boat, *Robert and Mary Ellis*, was launched from the beach, and strenuous efforts were made to row her to the vessel, but the endeavour had to be abandoned, owing to the tremendous sea which was running. The Life-boat was taken in tow by a steam trawler, and towed to within half-a-mile of the wreck, but at 9 A.M. it was found impossible to pass through the heavy seas, and she had to return to the harbour. The Uppang Life-boat, *William Riley*, was launched, and heroic efforts were made to reach the *Rohilla*, but though on one occasion she came within hail of those on the wrecked ship, she was swept back by the seas, and the attempt had to be abandoned. The Scarborough Life-boat was towed to Saltwick, and several attempts were made to approach the wreck from the seaward side, but this was found to be impossible. At 12.30 the Life-boat *Robert*

and *Mary Ellis* was rowed from the harbour and along the beach, in search of a man who had washed past the piers on a raft, but the efforts were unsuccessful. On Sunday, November 1st, the Tynemouth Motor Life-boat, *Henry Vernon*, was brought from the Tyne, in the darkness and in the teeth of the gale, and arrived at Whitby at 1.30 A.M. Oil was freely poured on the water, and under the guidance of Richard Egton, a Whitby fisherman, at 8 A.M. the whole of the survivors then on the wreck, numbering fifty-one, together with the ship's black cat, were landed safely, in one journey, in Whitby Harbour. The need of a Motor Life-boat at Whitby was fully exemplified, and an appeal was made. A goodly sum of money was raised, and a generous bequest to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION enabled the Society to place a splendid motor-driven Life-boat at the port. A new Life-boat house was constructed on the east side of the harbour, near the Market Hall, and the new life-saving craft to carry seventy persons—the construction of which had been delayed owing to the prior need for the building of vessels of war—was dedicated, christened, and launched on Saturday afternoon, in the presence of a very large concourse of residents and visitors. A "flag-day" was combined with the event; lady collectors with miniature Life-boat boxes appealed for contributions, and an interesting exhibition of *Rohilla*, bombardment, and other maritime and war-like relics was held in the West Pier Life-boat house in the morning. Sunny weather favoured the day's proceedings, but a cold north-westerly wind prevailed.

### Exhibition of Relics.

At the exhibition of *Rohilla*, bombardment, and other relics held in the West Pier Life-boat house, on Saturday, the opening ceremony was gracefully performed at eleven o'clock in the morning by Miss Marion Beckett, the eldest daughter of the Hon. Gervase Beckett, M.P. for the Scarborough and

Whitby Division. A unique and interesting collection of curios was arranged to the best possible advantage in the house, which had been emptied of its usual freight, the two local Life-boats, these craft being temporarily placed on the Scotch Head, and gaily decorated, rainbow fashion, for the occasion. Among the many exhibits were a beautiful model of a full-rigged ship, made by Mr. Leonard Elder, shipwright, which has won for him a gold medal, a silver cup, and many other prizes; mementos of Grace Darling; a case of instruments and apparatus used in the Greenland whale fishery in 1820; a collection of German helmets, sand-bags, samples of "food," gas-masks, lifebelts, pictures—including Mr. W. Scott Hodgson's painting, "The Bombardment of Whitby"; a model of the Whitby Life-boat, *Fisherman's Friend*, built in 1860; a wheel salvaged from a motor-launch blown up in Runswick Bay in August, 1918; portions of wrecked Zeppelins, etc. The house and its exterior was lavishly decorated with flags and bunting, the decorations being effectively arranged by members of the crews of H.M. motor-launches and by the following, who were in charge of the exhibition:—Messrs. T. Atkinson, J. Willis, A. L. Hume, M. Mothersdale, G. W. Theaker, H. and W. Pattison, C. Rippon, T. Kirby, M. Bell, and J. Lorains. H.M. motor-launches, motor-fishing boats, and other craft in the harbour, were gaily decorated, and flags and bunting were displayed by many residents. Councillor T. H. Woodwark, J.P., Chairman of the Whitby Urban District Council, presided at the opening ceremony, and was supported on the improvised platform by Miss Marion Beckett, Miss Beatrice Beckett, Lady Diana Duncombe, the Rev. Chancellor Austen, Mr. J. Suggit (Chairman of the local Life-boat Committee), Mr. and Mrs. W. A. Headlam, Commander and Mrs. Hale, Mr. G. F. Shee, M.A. (General Secretary of the Institution), and Mr. J. W. Foster (Hon. Local Secretary). There was a large attendance, principally of visitors. The Chairman's "table" consisted of the remains of the stern of the Life-boat which was badly damaged

while returning after the second voyage to succour those on board the *Rohilla*, and on it was placed the ship's bell salvaged from the wreck of the *Rohilla*.

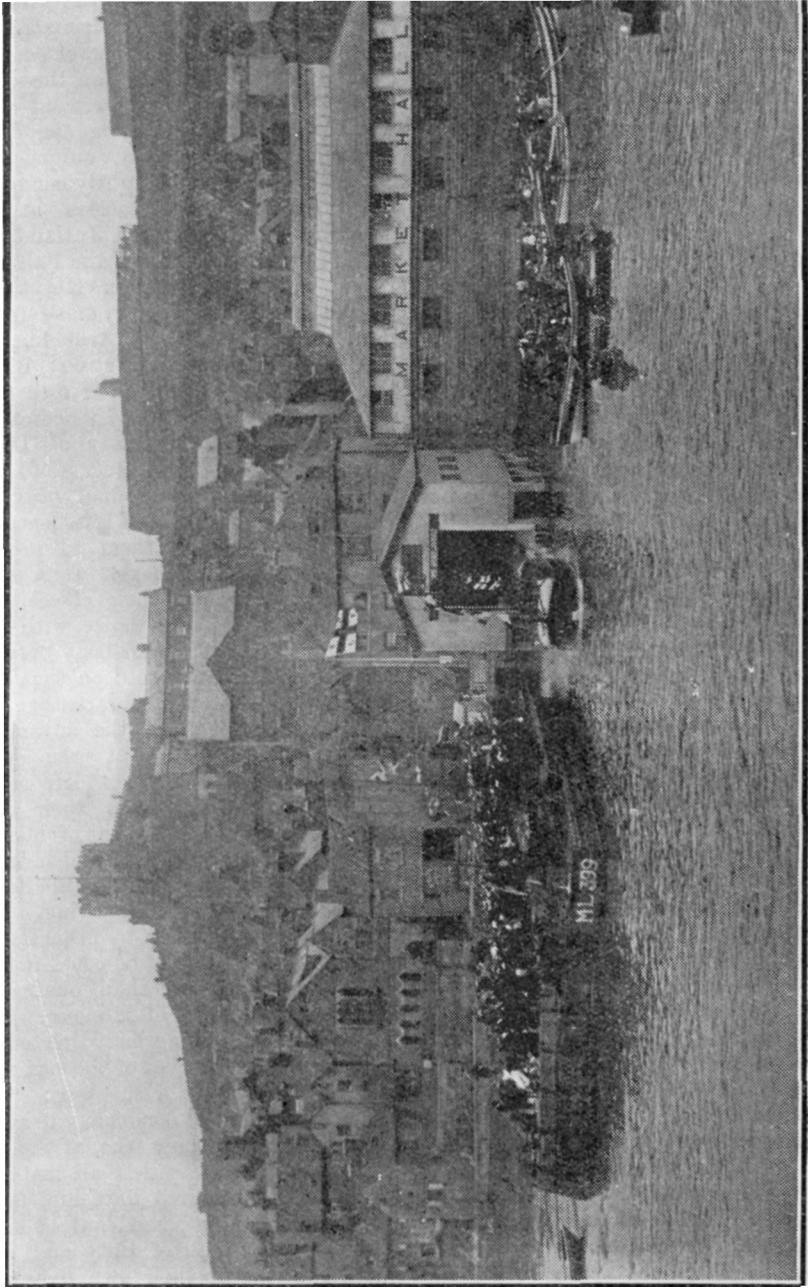
The Chairman said their coming together that morning was the outcome of one of those great disasters which, on that north-east coast, unfortunately, from time to time overtook and overwhelmed "the men who go down to the sea in ships." During the war the navigation lights on shore were extinguished, and the bell on the rock buoy was silenced, for fear of giving assistance to the enemy; and it was under those war conditions that, in the black darkness of the early morning of the 30th October, 1914, the splendidly-manned and equipped hospital ship *Rohilla* came to her doom. After fittingly alluding to the heroic Life-boat services and other well-known circumstances associated with the terrible tragedy, he said the difficulty of battling against the fury of the elements in a boat propelled by oars clearly demonstrated the desirability of having a boat propelled by power, and such a boat had now been provided by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, which had done so much to protect the lives of their sailors. (Applause.) Dr. Young, a local historian, wrote in 1814 that Whitby was supplied with a Life-boat provided by subscriptions eighteen years before that time, but that it was large and clumsy, and required too much time to launch and man. In 1840 a Life-boat was stationed on each side of the harbour; in 1841 one of them upset on the harbour bar, and four men were drowned. Down to 1860 the station was managed by an independent local committee, though the inspectors of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION paid visits from time to time. In 1861, during a violent storm, in which six vessels were driven on shore in one day, one of the Life-boats was capsized, and twelve of the crew were drowned, only one man (Harry Freeman) being saved. Immediately after that great disaster, the Society offered to provide Whitby with a self-righting Life-boat, and that offer was accepted, and a branch of the Society was formed in Whitby. In 1864 a boat was also stationed at

Uppang, and manned by a Whitby crew. In 1872 the last of the old boats, which had been the private property of Whitby, the *Fisherman's Friend*, was put out of commission, and the Society sent a third boat to the port. In conclusion, he called upon Mr. Shee to address the company.

