

# THE LIFE-BOAT.

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## Annual Meeting.

THE Ninety-sixth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at Caxton Hall, Westminster, on Thursday, 22nd April, 1920, at 3 P.M., the Right Hon. the Viscount Burnham, C.H., in the Chair, and amongst those present were:— His Excellency the Ambassador of the United States, the Earl Waldegrave, P.C., V.P. (Chairman of the Committee of Management), Sir Godfrey Baring, Bt., V.P. (Deputy Chairman of the Committee of Management), Admiral Sir Doveton Sturdee, Bt., K.C.B., K.C.M.G., the Rev. Prebendary Gough, Mrs. Henry Fawcett, Mr. W. J. Oliver (Honorary Secretary of the Sunderland Branch), the Hon. George Colville, Admiral Sir Frederick E. E. Brock, K.C.M.G., C.B., Major-General Sir Coleridge Grove, K.C.B., Mr. Robert Birkbeck, V.P., Mr. Harry Hargood, O.B.E., Brigadier-General Noel M. Lake, C.B., Rear-Admiral Charles Rudd, Rear-Admiral Hector B. Stewart, Colonel Sir H. Henry McMahon, G.C.M.G., G.C.V.O., K.C.I.E., C.S.I., Sir Woodburn Kirby, Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O. (Deputy Master of the Trinity House), Mr. Harold D. Clayton, Mr. Herbert F. Lancashire, Colonel William Elliott, C.B., Commander Francis Fitzpatrick Tower, R.N.V.R., Miss Alice Marshall (Honorary Secretary Oxford Branch), Commander Thomas Holmes, R.N. (late Chief Inspector of Life-boats), Mr. George F. Shee, M.A. (Secretary), Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats), Colonel Murray, O.B.E. (District Organizing Secretary for Greater London), and Mr. P. W. Gidney (Assistant-Secretary).

The CHAIRMAN: I will ask the Secretary to read certain telegraphic reports that he has to hand.

The SECRETARY: These telegrams have just come to hand:—

“Tenby, Pembrokeshire. Tenby Life-boat just returned from service with rescued crew of a French ketch. All well. Bryant.”

“Newquay, Cornwall. This Life-boat, launched on service this morning, saved five men from French fishing-vessel, *Philomène*. Wind N.W. Heavy gale and sea. Thomas.”

“Mumbles, Glamorganshire. Rescued last evening crew, bound Port of Nantes. Five landed Mumbles. Vessel wrecked. le Boulanger.”

The CHAIRMAN: Your Excellency, Lord Waldegrave, ladies and gentlemen, I have occasion during the year to take many Chairs in many places and at many times, but I can honestly say that I never take the Chair with greater pleasure than I do to-day among all these glorious flags, not the least of which, “Old Glory,” is represented here by His Excellency the American Ambassador. (Applause.) I say that because I make bold to say that no institution deserves its prefixes of honour in the words “Royal” and “National” so well as THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. His Royal Highness the Prince of Wales, following the precedent of his father and grandfather, would have presided here had he not been on the high seas on a high mission. It may interest you to know that on more than one occasion he has taken a trip in a Life-boat out for exercise.

When the Institution was founded in March, 1824, King George IV. at once became its Patron, and since then most of the Princes of the Royal House have been Vice-Presidents; so your Institution is thoroughly Royal.

It is thoroughly National because it is the best expression of the best qualities of national character “in war and peace alike,” as the founder, Sir William Hillary, said of its good purposes. It is National in its affectionate union with the Royal Navy, whose representative we acclaim in Admiral Sir Doveton Sturdee. (Applause.) From no source do we receive more generous support than from the officers and men of the Navy, who perhaps better than any—*crede expertis*—are able to appreciate what faithful service in a Life-boat crew really means to the man and to his country.

All the churches without distinction, whether within or without the Establishment, take the keenest interest in the Society, the promotion of which was originally moved by the two Archbishops of 1824, and many of

the hard-working secretaries of Station Branches have been and are ministers of religion. It would indeed be a queer kind of religion which would not hold in honour the physical courage and the moral courage which goes down to face the great waters in their angry mood for the salvation of our men.

The spirit of the Life-boat is the spirit of the trench war—the hold-fast temper which gives up nothing and nobody for lost. Oliver Wendell Holmes said of the sea: "The sea remembers nothing. It is feline. It licks your feet; its huge flanks purr very pleasantly for you, but it will crack your bones and eat you for all that, and wipe the crimsoned foam from its jaws as if nothing had happened."

If the sea remembers nothing, you of this Institution have proud remembrance of the sea. During the war, over 5,300 lives were rescued, and of these over 1,660 were saved from vessels mined, torpedoed, or otherwise destroyed by the enemy. Last year the report shows, as you would expect, smaller figures—379 lives as compared with 619 the previous year; but there were actually a larger number of vessels, with the liberated traffic of the narrow seas.

The great majority of lives lost by shipwreck and saved by Life-boat service are naturally British, and the great majority of the 57,000 lives saved have been British lives.

In 1913, the last Abstract of Shipping published by the Board of Trade, shows that, of the total casualties of our coasts—2,680—2,284 were of the British Empire, as against only 396 of foreign shipping, and of lives lost in that year, 253 were British and only 98 foreign. Yet the American Ambassador, whom we so cordially welcome here to-day, will note with interest the large number of American citizens whom the British Life-boats have rescued, and that some of the finest achievements in our war service were the rescues on the treacherous Goodwin Sands of the passengers and crews of the American ships, *Siberia* and *Piave*; while, as lately as the 28th August last, the crew of the steamship *Wakulla* were rescued by the Bembridge Life-boat by an effort extending over nineteen hours of continuous work. (Applause.) This it but one Life-boat, and there are nearly 250 Life-boats scattered along all the coasts of the United Kingdom, from the Orkneys to the Scillys, and from Cromer to Fenit, on the west coast of Ireland. There is no dangerous headland, there is no busy estuary, there is no long stretch of slipping sand unprotected by this mobile defence against the fury of the winds and waves. But this system of defence not only costs much, but I want you to notice that it costs four times what it did before the war. Peace has brought neither reduction nor relief. Hardly any headway had been made in the year under review with the construction of the engines for Motor Life-boats, which had been awaiting completion during the last five years.

The report says that the "Institution labours under many disadvantages as compared with industrial undertakings working for profit." Yet thirteen new Motor Life-boats

have been ordered, and a further batch will quickly follow on. The cost of building, however, has increased from £3,500 to £7,500, and the cost of endowment from £15,000 to £17,000. Plans are in hand for a complete dockyard in East London for the use of the Life-boat Service. Electric or petrol power-winchies are to be used for all motor boats which are housed, and experiments are being made with a motor tractor for hauling the Life-boat on her carriage to any part of the beach for launching. All this makes for speed, and speed is in itself the saving of life. But all this can only be done on the basis of the new values.

Napoleon's phrase is quoted every day that in war the moral is to the material as three to one. In the war against the wild winds and the wilder sea, the *morale* of the man-power is nine-tenths of the whole. Therefore we must hope that the in-shore fishing population will be maintained in all its age-long virility and vigour.

Last year once more gave many examples in action of the grand old type of British seamanship in its outstanding bravery. One is thankful to know that among them all there was no loss of life last year.

I well knew one of the old school, John Owston of Scarborough, whom I used constantly to see over many years when I was there. He had passed forty years and more in the Life-boat, as Mr. Kipling says, "swept but surviving, half-drowned but still driving," and had saved at least 100 lives. I often went out sailing with him, and I heard some of his sea stories. In his modesty, as well as in his hardihood, he was the very type and pattern of a Life-boat captain, and in his home he was as good a citizen as he was a sailor at sea. All I can say is, long may his happy breed endure. (Applause.)

Now we come to the ways and means of helping the Life-boat Service in active operation for the safety of all who go by sea in ships. The financial position is not very favourable, for there was a loss of over £13,000 in revenue last year as compared with 1918. If we are not to lose our honour as well as our security, more money must be found.

I am bound to say that I think the appeal lies first and foremost to the Shipping Lines of this country. These companies have not given enough, and it is not a pleasant reflection that before the war I have it on authority for stating that many of the German Shipping Companies subscribed more in support of the Life-boat Institution than our own. I am certain it is only necessary to dot the i's of shipping to have this blot on their escutcheon removed with a generous hand. ("Hear, hear.") Many of these companies make no contribution at all, but I venture to hope that this must be surely from inadvertence, not from intention.

Then I am bound to meet and I hope to satisfy those who think that we keep too much of our funds locked up in the bank. Well, £400,000 consist of Trust Funds. These cannot be spent; but the question is asked

whether we ought to sit on the rest, the £600,000. Speaking as a business man and noting the reports of rough weather ahead, I believe the Committee is absolutely justified in their financial policy. They will take what is needed for the progress of construction. They will provide the Motor Life-boats, the boat-houses, and the costly slipways, several of which will cost over £20,000, which their scheme of operation involves. But the Life-boat Service is no passing need, it is no momentary spasm. It is as permanent and enduring as the sea itself. They must look not only to the necessities of the day, but to the claims—almost as sure as the fates themselves—that the future has in store. Over £45,000 of the annual income consists of dividends on invested money; without that the Organisers would have to raise a revenue of some £200,000 instead of £150,000. Taxes and threats of yet more taxes in relief of posterity do not make it the easier to get the money. Financiers in the City of London tell me that the appeal to sentiment now falls a little flat, the further we are from the war, but I should like to draw the attention of the Press and the public to the list of Motor Life-boats which have been or are being ordered. We want to make them sure and free from debt.

It will be seen that generous gifts have been received from Miss Cross and the Misses Eddy, while the Annual Report draws attention to the fact that the Whitby Motor Life-boat was provided by the Trustees of the late Miss Margaret Harker-Smith.

Altogether, since the Committee of Management announced their big programme of urgent post-war construction two years ago, over £130,000 has been received in the shape of special or general contributions towards replacing the capital sum of £500,000 which the Institution is going to spend; and I trust that other big cities will imitate the example of the Liverpool Branch, which, while fully maintaining, and indeed increasing, its normal contribution, is raising a very considerable fund towards the cost of the large programme of construction.

Here is an opportunity of civic generosity which will commend itself to many a city whose connection with the Institution dates back nearly as far as the foundation of the Institution itself. Here, too, I venture to think, is an opportunity for beneficence and remembrance which I imagine will appeal to many as a means of assisting this splendid campaign of heroism and humanity. Surely it can, in the best of all ways, commemorate the death on active service of some young soldier or sailor who made the supreme sacrifice in the Great War. It would certainly be difficult to find a nobler or better use for wealth than permanently to benefit a cause which, to quote the words of Sir William Hillary, your pious founder, "contemplates the rescue of thousands of human beings now in existence, and an incalculable number yet unborn, from one of the most tremendous of perils, a cause which extends from the palace to the cottage, in which politics and party

cannot have any share, and which addresses itself with equal force to all the best feelings of every class in the State."

In conclusion, in a broad way I wish to appeal to all who are moved by the tale of glory and the tale of life to help the Institution as best they can. Whether this world is an old world or a new world, the sea will always be the same. Science can do much to rule the waves, but this great nation must keep a living hand on the Life-boat all the same, and that hand will be all the better if it is moved by the spirit, the British spirit, of the volunteer and the longshoreman, the very seed and type of our sea-born life.

That is all I have to say (you will be glad to hear that), and with these words, I beg to present your Report. (Applause.)

Now I will call on the Secretary to read the nominations of Officers.

*(The Secretary read the list of nominations.)*

*President.*

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

*Vice-Presidents.*

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

His Grace the Duke of Leeds.

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

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., C.B.

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

Sir Godfrey Baring, Bt.

Robert Birkbeck, Esq.

*Treasurer.*

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 Lord Airedale.

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

Frederick Cavendish Bentinck, Esq.

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

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

Gerald du Maurier, Esq.

Henry R. Fergus, Esq.

John Bevill Fortescue, Esq.  
 Major Ralph Glyn, M.C., M.P.  
 Major-General Sir Coleridge Grove, K.C.B.  
 The Viscount Hambleden.  
 The Earl of Hardwicke.  
 Harry Hargood, Esq., O.B.E.  
 Admiral of the Fleet 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.  
 Colonel Sir A. Henry McMahon, G.C.M.G.,  
 G.C.V.O., K.C.I.E., C.S.I.  
 Commander Sir Harry Mainwaring, Bt.,  
 R.N.V.R.  
 His Grace the Duke of Northumberland.  
 Captain George B. Preston.  
 Engineer Rear-Admiral Charles Rudd.  
 The Right Hon. Walter Runciman.  
 Major-General the Right Hon. John E.  
 Bernard Seely, C.B., C.M.G., D.S.O., M.P.  
 Rear-Admiral Hector B. Stewart.  
 Commander Francis Fitzpatrick Tower,  
 R.N.V.R.  
 The Lord Tredegar.  
 Sir Philip Watts, K.C.B., F.R.S.  
 Commodore Sir Richard Henry Williams-  
 Bulkeley, Bt., R.N.R.  
 The Lord Mayor of London.  
 The Admiral Commanding Coast Guard and  
 Reserves.  
 The Deputy Master of the Trinity House.  
 The Hydrographer of the Admiralty.

#### Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: It is my duty to declare all these gentlemen duly elected to their various offices, no other nominations having been received.

I will now call upon the Secretary to read an account of the services for which Medals have been awarded.

The SECRETARY: Kessingland—The Silver Service Medal of the Institution was awarded to G. H. KNIGHTS and E. J. SMITH, Coxswain and Second Coxswain, and the Bronze Medal to each member of the crew of the Kessingland Life-boat for the following services:—

On the night of the 11th December, 1919, with a gale blowing and a very heavy sea, the Kessingland Life-boat was called out to the rescue of a sailing-smack, the *A. J. W.*, of Rye, which had stranded on the Newcombe Sands. It was a cold night and very dark, and when the Sands were reached no vessel could be found. After cruising about for some time the Life-boat men heard shrieks, and by their help found the two masts of the sunken smack showing above the water and four men clinging to them. The seas were breaking heavily over the wreck, and she was rolling to the shock of them, so that it was a difficult and dangerous task to approach her. The

Coxswain anchored, veered round, and made fast with a grapple to the rigging. The first man was then dragged through the water and got aboard the Life-boat in a state of collapse, for during four hours he had been lashed in the rigging with the seas breaking continually over him. To rescue the remainder of the crew in the same way was found to be impossible, for they were higher up in the rigging. There was only one way to do it, and the risk of it to Life-boat and crew was very great, but the risk was taken. The Coxswain veered the Life-boat right over the rail of the sunken vessel until she was between her masts. From there it was possible to reach the three men, and all were saved, but only just in time. The tide was flowing, and had the Life-boat been only half-an-hour later all four men would have been drowned.

Such a rescue was only made possible by great daring and skill on the part of the Coxswain and crew. (Applause.)

*(The Medals were presented by the Chairman to Coxswain G. H. Knights and Second Coxswain E. J. Smith, amid applause.)*

The SECRETARY: Sennen Cove—The Silver Medal of the Institution was awarded to THOMAS HENRY NICHOLAS, the Coxswain, and to THOMAS PENDER, the Second Coxswain, and the Bronze Medal to each member of the crew for the following service:—

On the 29th November, 1919, a naval motor launch was driven on to the Longships Reef, where a furious sea was breaking. A heavy gale was blowing, and the Sennen Cove Life-boat put out at once to the helpless launch. The crew, as a last hope, were taking to the dingey; but she capsized almost at once, and the nine men aboard were thrown into the breaking water. Four of them managed to get aboard the launch again, and the other five were left struggling in the sea. Fortunately, the Life-boat was just in time to save four of them, but the fifth was drowned before she could reach him.

Meanwhile the launch, with the other four aboard, had been smashed to pieces, and the men were left clinging to the rocks, with the seas breaking furiously over them.

There was only one way of reaching them. The anchor was got up, and the Life-boat was worked through a gap in the Reef. There she was carefully manoeuvred close under the rocks, the four men dragged on board with life-lines, and the Life-boat got safely away. The slightest mistake during the work of rescue would have meant disaster—the certain loss of the crew of the launch, of the Life-boat, and of all the Life-boat men. But no mistake was made, and a most gallant and skilful rescue was successfully accomplished. (Applause.)