Mr. Shee referred in terms of praise to the conspicuous services and achievements of the local Life-boatmen, and said his duty was to introduce Miss Beckett, whose family had for generations taken the keenest interest in everything that affected the welfare of Yorkshire, and especially the North Riding. Mr. Beckett, as they knew, was the Member for the Scarborough and Whitby Division, and had been closely associated with Whitby by many acts of benevolence and generosity. (Applause.) He had seldom seen got together in a short space of time, in a little place like Whitby, an exhibition of such extraordinary interest, and he congratulated those who initiated the exhibition and those who had contributed to make it a success. He wanted to mention particularly Mr. T. Atkinson, whose idea it was to have that exhibition—(applause)—and to thank most cordially Captain J. Willis and other master mariners and helpers who had worked so successfully for the exhibition. (Applause.) Running right through the gallant history of Whitby, like a golden thread, had been the splendid services of the Life-boatmen. Referring to the Chairman's "table," he said it was the happiest thought, whoever suggested it, that they should stand there at the stern of the Life-boat, for that poor fragment reminded them of the history and efforts of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the gigantic work of mercy provided by the men who so courageously manned the Life-boats when their fellows were in distress. He added that they did not want the glorious and humane work of the Institution, which was supported solely by voluntary contributions, to be undertaken by Government or by some Controller of Life-boats—(laughter and applause)—but would prefer that the Life-boat Services should continue to be the free gift of a great maritime people. (Applause.) After

dealing with the work accomplished, and the lives saved during the war by Life-boatmen, he appealed to them to help the Institution to maintain a Service which was the natural outcome of their maritime position and the humane and heroic corollary of sea power.

Miss Beckett, who was received with applause, said that the exhibits were lent almost entirely by private people, wishful to help THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, which maintained a Service of Life-boatmen round the whole of our extensive coast. Whitby was always looked upon as a point of great danger to seafarers, and this fact was recognized by the Institution in that they permanently keep three Life-boats here. So far back as 1861 a Life-boat, manned with Whitby sailors, went out to save the crew of a sinking ship, but the Life boat was overturned by the heavy seas, and all the Life-boatmen were drowned except one. Yet, whenever the coxswain called for a crew, the men were always ready to run the risk to save the lives of their fellow-seamen in distress. There are many relics of the *Rohilla* in this exhibition, and doubtless those who had undertaken to explain the meaning of the exhibits to the public would tell the story of that tragic disaster. Her father was present, and he told her that it was the most ghastly sight, but that nothing could exceed the gallantry of the Life-boatmen. (Applause.) She also referred to the splendid work done by members of the St. John Ambulance Brigade, who worked day and night, often up to the waist in water, rescuing survivors who had jumped, or been washed, overboard. (Applause.) During the war Whitby was a favourite hunting-ground for German submarines, and it became at one time almost a daily occurrence for crews, or what remained of them, to be landed in this harbour. Altogether, some eight hundred men were brought ashore, and aid given to them by that excellent Institution, the Shipwrecked Mariners Society. (Applause.) The lives of the Whitby people being so closely connected with these scenes of danger and adventure, it was natural that they had a very warm



By kind permission of

**LAUNCH OF THE WHITBY NEW LIFE-BOAT.**

[*"The Whitby Gazette,"*

place in their hearts for the work of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and they had organized this exhibition of relics in order to interest all in the objects of the Institution, and to make a realistic appeal for financial support of one of the few remaining institutions carried on, on a gigantic scale, entirely by voluntary effort and contributions. (Applause.) She had always been keenly interested in anything to do with the sea, and was doubly so now, as before so very long she was going to marry a sailor. (Applause.)

A beautiful bouquet of red roses was shyly presented to Miss Beckett by little Miss Molly Firth, the granddaughter of Captain J. Willis, and a hearty vote of thanks was also accorded her, on the proposition of Commander Hale, who said Whitby was one of the first Stations he visited as an Inspector of the Institution, and he was proud of the Whitby men.

#### Dedication of the Life-boat House.

At three o'clock in the afternoon the ceremony of dedicating the new Life-boat house, to the memory of Lieut. F. H. G. Trumble, R.N., who was killed in action off Ostend, and who was a lover of and frequent visitor to Whitby, took place on the east side of the harbour, and was followed by the christening and launching of the new Motor Life-boat. The dedication of the boat-house was made by Mr. Shee, who, speaking from the gangway giving access to the house from the Fish Pier, spoke of the honour it gave him to perform that ceremony, in memory of a gallant young officer who fell in action on the *Warwick*, in the second attack on Ostend on the 10th May, 1918. Unfortunately, the late Lieut. Trumble's mother did not feel able to be present and witness the dedication of the house she had generously given to the Institution. But as one who had visited Whitby often with her boy—and they both loved Whitby—she asked him to convey to them her wish that the memory of her son should be kept green in Whitby. It was fitting that the gallant young officer's name should be linked with the noble services of the Life-boat, for

which Whitby had been celebrated for generations past. The marvellous achievement by which the British Navy sealed the outlets at Zeebrugge and Ostend, from which the German submarines had been accustomed to emerge on their fell purpose of destruction, placed the final seal on the doom of the Germans, who were at that moment engaged in signing the Peace Treaty at Paris. That unique and splendid achievement rightly compared with Nelson's famous action at the Nile; it linked up with Jutland, the Battles of the Bight and the Falkland Islands, and placed Roger Keyes and his gallant band, and Beatty and Jellicoe, in proper relationship as true descendants of Nelson and Collingwood, Blake, Drake, Frobisher, and their own Captain Cook. (Applause.) In dedicating that house to the memory of Lieut. Trumble, he also dedicated it to the people of Whitby, who had provided generations of seamen and Life-boatmen, and he appealed to them to protect it from injury and damage. By a set of circumstances not of their choice, and not altogether in accordance with the best interests of the Life-boat Service, the house had been placed on that (the east) side of the harbour, rather out of sight, but it had the advantage of being placed amidst the very homes of the Life-boatmen. He urged them to look upon it as their very own, and to make it a point of honour to see that the house, which commemorated a noble death and sheltered an instrument of life-saving, was protected from damage by mischievous hands. He said he felt he could not do better, in conclusion, than quote the words on the Scroll of Honour which His Majesty the King had directed to be given to the relatives of the men who had lost their lives in the war: "He whom this "house" commemorates was numbered among those who, at the call of King and Country, left all that was dear to them, endured hardship, faced danger, and finally passed out of sight of men by the path of duty and self-sacrifice, giving up their own lives that others might live in freedom. Let those who come after it see to it that his name be not forgotten." (Applause.)

### The Christening of the Life-boat.

Mr. Suggit, Mr. Shee, Chancellor Austen, and about sixty others, then entered the Life-boat house, where the dedication and christening of the new boat took place prior to the launch. Mr. Suggit presided, and, in calling upon Mr. Shee, said they were all pleased to see him there on that auspicious occasion, and to give him a hearty welcome. (Applause.)

Mr. Shee, in an eloquent speech, referred extensively to the war and the great part taken in it by the maritime forces, which had ensured the freedom of the seas, a freedom broad-based upon the noblest traditions of chivalry and humanity, qualities fitly reflected in the Life-boat Service, which was founded for peace and war alike. He outlined the work of the Life-boat Service during the war, and said that during the war the Whitby boats were launched on service thirty-one times, and saved one hundred and forty lives. For centuries Whitby had been so closely connected with the sea that it would not have been surprising had they instituted some ceremony like the Doge's marriage with the sea. No incident in the war reflected greater credit on the men and women, and even children, of Whitby than those connected with the wreck of the *Rohilla*. After recounting the story of the casualty, and commending the Life-boat Services, he publicly thanked Coxswains Langlands, Eglon, Robinson, Kelly, Smith, and Major Burton (Tynemouth), and their crews, and all who assisted. In handing over the boat to the local Committee, Mr. Shee said the *Margaret Harker-Smith*, was a self-righting Life-boat, weighing nearly eleven tons; it would take forty men on her gunwale to bring her awash with her crew and gear in place, and sixty-three men, in addition to the crew and gear, to bring her deck awash—she was, in a word, the last expression of human ingenuity in Life-boat construction. On the 15th October, 1914, the Institution were notified that Miss Margaret Harker-Smith had bequeathed £1,000 to the Institution, and on the 20th January, 1915, her Executors agreed to add £6,000 towards the cost of providing

and endowing a Motor Life-boat for Whitby, the sum of £1,668 16s. 4d. being also raised locally by the appeal for funds after the wreck of the *Rohilla*. The cost of the boat and the endowment had, owing to the increased cost of materials, labour, etc., increased to £13,000, but through the generosity of the Trustees, the Institution had thus received a very large contribution towards endowing that splendid Life-boat in perpetuity, so that, as long as Whitby lasted—which he hoped would be for ever—there would be a Life-boat bearing the name of “Margaret Harker-Smith” at Whitby. (Applause.) In conclusion, the speaker said:—“She adds to the strength, beauty, and seaworthy qualities of her predecessors the powerful help of her fine engine, which is able to drive her at eight knots per hour; but there is one thing in which I am glad to say there is no change. She will not have a better crew than the *John Feilden*, for she will have the same crew and the same Coxswain, and a better Coxswain and crew are not to be found on the coast of the United Kingdom. (Applause.) At a time when we are witnessing the termination of this long conflict, and facing the task of reconstruction before us, nothing could be more fitting than that we should have this ceremony to-day, and that our thoughts should be occupied with our association with the sea, and its significance for our island people. For the history of England is like some great symphony played by a mighty orchestra. And if we listen with attentive spirit we shall hear, amid the harmonies, now sad, now triumphant, now full of tears, now resonant with the shouts of victory, but always heroic, the rise and fall, the ebb and flow, the roar and surge, the deep diapason of the sea.” (Loud applause.)

The Chairman, in accepting the boat on behalf of the local Committee, said the greatest care would be taken of her, and he was sure the craft and her crew would maintain the traditions of the past. (Applause.)

### The Dedication Ceremony.

The dedication ceremony was briefly performed by the Rev. Chancellor

Austen, who recited a special prayer of his own composition, which concluded with the following passage :—

“ We thank Thee for the provision of this boat, and also for this boat-house (as a memorial of a lover of Whitby who in the war made the supreme sacrifice for King and Country); and we beseech Thee to bless those who have given of their substance and their prayers for this benevolent work. May it please Thee also to bless and prosper the National Life-boat Institution and those who direct its operations. Accept these prayers and praises for the sake of Him Who once walked upon the waters of the Sea of Galilee in the midst of the storm, and said, ‘ Peace, be still,’ even Jesus Christ our Saviour, Who now liveth and reigneth with the Father and the Holy Spirit, one God, world without end.”

All joined in repeating the Lord's Prayer, and the choir of the Mission to Seamen (stationed aboard one of H.M. motor-launches close by), in charge of Mr. I. Haslop (Reader), led the singing of the well-known sailors' hymn, “ Eternal Father, strong to save,” in which the public joined with much fervour.

#### The Christening Ceremony

then followed, Miss Jenkyn-Brown, of Sheffield, naming the boat the *Margaret Harker-Smith*, and, after she had broken a bottle of wine against the bow, the boat glided into the water at four o'clock, to the accompaniment of lusty cheers by the spectators and the hooting of the syrens of H.M. motor-launches; the singing of a verse of the National Anthem terminating the proceedings. The boat, with several passengers, made a short trip down the harbour, and was then re-housed.

#### The late Miss Margaret Harker-Smith

was a Yorkshire lady. Her father, the late Mr. Edward Smith, was one of Sheffield's best known and most highly-esteemed manufacturers sixty or seventy years

ago. He was a man of high culture, and a member of the Society of Friends, commonly called Quakers, and was often referred to as Quaker Smith. He took an active part in the Anti-Corn Law agitation, and was associated with Cobden and Bright in this national cause. A man of considerable means, a Liberal in politics, a total abstainer, a constant advocate and supporter of every movement for the better education and elevation of the people, he had the respect of the then rapidly-increasing town of Sheffield. His daughter, Margaret, was deeply attached to her parents, and on the death of her mother devoted herself to her father. After his death, she added her mother's maiden name, “ Harker,” to her own, and became Margaret Harker-Smith. During the whole of her long life she devoted a considerable amount of her income to philanthropic objects; amongst others, she was always greatly interested in the welfare of our sailors and fishermen. By her will, she left £1,000 to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, with a suggestion to her trustees that they should, if they thought well, apply a further sum towards providing a Life-boat on the Yorkshire coast. The trustees decided, with the approval of Miss Jenkyn-Brown, a relative and close friend of Miss Harker-Smith, in furtherance of this wish, to make a special grant to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION of £6,000 for a Motor Life-boat for Whitby.

Throughout the day great credit was due to a band of local ladies who, by the sale of flags, made a street collection, the receipts, including collections taken at the Coliseum and Empire Theatre, amounting to the gratifying sum of £98 17s. 3d. The admission money taken at the exhibition, including a donation of £25 from the British India Steam Navigation Company (the owners of the *Rohilla*), and £2 2s. from Mrs. Weddell, amounted to £77, making the day's gross proceeds £175 17s. 3d.



### The Yarmouth Life-boats.

(Continued from "The Life-Boat," August, 1918, p. 233.)

THE night will long be remembered for the almost unparalleled violence of the gale which swept over England, leaving a track of ruin and devastation such as is rarely seen in our temperate climate. In Gorleston itself the wind increased with the darkness to a hurricane force, with blinding snow which blotted out everything, while the wind shook houses to their foundations, damaged roofs, smashed telegraph and telephone wires and poles, and levelled hoardings. On such a night the hearts of those ashore go out to the mariners who are fighting their desperate battle for sheer life against the fury of the elements which, on this occasion, appeared to have allied themselves with our foes for the destruction of British life.

But it is precisely in such circumstances of extreme danger and emergency that the Life-boatman is in his element, and never, perhaps, have our gallant crews rendered finer service than that performed by the *Mark Lane* in the pitchy darkness of this terrible night.

At 1.30 A.M. a large flare was observed off Corton, while another vessel was seen to be burning flares and drifting north of the St. Nicholas Light-vessel. Coxswain Harris at once took steps to secure the services of a tug. This done, he launched the Life-boat at 2.50 A.M. and proceeded to the vessel flaring near the St. Nicholas Light-vessel. He found that she had lost both anchors but was under her own powerful steam and required no assistance. He then proceeded to Hopton, and found the schooner *Dart* sunk. Only her masts could be seen just above the water, with her crew of four men lashed to the rigging. The Coxswain let go the anchor and veered down to the vessel, the Life-boat actually passing over the wreck, an incident always attended with the gravest danger.

The crew then hauled the boat back into position again, and after some difficulty got close to the spars of the wreck. They found two men in the main rigging and two in the fore rigging, their legs being rove in between the ratlines. The problem was, how to

release these men and get them into the Life-boat. One of the crew, Edward Bensley, at once jumped into the main rigging and succeeded in getting the master and mate into the Life-boat, though these men were quite helpless, having been exposed to the bitter cold and driving sleet for twelve hours. Bensley could not get on to the foremast so he returned to the Life-boat, and Coxswain Harris then manœuvred the boat into the position for the fore rigging. Bensley then jumped on to the rigging again, and bent a rope on to Charles Samuel Kent, a man of over eighty-one years of age, and assisted him into the Life-boat. He then tried to get a line on to the other man in the fore rigging, but the poor fellow fell backwards on being released from the lashings, and Bensley then called on William Newson, another member of the crew, to jump on board the rigging and help him. With Newson's assistance the fourth man was then got into the Life-boat. All four men were unconscious, having been exposed to the hard frost, driving sleet, and icy wind for many hours. The Coxswain at once hauled away from the wreck, and the men were well rubbed and brandy was given to them. Two of them came round, including the wonderful old man of eighty-one, while the other two remained unconscious. On arrival at the quay a doctor was sent for. He found that one of the men was dead, but there was still a possibility of saving the other man's life, and this was fortunately achieved.

The service was rendered in a N.N.E. gale, force eight, with a heavy sea, in a thick snow and heavy frost.

When it is considered that the Silver Medal of the Institution is never given except on rare occasions, and only for very unusual and exceptional acts of gallantry connected with the Life-boat service, and that many coxswains of Life-boats pursue a long and honourable term of service without earning it once, some idea may be gained of the unique position of a station such as Gorleston, where this honour has been bestowed five times in eleven years.

### Retirement of Commander T. Holmes, R.N.

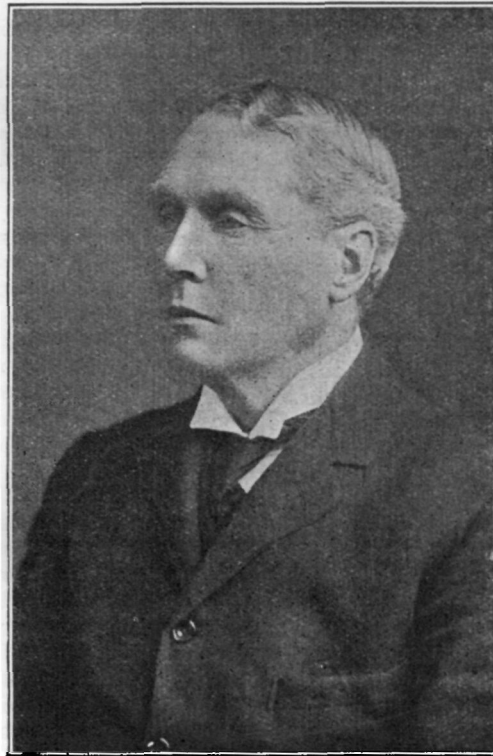
It is with great regret that we have to announce the retirement, under the age limit, of Commander Thomas Holmes, R.N., the Chief Inspector of Life-boats, on completing twenty-seven years' service, and we feel sure that our regret will be shared by all who have come in contact with this able officer, and not least by the coxswains and crews of the

Eastern and Irish Districts where he acted as Inspector of Life-boats. Commander Holmes, who was invalided out of the Navy in 1884, joined the Institution as Inspector of the Irish District in 1892, and was transferred to the Eastern District in 1893; being promoted to the position of Deputy Chief Inspector in 1908; and to Chief Inspector in 1909, on the retirement of the late Commander St. Vincent Nepean. He has thus held the post of Chief Inspector for ten years, being

assisted till the outbreak of war by Commander (now Captain) Rowley, C.B.E., R.N. These last ten years have seen the most important development in the Service since the adoption of steam power enabled the Institution to add several Steam Life-boats to its fleet. For in this period the petrol engine has been made an integral part of the equipment for life-saving on the coast. Starting with

experimental engines, which were installed in some pulling and sailing boats, the system has been steadily developed till the Institution has produced an engine adapted to its own special requirements, and answering to the altogether exceptional demands of the Life-boat Service. Based upon an engine supplied by Messrs. J. Tylor &

Sons, Ltd., our engine has been modified and improved to the specifications of the Institution's technical officers, and we now have an engine which would have been the motive power of a fleet of at least 25 boats of various types had not the war arrested, and, subsequently, paralysed our work of construction. As it is, matters are so far advanced that the Institution has in hand the provision of some fifty of these splendid boats as soon as the industrial conditions allow of steady progress being made.