*(The Medals were presented by the Chairman to Coxswain T. H. Nicholas and Second Coxswain T. Pender, amid applause.)*

The SECRETARY: The Silver Service Medal of the Institution was awarded to Company

Quartermaster - Sergeant HENRY ESCOTT, R.G.A., for the following gallant service:—

On the 29th September, 1919, during a whole N.N.E. gale, a naval motor launch was driven on the rocks near St. Ives. The Life-boat was launched, but before it was able to give any help the launch had struck a rock and blown up. Ten men were killed and one was saved. C.Q.M.S. Escott was on the top of the cliff, and from there saw a man in the water with a life-belt on, and offered to go to his rescue. A rope was fastened round him, and he was lowered down into a cove 12 feet deep where a heavy sea was running. The sailor was on the other side of the cove, but Escott managed to swim to him and fastened a rope round him. Unfortunately, the rope broke, but Escott was able to secure it to the man's life-buoy for the second time. Again it broke, a few feet from the life-buoy, and again Escott seized the end, and by twisting it round his legs was able to hold the man. Another rope was then lowered and made fast to the man, but for the third time it broke, and the sailor fell into the sea and was drowned. Escott, who all the time was himself suspended by a rope, was by then exhausted, and was himself only rescued when another man was lowered into the cove to help him. Although unsuccessful, C.Q.M.S. Escott made a most determined and daring effort. (Applause.)

*(The Medal was presented by the Chairman to Company Quartermaster-Sergeant Henry Escott, amid applause.)*

The SECRETARY: Bembridge—The Silver Second Service Clasp of the Institution was awarded to J. HOLBROOK, Coxswain of the Bembridge Life-boat, for the following service:—

On the morning of the 28th August, 1919, during a strong southerly gale with a very heavy sea and thick rain, the Bembridge Life-boat was launched to the help of an American steamer, the s.s. *Wakulla*, of Los Angeles, which had driven on shore at the West Wittering shoal, near Chichester, with a crew of forty-five on board.

On arriving near the scene the Life-boat was taken in tow by a Government tug until she was to windward of the *Wakulla*, when she dropped down to her through a mile of heavy breaking sea. With great difficulty she got alongside, and as the captain feared that the ship would break up, at once began to embark the crew. Owing to the heavy sea it was only possible to take thirteen on board, and this not without great difficulty.

The return passage was very dangerous owing to the heavy sea and the flood tide, which had now set in; but the thirteen men were safely landed, and the Life-boat returned at once to the *Wakulla*. At the request of the captain she "stood by," and remained so right through the night, although there was a continuous risk that the heavy breaking seas would throw her against the vessel; and the men had to lash themselves to the boat, or they would have been washed overboard.

By the morning the wind had shifted to the

west, and the weather became less wild, and just before 4 A.M., her help being no longer required, the Life-boat returned to Bembridge. She had been afloat in a heavy sea for nineteen and a-half hours.

Coxswain Holbrook, under whose leadership this fine service was performed, already holds the Silver Medal of the Institution, which he won during the war when the Bembridge boat, with great difficulty, rescued 110 men from the military transport *Empress Queen*, which went ashore in the neighbourhood of the Foreland on the 3rd February, 1916. (Applause.)

*(The clasp was presented by the Chairman to Coxswain J. Holbrook, amid applause.)*

The SECRETARY: North Deal—The Silver Third Service Clasp of the Institution was awarded to WILLIAM ADAMS, Coxswain of the North Deal Life-boat, and the Bronze Medal to WILLIAM STANTON, Coxswain of the Reserve Boat, for the following services:—

On the 2nd November, 1919, when a whole E.N.E. gale was blowing, two of the Goodwin Sands' lightships began firing guns and rockets at the same time, and the North Deal Life-boat put out with two extra hands on board. Against the head-wind, even with the extra hands, it took the Life-boat three hours to reach the Sands, where she found a three-masted schooner—the *Toogo*, of Esthonia, with eight souls on board, including the captain's wife—being swept broadside on towards the Sands. Some of the crew were in the rigging crying for help. Before the Life-boat could reach her the *Toogo* struck and sank. Owing to the darkness and the heavy seas the Life-boat could do little or nothing. She cruised among the wreckage, for her men could hear cries for help, but it was not until daybreak that she found two of the crew clinging to an overturned boat. They appeared to be the only survivors of the eight who had been on board. With great difficulty, and only after repeated failures, they were got into the Life-boat, terribly exhausted and on the verge of collapse. Throughout the work of rescue the Life-boat had been continually washed by heavy seas, and one of these, breaking right in the boat, knocked down and injured the Coxswain and two of the crew.

When the shore was reached preparations were being made for the launch of the Reserve Life-boat, for two other vessels had been seen to be in difficulties on the Sands. The *Charles Dibdin* was at once taken over by the crew of the Reserve Life-boat under Coxswain William Stanton and put to sea. It took the Life-boat between five and six hours to make the passage. She was full of water nearly the whole way, and by the time the Sands were reached her crew were all but exhausted. There the Coxswain sighted a wreck with three men in the rigging. It was the ketch *Corinthian*, of London, homeward bound from Antwerp. By the time the Life-boat reached them her crew had been clinging to the rigging in the full fury of the gale for sixteen hours, and one of them had already been washed away. A line was thrown into

the rigging, and the three men were got aboard the Life-boat, but one of them was already dead. The Life-boat reached the shore again eight hours after she put out.

William Adams, who has now been awarded the Silver Service Medal three times, a rare distinction, has taken part in many gallant services on the Goodwin Sands, while one of the heroic features of this rescue was that William Stanton was not only in very bad health when he took out the second crew, but knew that in a day or two he was entering hospital to undergo a serious operation. (Applause.)

Your Excellency will be glad to know that both these men were concerned in the splendid services connected with the rescue of the United States steamers *Sibiria* and *Prave*. (Applause.)

*(The Clasp and the Bronze Medal were presented by the Chairman to Coxswain W. Adams and Coxswain W. Stanton respectively, amid applause.)*

The CHAIRMAN: I now have the pleasure of calling upon his Excellency the American Ambassador. (Applause.)

The AMERICAN AMBASSADOR: Mr. Chairman, ladies and gentlemen, I rise to perform the very pleasant duty of proposing a Resolution which I am sure will meet with the enthusiastic approval of this gathering. I move:

"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."

There is little, Mr. Chairman, that can be said in support of that Resolution that has not already been covered by the words which you, with your customary facility, have so eloquently spoken; and if your language had been in the slightest degree inadequate it would have been more than supplemented by the several recitals of the facts attendant upon the rescues which we have had read to us. No words of tongue or pen could add to or embellish that record. It stands in its mere recital a tribute to the highest qualities of the human race.

When I was invited to attend this afternoon, in consideration, as I must think, of the feelings of the audience, it was suggested that perhaps a letter from me would be equally acceptable as my personal presence. But I could not feel that my duty was discharged if I had accepted that suggestion, not only because of my desire to join with you in this tribute to heroic and devoted service and to this most useful and valuable Institution, but because I felt, as the representative of my country, that I must appear here and make

personal acknowledgment of the services which this Institution has rendered to Americans in peril on the sea.

During the years of war four American vessels were rescued by your Institution, and since that time nine more have been added to the list. Nearly 200 Americans owe their lives to-day to this Institution and the gallant crews who serve it. The records of these deeds are written on American hearts in characters of imperishable memory.

May I add just one word, in closing, to express the hope that these rescues are but symbols of a greater thought: that the time may never come when Great Britain or Britons are in peril, or if America or her citizens are in danger, that they may not reach out a hand to grasp on one side and the other in a British and American hand-clasp. (Applause.)

The CHAIRMAN: I now call upon Admiral Sir F. Doveton Sturdee to second the Resolution. (Applause.)

ADMIRAL SIR F. DOVETON STURDEE: My Lord Chairman, your Excellency, my Lords, ladies and gentlemen, I should like first to add from the British side my approval of the remarks made by the proposer of this Resolution: that whenever England is in peril America will help her, and if America is likely to be in peril England will help her; to show the true alliance between those two English-speaking nations on which the future of this world depends.

Now I suppose I was asked to come as a seaman to this meeting, and as a seaman I should like to testify my personal regard for the grand deeds done by the Life-boat crews during the past hundred years, and particularly by the men here present who have been rewarded by your Institution for gallant deeds. The Navy and all seamen appreciate the tremendous endurance, the pluck and the strain that is put on these crews in going out and facing the perils of the deep. And what do they go out for? To save mankind, to save their fellow people, and all classes and all nations, and anyone who is in trouble or distress. We know a little, in the war, of the strain of always being ready to face battle. These men are always ready to face the perils of Nature, and it is a strain, and they have to be always standing by to go out; and they know the dangers when once they have launched their boat, and the dangers when they get alongside of the ship, and what is ahead of them. Those dangers entail great physical strain. We have heard of a Life-boat's crew being nineteen hours before they reached the land again, in the tremendous seas that you meet on this coast. They do not go out to fight the enemy, they go out to save their own kith and kin and people of all nations. Therefore they represent what I call the brotherhood of man, and I think you will find that anyone with sea instincts understands that brotherhood of man, I believe, better than those who remain on shore. ("Hear, hear.") The freemasonry of the sea we all understand—except

in the case of a nation that has not got the sea instinct and does not understand it—but we understand it. These men are the product of the sea—grand fellows—and round your coast you have these grand fellows fighting to help you. They have to go and face these perils, and in order to be certain that they can save shipwrecked mariners you must give them the very best material, and that material has to be tested in every way. All the bolts and nuts and the planks and the machinery have to be tested.

That costs money, as your Chairman has wisely and rightly explained. It also costs money when we change, as we have in the past, from oars to sail, and then from sail to steam, and now from steam to oil-engines. You have to go through the same period with the Life-boat Service.

I have noticed in the few presentations of medals that have taken place to-day, that the Life-boat's crew, using all their best endeavours, have not always arrived in time to save life. That shows that speed is necessary to save life; and therefore you must have motor boats to do it. ("Hear, hear.") Therefore the money has to be provided. Now in this brotherhood of man what finer thing is there than for each of us to help in some small way to do it? The Navy does it to a certain extent; I daresay they would do it more if they knew the need was so great. We have not got much money in the Navy; we are going to get a little now—(Laughter)—so now that we are going to get a little money, I think is a time to send the hat round—unless the Chancellor takes some *en route*. I am sure the Navy, who thoroughly appreciate this Service, are ready to help; and I am sure the people in this country are ready to help; and I am sure that now, with the increase of wages of all classes of the community, we ought to distribute these duties over a larger field. ("Hear, hear.") I am sure the working men of this country are ready to do it, if they are told. It has been the custom for certain people to give their thousands or hundreds or five-pound notes, and now we want half-crowns from everybody. I am not an arithmetician, but you will be able to work out for yourselves that 45 million half-crowns will be a great deal, and then there will be no trouble about the finances of THE LIFE-BOAT INSTITUTION.

To show the usefulness of the Life-boat, the Secretary handed a paper to me just as I came in, and I will read it, if I may. It is from an Admiral who got ashore, and he could not get afloat; it blew too hard, and they had to send a Life-boat to bring him to his ship. Well, it shows you that you supply good materials. It was Admiral Sir Reginald Tupper, the Commander-in-Chief on the coast of Ireland. He went to launch two Life-boats, and the letter says: "It is understood that after the proceedings had ended, and he had launched the two Life-boats, it blew so hard that Admiral Tupper abandoned the attempt to get back to the ship and asked for a boat. I therefore arranged with the Life-boat staff to carry him back to his own ship, which was

lying about a mile and a half from the Life-boat house." So that shows the usefulness of the Life-boat.

There is another remark I should like to make. I am sure it always gives great satisfaction to know that the Institution not long ago decided to give the Bronze Medal to all the crews wherever the service is of a very exceptional character involving grave risk to all concerned. I cannot help thinking that they also came to a very wise decision when they resolved to grant the high distinction of the Silver Medal, or even the Gold Medal, for a gallant attempt to save life in the face of great odds, even if the attempt was not successful. The former decision enables each member of the crew to show a visible token of his participation in a signal service. It is a subject of pride to himself and of emulation to his younger comrades. It keeps alive the splendid traditions of the Service. In the second case the Institution has wisely followed the principle adopted in the case of the Victoria Cross, which is granted posthumously to those who have gloriously failed to achieve the enterprise which they attempted to carry out.

I am sure that is a wise thing. This remark with regard to the crews works back to the fact that the Institution is extraordinarily well served; and I believe the spirit between the Institution's Committee of Management and the men is most happy—which I really think is a very great thing, showing the loyalty of the sea and the care that is taken by those on shore.

With those few remarks I beg to second the Resolution. (Applause.)

The CHAIRMAN: I will call on the Rev. Prebendary Gough.

The REV. PREBENDARY GOUGH: My Lord Chairman, my Lords, ladies and gentlemen, I have been invited to support this resolution, and I am pleased to feel that I am not being called upon to support anything infirm. As an institution THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is anything but a cripple. Now this first of all commends itself to me: that in these months that have followed the great struggle of the war, whilst they were months of declining energy and hope and outlook and courage on the part of many of those institutions that are good, this Life-boat Institution has been doing a larger work than ever. Now that appeals to me—not as a business man, for I am not a business man; I am simply a human person who takes a profound interest in anything that makes for the welfare of things that are human; and what we want for the great human things of this hour, in all parts of the world, and nowhere more than in England, where perhaps the gift would be chiefly valuable, is a mighty power of energy in the things that are good. First of all we see it in the Institution. Here it is; it is going strong, in days when people are looking about them, perhaps filling their pockets. It is going strong, and I gather from the speech of the Chairman, and from what I have heard of the work of the Institution, it intends to go yet stronger.

But, my Lord Chairman, there is a still greater reason why I should support (without the least necessity of supporting it) this Resolution. It is this: that this is an appeal—if you want the word “appeal”—on behalf of A1 people. (Applause.) Now appeals are generally on behalf of C3 people. We are at the present time in England spending a great deal of effort on behalf of C3 people and C3 causes. But what the nation wants is that energy shall be put on the side of that which is A1. You cannot save a nation by charity; you cannot redeem it by pity; you can only save or redeem a nation by appreciation, by admiration, by love, and by service; and it is because this Life-boat Institution is concerned in saving A1 people, the people England wants, the people that can build a real new world that shall be true to old England—that I rejoice to support (so unnecessarily) the Resolution on behalf of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

There you come down to the real heart of things. What every nation wants is love and strength. Pity is not any good; it is hardly a Christian thing at all, though it has been overworked as though it were the prime Christian motive. Pity is only a secondary motive in any great human situation. It is love, it is appreciation, it is desire for strength, it is a glorying in strength—humanly glorying in strength—that makes a nation great and strong, sure of progress, able to redeem, and worthy of redemption.

Let us then indeed back up this Institution and let the spirit of it enter into our common English lives. If we would but take the principle of what God and England and our old instincts of our English life, rightly understood, say to us, it is that we should cultivate strength, lovingly cultivate it, generously cultivate it, boldly cultivate it, unselfishly cultivate it; but remember that all this coddling of weakness, all this making life easy for the people who will not do their best to make life great, all this softening of cases that God intends to be nobly hard, is not a human business, and is not a Christian business, and is alien to the needs and the hopes of England.

Let this nation itself be a Life-Boat Institution; let it push out, seeking the things that are strong; let it fight these winds and waves that we have heard about this afternoon, that will beat upon our own national barque; push out; fight it out; it is in strength, it is in love, it is in service, it is in sacrifice, that the joy of a people is found, that the glory of a people is brought to the very feet of God.

I am glad to support this Resolution. (Applause.)

The CHAIRMAN: I will call upon a lady whose name has long enjoyed the widest respect. I beg to call on Mrs. Fawcett.

Mrs. FAWCETT: My Lord, your Excellency, ladies and gentlemen, I have the greatest pleasure this afternoon in supporting this Resolution. I feel proud of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION; I think it is a splendid national institution and a

splendid outcome of our national life. It has existed for nearly a hundred years, and it is supported entirely by the free gifts of the people. I think that is a thing that we may all be proud of, and all be glad to take the opportunity to help. If I may venture on what may be taken as a reproach on nature, I would venture to say this: There are occasions when I have wished that I were a man. There are two such occasions: one when I see a Life-boat launched to save people from the sea; and the other is when I see firemen entering a burning house with their implements of rescue in their hands. Those are times when I think almost every woman must wish that she were a man.

But because we are women, we are not powerless to help. We have been considered worthy of collecting subscriptions. I think that is the only official existence we have in your organisation; \* but perhaps that will be mended in time.

However, now I have embarked on autobiography, I may perhaps go on with it a little. I have a life-long devotion to and interest in the Life-boat Service. I was born in a little East Coast town. My father had something official to do with the Life-boat Service; I cannot quite remember what it was; I know all the Life-boat men called him “Governor,” and he called them by their Christian names or by their nicknames, and they were on very affectionate terms with one another. One of my earliest remembrances was trotting along with him, hand in hand, on the path at Aldeburgh, going to the Life-boat which was just about to be launched for practice. It interested me very much indeed to hear, this afternoon, that the Prince of Wales had been a passenger in a Life-boat going out for practice. So have I; because when my father approached the Life-boat on that occasion, the men said: “Now, Governor, we will take you with us.” My father said: “I cannot go with you; I have got the child with me.” They said: “She can go, too.” I was enraptured when I heard them say that; and I did go. I had a life-belt put on me, and I had the greatest joy in having this delightful and unexpected experience.