**COMMANDER T. HOLMES, R.N.**

Late Chief Inspector of Life-boats.

Although this departure was initiated while Commander Nepean was Chief Inspector, it is no injustice to that officer to say that the whole of the development and practical progress has been carried out during Commander Holmes's tenure of office. With no special technical training in machinery, but with years of practical experience in the handling of Life-boats under every condition, including the difficult problem

of the launch and return of boats of various types, from every kind of shore, rocky or sandy, precipitous or shelving, Commander Holmes watched the investigations and directed the experiments of the expert Surveyors of Life-boats and machinery, and applied the results thus obtained, the outcome being the present splendid Life-boats of three types—Watson, Self-righting, and Norfolk and Suffolk—the largest being a 45 ft. by 12 ft. 6 in. boat, with an engine of 60 horse-power and a speed of 8 knots. The development of this fine instrument of life-saving has, of course, enabled the Institution to make far-reaching plans for the increased efficiency of the Life-boat Service, and, as has been indicated in the last four Annual Reports, a scheme has been elaborated for converting a large proportion of the boats into Motor Life-boats. In the elaboration of this scheme Commander Holmes's great experience has been of the utmost value, and he has the satisfaction of knowing that his proposals, based upon the reports of the Inspectors and the Engineers with regard to each station, have been adopted, and that a programme of construction is in hand which should provide the Institution, by about 1924, with a noble fleet of Motor Life-boats.

Another important factor in the efficiency of the Service has occupied Commander Holmes's careful attention, and has been the subject of long-continued and elaborate experiments. We refer to the Kapok life-belt, of which the newest patterns confer a measure of safety, coupled with freedom of movement for the arms, which has never before been obtained; a fact which will, we trust, in time overcome the prejudices which many of our Life-boat men feel with regard to any new development, especially when it is accompanied, as it must be admitted is the case here, with a somewhat clumsy appearance.

It will be seen that, even from the purely technical point of view, Commander Holmes's tenure of office has been an extremely important one in the development of the Institution's great work of life-saving on the coast, and the burden of responsibility thrown upon its chief technical officer has, on

that score alone, been a heavy one. But, in addition, it so happened that this busy and fruitful period coincided for the last five years with the outbreak and progress of the Great War which, while it hampered and hindered the Institution's programme of construction to a degree of which the public have no conception, also brought to the Life-boat Service opportunities of humane and heroic activity such as no similar period of time has ever afforded. Nor is it necessary to refer here to the manner in which the Institution and its gallant crews answered to the call.

But the work and the responsibility thrown on the Chief Inspector were immense. Deprived at the outbreak of war of nearly all—and eventually of all—the District Inspectors of Life-boats and of his chief assistant, the Deputy Chief Inspector (Commander Rowley), Commander Holmes found himself faced with the task of maintaining the efficiency of the Service at a moment when the demands upon it were greater than at any previous period, while at the same time the war took away in rapid succession men who, whether as assistant surveyors of machinery, motor mechanics, or members of the Life-boat crews, were indispensable to the work on the coast, to say nothing of the loss of experienced members of the clerical staff in his office and at the Store yard. These difficulties, which would have been sufficient to appal many men of equal ability, found Commander Holmes quite unshaken, and determined to get the last ounce of efficiency out of every Life-boat which could, by hook or by crook, be kept on the active list. Only those who, like the writer, have had the privilege of working day by day with Commander Holmes's constant assistance can appreciate to the full his imperishable optimism, his unruffled temper, his unrelaxing grip of the work in hand, and his unflinching consideration for all his colleagues and subordinates. The former qualities have left their stamp on everything which passed through Commander Holmes's hands, while the latter has left a warm place in the hearts of all who have been in contact with him. They will assuredly join with the writer of this note in wishing the

retiring Chief Inspector many years of good health to enjoy the peace and leisure which he has so fully earned, and will associate themselves with the utmost cordiality with the following resolution of the Committee of Management, which was passed at the last meeting at which he was present:—  
 "That the most cordial thanks of the

Committee of Management be accorded to Commander Thomas Holmes, R.N., for his long, distinguished and most valuable services to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that this Committee desires to place on record their high esteem and regard for Commander Holmes both as an officer of the Institution and as a friend."

### The Old Coxswain.

THERE he stands, somewhat apart from the rest, his eyes straining in the haze to watch her disappearing form. The Life-boat has been launched, and—amazing, incredible, as it yet seems to his mind—launched without him! For half a century he has taken a place in that boat whenever she has been called out; for twenty years the principal place; and now she has gone without him, and he is left upon the shore, a solitary figure, upright still, keen-eyed, strong—yet superannuated!

What wistful, inarticulate thoughts must lie behind those keen grey eyes. Never again to taste the clean salt spray upon his lips; never again to feel the lilt of the tiller in his hand as she lunges at the outer breaker; never again to know the dear delight of danger as, anchor down, he veers nearer and nearer the doomed ship; never again to hear the echoing cheers as he guides her between the harbour piers and the anxious spectators are able to see the rescued burden of his boat. His day is done. From henceforth the gun will summon him to be no more than a spectator himself, or at most a humble "launcher," whose province it is to help push the boat into the water—a private where he has been commander.

Let us look at one more scene before he retires into oblivion. It is the night of the village concert. The squire and his lady are there, the rector, the doctor, and many others who are anxious to do him honour, conspicuous among them, in their best blue jerseys, the men who formed his crew. There, in the front row, beside his grey-haired wife, he sits, no longer as we have known him best, in thigh boots, and girt in shining oilies

from shoulder to knee, but very spruce in blue cloth with all his medals on his breast. Here is the large one presented by the King of Norway for that arduous and timely service to the Norwegian barque in the Bay; here is the exquisitely-designed medal of the French Republic; and here, also, in pride of place, the coveted Silver Medal of the Institution itself, earned many years before for as brilliant and daring a piece of seamanship as the annals of the Life-boat Service have to record.

There is a pause in the programme, and the principal event of the evening is about to take place. The chairman, in a short speech, sketches his career; so many times launched on service, so many lives saved, so many vessels salved; and finishes by presenting him with the Certificate of the Institution, framed on vellum, and signed by the Prince of Wales's own hand as President. The audience bursts into a roar of cheering, ending with "For he's a jolly good fellow," sung in several different keys, and without much regard for harmony, but with immense enthusiasm. Then silence; and the time has come for him to speak. He rises to his feet; but he whom we have known with such commanding mien, dominating all around; whose voice has been heard above the violence of the sea and the fury of the wind, is now overcome by emotion and is trembling like a child. He manages to breathe out a few faltering words of thanks, of which we can only catch the phrase that he has "few words." Not words, brave old soul, but deeds; deeds which have surely spoken with as much eloquence to the hearts of those who know than all the oratory of the world.

Is there a more honourable position in the world's records than this of Coxswain of the Life-boat? The very pick of a picked body of men, are not such the salt of the earth? To lead men into danger has always been held in the highest honour, to lead them into the imminent deadly breach in a fortress; or, sword and pistol in hand, over the side of a boarded ship, has not the man who has done these things always held the world's greatest esteem? But to lead men into danger, not to take life but to save it, surely that is the finest and noblest of all, and is given to few to attain.

Consider a few of the qualities which a man needs in order to fill such a position. That he must have great physical courage needs no saying, but much moral courage is also required, so

as to take responsibility in the most difficult and trying circumstances. He must have consummate skill; for probably there is no operation in the whole art of seamanship which calls for greater skill than is required to bring a boat alongside a wreck in a heavy breaking sea. He must be a man of infinite resource and instant decision, knowing that on the moment's choice of alternatives depends not only his own life, but that of his crew, and perhaps of those whom he has set out to save. Above all he must be a man who commands the obedience and respect of those who serve under him.

Such a character resembles that of the man to whom were given ten talents, and to such when he retires from his post may also surely be said: "Well done, thou good and faithful servant."

### Fraserburgh.

A DEPLORABLE accident, which resulted in the loss of two lives, occurred at Fraserburgh, on the 28th April. The Admiralty drifter *Eminent*, which left Buryhead the previous night, bound for Fraserburgh to be "demobilised," had an engine breakdown when nearing its destination. On entering the Bay shortly after 9 A.M., she signalled for assistance, and the Motor Life-boat *Lady Rothes* was manned and launched about 10 A.M. The wind was then blowing a full gale from the N.N.E., with a tremendous sea from the same direction. When the Life-boat had passed through the entrance of the harbour and had nearly reached the centre of the Bay, she got into very heavy water, and before she reached the distressed vessel a heavy sea struck her on the port bow. This was followed by another sea, and the boat was thrown on her beam-ends and submerged, and all the crew, with the exception of three, were washed out of her. The boat righted herself immediately, and four of the crew managed to get back on board, and two hung on to the outside life-lines. The boat

and men, however, were helplessly swept towards the beach, on which they were cast up. Unfortunately, the Coxswain, Andrew Noble, and the Second Coxswain, Andrew Farquhar, were unable to regain the Life-boat, and although alive when picked up on the beach, they were so injured and exhausted that they died almost immediately, in spite of medical attention. Meanwhile the vessel in distress had been driving shorewards, and, at about 11.30, she ran aground. Communication was effected by means of the life-saving apparatus, and the men on board were saved.

Andrew Noble, who thus lost his life in the performance of his duty, had been Coxswain of the Life-boat since 1887. Andrew Farquhar was only acting as Second Coxswain on this occasion. Both men left widows and children, and the Institution has granted them pensions in accordance with the new Pensions Scheme adopted by the Institution last year, for the dependants of men who lose their lives in the Life-boat Service.

### River Procession of the Sea Services.

AT the invitation of the Admiralty, two Life-boats took part in the Commemoration on the Thames, on Monday, the 4th August. The Procession Committee having expressed a preference for power-boats rather than for the typical pulling-boats, the Totland Bay Steam Life-boat *James Stevens*, No. 3, and the Motor-boat, *Duke of Connaught*, just completed at Cowes for the new Baltimore Station, were brought to London for the purpose, the former boat being manned by her own crew, and the latter by a crew from Clacton-on-Sea.

The boats presented a smart and attractive appearance, and were in every way a credit to the great national and humane Service which they had the honour of representing. They were greeted with bursts of cheering by the vast crowds which lined the banks of the river from the City to Chelsea. Many of those present probably saw Life-boats afloat for the first time, and others must have been surprised to see Life-boats without the oars, with which

they are generally associated in the mind of the public.

Unfortunately, both the Chairman and the Deputy-Chairman of the Institution were unable to be on board, but the Committee of Management was well represented by the following members: Admiral Lord Beresford, Mr. Harold Clayton, Sir Woodburn Kirby, Mr. Henry R. Fergus, Mr. J. F. Lamb, Brig-General Noel M. Lake, Engineer Rear-Admiral Rudd, Mr. Alfred G. Topham, and Sir Philip Watts. Various officials of the Institution were also on board the boats, which were under the command of the Chief Inspector, Captain H. F. J. Rowley, C.B.E., R.N.

Whether by design or accident, the position of the Life-boats in the procession was singularly appropriate. They followed closely after the model of the 18-in. gun, and thus were shown together the mightiest instrument of destruction and death, and the latest means for the preservation of life from shipwreck.

### The Doyen of Honorary Secretaries.

A VERY pleasant ceremony took place in the Guild Hall, Exeter, on the 24th July, when Mr. Courtenay H. Edmonds, the Honorary Secretary of the Exeter Branch, and Mrs. Ferris Tozer, the Honorary Secretary of the Ladies' Auxiliary, received presentations in recognition of their long and valuable services.

In the case of Mr. Courtenay Edmonds, this gentleman has been Honorary Secretary of the Exeter Branch for over half a century, and the Committee of Management marked their appreciation of this wonderful length of service, which has seldom been exceeded in the case of Honorary Secretaries, by the presentation of a handsome silver rose bowl, suitably inscribed. This was presented by the Mayor of Exeter, Sir James Owen, and Mr. Edmonds, in replying, expressed his great pleasure at the fact that the collection in Exeter in the last completed year (1918) was the largest on record.

The Mayor also presented Mrs. Ferris Tozer with the gold brooch of the Institution, and expressed his warm appreciation of the immense amount of invaluable work which that lady had given to furthering the Life-boat Cause in Exeter. Mrs. Tozer, in acknowledging the gift, suggested that women could hardly do better work than to further the efforts of the Institution in the saving of life—the lives mostly of strong, capable, skilful men.

Mr. Percival Farrant, the Organizing Secretary for the South West of England, alluded to the work of the Institution throughout the war, and the big programme of construction which was in hand.

The proceedings terminated with votes of thanks, proposed by Vice-Admiral R. W. White, Chairman of the Exeter Branch, and seconded by Alderman F. J. Widgery.

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

**Friday, 5th July, 1918.**

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

Read and confirmed the minutes of the previous meetings.

Also read and confirmed the minutes of the Building, General Purposes, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Decided to invite Col. the Duke of Northumberland to become a member of the Committee of Management.

Read the reports of the Acting Deputy Chief Inspector and the District Inspectors on their visits to the following Stations:—

Eastern District.—Caister Nos. 1 and 2, Yarmouth, Kessingland, and Lowestoft.

Southern District.—North Deal, Kingsdowne, Margate Nos. 1 and 2, Ramsgate, Hythe, Folkestone, Worthing, Southend, Weymouth, Swanage, Poole and Bournemouth, Exmouth, Lyme Regis, St. Helier, and St. Peter Port.

Irish District.—Fenit, Courtmacsherry, Queenstown, Ballycotton, Youghal, Helvick, Wicklow, Kingstown, Donaghadee, Cloughey, Groomsport, Newcastle, and Portrush.

Presented the reports of the District Organizing Secretaries on their visits to the Branches in their respective areas.

Reported the receipt of the following special contributions:—

	£.	s.	d.
GEO. W. HAYES, Esq., of Woking (towards the cost of a Life-boat) . . . . .	1,500	-	-
ASHANTI GOLD FIELDS CORPORATION, LTD. . . . .	50	-	-
MRS. EMILY TURNER, of Anerley . . . . .	50	-	-

—To be thanked.

Conveyed the thanks of the Committee of Management to Mr. Charles Gulliver, Managing Director of the London Theatres of Varieties, Ltd., for his invaluable help in promoting collections for the Institution in cinemas and theatres.

Suitably thanked Miss Hannah for her valuable services in connexion with the Edinburgh Special Effort.

Paid £8,248 14s. 3d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £49 4s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberdovey . . .	Smaack <i>Rocklight</i> , of Aberdovey . . .	2

Life-boat.	Vessel.	Lives saved.
NewBrighton No.1	Motor ketch <i>E.D.J.</i> , of Newcastle - on - Tyne . . . . .	4
St. Ives. . . . .	S.S. <i>Norlands</i> , of Tonsberg . . . . .	17

Rhoscolyn Life-boat rendered assistance to the ketch *Altje*.

Also voted £83 17s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Douglas, Dunmore East, Penlee, Sennen Cove, Whitby Nos. 1 and 2, and Wicklow.

Granted £57 7s. 6d. to men for injury, etc., in the Life-boat service at Blakeney, Courtown, Ilfracombe, and Sennen Cove.

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

Voted £10 8s. 8d. to cover the expenses of motor fishing-boats at Newquay (Corn.), Padstow, and Port Isaac, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted an additional monetary reward to the Aberdovey crew in recognition of a creditable service on the 18th June.

Voted £2 to four men for putting off in a rough sea and rescuing a man from a boat which had been observed about two miles from Aberdaron on the evening of the 6th April. The boat, which was half full of water, belonged to the s.s. *Cyrene*, of Sunderland, which had been torpedoed the previous night, and had it not been for the prompt action of the salvors the rescued man would probably have been adrift until the following morning.

Voted £1 10s. to six men for rendering assistance to three persons in a small boat which was in danger of being driven out to sea in a moderate N.W. gale off Helvick Head on the 27th May. On seeing the boat in difficulties two civilians launched the Coast-guard boat and proceeded to their assistance. In the meantime a motor fishing-boat, entering the harbour, was instructed by the owner to render help, and she succeeded in towing both boats back.

Voted £1 2s. 6d. to three men for putting off from Boulmer on the 1st June on receiving a message from a seaplane that a ketch had been attacked and sunk by a German submarine, and that the crew were in a small boat out at sea. The salvors succeeded in finding the boat with three men in her and safely landed them.

Voted £1 10s. to three men at Sennen Cove for landing fourteen men from a ship's boat

belonging to an unknown steamer which sank in the vicinity of the Longships on the 29th June. The salvors, when out fishing, noticed a steamer suddenly stop and founder within a few minutes. They at once proceeded to the scene of the disaster, and fell in with a ship's boat, the men in which they took on board. A motor launch landed eight men from another of the ship's boats.

**Friday, 26th July, 1918.**

Sir GODFREY BARING, Bt., M.P., in the Chair.

Read and confirmed the minutes of the previous meetings.

Also read and confirmed the minutes of the Building, General Purposes, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the District Inspectors on their visits to the following Stations:—

Northern District. — Cromarty, Southend (Cantyre), Longhope, Thurso, Stronsay, Ackergill, Wick, and Huna.

Eastern District.—Hasborough, Winterton Nos. 1 and 2, Wells, Hunstanton, Southwold Nos. 1 and 2, and Gorleston Nos. 1 and 2, Palling Nos. 1 and 2, Skegness, Donna Nook, Mablethorpe, Grimsby Dock, Hornsea, Spurn, Bridlington, and Easington.

Irish District. — Greencastle, Aranmore, Blackrock, Greenore, Clogher Head, Drogheda, Skerries, Howth, and Poolbeg.

Presented the reports of the District Organizing Secretaries on their visits to the Branches in their respective areas.

Reported the receipt of the following special contributions:—

	£.	s.	d.
BATH (Anonymous) . . . . .	2,000	-	-
THORNGATE TRUSTEES . . . . .	80	-	-
COWPER STREET BOYS' CLUB . . . . .	28	15	1

—To be thanked.

Paid £5,262 12s. 4d., for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £61 3s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brighton . . . . .	Six open boats, of Brighton . . . . .	8
North Deal (Reserve)	S.S. <i>City of Manila</i> , of Liverpool. Stood by vessel.	
Peterhead No. 2	S.S. <i>Trieste</i> , of Dundee	22
Spurn . . . . .	Smack <i>Amy King</i> , of Grimsby. Landed 1 man.	
Spurn . . . . .	A seaplane . . . . .	2

Also voted £22 7s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons

on vessels in distress:—Aberdovey, Dunbar, Palling No. 1, Ramsgate, and Seaham.