That is one of the joyful remembrances of my childhood. There are some much more melancholy ones. One is of a most awful day in November in the ‘fifties, when there were seventeen wrecked vessels ashore on the shoal outside Aldeburgh, within a mile and a half of my father’s district, for which he was responsible. There were awful sights and sounds and awful grief, and I well remember my awe as a child in seeing grown men and women, as well as children, with tears running down their cheeks.

I remember the days, too, of the coxing of the Life-boat at Aldeburgh by James Cable—not the James Cable who was so many years afterwards coxswain, but his father. After

\* Three ladies are Honorary Secretaries of Station Branches; until lately there were four. The three are: Miss French, of Palling; Mrs. Maxwell, of Arammore; and Mrs. Crosbie, of Greencastle.—EDITOR, *The Life-Boat*.



my father had been at it some long time, he took my father's place. He said: "You have been at this long enough," and he took my father's place; and he was lost. I have a vivid gratitude for the Cable family. Then there was another James Cable, very well known in the Life-boat Service on the East Coast. How splendidly he acted! I remember on one occasion, when he had been more than usually distinguished for the bravery which he had shown in a critical time, he attracted the attention of some gentlemen of the Press from London, and they came down to see him. Well, the gentlemen of the Press have a very great way of getting people to do what they want, but they could not make James Cable talk about himself; it was not in him; he could not do it. He was as modest as he was brave. At last one of these gentlemen said to him; "Now, Mr. Cable, how many lives have you saved at sea?" He replied: "I don't know, I am sure, sir: I don't keep no count of them." That is the Life-boat man all through. That is the spirit that we wish to see—the spirit of modesty, the spirit of real gentleness, the spirit of self-sacrifice. It is that which I feel is the foundation of all that is great in our national life. I sometimes pass unfavourable comparisons between the traditions of seamen towards the women and the traditions of politicians towards women. We know the splendid traditions of seamen; if there is danger, "Save the women first." In the case of politicians, the case is not so. (Laughter.) I have heard a very great leader of a political party say of a certain Bill in which women were concerned: "It will overweight the ship; throw the women overboard." That is the politician—"Throw the women overboard." (Laughter.)

Now I have one more little story which I cannot refrain from telling you, and it is rather to the credit, I think, of my own sex. A ship was bringing soldiers and sailors from Australia, during the war. It was in the Mediterranean, and it was torpedoed, and instantly there was a cry of "Save the women first!" and the women nurses drew back and said: "No, save the fighting men first; they are the nation's greatest need."

Well, I feel that so long as we have this spirit in the men and in the women we have the elements of a great nation. We need not be afraid to look forward to the future. That is the true foundation on which the edifice of national well-being is reared.

I do look with admiration upon these men who have come here this afternoon to receive a tribute of the appreciation in which they are held. I do honour them and the wonderful work they have done and are always ready to do, owing to their character, which, in my opinion, is the true foundation of our national life. (Applause.)

The CHAIRMAN: I will ask Mr. W. J. Oliver to speak. Mr. Oliver is the Honorary Secretary of the Sunderland Branch.

Mr. W. J. OLIVER: My Lords, ladies and gentlemen: I have come from the north-east

corner of England to assist in supporting the Resolution that has been submitted to you. In doing so, I am a stranger here, and I feel that I ought to offer some little introduction.

I may tell you that for the last forty-three years I have been working shoulder to shoulder with a small band of life-savers on the north-east coast. (Applause.) During twenty years of that time I have served this noble Institution. I have assisted in saving over 300 lives, and on three occasions I have taken command of the Life-boat.

Now, I hope you do not think I have told you that as any idle boast; it is simply to prove to you that I have some practical knowledge with regard to the few words I am going to say to you.

The Institution boasts of a very noble record of somewhere near 60,000 lives. Let me tell you I am a commercial man. I take no notice of my successes; it is my failures I am looking after—the leakage. The successes take care of themselves; it is the leakage I am here to say something about to you to-day, and how that leakage can be remedied. During the last few years science has made a bold stride in regard to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. It has rendered many of its deep-water Stations obsolete. When I say obsolete, I mean that many of our deep-water Stations yet have row or sailing boats, which are absolutely of no use in a gale of wind. I remember, many years ago (to give you an instance of this), I stood and watched seventeen Frenchmen drown from a big iron barque. She was outside the range of the rocket apparatus. The Life-boat which was stationed then at Sunderland was a row or sailing-boat, and she could not be got over the bar; the sea was so terrific that nothing could have lived in it. In desperation, I said to a tug captain: "If you will take my boat over the bar I will pay you anything you like to charge me, but do take it." He said: "It is suicide." He said: "How would you like to do it?" I said: "Well, I never ask a man to do what I am afraid to do myself. I will go with you. You can have my money at home in the Life-boat house;" but he would not go. Now, if we had had a motor boat we would have been out, and we would have saved those seventeen men; in fact we would have saved twenty-five: I only saw seventeen of them drown.

I do not want to go into the threadworn subject of the *Rohilla*; it is a story that is known throughout the length and breadth of the land; you all know it; but you have a striking example there of what power will do. Here is this ship, battering herself to pieces on the rocks, her crew being drowned, and, as a last resource, after five row or sailing boats had failed to accomplish the task, they decided to telephone to the Tyne and bring a Motor Life-boat, the *Henry Vernon*, a distance of forty miles. She set out on the mission; the coxswain fought against head sea and wind for fifty miles, and not only was he fighting against the elements, but he had the fiendish devices of our common enemy to fight. He arrived there; he took the crew off and landed them on Whitby Pier, and he took his boat back to

its station, forty miles away. Now, that is a striking instance of what power will do: and that is the power I am looking for to-day.

I have only two illustrations I would like to give you to show you what a motor boat will do. I have a Motor Life-boat at Sunderland. You might take notice of these times that I mention. The fishing fleet were in danger; part of them had run for the Tyne, and the other part had sought shelter at Hartlepool. There were some of them who meditated negotiating the bar at Sunderland. The sea was too great. At twenty minutes to five the dockmaster 'phoned me. He said: "The fleet is in danger; we want a Life-boat." I said: "Fire the signals and let her go." He fired the signals. I made my way to the Station. When I got there, to my surprise, there was no coxswain and no second coxswain. I said: "What are we to do?" It was a scratch crew; they were with the fleet; they were all fishermen. I took charge of the boat myself, and I went out. We steamed three miles and a quarter; we picked the remainder of the fleet up, and we brought them into harbour. It was twenty minutes to five, mark you, when the boat was called out; at ten minutes past six that boat was at her station, and had steamed six and a quarter miles.

Now, it is that power I am appealing for to-day. We must have it; we cannot do without it. Only this year my coxswain telephoned to me: "It is blowing a terrific gale of wind out here; the harbour is closed to navigation." He said: "I would like to test the boat." I said: "All right; I will be with you." I was with him in a few minutes. There was too much sea for an ordinary vessel to go over the bar, but we took the Life-boat over; she went right through it, and we fought for an hour and a half against a head sea and wind, right in the teeth of the gale, to see what she could do. This is the *Henry Vernon* that is at Sunderland. When we got back, I said to the coxswain: "What is your opinion?" He said: "She is the finest bit of timber that ever sailed in salt water." That is the way he summed up.

Now, my Lord Chairman, ladies and gentlemen, if we mean as a nation to maintain our supremacy as the premier life-saving country of the world, we will have to put our shoulders to the wheel and raise the money, and put those Stations in an up-to-date condition and supply them with Motor Life-boats. It can be done, and can be done quite easily. I appeal to the ladies. I like appealing to the ladies. I know that the ladies of the country contribute half the revenue of the Life-boat Institution. When I say contribute—they collect it and contribute it, quite half. We must have this money for power. The ladies in the inland towns do not bear the burden; these women on the coast bear the burden and sacrifice. If some of you ladies only knew what these women on the coast were bearing! I will give you an instance (I do not want to detain you long). Only as recently as Good Friday night my telephone rang after midnight. I went down. It was a wireless call

from the wireless station four miles to the north. The vessel, s.s. *Francona*, was sinking, and they wanted assistance. When I got back to my bed-room, I ought to tell you, my wife was not asking me if I was going—she was getting my clothes out; and I feel sure that if I had not gone, she would have gone herself.

These women bear the burden and sacrifice. The hours of anguish they put in! When my boat goes afloat, either on exercise or service, the men leave behind them the future of between fifty and sixty children. Think of that! The coxswain has thirteen children. They think nothing about the responsibility; they go. The men forget their responsibilities; they are all too keen upon life-saving. They have forgotten all about responsibilities; but the women have not. They are sitting, hour after hour, wondering whether the man is coming back on a stretcher or whether he is coming back at all.

Now, I just want to say a few words about the war, and then I have finished. During the war we had a very bad time. Within a radius of three miles of the Port of Sunderland, there were thirteen vessels went down. During last year there were ninety-three men landed, and fifty-one were lost, either drowned or killed. Things got into a very serious condition. I told you I like appealing to the ladies: I called my Ladies' Auxiliary Committee together—I did not call my Branch Committee, they would have passed a resolution, and I, as Secretary, would have written it on the Minutes, and that would have been the end of it, and I could have done that without the Committee. But I called the Ladies, Auxiliary Committee together, and I pledged them to secrecy. I told them what I wanted. They made a resolution, each of them made a resolution in their hearts, and in six days I got enough clothing and food for one hundred shipwrecked mariners. Now when Germany covered the sea with submarines, they meant to starve us into submission. But the British sailor said, "No!" He said, "We will carry food as long as a plank will float"; and so he did. (Applause.) It is for these men I am appealing to-day, so that the Institution can render succour to these men when they need succour most. If you will pay off your obligation through the Institution, they will render succour to these men, as I tell you, when they need the succour most. I appeal to every person in this room—nay, I hope, through the Press, that I am appealing to every person in the kingdom—that they will put their shoulder to the wheel, and they will do their best to assist these men who saved the situation, and who saved you and me from starvation. (Applause.)

The CHAIRMAN: Ladies and gentlemen, you have heard the Resolution seconded and supported.

(The Resolution was put to the meeting, and carried unanimously.)

The CHAIRMAN: I beg to call upon General Sir Coleridge Grove to move the next Resolution.

GENERAL SIR COLERIDGE GROVE: My Lord, ladies and gentlemen. I beg to move the following Resolution:—

“That this meeting do approve and ratify the sale of the Life-Boat Houses at Prior’s Haven, Tynemouth, and at Ballantrae, which are no longer required for the purposes of the Institution.”

The CHAIRMAN: I beg to call upon Mr. Hargood, Chairman of the Worthing Branch, to second that.

Mr. HARGOOD: I beg to second the resolution which has been moved by General Sir Coleridge Grove.

The CHAIRMAN: Ladies and gentlemen, you have heard the Resolution read.

*(The Resolution was put to the meeting, and carried unanimously.)*

The RT. HON. THE EARL WALDEGRAVE: Your Excellency, ladies and gentlemen, I have the pleasurable duty of moving a vote of thanks to Lord Burnham for presiding to-day. But before putting that to you, I should just like to make one or two remarks. First of all, I sincerely hope, as Lord Burnham said, that next year our President, His Royal Highness the Prince of Wales, will be able to take the Chair at this meeting. We have always had some distinguished man to preside at this meeting; we have had Royal Princes, we have had distinguished soldiers and sailors, archbishops, and business men of all sorts. We have no politics; we have had politicians of all sorts to take the Chair at the meeting of the Life-Boat Institution. I am sure you will allow me to express your gratitude to his Excellency the United States Ambassador for his courtesy in coming here to-day.

I think we are very fortunate in having Lord Burnham here to-day, because, among the representatives of the business community, there is hardly any whose support for the Life-boat Service is more valuable than that of the Press. Lord Burnham is one of the most enthusiastic as well as one of the most independent representatives of the Press. His presence here, therefore, is an assurance that the *Daily Telegraph* will continue the course which it has pursued for so many years in supporting the Institution, and constantly drawing the attention of the public to its services, which are quite exceptional, and in keeping them before the public.

The great point is that this Institution is entirely supported by voluntary subscriptions, and I hope it always may be. We do not want to get under Government control, whatever side it may be. (Applause.)

Of the many eminent men who have contributed to the columns of the *Daily Telegraph*, the late Mr. Clark Russell was one of the finest writer on sea matters, I think, that we have known for many years; and one of the finest descriptions of Life-boat service was written by him in the columns of the *Daily Telegraph* in 1881, giving a magnificent

story of the rescue, by the Ramsgate coxswain and crew, of the crew of the *Indian Chief*.

No later than yesterday did the *Daily Telegraph* give us a magnificent leader in support of the Institution.

Before putting this Resolution, I should just like to emphasise the point that has already been put by Lord Burnham and others as to the great necessity we are under for an increase in our funds, considering the great increase of prices of labour and everything. I should like to ask generous and thoughtful men and women to come forward and not be frightened if they cannot present a whole Life-boat or endow it, but to remember that accessories, such as a motor tractor, a Life-boat carriage, or a Life-boat house, though they cost a good deal, do not cost so much as a Boat, yet they are all valuable; and those who contribute them can be associated with them by a permanent tablet or inscription.

I think, ladies and gentlemen, so much has already been said about the work of the Institution, that you will not want me to delay you any more. I take special pleasure in moving to-day a vote of thanks to Lord Burnham for presiding. The formal Resolution is:—

“That the best thanks of this meeting be given to the Right Hon. the Viscount Burnham for presiding over this the Ninety-sixth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.”

I will ask Mr. George Colville to second that Resolution.

The HON. GEORGE COLVILLE: Your Excellency, my Lord, ladies and gentlemen, in the unavoidable absence of Sir Godfrey Baring, the Deputy-Chairman, I have much pleasure in seconding this Resolution. In furtherance of what Lord Waldegrave said with regard to the fact that the Institution knows no sect, no creed, and no politics, I should like to point out an incident which occurred only last Saturday in Ireland. There was launched at Kingstown a new Motor Life-boat. The ceremony of blessing was performed by four Roman Catholic priests, while the ceremony of dedicating the boat was performed by the Protestant Archbishop of Dublin, assisted by two Protestant clergymen.

I have much pleasure in seconding the Resolution.

*(The Resolution was put to the meeting, and carried unanimously.)*

The CHAIRMAN: Your Excellency, ladies and gentlemen, I am very grateful to you for your kindness, and especially to Lord Waldegrave and Mr. Colville, who moved and seconded the Resolution.

I think, generally, your Institution has what we call a good Press; I do not know of, and I cannot imagine, any newspaper being opposed to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. I can assure you that it is one of the proudest recollections and traditions of the journal with which I am associated, that the late Mr. Clark Russell, to whom Lord

Waldegrave alluded, was, I think—and it is so long ago that one may say it—the first newspaper writer of any distinction in those now remote days to draw attention to the high service and splendid record of this body, and of those who serve it.

I was a little alarmed to hear that God seems to deny to business men the gift of humanity; but I shall get over it. I can only tell you that it has been a great pride, as well as pleasure, for me to be here, and especially to meet the gallant men that I see on my left. I can honestly say that there is no man's acquaintance that I have been prouder to make, and I shall look forward to meeting

them always with great satisfaction, especially as I have been, by your courtesy, the means of bestowing on them the medals which they have so splendidly earned.

I thank you, and I look forward to an even greater measure of public usefulness, but not a greater measure of heroism and humanity, for this Institution, which its records prove it to have possessed since its very beginning. (Applause.)

The day after the Annual Meeting the Secretary received from Lord Burnham a donation of £100, and a further £100 from the *Daily Telegraph*.

### War Services of the Life-boats to our Allies.

IN his speech at the Annual General Meeting the American Ambassador referred to the war services of the Life-boats to American vessels, and spoke of the 200 Americans who, during the war and the first year of peace, owed their lives to the Institution. It should interest all who are interested in the Life-boat cause to read the full list of the war services of our Life-boats, not only to American but to French and Italian vessels.

Altogether, from August 1914 to the end of 1918, the Life-boats put out to the help of 11 French, 4 Italian, and 4 American vessels. They rescued

98 French lives, 91 Italian, and 98 American. They helped to save two French, one Italian, and one American vessels from destruction. Altogether they went to the aid of 19 vessels of our Allies, and rescued from them 287 lives.

It is even more interesting to note—as showing that the Life-boat Service was the one Service which, with the coming of peace, could relax nothing of its vigilance, and must remain always fully mobilized and ready, in peace as in war—that during the first year of peace the Life-boats put out to the help of eight American vessels, and rescued from them 73 lives.

#### War Services to United States Vessels.

Date.	Vessel.	Service.
1915. Nov. 13	Schooner <i>Helen W. Martin</i> , of Bath, U.S.A.	Assisted to save vessel and 18.
1916. June 18	S.S. <i>Seaconnet</i> , of Philadelphia	Saved 28.
Nov. 20	S.S. <i>Sibiria</i> , of New York	Saved 52.
1917. March 13	S.S. <i>Algonquin</i> , of New York	Landed 26.

#### War Services to French Vessels.

Date.	Vessel.	Service.
1914. Dec. 2	Barque <i>Asnières</i> , of Havre	Stood by vessel.
Dec. 4	Do. do. do.	Saved 25.
Dec. 11	Schooner <i>La France</i> , of Paimpol	Landed 4.
1915. March 25	Barque <i>Vincennes</i> , of Havre	Rendered assistance.
July 17	Barque <i>Duc D'Aumale</i> , of Nantes	Assisted to save vessel.
Aug. 5	S.S. <i>Arthur Capel</i> , of Rouen	Saved vessel.
Nov. 12	Lugger <i>Cyrano</i> , of Brest	Saved 6.
1917. Feb. 16	S.S. <i>Ville de Bayonne</i> , of La Rochelle	Saved 20.
June 2	Barque <i>Jeanne Cordonnier</i> , of Havre.	Saved 19.
Aug. 28	Ketch <i>Alma</i> , of Gravelines	Saved 5.
Nov. 8, 9	S.S. <i>Carlotta</i> , of Chevant	Stood by vessel and saved 19.
1918. Aug. 25	Ketch <i>République et Patrie</i> , of Lorient	Saved 4.

## War Services to Italian Vessels.

Date.	Vessel.	Service.
1914. Oct. 22	S.S. <i>Liguria</i> , of Genoa . . . . .	Rendered assistance.
Nov. 1	Ship <i>Loch Garve</i> , of Genoa . . . . .	Assisted to save vessel and 19.
Nov. 19	S.S. <i>Val Salice</i> , of Genoa . . . . .	Saved 30.
1918. Feb. 21	S.S. <i>Chrysopolis</i> , of Genoa. . . . .	Saved 42.

## A Caterpillar Tractor for Launching Life-boats.

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

THE great difficulty in the way of prompt Life-boat launches on flat beaches is the difficulty of the horses. It is becoming increasingly hard to get the use of horses and the men to manage them, and they have frequently to be brought long distances, with consequent delay, and the cost of hiring is rapidly becoming prohibitive. If we can find a mechanical means for launching, and get rid of this uncertain element, we shall greatly increase the efficiency, certainty and speed of the Service.

It was with this idea in mind that the Committee of Management decided at its Meeting in January to experiment with a caterpillar tractor, and after consultations with Mr. F. A. Standen, of St. Ives, Huntingdonshire, it was decided to make the experiments with a 35 h.p. Clayton Caterpillar Tractor, which had already shown its ability to work over all sorts of land and under any conditions of weather. I need not describe the principle of the caterpillar tractor, for the war has already made it famous. It was for us to discover if the same principle could be applied to the saving of life.

We selected Hunstanton for the trials because we should there find every variety of beach. The trials lasted for five days and were a great success. The Honorary Secretary of the Branch gave us much help by making all the local arrangements, and Mr. F. Standen, who had supplied the tractor, was present during the trials and made a number of valuable suggestions.

On the 26th March I went down to Hunstanton with the District Inspector,

the Surveyor of Life-boats and the Surveyor of Machinery, and we began by putting the tractor through her paces over all descriptions of uneven ground. She was first taken over the flat sandy beach, then over the sand dunes above high water mark, and finally over some rocky ground, during which operation she mounted a rock with a perpendicular face, 1 ft. 10 in. sheer in height, attaining an angle of some 60° from the horizontal, and dropping heavily on reaching the maximum balance on the fore part of her tracks. It was a test calculated to bring out any possible defect in her construction, and to the surprise of us all she did no damage to herself whatever.

We continued the trials next day, this time with the Life-boat and carriage. The weight of the tractor itself was 3 tons, while the weight of the carriage, fitted with tipping plates, and of the boat (a 35 ft. by 8 ft. 3 in. self-righting type) was 7 tons 3 cwt., yet we found, when travelling over the sandy beach, that the 14 in. tracks, so wide was the distribution of pressure, made no more impression in the sand than a man's foot. Moreover, the tractor had no difficulty in drawing the Life-boat on her top speed of 6 miles an hour.

We carried out these drawing trials not only on the beach, but over sand-dunes varying from 1 ft. to 3 and 4 ft. in height. When fitted with six spuds to each track the tractor mounted the dunes with perfect ease. Without the spuds she churned into the sand and lost her grip. Finally, we shipped the 25-ft. pushing pole and the tractor, without difficulty, pushed the carriage

and boat into a sufficient depth of water for launching.

On Monday we practised drawing and turning, and found that the tractor, with the carriage on the draw bar, could turn sharp corners marked off on the sand at an angle of  $60^\circ$ , and that she could follow a zig-zag course under complete control and with perfect ease. A complete outer circle was made with a diameter of 60 ft., and we found that the whole equipment could easily be turned within its own length. Pushing trials on a side slope showed that a fairly straight course was maintained for a distance of 85 yards.

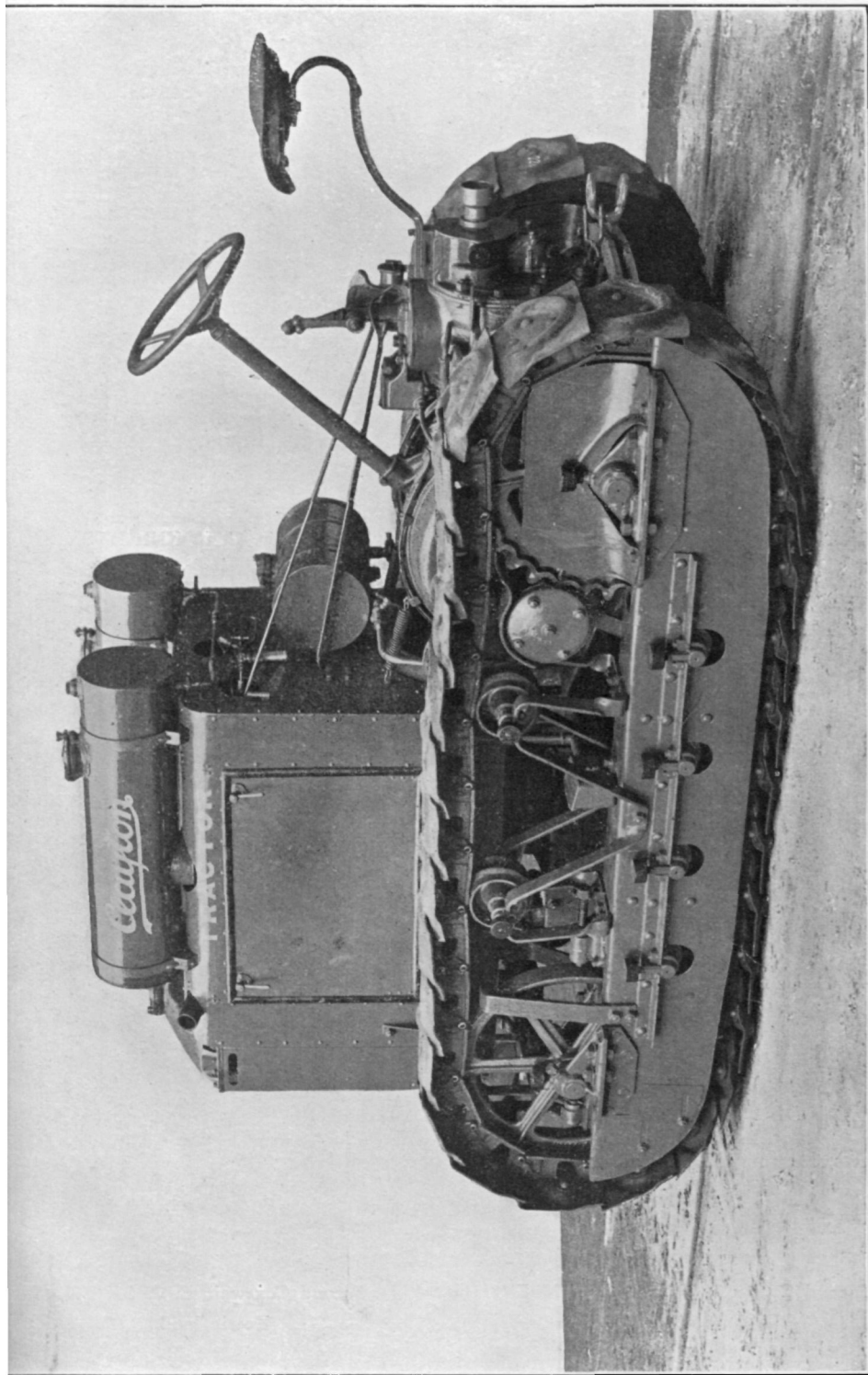
The tide was now flowing and covering the flats facing the shelving beach, to a depth of about 2 ft. We tried a launch, and though the tide was flowing fast the carriage was easily pushed into the water until it attained a depth of 2 ft. 6 in. and the tractor 2 ft. I considered this quite enough for the experiments I had in view and gave the order to launch. Unfortunately, however, the Coxswain did not share my opinion, and did not slip the pole. This proved unfortunate, as, of course, the tractor had not been adapted for water. The carburettor, magneto, sparking plugs and the ignition were entirely unprotected, with the result that the tractor threw the water with her flywheel over the sparking plugs, causing the motor to stop. An immediate attempt was made to restart her, but unsuccessfully, and with the rising tide there was nothing to be done but to salve the magneto. This was successful, and the mechanic and the Deputy Surveyor of Machinery were "rescued" from the bonnet of the tractor by the Life-boat. Half-an-hour later the tractor and Life-boat carriage were totally submerged.

At 5.30 P.M. the tracks of the tractor uncovered on the ebb, and work was at once started to salve her. The ignition and plugs were removed, the oil sump emptied and re-filled, the petrol tank was replenished and an attempt made to start her. This was momentarily unsuccessful, and to prevent any chance of her being re-submerged, some seventy or eighty willing volunteers on the beach drew the tractor above high water, and remounted the Life-boat on

her carriage. The difficulty in re-starting the engine was due to water in the cylinder which was thrown up on to the sparking plugs each time they were dried. This was gradually dispersed, and in the end the tractor moved off under her own power to her garage. The amusing part of this misfortune was the number of sympathetic references to what appeared to all the onlookers a great calamity. They were quite unable to understand my delight at an occurrence which proved conclusively the extraordinary qualities of these tractors even under extreme conditions.

Next day the trials were resumed in the presence of the Secretary of the Institution and Mr. Lamb, of the Committee of Management. We found that there was still water in the petrol, but after this had been got rid of the tractor showed no sign of her total immersion of the day before. Every conceivable form of trial was made, and a launch was successfully carried out on the steep part of the beach, over a distance of about 200 yards in seven minutes, with the full crew and only four helpers. Under ordinary conditions such a launch would require eight or ten horses and as many helpers.

On the last day of the trials we took the tractor, the Life-boat and carriage to Heacham, some three miles away, where there was a beach of deep shingle. By herself the tractor travelled successfully over the shingle, but when she was set to draw the Life-boat and carriage up a shingle gradient of one in eight her tracks revolved without obtaining any grip and she simply dug herself in. This failure was not unexpected, and was confirmed by another trial held a few weeks later on the shingle beach at Worthing. Further experiments will have to be made before we can hope for success on such beaches, but the trials at Hunstanton amply proved the value of the tractor on open sandy beaches. They showed that she could move the Life-boat over difficult ground, quickly and surely, and that in order to make her "seaworthy" it is only necessary to arrange for the carburettor and magneto to be enclosed in water-tight compartments, for water-



THE 35-H.P. CLAYTON AGRICULTURAL TRACTOR USED FOR LAUNCHING A LIFE-BOAT IN THE TRIALS AT HUNSTANTON.

(See pages 42 and 44.)



Coxswain **THOMAS H. NICHOLAS**,  
Sennen Cove.



Coxswain **G. H. KNIGHTS**,  
Kessingland.



Second Coxswain **THOMAS PENDER**,  
Sennen Cove.



Second Coxswain **E. J. SMITH**,  
Kessingland.

**FOUR SILVER MEDALLISTS.**

(See page 34.)



tight terminals on the plugs, for a guard to be fitted to the fly-wheel, and for the exhaust to be carried above the bonnet. The tractor proved very easy to drive. Those of us who were used to cars, fell into the way of it at once, while even those who had not driven a motor vehicle before, picked it up very quickly.

There are a number of Stations with beaches well suited to the tractor, and where her use will mean economy in labour, the elimination of the uncertainty and delays which result from the present dependence on horses, and much prompter launches—in a word a more efficient service and a better chance of saving life.

### Three Motor Life-boat Launches.

Kingstown, Baltimore and St. Mary's, Isles of Scilly.

SINCE the last number of *The Life-Boat* appeared, the inauguration ceremonies of three new Motor Life-boats have taken place, of the *Dunleary*, at Kingstown—her splendid voyage from Cowes to Ireland was described by Commander Stopford C. Douglas, R.N., now the Deputy Chief Inspector of Life-boats, in the February number of *The Life-Boat*—of the *Shamrock*, at Baltimore; and of the *Elsie*, at St. Mary's, Isles of Scilly. All three ceremonies were very successful, but a special significance attaches, in these times, to the success of the two Irish ceremonies. It was felt, on all hands, of the Kingstown inauguration that it was unique in Ireland. The ceremony of blessing the Life-boat was performed by the Very Rev. Canon Murphy, P.P., while the dedication prayers were read by the Most Rev. Dr. D'Arcy, Protestant Archbishop of Dublin. No ceremony has ever borne more striking witness to the fact that the Life-boat Service is a great national possession, standing above all parties and creeds, and that, in a special way, it represents those virtues of heroism and noble self-sacrifice which all men can join in honouring, however deep their differences in religion and politics. It must be a matter of real pride to all who are connected with the Institution, and to all who took part in the ceremony, that the consecration of a Life-boat for its humane and perilous duties was able to bring together representatives of all political parties and religious beliefs in Ireland.

It had been the intention of the Deputy Chairman of the Committee of Management, Sir Godfrey Baring, Bt.,

V.P., and of the Secretary of the Institution, Mr. George F. Shee, M.A., to attend both the Irish ceremonies. Unfortunately, the great difficulties of travelling at the time made this impossible. Mr. Fortescue Barratt, the Honorary Secretary of the Civil Service Life-boat Fund, which, with the help of an important contribution from the Tayleur Fund, has presented the *Dunleary* to the Institution (this being the seventh Life-boat which the Civil Service Fund has endowed) had also intended to take part in the ceremony, in order formally to hand over the Life-boat to the Institution; but he also was, unfortunately, unable to be present. Apart from these absences, there were full and representative gatherings both at Kingstown and Baltimore.

#### Kingstown.

The Kingstown ceremony took place on Saturday, the 17th April, in glorious weather. The sea front was decorated with flags, and the presence of the Dublin St. John's Ambulance Brigade Pipers' Band in their Irish costume, of the Dalkey and Ringsend Sea Scouts, of a number of naval officers in uniform, and large crowds of the public added much to the picturesqueness of an occasion which, with its double religious ceremony, was deeply impressive.

On arriving, the Countess of Fingall was received at the Boat-house by the Branch officials, and was presented with a bouquet by Miss Holmes, the little daughter of the King's Harbour Master.