Granted £33 14s. 6d. to men for injury, etc., in the Life-boat service at Blakeney, St. Anne's, and Tynemouth.

**Friday, 6th September, 1918.**

Sir GODFREY BARING, Bt., M.P., in the Chair.

Read and confirmed the minutes of the previous meetings.

Also read and confirmed the minutes of the Building, General Purposes, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the Acting Deputy Chief Inspector and the District Inspectors on their visits to the following Stations:—

Northern District.—Seaham, Newbiggin, Cresswell, Hauxley, Almouth, Boulmer, and N. Sunderland.

Eastern District. — Blakeney, Pakefield, Aldeburgh Nos. 1 and 2, Southwold No. 1, Kes-singland, Flamborough Nos. 1 and 2, Filey, Scarborough, Uppang, Whitby Nos. 1 and 2, and Robin Hood's Bay.

Southern District.—Newquay (Corn.), Ilfracombe, Hastings, Eastbourne Nos. 1 and 2, Newhaven, Brighton and Hove, Shoreham, Ryde, Littlehampton, Selsey, and Bognor.

Western District.—Appledore No. 1 and 2, Clovelly, Lynmouth, Fishguard, Rhyll, Point of Ayr, Llandullas, Llandudno, Beaumaris, Rhoscolyn, Rhosneigr, Moelfre, Bull Bay, Cemaes, Cemlyn, Porthdinllaen, Abersoch, Criccieth, Pwllheli, Aberdovey, and Barmouth.

Irish District.—Hilbre Island, Hoylake, New Brighton Nos. 1 and 2.

Presented the reports of the District Organizing Secretaries on their visits to the Branches in their respective areas.

Reported the receipt of the following special contributions:—

CIVIL SERVICE LIFE-BOAT FUND	£.	s.	d.
(per W. FORTESCUE BARRATT, Esq. Balance of expenses on account of Civil Service Life-boats, 1917) . . . . .	750	-	-

Lieut. ALEX. FIGOTT WERNEER, of Piccadilly. Allocated by his Trustees . . . . . 500 - -

Anonymous, "Wishing to make good" . . . . . 25 - -

—To be thanked.

Voted £83 2s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barmouth . . . . .	Sailing boat <i>Carmen</i> , of Aberystwith . . . . .	1
Clovelly . . . . .	S.S. <i>Charity</i> , of New-castle . . . . .	25



Life-boat.	Vessel.	Lives saved.
The Lizard . .	Schooner <i>Florence</i> , of Looe. Stood by vessel.	
Lynmouth . .	S.S. <i>Dia</i> , of Bilboa .	24
Newquay, Corn..	S.S. <i>Carara</i> , of Bilboa. Landed 19.	
Runswick . . .	S.S. <i>Giralda</i> , of Leith	13
Seaham . . .	S.S. <i>The Stewart's Court</i> , of Sunderland. Landed 15.	

Flamborough No. 1 Life-boat stood by the s.s. *Genesee*.

Also voted £284 4s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Aldeburgh No. 2, Bude, Cardigan, Clovelly, Cromer, Filey, Holy Island No. 1, Kingstown, Moelfre, Newquay (Corn.), Palling Nos. 1 and 2, Peterhead No. 2, Poolbeg, Ramsgate, Southwold No. 2, and Winterton No. 1.

Voted £52 2s. 2d. to cover the expenses of motor fishing-boats at Berwick-on-Tweed, Bridlington, Cromarty, Exmouth, Kilmore, Newquay (Corn.), and Scarborough, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted £1 5s. to five men for putting off from Wicklow in a skiff, in a strong breeze with heavy squalls, to the assistance of a man whose boat had been capsized about two miles from the harbour on the 19th July. On reaching the scene the salvors found the man clinging to the upturned boat, and they succeeded in rescuing him.

Voted £1 2s. 6d. to three men at Whitburn for putting off in a coble to the assistance of a seaplane which had fallen into the sea on the 4th August. When the salvors, however, reached the plane, and were about to take the two occupants off, patrol vessels came up and took the airmen on board.

Voted 15s. to two men at Lowestoft for saving a man whose boat struck the North Groyne and sank in a few minutes on the 19th August. The salvors, who were shrimping, observed the accident, and proceeded to the spot as quickly as possible. They were able to rescue the man, who was hanging on to the rigging of his boat.

Voted £1 2s. to the Master of the steam ferry-boat *Mona*, and the crew of two men, for proceeding to the assistance of a small boat which was observed in a dangerous position about half a mile from Beaumaris Pier on the 21st August. The ferry-boat succeeded in towing the endangered boat and its four occupants into safety.

Voted £1 to a man and a little boy at Whitby for their services in saving two sailors and a soldier from the sailing-boat *Salmo*, which was capsized in a strong S.W. breeze on the 25th August. The salvors, who were in a boat, observed the accident and sailed and rowed as fast as possible to the spot and

rescued the men, who were clinging to the gunwale of the capsized boat. The soldier was afterwards transferred to another boat, and the two sailors, with the help of the salvors, succeeded in righting the upturned boat and brought her ashore.

Voted 10s. to two men at Moelfre for putting off in a small boat on the 21st August and rescuing a man who was surrounded by the tide on an outlying rock.

Voted £3 5s. to six men at Scarborough for saving ten persons in a pleasure coble which was being driven out to sea in a strong breeze on the 22nd August. The salvors, who were putting out for a night's fishing, observed the coble and proceeded to her assistance, afterwards towing her into safety.

Friday, 11th October, 1918.

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

Read and confirmed the minutes of the previous meetings.

Also read and confirmed the minutes of the Building, General Purposes, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the Acting Deputy Chief Inspector and the District Inspectors on their visits to the following Stations:—

Northern District.—Holy Island Nos. 1 and 2, Berwick-on-Tweed, Eyemouth, Dunbar, North Berwick, Skateraw, St. Abbs, and North Sunderland.

Eastern District.—Winterton Nos. 1 and 2, and Cromer.

Southern District.—Hayling Island, Bembridge, Totland Bay, and Brooke.

Western District.—Cardigan, Newquay (Card.), Aberystwyth, St. Davids, Littlehaven, Tenby, Angle, Ferryside, The Mumbles, Port Eynon, Weston-super-Mare, Burnham, Barry Dock, and Minehead.

Irish District.—Formby, Port Erin, Castle-town, Ramsey, Peel, Port St. Mary, and Douglas.

Presented the reports of the District Organising Secretaries on their visits to the Branches in their respective areas.

Reported the receipt of the following special contributions:—

	£.	s.	d.
HEARTS OF OAK BENEFIT SOCIETY	100	-	-
ANONYMOUS, "W"	50	-	-
C. E. B. YOUNG, Esq.	50	-	-
M. A. W. GANDELL, Esq.	25	-	-

—To be thanked.

Voted £157 8s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clovelly . . .	A Barquentine. Assisted to save vessel and . . . . .	30

Life-boat.	Vessel.	Lives saved.
Donaghadee . . .	A Barge . . . . .	6
Kirkcudbright . . .	Ketch <i>Day Star</i> , of Belfast . . . . .	3
Lowestoft . . . . .	A Sloop . . . . .	9
Maryport . . . . .	Solway Lightship <i>Tobin</i> . . . . .	4
North Deal (Reserve)	Schooner <i>Lina</i> , of Oporto . . . . .	7
Padstow No. 1 . . .	Ketch <i>Republique et Patrie</i> , of Lorient . . . . .	4
St. Agnes . . . . .	Two boats belonging to a schooner (two trips) . . . . .	9
Sunderland (Motor)	An Aeroplane. Saved derelict aeroplane.	

The Cromer Life-boat assisted to save the s.s. *Inna*, of Sunderland, and her crew of eleven hands, and the Dungeness No. 1 Life-boat assisted to save the tug *St. Keverne*, of Weymouth, and her crew of three.

Also voted £206 12s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Aldeburgh No. 1, Arbroath, Blackrock, Blakeney, Broughty Ferry, Clacton-on-Sea, Clovelly, Kingsdowne, Newburgh, North Deal, Padstow No. 1, Palling No. 1, Peterhead No. 2, Ramsgate, Shoreham, and Southwold No. 2.

Granted £49 10s. to men for injury, etc., in the Life-boat service at Gorleston, Kingstown, Lowestoft, Tenby, and Tynemouth.

Voted the Silver Second Service Clasp to JOHN T. SWAN, Coxswain of the Lowestoft Life-boat, and the Bronze Medal of the Institution to GEORGE AYERS, Second Coxswain, together with an additional monetary reward to them and to each of the crew, in recognition of their services in rescuing nine of the crew of H.M. Sloop *Pomona*, which was totally wrecked in a whole N.E. gale and very heavy sea about five miles south of Southwold on the 30th September.

Voted additional monetary rewards to the crews at Clovelly and Kirkcudbright for good services in very bad weather on the 29th September and 6th October respectively.

Voted £4 7s. 4d. to cover the expenses of a motor fishing-boat at Hastings, which was launched for the purpose of rendering assistance to a vessel in distress.

Reported that the League of Neutral Countries, Haarlem, had presented Medals to each member of the crew of the St. Agnes Life-boat in recognition of their services to the crews of seven Dutch ships which were torpedoed in February, 1917.

Voted £1 2s. 6d. to three men for landing twenty-six men from the s.s. *Orfordness*, of Swansea, which was torpedoed and sunk about four miles west of Newquay (Corn.) on the 20th July. The salvors were in the vicinity when the disaster occurred, and fell

in with the steamer's life-boat, which was overcrowded. They transferred some of the men to their own boats, and afterwards towed the others in the steamer's boat into safety.