Mr. Andrew Jameson, D.L., Chairman of the City of Dublin Branch, presided over the ceremony, and among

those present were:—The Most Rev. Dr. D'Arcy, Archbishop of Dublin; the Rev. Canon Murphy, P.P.; the American Consul-General and Mrs. Dumont; Mr. H. R. Tweedy, Chairman of the Branch; Major Whewell, representing the Committee of the Civil Service Life-boat Fund; Captain W. D. Church, C.B.E., R.N., representing Admiral Sir Reginald Tupper, K.C.B., C.V.O., Commander-in-Chief, Western Approaches; Sir John Lumsden, K.B.E., Dublin Commissioner of the St. John's Ambulance Brigade, and Lady Lumsden; Sir James and Lady Murphy; Sir Andrew and Lady Beattie; Colonel and Mrs. Eoghen O'Brien; Colonel and Mrs. Villiers Tuthill; Lady Fitzgerald Arnott; Colonel and Mrs. Pery; Sir John and Lady O'Connell; Mr. and Mrs. Longworth Dames; Mr. and Mrs. Palmer; Miss Macartney; Mrs. J. Hume Dudgeon; Mr. and Mrs. George F. Stewart; Mr. and Mrs. Tenison Collins; Mr. and Miss Tenison Collins; Mrs. Lindsey; Mrs. Goff; Miss Porter; Miss Orpen; Mrs. Doran; Mrs. Daniels; Mr. and Mrs. Blacker Douglass; Mrs. Taylor; Mr. Dudley White, K.C.; Captain A. Fosbery Holmes, R.N., and Mrs. Holmes; Commander Le Fanu, R.N.; the Rev. Canon H. B. Kennedy, B.D.; the Rev. Canon Pim, B.D.; the Rev. Dr. Benham Osborne; the Rev. Father Potter, C.C.; the Rev. Father Mamane; the Rev. Father Fawell; Mr. J. A. Magauran; Mr. A. V. McCormack; Mr. C. S. McNeill; Mr. Arthur B. H. Seale; Mr. Cyril Dudgeon; Mr. J. B. Stephens; Mr. W. B. Stuart; Mr. H. H. S. Mason, the Honorary Treasurer of the Branch; Mr. J. H. Hargrave, the Honorary Secretary of the Branch; Commander Stopford Douglas, R.N., Inspector of Life-boats for Ireland; Mr. Herbert G. Solomon, District Organizing Secretary for Ireland, and Mr. B. J. Newcombe, Assistant Secretary of the Branch.

The Life-boat, with the crew in their red caps and blue jerseys standing beside it at the top of the slipway, was first blessed by Canon Murphy, P.P., who was assisted by the Rev. Father Potter, C.C., the Rev. Father Mamane, and the Rev. Father Fawell, and attended by acolytes.

Canon Murphy said that in a long ministry of over fifty years he did not remember being present at a function more deeply interesting to every creed and class than the blessing and dedication of that beautiful new Life-boat. He was sure that the ceremonial *appealed to their best feelings* as Catholics and sailors, and he felt it a very high honour to pronounce the blessing of God and His Church on the boat, which was so aptly called the *Dunleary*. It was their post of duty, of danger, and, perhaps, death, and the blessing was intended in a special manner for the men who manned the Life-boat, and who, in earning a livelihood for themselves and their families, also earned the very high honour reserved for those who rescued from death and danger their fellow-men at the risk of their own lives. To those who did not profess their faith the boat was a striking symbol and practical proof of the two-fold golden links of love and charity for a bond of union between them. He prayed God to bless the *Dunleary* and her gallant crew, and to preserve and prosper her good work.

The hymn, "Hail, Queen of Heaven," was sung, and the crew manned the boat.

The Archbishop of Dublin, attended by the Rev. Canon H. B. Kennedy, B.D., Mariner's Church, Kingstown, and the Rev. Canon Pim, B.D., Christ Church, Kingstown, dedicated the Life-boat to the Glory of God, and prayed for the safety of the crew and the success of their heroic services. The hymn, "Eternal Father! Strögh to Save" was sung.

On behalf of the Civil Service Life-boat Fund Major Whewell then formally presented the Life-boat to the Institution, and in doing so said that in the course of fifty-four years the Civil Service Fund had contributed £80,000 to the funds of the Institution.

Commander Douglas, in returning thanks for the gift of the boat, on behalf of Sir Godfrey Baring, Bt., the Deputy-Chairman of the Committee of Management, and transferring her to Mr. H. R. Tweedy, Chairman of the Kingstown Branch, acknowledged the great debt the Institution owed to

Major Whewell and the Civil Service Fund. He said that the old Life-boat had just been sold to a firm of coal dealers, and added that his regrets were tempered by the hope that they might some day get coal in Ireland. (Laughter.) In describing the new Life-boat, Commander Douglas said that she had a speed of  $7\frac{3}{4}$  knots, and at a pinch could carry nearly one hundred people. As to the Coxswain and crew, he would wish for none better, and Dan Murphy was as fine a seaman as there was on the whole coast of Ireland. He also expressed the thanks of the Institution to Mr. J. H. Hargrave, the local Honorary Secretary, and to the Chairman and the Committee. (Applause.)

Mr. H. R. Tweedy, amid general applause, accepted the boat for safe custody, and thanked Major Whewell and the Civil Service Fund for their costly and acceptable gift. He spoke of the historic heroism of the Kingstown Life-boat crews, and mentioned in particular the wreck of the *Palma* in 1895, when Coxswain Alexander Williams and his gallant comrades lost their lives in an exceptionally heavy storm. His Committee, he said, had the fullest confidence in Coxswain Daniel Murphy and his gallant crew, and were sure that, on all occasions, they would perform their duty bravely, faithfully, and well. (Applause.)

Captain W. D. Church, C.B.E., R.N., on behalf of Admiral Sir Reginald Tupper and of the Royal Navy, welcomed the additional Motor Life-boat to Ireland, and said that Admiral Tupper desired him to emphasize how much the Navy had appreciated the services of the Life-boats during the war. The Navy had shown its appreciation by subscribing £2,000 to the Institution. If the public felt any gratitude to the Navy for the work it had done during the war, and expressed it by contributing to the Institution's Fund, the Navy would never quarrel with them. (Applause.)

Canon Pim proposed a vote of thanks to the Countess of Fingall for consenting to perform the naming ceremony, and took occasion to congratulate Commander Douglas on his promotion,

and to say at the same time how very sorry they were to lose him. (Applause.)

Mr. J. H. Hargrave seconded the vote of thanks.

Mr. H. G. Solomon, District Organizing Secretary for Ireland, in proposing a vote of thanks to the Archbishop of Dublin and Canon Murphy, said that on the coasts of the United Kingdom there were now 249 Life-boats, of which number 24 were Motor Life-boats. In this instance, at least, Ireland could not say that she had been badly treated, as on the Irish coasts there was one Motor Life-boat for every four Sailing Life-boats. The contributions of Ireland, he added, were not sufficient to maintain the Irish Life-boat Stations, and the Institution had to send over to Ireland another £2,000. On the other hand the County of Dublin had increased its contribution to the Life-boat cause by £900. (Applause.)

Sir John Lumsden, in seconding the motion, said that it was his intention to suggest to the body which he represented that it might consider whether Red Cross money or Red Cross service could not be used to help THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, one of the best examples of Red Cross work. (Applause.)

The Countess of Fingall then broke a bottle of wine on the stern of the boat, wishing "God Speed" to all who sailed in her. Immediately the boat was released, and slid quickly and smoothly into the water amid cheers and the firing of rockets.

Many guests were then taken for trips in the Life-boat round the harbour.

The readers of the weekly edition of the *Irish Times* are all very familiar with "Murty's" entertaining letters which appear week by week. That week he devoted it to a charming account of the launch of the *Dunleary*.

"MY DEAR DENIS" (he wrote)—"Saturday bein' a fine aafternoon, tho' with a bit of a nip in the air, and a general dullness bein' the rule in McGarron's Lane, what did I do but make a start for Lansdowne Road to see the futball, where there was some fine sport. The start was made all right; but when I got that length in the tram I heard word of great doin's at Kingstown, where they were launchin' a bran-new Motor Life-boat. Oh, bedad, I reneaged the futball, and towld the conductor to punch me a new ticket all the way to Kingstown. 'Tis not that I'd be ather

givin' the back of my hand to the ball-kickers, for which I have great admiration, but as Life-boat launches is like angels' visits, few and far between; and also as havin' a true respect and regard for the gallant chaps at Kingstown, who have a great record for savin' life—and not without great tragedies of their own, which is all in the day's work, as everybody knows—I resolved to go on to Kingstown and take off my hat to the new boat and the crew, and to see what was to be seen.

"When I got there I could see great flag displays at the harbour, and the Life-boat House the centre of much attention by crowds of people. Also the smart pipers' band of the Saint John's Ambulance Brigade, in full Irish uniform, splittin' the air with enlivenin' strains of music, and marchin' up and down with great regularity. [N.B.—If ever I do take to music it will be the bagpipes, for they carry all before them, and split the air better than any other known instrument. As the poet says, 'Language fades before thy spell.'] Well, in I goes, and there I discovered a great meetin' fillin' the whole house, which was gay with coloured sea flags of all designs. Away in front in the open, and facin' the harbour, all sparklin' in the sun, with flags and ribbons and bright paint and polished brass, and her crew on board lookin' all serene, was the new Life-boat, posed for her first official dive into sea water. The Scout Bugler sounded "Attention," and then a reverend gentleman blessed the boat and her crew, and spoke with a solemn and well-chosen eloquence, which commanded and received all sympathy and attention. Another high Church dignitary of different persuasion dedicated the boat, and the religious ceremony was then followed by the presentation of the Life-boat from the Civil Service Life-boat Fund to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, which hands it over to the chairman of the Kingstown Branch. The boat has been well named the *Dunleary*, which revives, as everybody knows, the old ancient name of Kingstown. A lady of distinction gave the name to the boat, and there was a whole crowd of short, but able speeches, from naval and local supporters of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, which I needn't remark has hosts of friends both in Dublin and Kingstown. The crew of the new Boat were well mentioned by the speakers, and got high and deserved praise for their devotion to the gallant, but always risky, task of savin' the lives of ship-wrecked people. The Kingstown Life-boat crew has truly a noble record of bravery to the death in times of storm, of which they have had a big share, and nobody doubts but their deeds in the future will be as gallant when the call comes as ever it has been in the past.

"At the end of the speeches Mister Newcombe, the Assistant Secretary, sang out, 'Three cheers for the *Dunleary*,' and the cheers in response were sure proof that the Boat starts with the best of good wishes and hopes from all. The launch then took place, to the sound of heavy gun-firin', and away slipped the *Dunleary* with her gallant crew

into the harbour, takin' her first official dip as smooth and as straight as a swan on the water.

"There's a terrible lot of what they call 'heroism,' no doubt, in the political domain in Ireland, but somehow there was more of the rare heroic stamp about the Kingstown Life-boat and her quiet, ready-to-do-and-die crew on Saturday, than in all the full columns of political thrills and emotions that fills the newspapers. It was like takin' a wholesome cowl bath in the waters of reality and common-sense to drop the heated special editions and spend instead an hour or so at this fine Kingstown meetin' on Saturday. There you heard records of the skill and courage and humanity of the Life-boat men, who don't owe anything to politics, and who never get or ask a penny-piece from the British Treasury. The whole service is supported by public subscriptions only. Faith, after this I'll try and save up a decent contribution for the next Life-boat Saturday, and I'm sure others will do the same.

"Glad I was to hear one thing in the speeches. They sowl'd the oul' Life-boat, and she's now across the water carryin' coals. The speaker hoped (as myself does) that she'll often get homesick and trim her sails for the oul' shamrock shore, and always with a full cargo of coal on board. And faith she'll be welcome if she does, both as an oul' friend, and because she'll have something to give us that we stand much in need of.

"Truly Yours,

"MURTY."

Baltimore.

The Baltimore ceremony took place two days later, on the 19th April, with a westerly gale blowing. There was a very large gathering, among those present being the Venerable Archdeacon Becher, who presided; the Most Rev. Dr. Kelly, Bishop of Ross; Lieut.-Col. A. H. Morgan, D.S.O., D.L., J.P., the President of the Branch; Mr. J. V. Chambers, of Skibbereen, the Hon. Treasurer; the Rev. William Young, C.C., Hon. Secretary; Admiral Sir Reginald Tupper, K.C.B., C.V.O., Commander-in-Chief, Western Approaches; Sir Egerton and Lady Coghill; Commander Stopford C. Douglas, R.N., Inspector of Life-boats for Ireland; Captain Hubert Townsend, J.P.; Captain C. W. Morgan, J.P.; Dr., Mrs. and Miss O'Meara; Colonel Morrogh; Mr. J. Burke, Inspector, Congested Districts Board; Mr. A. O'Hanlon, Receiver of Wrecks; Mr. J. Travers Wolfe, Crown Solicitor; the Rev. J. O'Driscoll, P.P.; the Rev. S. N. Dudley, Rector of Baltimore; the Rev. F. McCarthy, Adm.;

the Rev. J. Murphy, C.C.; the Rev. J. Ambrose, C.C.; Mr. D. M. J. O'Connell, Clerk of the Crown and Peace, Mrs. and Miss O'Connell; Mr. W. Nealon and Miss Nealon; Mrs. G. M. Levis; Mr. Bruce P. Levis; Mr. J. M. Burke, B.L., M.C.C.; Mr. T. Sheehy, M.C.C.; Mr. Maurice S. F. Townshend; Miss E. L. B. M'Carthy; Mr. J. Foster, D.I., R.I.C.; Mr. Herbert G. Solomon, District Organizing Secretary of the Institution for Ireland, and Mr. D. Glayzer, C.O., Assistant Secretary of the Branch.

The Brass and Reed Band of the Baltimore Fishery School attended the ceremony, by permission of the Superintendent, and the hymns were sung by boys of the school.

The Ven. Archdeacon Becher, in opening the proceedings said that they had a splendid boathouse, a splendid Life-boat, and, he believed, the best crew in Ireland. (Applause.) Ten boatmen did not necessarily make a good crew. They had to make themselves into a crew, and they must take their training seriously. Every day they must put their hearts and souls into the work, and from what he knew of Baltimore he hoped, before he died, that they would see it recognized by everybody that there was not a crew on any coast to touch the Baltimore men. (Applause.) Speaking as a sailorman to sailormen, he said they had to weld themselves together as a crew. A boat was something utterly different from anything else made by the hands of man. There was something spiritual and extraordinary about a vessel, and he was sure that the Baltimore men would bring renown upon themselves. He prayed that the blessing of Him who watched the struggling fishermen from the mountain top might attend their efforts. (Applause.)

Commander Stopford Douglas, R.N., on behalf of Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management, then handed the Life-boat over to the Baltimore Branch, and in doing so said that she was a non-self-righting Life-boat of the Watson type, 45 feet by 12 feet 6 inches, fitted with a Tylor engine able to develop 60 B.H.P., and that she could stow away 69

people in comfort and 96 at a pinch. He spoke also of the splendid work which Father Young had done for the Baltimore Branch, and said that he had the fullest confidence in the Coxswain and crew. (Applause.)

Father Young, in receiving the Life-boat on behalf of the Branch, said that he returned thanks to the Committee of Management in full confidence that any time the occasion arose, the crew in Baltimore, who were always ready to man the boat, would prove their bravery and efficiency. (Applause.) They all esteemed it a high honour and privilege to be associated with the Life-boat Institution in its great humane work. In the Baltimore crew, he was sure, would be displayed that physical courage and seamanship which their work would demand. That work required outstanding and exceptional genius in the Coxswain, but Bill Nolan was always equal to it. (Applause.) They assured the Committee of Management that they would take the best possible care of that magnificent Life-boat, and on behalf of the people of Baltimore he returned them thanks for their generous gift. (Applause.)

Dr. Kelly then blessed the Life-boat, and, to the accompaniment of the band, the choir of boys of the Fishery School sang the hymns "Hail! Queen of Heaven" and "Sweet Star of the Sea."

Captain Townshend proposed, and Captain Morgan seconded, a vote of thanks to Lady Coghill for coming to name the Life-boat.

Admiral Tupper, in proposing a vote of thanks to the Bishop, spoke of the great pleasure that it was to him to be present at the ceremony, and of the great services which the Life-boats had rendered during the war. He described a rescue which had just taken place far out in the Atlantic. A British destroyer had gone to the help of a steamer 400 miles off the north-west coast, and had rescued the crew in a terrible sea, the steamer capsizing soon after the crew had been taken off. Only the night before, the rescued men were brought safely into Queenstown. (Applause.)

In seconding the vote of thanks Dr. O'Meara said that a Life-boat was

a very necessary thing where they had a hundred large fishing-boats at work every season. Moreover, as they all knew, Baltimore was on the direct route between Great Britain and America.