Voted £3 to T. FERGUSON and five others for putting off in a motor fishing-boat from Howth on the 19th August and saving a man in an open boat, which was being blown out to sea in a strong W. wind.

Voted £1 2s. 6d. to A. TOSE and two other men for putting off from Runswick in a small rowing boat on the 22nd August and rescuing a man from wreckage belonging to a motor launch which had blown up. The weather at the time was fine and the sea smooth.

Voted £2 to J. HURRELL and another man for saving a pilot from a seaplane off Gorleston on the 16th September. The salvors were in a shrimp boat when they saw a seaplane strike the mast of another shrimp boat and fall into the sea. Notwithstanding that their trawl was down, they immediately cut away their gear and proceeded to the scene, and were successful in picking up the man, who was in an exhausted condition.

Voted £2 5s. to TOM KINGDOM and three other men for putting off from Tenby on the 17th September in a motor fishing-boat and saving three persons who were in a pleasure boat. A moderate S.W. gale was blowing with a rough sea, and as one of the cars of the pleasure-boat was broken it was in danger of being driven on to the rocks. The salvors succeeded in bringing the boat and its occupants into safety.

Voted £1 10s. to R. COWE and three other men for saving four men from the s.s. *Staithe*, of Middlesbrough, which had struck a mine and sunk off Sunderland on the 21st September. The salvors, who had just returned from sea, put off and saved the four men, who were floating on wreckage, one of them being so injured that he had to be sent to the infirmary.

#### Friday, 8th November, 1918.

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

Read and confirmed the minutes of the previous meeting.

Read and confirmed the minutes of the Building, General Purposes, Wreck and Reward, and Special Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the Acting Deputy Chief Inspector and the District Inspectors on their visits to the following Stations:—

Northern District.—Johnshaven, Stornoway, Lossiemouth, Buckie, Banff and Macduff, Fraserburgh, Peterhead Nos. 1 and 2, Port Errol, Newburgh, and Stonehaven.

Eastern District.—Cromer, and Southwold No. 1.

Southern District.—Falmouth, Porthleven, Polkerris, Yealm River, Swanage, Poole and

Bournemouth, Lyme Regis, Weymouth, and St. Helier.

Western District.—Watchet, Penlee, Sennen Cove, Hayle, and St. Ives.

Irish District.—Greenore, Poolbeg, Wicklow, Wexford, Dunmore East, Tramore, Fenit, Courtmacsherry, Queenstown, Ballycotton, and Youghal.

Presented the reports of the District Organizing Secretaries on their visits to the Branches in their respective areas.

Reported the receipt of a special collection per the Rev. J. A. B. COOK, of Singapore, £276 Os. 6d.

—To be thanked.

Voted £191 15s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hartlepool No. 2.	S.S. <i>Monastry</i> , of London. Stood by vessel.	
The Lizard . . .	A steamer. Stood by vessel and landed 4.	
Moelfre . . .	Schooner <i>Brackley</i> , of Liverpool. Landed 3.	
The Mumbles. . .	S.S. <i>Devonshire</i> , of Belfast . . . . .	13
Penlee . . . . .	A tug . . . . .	17
Ramsey . . . . .	Schooner <i>Forest Deer</i> , of Dublin . . . . .	3
do. . . . .	Ketch <i>Marie Edmond</i> , of Ostend. Landed 1	3

The Spurn Life-boat assisted to save the schooner *Amy*, of Newcastle, and her crew of five hands.

Also voted £142 9s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Blakeney, Donaghadee, Donna Nook, Fishguard, Holyhead No. 2, St. Andrew's, St. David's, and Tenby.

Voted additional monetary rewards to the crews of the Ramsey and St. Ives Life-boats for good services on the 7th October, and 4th-5th November respectively.

Granted £22 14s. 6d. to a man for injury in the Life-boat service at Blackpool.

**Friday, 13th December, 1918.**

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

Read and confirmed the minutes of the previous meeting.

Read and confirmed the minutes of the Building, General Purposes, Wreck and Reward, and Special Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the Acting Deputy Chief Inspector and the District Inspectors on their visits to the following stations.

Northern District.—Gourdon, Balcary, Kirkcudbright, Port Patrick, Port Logan, Girvan, Ayr, Troon, and Ardrossan.

Southern District.—Littlehampton, Dungeness Nos. 1 and 2, Rye Harbour, New Romney, Hythe, Folkestone, Margate Nos. 1 and 2, Ramsgate, North Deal, North Deal (Reserve) and Kingsdowne, St. Peter Port, Mevagissey, Coverack, Porthoustock, Cadgwith, The Lizard, Looe, Salcombe, Hope Cove, Plymouth.

Western District.—St. Mary's and St. Agnes.

Irish District.—Helvick Head, Tramore, Rosslare Harbour, Kilmore, Courtown, Arklow, Cloughey, Donaghadee, Groomsport, Newcastle, Portrush, Greencastle, Aranmore, Blackrock, Clogher Head, Drogheda, and Skerries.

Presented the reports of the District Organizing Secretaries on their visits to the Branches in their respective areas.

Voted £79 9s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2 . . .	S.S. <i>Juno</i> , of Hull. Stood by vessel.	
Minehead . . . .	Fishing-boat <i>Fear Not</i> . Saved boat and . . . . .	2
Montrose No. 1 . .	Trawler <i>Isaac Dobson</i> , of Montrose. Landed 12.	

Lowestoft Life-boat assisted to save the sloop *Regina*, and the North Deal Life-boat saved the barge *Inflexible*, of Harwich, and her crew of three hands.

Also voted £150 6s. 5d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Alnmouth, Barry Dock, Boulmer, Brighton, Clacton, Courtmacsherry, Donaghadee, Dungeness No. 2, Groomsport, Holy Island No. 1, Hope Cove, Llandudno, North Deal, North Sunderland, Penlee, Poole, Rye Harbour, St. Mary's, Stornoway, Troon, and Yealm River.

Granted £23 to men for injury, etc., in the Life-boat service at Blakeney and the Lizard.

Voted the Silver Medal of the Institution, together with the sum of £5, to JOHN HART, and the Bronze Medal and £5 to TIMOTHY MURPHY and JEREMIAH MCCARTHY respectively, and also £2 10s. each to two other men, for their gallant conduct in saving five persons from the motor fishing-boat *Thomas Joseph*, of Dublin, which was wrecked in a strong N.W. wind and very heavy sea on Shirkin Island, Co. Cork, on the 10th-11th November. The fishing-boat was on a trial trip, and at the time she struck the rocks (about 10 p.m.) there were eleven people on board, including three young girls. Unfortunately, four men and two girls were drowned. On learning of the accident John Hart, the master of the fishing-yawl *Mary Annie*, of Skibbereen, put

off, with T. Murphy and J. McCarthy, in the punt belonging to the yawl, and succeeded in rescuing, at great personal risk, three men who were clinging to the mast of the sunken vessel. Seeing that two other persons were clinging to the rocks whom they could not save, the salvors rowed to Heir Island, about a mile distant, and obtained a larger boat, and with two extra men, with great difficulty rescued a man and a girl, J. Hart and T. Murphy being nearly swept off the rocks while effecting the rescue. The Committee of Management were of opinion that the service was an unusually fine piece of work both skilfully and gallantly carried out.

Voted 10s. to two men for saving two men in a rowing boat which had been overtaken by a sudden gale and was in danger off Aberayron on the 1st November. The salvors were fishing when they observed signals of distress, and, proceeding to the scene, were able to bring the endangered men into safety.

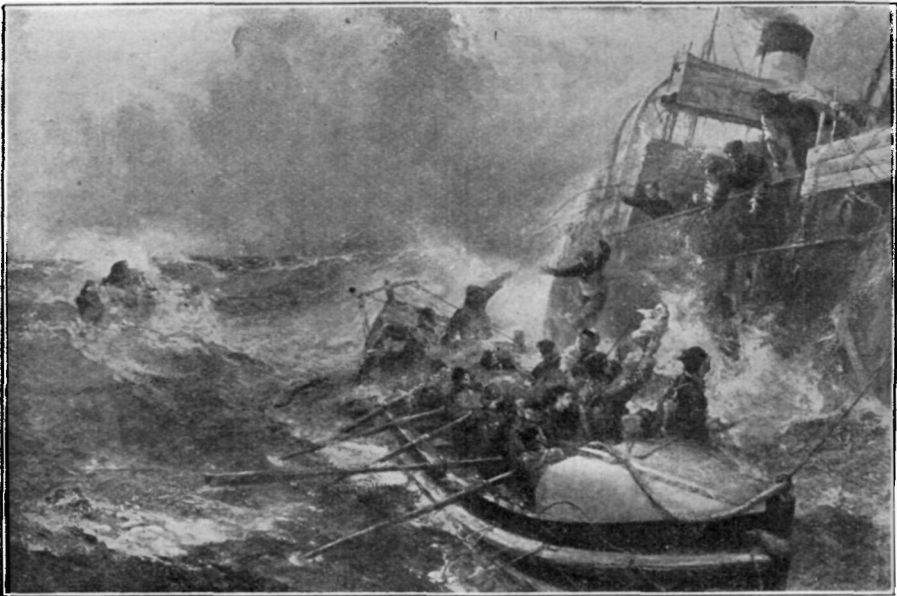
Awarded a pair of Binoculars to WILLIAM MCMURTRIE, Master of the tug-boat *George Brown*, and a monetary reward of £8 5s. between him and ten other men for saving three persons from the schooner *Campbelltown*, which was wrecked in a S.W. gale and a very heavy sea on the 7th November. The vessel was coming into Irvine Harbour when she struck the North Entrance, and a few hours after became a total wreck. Meanwhile the tug-boat *George Brown* proceeded to the wreck, but had to return for extra help, and, after obtaining this, the salvors were able, with considerable difficulty and at great risk, to save the men belonging to the schooner by

hauling them, by means of lines, through the sea to the tug.