The Bishop of Ross, in reply, said: Venerable Archdeacon, ladies and gentlemen, I have the honour to acknowledge the vote of thanks proposed by Admiral Tupper and seconded by Dr. O'Meara. We require no thanks on this occasion, but there are numerous people we owe thanks to. In the first place, we owe our thanks, as Father Young has said, to the Life-boat Institution, who have given us this boat. We also owe thanks to the Admiral, who has honoured this occasion by his presence. (Hear, hear.) The occasion on which we are gathered together is a summary of what is best and bravest in human nature. The Admiral addressed the school boys and said that there was no nobler life than the life at sea, and he gave certain reasons. I would add that the man who is at sea is there face to face with the greatness of nature, the greatness of God. He is living on the great ocean and is face to face with his Maker, and therefore, the men who "go down to the sea in ships" are the simplest, the bravest and the best of our men. (Applause.) A Life-boat has been presented to us here. I am not a sailorman myself, as my friend the Archdeacon is, but I was very pleased when I heard him say—and he is an authority on this question—that Bill Nolan's crew were equal to any crew on the coasts of the United Kingdom. (Applause.) This opinion has been confirmed by Commander Douglas, who speaks from experience, having sailed with the men, and therefore, I hope that if the call comes—and it may come, for there will be still storms and violent weather—that the crew of Baltimore, in the first place, will go there in safety to their own lives—that was the object of my prayer and blessing to-day—and secondly, that they will distinguish themselves in saving and rescuing life. (Applause.) The men of Baltimore and Cape Clear have rescued lives on several occasions, and this is not the first time I have raised my

voice in this room. (Hear, hear.) We were here some time ago when life had been rescued for which the most splendid certificates were given to a number of our men; first and foremost, to Archdeacon Becher, who was himself engaged in the rescue. (Applause.) NOW THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is nearly one hundred years old. It was founded ninety-six years ago, on the 4th March, 1824. Since then it has saved fifty-seven thousand lives, and we learn from the Admiral that during the war itself it saved over five thousand lives, and, therefore, I think I am justified in saying that we are engaged here to-day in one of the most benevolent and noble works that any body of men and women can do. I thank you all. (Loud and continued applause.)

Mr. Solomon, in proposing the vote of thanks to the Chairman and Committee of the Baltimore Branch, mentioned that the original idea of placing a Life-boat in Baltimore came from Mr. H. P. F. Donegan of Cork, who knew every creek on the coast, prepared charts and furnished valuable information, which was irresistible with the Committee of Management when they came to consider the claims of Baltimore to a Life-boat. He added that the Life-boat Service was entirely maintained by the free gifts of the public, and received no subsidy of any kind from the Government. (Applause.)

Mr. T. Sheehy, M.C.C., in seconding the vote of thanks, said that the banner of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was unfurled in Baltimore many years ago. The Local Committee kept on plodding, and the result was the launching of the Life-boat that day. It was a great day in the annals of Baltimore, and they would not be doing their duty if they did not acknowledge what his Lordship and others had done to help Baltimore and place it in the proud position it occupied at present. (Hear, hear.) As far back as the 16th century Baltimore was a thriving and prosperous town, doing a successful trade with France, Spain, and the various seaports of Ireland. Then came the "sack" of the town by the Algerines, after which the port steadily

declined. But forty years ago good and true men came forward to rebuild Baltimore once more, and put her in the proud position she now occupied in the fishing world. (Applause.) To realize what had been done to rebuild Baltimore they need only look at their magnificent Fishery Schools, their piers, harbour and the railway which linked them with the South of Ireland. He himself was in the House of Commons when their beloved Bishop (Dr. Kelly) was fighting the cause of the fishermen at Baltimore and South of Ireland for two days. He thanked God his Lordship was amongst them that day (applause), and with his assistance they hoped to build up Baltimore and bring it further on the road to prosperity and success. (Applause.)

In returning thanks on behalf of the Committee, the Rev. F. McCarthy said that when the boat was first suggested there was only one difference of opinion, and that was as to whether it should be placed at Castletownsend or Baltimore. Baltimore was decided upon, and it did Castletownsend credit that day, that to heap coals of fire on their heads Lady Coghill had come to launch their boat. (Laughter and applause.) He wished to impress upon them that it was not for THE ROYAL NATIONAL LIFE-BOAT INSTITUTION to bear the whole of the expenses in connection with the boat. They in that locality would have to bear the working expenses and take an intelligent interest in the boat by subscribing sufficient funds to run her. (Hear, hear.) He thanked all who had come there that day, on behalf of the Committee, and asked them not to forget to give the Committee not merely sympathetic support, but also financial backing. (Applause.)

Lady Coghill, amidst applause, then named the Life-boat *Shamrock*, breaking a bottle of champagne against the side of the boat, which was then launched, fully manned amidst great enthusiasm.

At the end of the ceremony the gale was blowing so strongly that Admiral Tupper was unable to return to the destroyer, which was waiting for him at the harbour entrance, in the ship's boat. The *Shamrock* was therefore requisitioned to take him aboard.

#### St. Mary's, Isles of Scilly.

On the 19th February, in glorious weather, the new Motor Life-boat was launched. It is the gift to the Institution of the late Right Hon. Arnold Morley, at one time Member of Parliament for Nottingham, Chief Whip and then Post-Master General in the Liberal Governments of 1886 and 1895, a noted yachtsman, and for long a member of the Committee of Management. The new boat is a non-self-righting Life-boat of the Watson type (45 ft. by 12 ft. 6 in.), fitted with a Tylor engine developing 60 B.H.P.

The St. Mary's Station is one of the oldest in the Kingdom. It was opened in 1837 and over 130 lives have been rescued by its Life-boats. It was in the Scillies that the seven masted schooner, the *J. W. Lawson*, of Boston, was wrecked, and sank with nearly all her crew in December, 1907, and just before the war the Red Star Liner *Gothland* ran ashore on the Crim Rocks. Both the St. Agnes and St. Mary's Life-boats and the steamship *Lyonesse* went to her rescue, and the two Life-boats between them took off 152 of the passengers and crew.

A dedicatory service was conducted at Carn Thomas by the Chaplain of the Islands (the Rev. T. Branthwaite, D.D.). A choir of school children led the singing of the hymns, "Fierce raged the Tempest" and "Eternal Father! Strong to Save." After prayers and a short address, the Divisional Inspector (Commander C. E. Aglionby) formally handed the boat over to the care of the Local Committee. Major Arthur A. Dorrien Smith, D.S.O. (the Lord Proprietor), as Chairman of the Committee, in receiving the boat, spoke of the interest which Mr. Morley had always taken in the islands, and assured the Inspector that whenever necessary the crew would be found ready and anxious to take the boat on her errand of mercy.

The christening ceremony was performed by Mrs. Dorrien Smith, who, on breaking the bottle of wine, expressed the hope that the *Elsie* would be the means, in the hands of its gallant crew, of saving many lives.

The boat was released by Miss Lethbridge (the Coxswain's daughter), and

as she glided gracefully down the slip, decked in flags, hearty cheers were raised. To the great enjoyment of all concerned, the boat made several trips round the harbour, each time carrying over fifty passengers.

In continuation of the festivities and as a means of adding funds to the

Institution, Dr. W. B. Addison, J.P., the Hon. Secretary, organized a very successful concert for the evening. The Town Hall was crowded with a most appreciative audience, and Dr. Addison was able to announce that he would have the very satisfactory sum of £17 to send to Headquarters.

### List of Forthcoming Life-boat Days.

THE following is a fairly complete list of the Life-boat Days which have been arranged for the summer; the dates, however, are subject to alteration:—

- June 3. East Grinstead.  
 „ 4, 5. Lincoln.  
 „ 5. Brentford, Chiswick, Dover, Ealing, Edinburgh, Gateshead, Gloucester, Hanwell, Hounslow, Kingston, Richmond, South Shields, Stourbridge, Sunderland, Surbiton, Uxbridge, Willesden, Wimbledon.  
 „ 10-12. Cardiff, Manchester.  
 „ 12. Bradford, Dewsbury, Grangemouth, Hackney, Neath, Rotherham, Tamworth, Worksop.  
 „ 18, 19. Kirkcudbright, Swansea, Whitchurch.  
 „ 19. Aberdeen, Attleborough, Brighton and Hove, Buxton, Coventry, Dungeness and Lydd, Vale of Leven, Warrington.  
 „ 25. Pembroke Dock.  
 „ 26. Cowdenbeath, Gourcock, Motherwell, Pembroke, Stockton and Thornaby.  
 July 3. Basingstoke, Bath, Birmingham, Bodmin, Leeds, Preston, Taunton, Worcester.  
 „ 8. Dublin.  
 „ 10. Exeter, Northampton, Mansfield.  
 „ 16. Leominster.  
 „ 17. Alloa, Crief, Darlington, Derby, Dollar, Girvan, Holyhead, Keighley, Newcastle (Co. Down), Sheffield, Stranraer, Wolverhampton.  
 „ 24. Bridlington, Goole, Lowestoft, Perth, Stafford.  
 „ 28. Oswestry.  
 „ 31. Borth, Clacton, Eastbourne, Gravesend.  
 Aug. 2. Aberystwyth, Exmouth, Hayling Island, Hunstanton, Lytham, Newquay (Corn.), Penzance, Ramsgate, Salcombe, Southwold.  
 „ 4. Aberdovey, Littlehampton, Arundel.  
 „ 5. Barmouth.  
 „ 7. Burntisland, Dawlish, Flamborough, Inverkeithing, Llandullas, New Quay (Card.), Rhyl, Shanklin, Swanage, Weymouth.  
 „ 8, 9. Llandrindod Wells.  
 „ 10. Herne Bay.  
 „ 14. Bray and Greystones, Clevedon, Falmouth, Filey, Folkestone, Haslingden, Howth, Kingstown, Largs, Lyme Regis, Lynmouth, Minehead, Skorries, Youghal.

- Aug. 16. Skegness.  
 „ 19. Cromer, Robin Hood's Bay.  
 „ 20. Fleetwood.  
 „ 21. Colwyn Bay, Dalbeattie, Dartmouth, Helensburgh, Hornsea, Hull, Ilfracombe, Lymington, Penryn, Seaton, Sidmouth.  
 „ 28. Dunfermline, Southend and Leigh-on-Sea, Tillicoultry.  
 Sept. 2. Newbury.  
 „ 4. Ayr, Blackpool, Brechin, Duncoon, Grimsby, Selsey and Bognor.  
 „ 6. Sleaford.  
 „ 8. Boston.  
 „ 10. Chelmsford.  
 „ 11. Walsall, York.  
 „ 18. Fordingbridge, Salisbury, Watchet, Wilton, Yeovil.  
 „ 25. Abergavenny, Airdrie, Alva, Barrhead, Dumfries, Faversham, Guildford, Johnstone, Norwich, Renfrew, Sudbury, Tunbridge Wells.  
 Oct. 9. Paisley.  
 „ 16. Oxford.

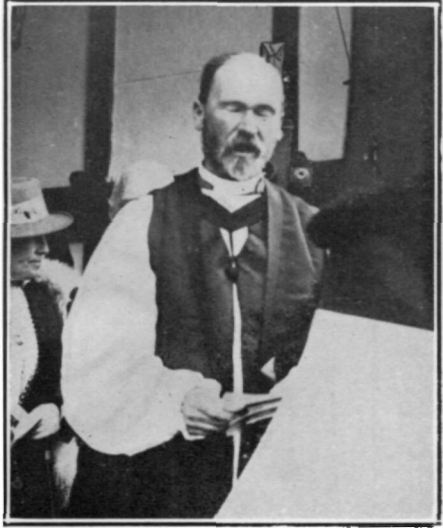
Life-boat Days have been arranged at the following places, but dates not yet fixed:—

- Andover, Appledore, Ashford, Barnstaple, Bedworth, Bembridge, Bewdley, Blandford, Bournemouth, Brancaster, Bridgwater, Bridport, Brixham, Broadstairs, Burnham, Camborne, Canterbury, Castletown, Chard, Cheltenham, Chester, Chippenham, Cork, Cowes, Crediton, Daventry, Diss, Doncaster, Dorchester, Douglas, Dunbar, Eastleigh, Ely, Felixstowe, Freshwater, Frinton-on-Sea, Gosport, Hampstead, Harrogate, Hereford, Johnshaven, Kendal, Kidderminster, Leamington, Llandudno, Loughborough, Louth, Maidenhead, Malvern, Margate, Melksham, Merthyr Tydfil, Middleton, Millom, Newhaven, Newmarket, Newport, Newton Abbott, Oakham, Paignton, Peel, Port St. Mary, Port Erin, Portland, Portrush, Portsmouth and Southsea, Ramsey, Rawtenstall, Redruth, Retford, Rochford, Rayleigh, Thundersley and Hadleigh, Romford, Romsey, Ryde, Rye and Winchelsea.



## THE LAUNCH OF THE "DUNLEARY."

The new Motor Life-boat at Kingstown.



*Reproduced by permission of "Irish Life."*

**Canon Murphy, the Catholic Parish Priest,  
blesses the new Life-boat.**

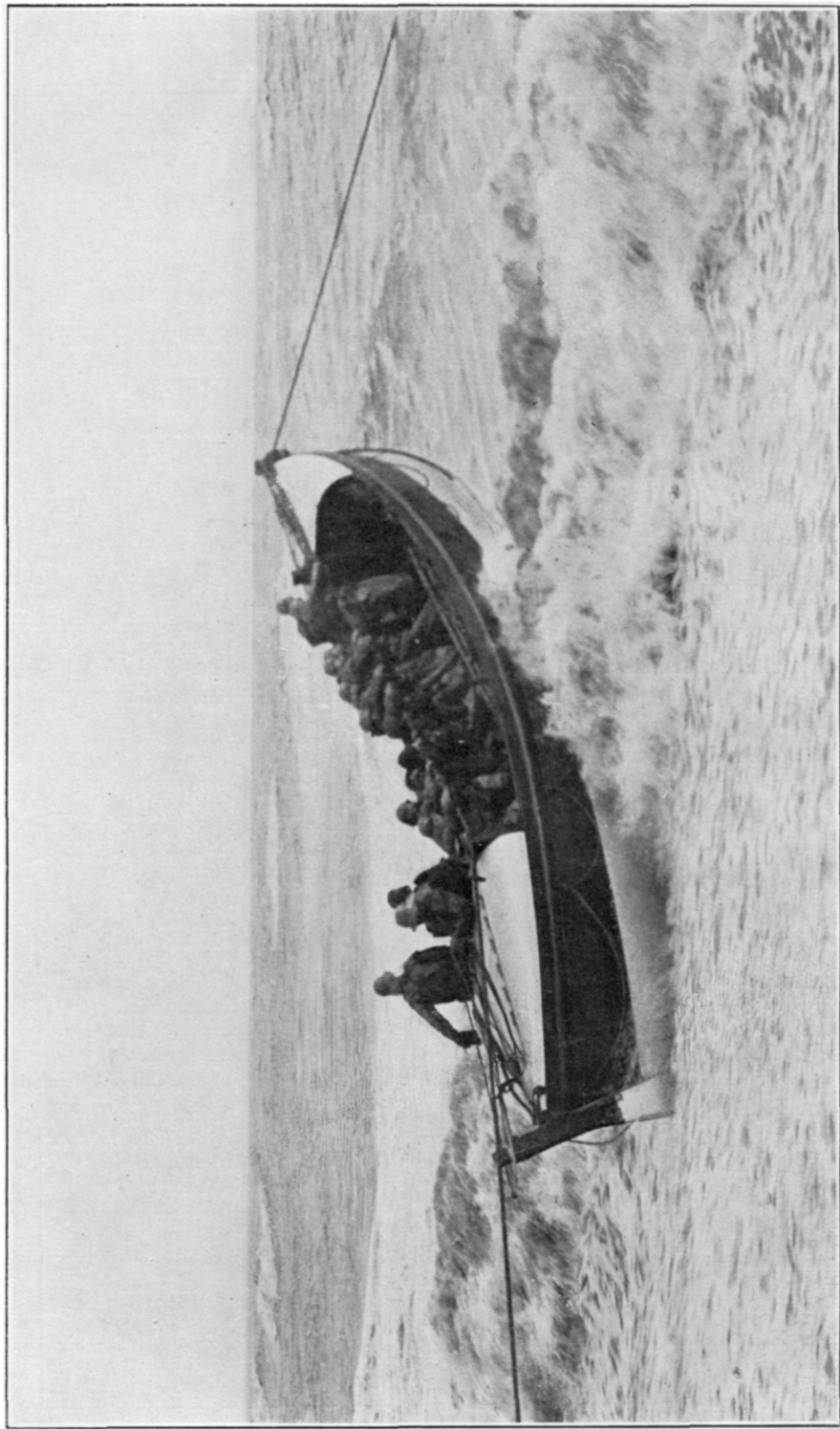
**The Protestant Archbishop of Dublin  
dedicates her to God.**

(See pages 45 and 46.)



**THE LIFE-BOAT HOUSE AND SLIPWAY, ST. MARY'S, ISLES OF SCILLY.**

(See page 51.)



**LAUNCH OF THE WORTHING LIFE-BOAT FOR TESTING THE USE OF OIL IN A ROUGH SEA.**

**It will be remembered that oil was used with great effect in the service to the "Rohilla" in November, 1914.**

St. Albans, St. Helens (I.W.), St. Ives, Sandown (I.W.), Scarborough, Sherborne, Sheringham, Stoke-on-Trent, Stone.

Tiverton, Tonbridge, Totland Bay.

Ventnor.

Walton-on-Naze, Wareham, Warminster, Wellington, Wells, West Bromwich, West Hartlepool, Westgate, Weston-super-Mare, Winchester, Winchmore Hill and Southgate, Worthing.

Yarmouth and Gorleston, Yarmouth (I.W.).

Life-boat Days have already been held at the following places:—

Banbury, Frome, Rounds, Redditch, Rhymney, Droitwich, Welshpool, Henley-in-Arden, Trowbridge, Bromsgrove, Devizes, Halesowen,

Milford Haven, Bathgate, Montrose, Belfast, Pontypool, Barnes, Battersea, Bermondsey, Bromley, Camberwell, Deptford, Erith, Harrow, Holborn, King's Lynn, Lambeth, Lewisham, Southwark, Wandsworth, Woolwich, Grantham, Maryport, Matlock, Seaford, Smethwick, Burton, Kirkintilloch, Newport, (Mon.), Nottingham, Oldbury, Plymouth, Pontypridd, Southampton, Stockport, Bethnal Green, City of London, Edgware, Finchley, Finsbury, Islington, St. Pancras, Shoreditch, Stepney, Stoke Newington, West Ham, Monmouth, Bridgnorth, Carmarthen, Dumbarton, Greenock, Evesham, Ipswich, Bedford, Chesterfield, Colchester, Glasgow, Newcastle-under-Lyme, Reading and Caversham, Torquay, Wisbech, Carmarthen, Kinver and Ammanford.

## A New Type of Motor Life-Boat for Liverpool.

Under the heading "More Motor Life-boats" the following letter from the Secretary of the Institution appeared in the *Liverpool Journal of Commerce* on the 22nd April, 1920:—

SIR,—I have read with much pleasure in a recent issue the high and well-deserved praise which you give to those who have succeeded, in the face of what seemed insuperable difficulties, in designing and building a petrol engine which would meet the stringent requirements of the Life-boat Service. They have succeeded, as you say, in producing an absolutely reliable engine, and they may rightly feel that by so doing they have saved no one can say how many lives in the future which otherwise would most certainly be lost. The petrol engine is revolutionising the Life-boat Service, so greatly is it adding to the speed, power, and range of the Life-boats. The Motor Life-boat can save lives in the face of storms against which no human strength in the pulling and sailing boats could hope to make headway. It can carry out rescues under conditions which would make it impossible even to launch any other type of Life-boat. It is for these reasons that the Institution is so anxious to carry out, with as little delay as possible, its constructional programme of fifty new Motor Life-boats. It was our bitter experience to know, during the war, that lives were lost in torpedoed vessels which would certainly have been saved had we had Motor Life-boats, which were actually ordered and building, but, owing to the scarcity of labour and material, could not be finished.

I feel sure that all your readers will learn with great satisfaction that the Committee of Management of the Institution have just decided to design and supply for Liverpool a new and very powerful type of Motor Life-boat, which will be the largest hitherto contemplated, having a length of sixty feet and a speed of about ten knots. A very generous gift of £7,500 has been received by the Port of Liverpool Branch of the Institution towards

the cost of this boat, which will probably amount to £15,000 or £16,000.

It is just eighty-one years since Sir William Hillary, Bt., of the Isle of Man, who, fifteen years before, had founded what is now THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, addressed an urgent and eloquent appeal to the shipping and commercial community of Liverpool. He wrote of the "almost insurmountable obstacles which presented themselves to the powers of a common Life-boat, amongst the dangerous shoals and in the narrow channels between the formidable banks which stretch out to sea for many miles beyond the entrance of the Mersey, against which obstacles no human strength could contend." He urged the shipping and business men to support his suggestion for constructing vessels which should not only have all the qualities of Life-boats, but in addition "a commanding steam power," and he wrote that it had always been one of the great objects of the Institution "to avail itself of the advance of science."

Again we have "to avail ourselves of the advance of science." Petrol power has proved itself, for the purposes of the Life-boat, superior to steam, if only because the Motor boat, which has not "to get up steam," is more quickly away to the rescue; and the Steam Life-boat, such as Sir William desired, which has for many years now been stationed at New Brighton, will, in its turn, give way to this new type of Motor Life-boat.

I have referred to what Sir William Hillary wrote in 1839 because it adds a happy historical appropriateness to the reasons which decided the Committee of Management to station at New Brighton the first of this new, larger, and more powerful type, a type which we earnestly hope will perform even more efficiently than the Steam Life-boat the great beneficent task of life-saving, to the promotion of which Sir William Hillary gave so much of his noble life and energies.

Yours, etc.,

GEORGE F. SHEE, Secretary.

Royal National Life-Boat Institution.

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

**Friday, 25th July, 1919.**

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

Read and confirmed the minutes of the previous meeting.

Reported the death of Sir R. U. PENROSE FITZGERALD, Bt., who had been a member of the Committee of Management of the Institution since 1888, and was created a Vice-President in 1916. Passed a vote of regret and condolence.

Reported the receipt of the following special contributions:—

	£.	s.	d.
THE PETER COATS TRUST, for the provision of a Norfolk and Suffolk Life-boat . . . . .	4,000	-	-
R. NEWTON, Esq., for the provision of a Motor Life-boat for Hartlepool . . (on account)	2,000	-	-
Miss AGNES CROSS. Further towards the provision of a Motor Life-boat for Lowestoft (balance)	1,500	-	-
THE CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESCUE BARRAT, Esq.), amount expended on Civil Service Life-boats in 1918 . . . . .	787	5	4
KENNETH M. CLARK, Esq. (Donation)	50	-	-

—To be thanked.

Specially recognised the services of Mr. JOSEPH LOWER, who has held the office of Honorary Secretary of the Castleford Branch for many years.

Paid £10,654 16s. 4d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £156 14s. 5d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.		Lives saved.
Aldeburgh No. 2	S.S. <i>America</i> , of Rio Janeiro.	Stood by vessel.	
Cardigan . . .	Fishing-boat <i>Leo</i> , of Cardigan . . .		2
Kingstown . .	Motor launch <i>Blanch</i> , of Dublin.	Saved launch and . . .	.5
Margate No. 1 .	H.M. destroyer <i>Linnet</i> , H. 59.	Stood by vessel.	
Margate No. 2 .	Motor-boat <i>Phoenix</i> , of Maidstone.	Stood by vessel.	
Newbiggin . .	Fishing-coble <i>John Ellen</i> , of Newbiggin.	Escorted coble into harbour.	

Life-boat.	Vessel.		Lives saved.
North Deal . .	S.S. <i>Oude Maas</i> , of Amsterdam.	Stood by vessel.	
Whitby No. 1 .	Schooner <i>Fern</i> , of Hull.	Landed 3.	

Kessingland Life-boat assisted to save the tug *West Hyde*, of London, and lighter *A.C. 1213*, and their crews of eleven hands.

Also voted £86 11s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberystwith, Blakeney, Padstow No. 1, Padstow steam tug, Sheringham, Uppang, and Wells.

Granted £26 2s. to men for injury, etc., in the Life-boat service at Donna Nook, St. Anne's, and Scarborough.

Decided to send a special Letter of Thanks to Mr. J. H. PERRY for valuable assistance rendered on the occasion of a launch of the Cardigan Life-boat on the 12th July.

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

**Friday, 12th September, 1919.**

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

Read and confirmed the minutes of the previous meeting.

Reported the death of Admiral The Rt.-Hon. the LORD BERESFORD, G.C.B., G.C.V.O., who had been a member of the Committee of Management of the Institution since 1884, and was created a Vice-President in 1918. Passed a vote of regret and condolence.

Reported the receipt of the following special contributions:—

	£.	s.	d.
The Trustees of the late Mr. W. BLOODWORTH . . . . .	300	-	-
"ETHEL" . . . . .	100	-	-
Anonymous . . . . .	50	-	-

—To be thanked.

Reported the retirement, owing to ill-health, of Captain BASIL HALL, R.N., Inspector of Life-boats for the Southern District.

Specially recognised the services of Miss SWALLOW, who has held the office of Honorary Secretary of the Peterborough branch for many years.

Paid £14,729 0s. 2d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £128 7s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Bembridge.	S.S. <i>Wakulla</i> , of Los Angeles	13
Holy Island No. 1	Fishing-trawler, <i>Harlech Castle</i> , of Grimsby	12
Margate No. 2	Motor-yacht, <i>Blue Dragon</i> , III. Stood by vessel.	3
Porthdinlaen	Two small boats	3
Port St. Mary.	Schooner <i>Venus</i> , of Castletown. Assisted and stood by vessel.	
Thurso.	Schooner, <i>Mary Smethurst</i> , of Wick. Stood by vessel.	
Wells	Fishing-boat, <i>Rock of Ages</i> . Assisted to save boat and	3
Wexford	Fishing-lugger, <i>Bonita</i> , of Wexford. Rendered assistance.	

The Walton-on-the-Naze Life-boat assisted to save the motor-schooner *Fionia*, of Copenhagen.

Also voted £176 11s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress, etc.:—Clacton-on-Sea, Donna Nook, Gorleston No. 1, Llanddulas, Lossiemouth, North Deal, Palling No. 1, Ramsgate, Walton-on-the-Naze, Wells, and Wexford.

Granted £109 1s. 4d. to men for injury in the Life-boat service at Fraserburgh and Ilfracombe, and also to meet the funeral and other expenses of the two men who lost their lives in the Fraserburgh Life-boat, on the 28th April, 1919.

Awarded the Silver Second Service Clasp to JOHN HOLBROOK, Coxswain of the Bembridge Life-boat, and an additional monetary reward to him and to each of the crew for a very fine service, resulting in the saving of thirteen lives from the s.s. *Wakulla*, of Los Angeles, on the 28th-29th August (described elsewhere).

Voted £1 10s. to three men for saving two lives off Skinninggrove on the evening of the 16th June from a small coble which had capsized. Also voted £5 towards the cost of repairs to the rescuers' boat which had been damaged.

Voted £5 to FRED. TOCHER for saving three lives from the motor-boat *Aurora*, which was wrecked near Lossiemouth in a moderate N.E. gale, on the 26th July. The vessel stranded twenty yards from the shore in a raging surf, and Tocher waded into the sea at great personal risk. He told the crew to throw him a line, and then encouraged them to jump into the sea one by one, when, by means of the line, he dragged them ashore.

Voted 10s. to two men for putting off from Swanage in a motor-boat and saving two men from a small rowing-boat which had capsized, on the 1st August.

Voted £2 to D. WEST for putting off from Montrose in a motor-boat and saving two men in a small boat, which was being blown out to sea in a strong W. gale and heavy sea, on the 2nd August.

Voted £1 5s. to two men at Montrose who went in a motor-boat to the assistance of three young men in a small boat, which was being blown out to sea and was in danger of being capsized off Scurdy Ness, on the 6th August.

Voted £3 to three men for putting off from Hauxley in a fishing-boat and rescuing eight persons (two men, two women, and four children) from a pleasure boat, which was being carried out to sea by a strong W. breeze, on the 18th August.

Voted 10s. to two men for putting off from Whitby in a sailing-coble to the assistance of five persons in a small pleasure-boat which was seen to be in distress in a strong N.W. breeze, on the 21st August.

**Friday, 10th October, 1919.**

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

Reported the receipt of the following special contribution :—

Mrs. VALENTINE JACKSON (Victory Bearer Bond) . . . . . £100 -- --

—To be thanked.

Paid £11,257 17s. 6d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £54 9s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Caister No. 2.	S.S. <i>Inchcolm</i> , of Leith. Stood by vessel.	
Rhyl	Motor-launch <i>Enterprise</i>	1
Wicklow	Motor-boat <i>Kia-ora</i> , of Kingstown	3

The Margate No. 2 Life-boat assisted to save the motor-ketch *Garthloch*, of Stockton, and the Walton-on-the-Naze Life-boat rendered assistance to the barge *Lord Kitchener*, of London.

Also voted £252 4s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress, etc.:—Caister No. 1, Cloughey, Gorleston No. 1, Hoylake, The Mumbles, Palling No. 1, Polkerris, Port Erin, Ramsgate, and Shoreham.

Granted £4 11s. to a man for injury in the Life-boat service at St. Anne's.

Voted £6 to three men for putting off from Holy Island and saving three persons who were in difficulties with a small collapsible

boat belonging to the yacht *Wavelet*, of Blyth, on the 11th August, in a rough sea.

One of the salvors, who returned the amount granted to him as a contribution to the Institution, was presented with a framed photograph.

Voted £3 to four men for putting off from Brighton in a motor-boat to search for four boys who had been blown out to sea in a small boat, on the 14th September. Also voted £1 1s. 4d. to cover the cost of the petrol consumed.

### Friday, 14th November, 1919.

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

Read and confirmed the minutes of the previous meetings.

Reported the receipt of the following special contribution:—

ROBERT McCRAKEN, Esq. . . . £50 - -  
—To be thanked.

Reported the decease of Captain C. H. FORBES, C.B.E., R.N., Inspector of Life-boats for the Northern District.

Appointed Commander C. E. AGLIONBY, D.S.O., R.N., and Commander E. S. CARVER, R.D., R.N.R., Inspectors of Life-boats for the Western and Eastern Districts respectively.

Paid £11,958 19s. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £424 14s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blakeney . . . . .	S.S. <i>Urd</i> , of Swansea	4
Bridlington . . . . .	Sailing - lugger <i>Luna I.</i> , of Amsterdam	5
North Sunderland . . . . .	H.M. patrol-boat <i>London County</i> . Stood by vessel.	
North Deal . . . . .	Schooner <i>Toogo</i> , of Esthonia	2
North Deal . . . . .	Ketch <i>Corinthian</i> , of London	2
North Deal (Reserve)	Schooner <i>Toogo</i> , of Esthonia. Landed a survivor from a steamer.	
Piel, Barrow . . . . .	Fishing - boat <i>Daisy</i> , of Barrow. Saved boat and . . . . .	2
Robin Hood's Bay . . . . .	Schooner <i>Cap Palos</i> , of Vancouver. Landed 1.	
Robin Hood's Bay . . . . .	Schooner <i>Cap Palos</i> , of Vancouver. Landed 5.	
Sunderland (Motor) . . . . .	S.S. <i>Solo</i> and S.S. <i>Confield</i> . Stood by vessels.	

Life-boat.	Vessel.	Lives saved.
Wells . . . . .	S.S. <i>Urd</i> , of Swansea	6
Whitby (Motor) . . . . .	H.M. motor-launch No. 292. Assisted to save vessel and . . . . .	11

Appledore No. 1 Life-boat assisted the s.s. *Banaran*, of Penscola; Hauxley Life-boat assisted to save the s.s. *Meteor*; Padstow No. 2 Life-boat and Padstow steam tug saved H.M. motor-drifter *Crimson Rambler*; Ramsgate Life-boat assisted to save the schooner *Svanen*, of Svendborg, and her crew of nine hands; and Whitby Motor Life-boat assisted to save the s.s. *Bratto*, of Newcastle.

Voted £290 3s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Crail, Cromer, Dunbar, Gorleston No. 2, Hoylake, Hauxley, Margate No. 1, North Deal, North Deal (Reserve), Peterhead No. 2 (Motor), Port-houstock, Robin Hood's Bay, Ramsgate, Scarborough, and Walton-on-the-Naze (Motor).

Granted £22 6s. to men for injury in the Life-boat service at Blackpool and Blakeney.

Reported that £290 13s. 6d. had been remitted from Fraserburgh, being the amount collected by the Local Disaster Fund, in aid of the dependent relatives of the two Life-boat men who lost their lives in the accident to the Motor Life-boat, on 28th April, 1919.

Voted the Silver Third Service Clasp to WILLIAM ADAMS, Coxswain of the North Deal Life-boat, together with an additional monetary reward to him and to each of the crew, in recognition of their services in saving two of the crew of the Esthonian schooner *Toogo*.

Voted the Bronze Medal of the Institution to WILLIAM STANTON, Coxswain of the North Deal (Reserve) Life-boat, who took charge, when in a serious state of health, together with an additional monetary reward to him and to each of the crew in recognition of their services in saving two of the crew of the ketch *Corinthian*, of London.

Voted an additional monetary reward to the crew of the North Deal (Reserve) Life-boat for their good services when the boat was again launched and brought ashore a survivor of the *Toogo*, who was taking refuge on a steamer.