Voted £1 10s. to three men for putting off in a fishing-boat from Redcar and rescuing a pilot from an aeroplane which had fallen into the sea on the 16th November. The salvors incurred some risk in rescuing the man owing to the danger of the boat fouling the gear of the aeroplane, which was nearly under water.

Voted £4 7s. 6d. to seven men at Bridlington for saving nine persons from the steam fishing-boat *Joseph and Susannah*, in moderate weather and a rough sea on the 16th November. The vessel, in attempting to get into the harbour, struck the ground and commenced to knock up behind the pier, drawing her anchor with her. Five men from the shore got on board and tried to get her afloat, when she knocked up further into the heavy surf, and suddenly settled down, the seas making a clean breach over her. The salvors put off in the motor-boat *Blue Jacket* and succeeded, at some risk, in taking nine men off the fishing-vessel, which was then completely submerged.

Voted £3 15s. to five men for putting off in the motor fishing-boat *Ballynoe* to the assistance of the fishing-boat *Helvick Lass*, which was in distress off Helvick Head, in moderate weather, on the 26th October. The *Helvick Lass* had had her sails blown away, and, being without an anchor, she was in danger of going to pieces on the bar. Two of the salvors, in a small boat which they had towed with them, succeeded in rescuing the two men on board the endangered vessel, afterwards towing her into safety.



ON A LEE SHORE.

From Mr. Bernard Gribble's painting, executed for the Institution.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

**Supported solely by Voluntary Contributions.**

Patrons { His Majesty the King.  
Her Majesty the Queen.  
Her Majesty Queen Alexandra.

President—H.R.H. THE PRINCE OF WALES, K.G.

Chairman—  
THE RIGHT HON. THE EARL WALDEGRAVE, P.C., V.P.

Deputy-Chairman—  
SIR GODFREY BARING, Bt., V.P.

Secretary—GEORGE F. SHEE, M.A.



Telegraphic Address:

"LIFE-BOAT  
INSTITUTION,  
LONDON."

Telephone:

No. 2964  
GERRARD.

During the year 1918 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended about £86,000 on its Life-boat Establishments.

### SUMMARY OF THE WORK OF THE INSTITUTION DURING 1918.

	£.	s.	d.
Number of persons saved by Life-boats and subsidised Motor-boats, in addition to 26 Vessels and Boats saved by them and 293 persons landed from vessels in distress and lightships . . . . .	619	...	...
Number of Lives saved by Shore-boats, etc. . . . .	233	...	...
Amount of Rewards granted during the Year. . . . .	...	6,441	13 5
Honorary Rewards:—Silver Medals and Clasps . . . . .	6	...	...
Bronze Medals . . . . .	6	...	...
<b>Total . . . . .</b>	<b>12</b>	<b>852</b>	<b>£6,441 13 5</b>

The number of Lives saved either by the Life-boats of the Institution or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1918), is 56,859. The rewards and recognitions granted by the Institution in the same period comprise 106 Gold Medals and Clasps, 1,351 Silver Medals and Clasps, 22 Bronze Medals, 487 Binocular Glasses, 16 Telescopes, 146 Aneroid Barometers, 2,271 Votes of Thanks inscribed on vellum and framed, 295 Certificates of Service framed, and £409,216 in money, including pensions to Life-boat crews, etc.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION earnestly appeal to the British Public for Funds to enable them to maintain their 255 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income.

Many factors, especially exhaustion after prolonged war effort, and the natural tendency to relaxation accompanying the cessation of hostilities, combine to threaten with loss of revenue a beneficent national Institution of which the first maritime nation in the world has good reason to be proud. Yet it is just at this most critical juncture that a substantial increase of revenue is essential to the maintenance and necessary reconstruction work of the Life-boat Service.

Fifty Motor Life-boats, with houses, slipways, etc., are urgently needed to meet war wastage and new needs. This construction programme demands the expenditure of nearly half a million sterling.

There is no armistice in the perils of the sea. Though construction was unavoidably held up during the War, the Service never failed, and over 5,000 valuable lives were saved by the Life-boats.

The Committee of Management feel sure that the British public will not, in the hour of relief brought by Allied Victory, forget the brave men who watch and serve by day and night, in Peace no less than in War, freely offering the hazard of their own lives, to succour their fellow men, women, and children in peril on the sea. As a nation our very existence depends upon our use of the sea. In that sense we all use the sea. But in justice to our seamen alone, the Life-boat Service must not be allowed to suffer for lack of the necessary financial support. Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by

THE SECRETARY,  
ROYAL NATIONAL LIFE-BOAT INSTITUTION,  
22, CHANCERY CROSS ROAD, LONDON, W.C. 2 ;  
or by MESSRS. COUTTS AND Co., 440, Strand, London, W.C. 2.

## DUKE OF NORTHUMBERLAND'S PRIZE ESSAY COMPETITION FOR ELEMENTARY SCHOOLS

**I**N order to encourage in children a knowledge of and a pride in the work of British Life-boatmen, the Committee of Management have decided to ask for the co-operation of the Headmasters and Headmistresses of Elementary Schools throughout the United Kingdom in bringing before their children the humane and heroic achievements of the National Life-boat Service, which was established nearly a hundred years ago.

The late Duke of Northumberland, K.G., the then President of the Institution, placed at the disposal of the Institution a sum of £100 to be utilised in the presentation of prizes for the best Essays on "The Heroic Work of the Life-boats," written by children who are still actually attending the Senior Classes in Elementary Schools.

The Prizes are of two kinds:—

- (1) School Prizes—Challenge Shields.
- (2) Individual Prizes—War Savings Certificates.

**CHALLENGE SHIELDS.** Six Challenge Shields will be offered, the Country being divided into six districts as follows:—

1. London (including the area of Greater London).
2. North of England (Northumberland, Cumberland, Westmoreland, Durham, Yorkshire, Lancashire, Cheshire and the Isle of Man).
3. Midlands (including all counties south of No. 2 area, including, as Southern limit, Lincoln, Northampton, Warwick, Worcester and Gloucestershire).
4. All counties south of No. 3 area.
5. Scotland.
6. Ireland and Wales.

**A CHALLENGE SHIELD** will be awarded in each of the six Districts to the School which sends up the best paper. The Shield becomes the property of the School which wins it three years in succession.

**WAR SAVINGS CERTIFICATES.** Ten War Savings Certificates will be awarded to the writers of the ten best papers in each of the six Districts. The winners, and also twenty-five other competitors in each area, will receive Card Certificates testifying to the merit of their Essays.

### THE ESSAYS

1. Will be open to the Senior Classes.
2. Will be limited to 500 words, and
3. Marks will be given for handwriting as well as matter.

In asking for the kind co-operation of Head Teachers of Elementary Schools the Committee of Management suggest that a short lesson should be given on the work of the Life-boats around the coast, based upon the "Notes for an Address on the Life-boat and its Heroic Work," a copy of which accompanies this issue of the JOURNAL. The pupils should then be asked to write an Essay on the work **before leaving the Class**, thus ensuring that the work is their own.

Head Teachers are asked to select the best Essay only, and to send the same to the District Organizing Secretary of the Institution for the Area, to reach him not later than the 1st March, 1920.

The following Rules will be strictly enforced, and Essays which do not conform to them will be *ineligible*. The *Essay* itself must be clearly *inscribed* with—

- (1) The name and age of the writer; (2) the name; and (3) the address of the School in full; and (4) the date when the Essay was written; (5) and must be accompanied by a formal Declaration, signed by the Head Teacher, stating that the Essay has been written (a) *in School* (b) immediately after the Address, and (c) that it is the *unaided work of the writer*. Not more than one Essay may be submitted from any School, except where there is a Girls' Class as well as a Boys'. In such cases alone the best Essays written by a boy and a girl respectively may be sent in, if it is thought that they are of equal merit.

No Essays received after the 1st March will be considered. The Prizes will be awarded by the Committee of Management, whose decision will be final.

The awards will be made in June, and a complete list of the Prize Winners will be sent to each School competing as soon as possible; but the work involved in the thorough examination and placing of thousands of Essays is very heavy, and it is not probable that the Lists will be ready for publication till August, when they will appear in the August issue of THE LIFE-BOAT JOURNAL. The writer of the best paper sent in from the whole of the United Kingdom will be awarded an additional prize, and the Essay will appear in THE LIFE-BOAT JOURNAL, a copy being sent to each competing School.

September, 1919.

GEORGE F. SHEE, *Secretary of the Institution.*

### District Organizing Secretaries.

- North of England—E. H. JOHNSON, Esq., F.C.I.S., 30, Cross Street, Manchester.  
Midlands, Wales and Ireland—H. G. SOLOMON, Esq., F.C.I.S., Newton Chambers, Cannon Street, Birmingham.  
South-East of England—H. A. BRYDEN, Esq., Osborne House, Mount Ephraim Road, Tunbridge Wells.  
South-West of England—PERCIVAL S. FARRANT, Esq., The Old House, Bemerton, Salisbury.  
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Scotland—SIR WILLIAM MARTIN, J.P., F.S.A. (Scot.), 34, West George Street, Glasgow.