Voted the Best Thanks of the Institution inscribed on Vellum to Mr. JOHN PRIOR, Secretary of the Goodwin Sands Branch, in recognition of his zeal and constant attendance on duty on this occasion.

Reported that a letter had been received from the Esthonian Provisional Legation expressing the gratitude of that Government for the rescue of the two survivors of the schooner *Toogo*, and their deep sense of obligation to the Life-boat crew. (These rescues were described in the February number of the Journal.)

Voted £2 to JOHN COWIE, Coxswain of the Buckie Life-boat, and three other men for putting off to the assistance of three boys in a small boat which had been blown out to sea, on the 11th August. Also granted 10s. to the owner of the boat used, and 9s. 9d., the value of the petrol consumed.

Voted £2 to R. PERT and three other men for saving a man in a small boat which had been blown out to sea, off Montrose, during a strong W.N.W. breeze and very choppy sea, on the 12th August.

Voted £2 10s. to JOHN SHERLOCK (Coxswain of the Hilbre Island and Hoylake Life-boats), W. SHERLOCK (Second Coxswain of the Hoylake Life-boat), and three Coast-guards for rescuing a man who was surrounded by the tide on the rocks off Hilbre Point, on the 12th October.

Voted £1 2s. 6d. to W. H. TRIPP and two other men for putting off in a shore-boat and rescuing a man whose small boat had broken adrift in a strong breeze and rough sea on the 25th October off Porthoustock. Also granted 7s. 6d. to the owner of the boat used.

Voted £4 10s. to W. HEARTY and two other men for saving two men whose fishing curragh had capsized in Sheephaven Bay, Co. Donegal, on the 12th September.

#### Friday, 12th December, 1919.

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

Read and confirmed the minutes of the previous meeting.

Reported the receipt of the following special contributions:—

	£.	s.	d.
The Misses EDDY, for the provision of a Motor Life-boat to be called "The Brothers" . . .	7	500	-
"D. R. E." . . . (new donation)	75	-	-

—To be thanked.

Paid £9,439 1s. 6d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £352 14s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 1	Schooner <i>Hannah Ransom</i> , of Southampton	1
Barry Dock . . .	Schooner <i>Patria</i> , of Oporto. Stood by vessel.	
Coverack . . .	S.S. <i>Hattie Luckenbach</i> , of New York. Rendered assistance.	
Gourdon . . .	Fishing-boats of Gourdon. Remained in attendance on fishing-vessels.	
Gorleston No. 1	S.S. <i>Lesbos</i> , of Belgium. Landed 26.	

Life-boat.	Vessel.	Lives saved.
Holy Island No. 1	Schooner <i>Suomi</i> , of Rafsøe	12
Holy Island No. 1	Schooner <i>Suomi</i> , of Rafsøe. Stood by vessel.	
Hoylake . . .	Schooner <i>Bona H.</i> , of Nova Scotia. Stood by vessel.	
Lowestoft . . .	Steam drifter <i>Ocean Gift</i> , of Lowestoft	9
Sennen Cove . . .	H.M. motor launch No. 378	8

The Cromer Life-boat assisted to save the steam-trawler *General Botha*, of Aberdeen; also rendered assistance to s.s. *Refrigerant*, of London; Caister No. 2 Life-boat stood by the drifter *Emily Reach*, of Buckie, and rendered assistance to the lighter *Beaujolais*, of Le Havre; Gorleston No. 1 Life-boat assisted the s.s. *Hero*, of Hull; Gorleston No. 2 Life-boat rendered assistance to the steam-drifter *Loyal Friend*, of Lowestoft; and Staithe Life-boat was launched to the s.s. *Agnès*, of Haugesand.

Voted £592 2s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Almouth, Barry Dock, Beaumaris (Motor), Boulmer, Bridlington, Caister No. 1, Dunbar, Eyemouth, Gorleston No. 1, Lowestoft, Mumbles, Newhaven (Motor), New Brighton No. 1, North Deal, Peterhead No. 2 (Motor), Point of Ayr, Palling No. 2, Polkerris, Ramsey, Rhyl, Tynemouth (Motor), Walton-on-the-Naze (Motor), Winterton No. 2. The Ramsgate Life-boat was also launched.

Granted £28 15s. to men for injury in the Life-boat service at Appledore, Poolbeg, and Tynemouth.

Voted a framed Record of Thanks to each of the crew of the Lowestoft Life-boat for their good services in rescuing the crew of nine hands of H.M. sloop *Pomona*, which was wrecked, during very severe weather, on the 30th September, 1918.

Voted the Silver Medal of the Institution to THOMAS H. NICHOLAS, Coxswain of the Sennen Cove Life-boat, and an additional monetary reward to him and to each of the crew, in recognition of their services in rescuing eight of the crew of the Admiralty motor-launch, No. 378, on the 30th November, 1919. (This rescue is described elsewhere.)

Voted the Bronze Medal of the Institution to JOHN BROWN, Master of the Drifter *Bessie*, and a sum of £2 to him and to each of the seven members of his crew, for their services in saving the crew of three hands of the lighter *Tom Telford*, which was totally wrecked, during severe weather, at Digg, Staffin, Skye, on the 18th September, 1919.

Voted £4 to three men for going to the assistance of a motor-boat, which was in distress and drifting towards the Nore Sands during severe weather, on the 2nd November, 1919.

## News from the Branches.

### Awards to Honorary Workers.'

DURING February and March the following awards have been made to Honorary Secretaries of Branches and to other honorary workers in recognition of their services in the cause of the Institution :—

To Captain GEORGE USBORNE, on his retirement, after nearly 40 years as Honorary Secretary of Queenstown Branch, a Silver Inkstand and the Thanks of the Committee of Management inscribed on Vellum.

To W. H. SHAW, Esq., on his retirement, after nearly 30 years as Honorary Secretary and Treasurer of the Southport Branch, a Silver Inkstand and the Thanks of the Committee of Management inscribed on Vellum.

To Lady BOWRING, for many years President of the Ladies' Auxiliary, Liverpool, the Record of Thanks and the Gold Brooch.

To Miss HUGHES, for many years Honorary Treasurer, Ladies' Auxiliary, Liverpool, the Record of Thanks and the Gold Brooch.

To H. D. BATESON, Esq., Deputy Chairman, Liverpool Branch, who has been connected with the Branch for over 21 years, the Record of Thanks and the Gold Pendant.

To Major-General J. BOUGHBY, Honorary Secretary since 1907 at Brancaster, a Binoocular Glass.

To W. H. ARMITAGE, Esq., Honorary Secretary since 1895 at Huddersfield, the Thanks of the Committee of Management inscribed on Vellum.

To H. A. INGLIS, Esq., upon his resignation after 28 years as Honorary Secretary at Ballantrae, the Thanks of the Committee of Management inscribed on Vellum.

To Mrs. LAXON, on leaving Coventry, in recognition of her active help for 18 years as a member of the Ladies' Auxiliary in that town, the Record of Thanks.

### Awards to Coxswains.

The following Awards were made to Coxswains during February and March :—

To EDWARD MCBAY, upon his retirement, after 17 years' service as Coxswain of the Johnshaven Life-boat, a framed Certificate of Service and a Pension.

To ALFRED HUNT, upon his retirement, after serving 6 years' as Second Coxswain and 30 years as Coxswain of the Burnham Life-boat, a framed Certificate of Service and a Pension.

To JOHN GILL, upon his retirement (owing to the closing of Queenstown Station), after 11 years' service as Coxswain, a framed Certificate of Service and a Pension.

To SAMUEL BROWN, Coxswain of the Winterton Life-boat, who, after 4 years' service as Second Coxswain and 9 years' service as Coxswain, has resigned on account of ill-health, certified to be attributed to service, and is unlikely to be able to work for a considerable time, a special grant of £50, as well as a Pension.

### Brixham.

The Brixham Life-boat was launched on the 27th January, 1917, to the help of the Greek steamer, *Eftichia Vergotti*, which had lost both anchors in the outer harbour, and was driving on to the breakwater. Five Life-boatmen were put on board the steamer, and they succeeded in beaching her, but early the following morning the vessel broke away from her fastenings. The Life-boat was launched for the second time, and with the aid of the Life-boatmen the steamer was again safely secured. The service was performed in a whole E.S.E. gale and very heavy sea, and the weather was very cold, with snow. A claim for salvage was made by the Life-boatmen, and, when it was settled, a short time ago, they forwarded a cheque for £20 to the Institution as a voluntary gift. The Brixham crew showed the same generous attitude on a previous occasion.

### Oxford.

The Annual Meeting was held in the Sheldonian Theatre on the 6th February. The Principal of Brasenose presided, and the large and representative gathering, numbering over 2,000, which was addressed by Sir Godfrey Baring, Bt., Deputy Chairman of the Institution, and by two other members of the Committee of Management, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., M.P., and Commander the Right Hon. the Viscount Curzon, M.P., R.N.V.R., included the High Sheriff of Oxfordshire, the Vice-Chancellor of the University, the Mayor of Oxford (President of the Branch), the Rev. Dr. Sherwood (Vice-President), Councillor Hutchins (Chairman), Miss Alice Marshall (Honorary Secretary), the Rev. W. M. Merry (Honorary



Treasurer), and many other influential persons. The report for the nine months ending the 30th September, 1919, showed that the sum of £888 had been raised, of which £867 had been remitted to Headquarters. For the whole year the amount remitted was over £1,130. The Chairman, Major-General Seely, Viscount Curzon, and Sir Godfrey Baring all spoke in terms of warm appreciation of the unceasing efforts of the Honorary Secretary and her large staff of honorary helpers. In nine years she has increased the contributions of the Oxford Branch from £130 to £1,130. No inland branch is a more generous supporter of the Life-boat cause than the Oxford Branch, which includes an area covering most of the county.

#### Arbroath.

On the 17th February a meeting was held at which the Provost, Mr. Anderson, presided, and presented to Mr. William H. Smith the Certificate of Service on which was recorded the Thanks of the Committee of Management for his long and meritorious services as Coxswain of the Arbroath Life-boat. Mr. Smith has just retired after serving as Coxswain for 24 years, while his connexion with the Life-boat extends over no less a period than 40 years. It is interesting to recall that fourteen years ago Coxswain Smith, together with the second Coxswain and the Bowman, was presented with a silver watch by the then German Emperor for the rescue of the crew of the schooner *Gesine* of Oldenburg. The schooner had gone on the rocks and was practically under water. An attempt was first made to get off the crew by means of a rope thrown from the Life-boat, but it failed, as the Germans could not understand the directions given them. At considerable risk the Life-boat was then taken right alongside the vessel. Her crew were so numbed that they had to be lifted into the Life-boat, and the Life-boatmen took off their own clothing to wrap them in.

#### Southport.

The Annual Meeting was held on the 28th February, and the Report for the nine months ending the 30th September,

1919, showed that the Branch had raised £520, while the Ladies' Auxiliary had collected in addition £392. Of this sum £403 had been remitted to Headquarters. Mr. W. H. Shaw, who has been Hon. Secretary of the Branch for over a quarter of a century, has just retired, and the special thanks of the Institution for his long and valuable services were conveyed to him at the meeting. As is announced under the List of Awards to Honorary Workers, the Committee of Management are presenting Mr. Shaw with their Thanks inscribed on Vellum, and a Silver Inkstand. Mr. George Cockshott, who has been joint Hon. Secretary with Mr. Shaw for thirteen years, will now act as sole Hon. Secretary.

#### Manchester, Salford and District.

The Annual Meeting was held on the 1st March. The Lord Mayor, Alderman Tom Fox, presided, and there were also present the Lady Mayoress, the Right Hon. Lord Colwyn, Hon. Treasurer, Sir William Milligan, Sir Charles Behrens, etc., while Sir Godfrey Baring, Bt., V.P., the Deputy Chairman of the Institution, specially attended the meeting. The report showed that for the nine months ending the 30th September, 1919, the Branch had raised the sum of £3,249, of which, £1,934 had been collected by the Ladies' Auxiliary. For the full twelve months the sum raised was £4,200.

#### Stockport.

The Annual Meeting was held on the 1st March. The Mayor (Alderman C. Royle) presided, and there were also present the Mayoress, Mr. Joseph Blackshaw, chairman, Mr. James Wagstaff, the late Honorary Secretary, Mr. A. N. Baldwin, Honorary Secretary, and Miss A. N. Pickford, Honorary Secretary of the Ladies' Auxiliary, while Sir Godfrey Baring, Bt., the Deputy Chairman of the Institution, specially attended the meeting. The report for the nine months ending the 30th September showed that the Branch had raised £450, of which £414 had been collected by the Ladies' Auxiliary. Sir Godfrey Baring presented Mr. Blackshaw with the Thanks of the

Committee of Management inscribed on Vellum, in recognition of his valuable co-operation for 30 years as a member of the Committee of the Branch, for 21 of which years he had been the chairman. He also presented Mr. Wagstaff with a framed Photograph in acknowledgment of his valuable services as Honorary Secretary for 21 years.

#### Coventry.

The Annual Meeting was held on the 1st March. The Mayor (Councillor J. I. Bates) presided, and there were also present Alderman Drinkwater, J.P., the Chairman, and Mr. William Liggins, Honorary Secretary. The report for the nine months ending the 30th September, 1919, showed that the branch had raised the sum of £487, while the Ladies' Auxiliary had collected in addition £112. The total sum remitted to the Institution was £552. The meeting received, with great regret, the resignation of Mr. F. Mills, the Assistant Secretary, and a letter from Headquarters was read thanking him for his valuable services during the seventeen years during which he had held the post.

#### Torquay.

The Annual Meeting was held on the 1st March. Captain Phillpotts, R.N., presided, and among those present were Commander C. Milne, R.N., Mr. S. Cumming, and Mr. O. Toms. The Honorary Secretary presented the report for the nine months ending the 30th September, 1919, which showed that £122 had been collected, and of this sum £62 had been remitted to Headquarters. The report also referred to the loss which the branch had suffered during the year by the death of two members of the Committee, Mr. W. Ball, sen., and Lieutenant Worsfold, R.N. Mr. W. F. Brockman was elected to fill one of the vacancies.

#### Preston.

The Annual Meeting was held on the 2nd March. The chair was taken by Alderman W. M. Margerison, in the absence of the Mayor, and the meeting was specially attended by Sir Godfrey Baring, Bt., the Deputy Chairman of the Institution, who pointed out that

in the United States, where the Life-boats were a Government Service, they cost four times as much to maintain as in this country. The report for 1919 showed that Preston had raised, during the nine months ending the 30th September, the sum of £382, of which £350 had been remitted to Headquarters.

#### Sunderland.

The Annual Meeting was held on the 3rd March, and the Mayor (Alderman A. Ritson) presided. There were also present the Rev. G. W. Froggart, Commander Hennessy, R.N., Chief Officer H.M. Coastguard, Mr. W. J. Oliver, the Honorary Secretary, and Miss L. Bentham, the Assistant Secretary. The report showed that during the nine months ending the 30th September, 1919, the branch had raised £567. The report also spoke of the valuable work, undertaken by the branch during the war, of giving first care to sailors landed at Sunderland from wrecked or torpedoed vessels. There were 93 men cared for in this way, and so generous was the response to the special appeal for this work that the Honorary Secretary still has a store of clothing in hand.

#### Middlesbrough.

The Annual Meeting was held on the 4th March. The Mayor (Councillor E. Spence) presided, and the Mayoress was also present. Sir Godfrey Baring, Bt., the Deputy Chairman of the Institution, specially attended the meeting, and presented Mr. James Hogg with the Record of Thanks and the Gold Pendant, which had been voted to him by the Committee of Management on his retirement, in recognition of his valuable services as Honorary Secretary during 21 years. He also presented Miss Hedley with a framed Photograph in recognition of her work as Honorary Treasurer of the Ladies' Auxiliary. The report for the nine months ending the 30th September, 1919, showed that the branch had raised £116

#### Hull.

The Annual Meeting was held on the 5th March, the chair being taken by the Lord Mayor (Alderman T. G. Hall). There were also present the Lady Mayoress, the Rev. A. T. Crow (the

Port Chaplain), Mr G. W. Winterbottom, the Chairman of the Goole Branch, and Mr. T. G. Milner, the Honorary Treasurer, while the Deputy Chairman of the Institution, Sir Godfrey Baring, Bt., specially attended the meeting. The report showed that during the nine months ending the 30th September, 1919, the Branch had raised £430, of which £238 was the result of the Life-boat Day organized by the Ladies' Auxiliary. Of the total of £430, the sum of £409 was remitted to the Institution.

#### Lowestoft.

On the 12th March a special meeting of the Lowestoft Branch was held, at which, in the absence of Mr. F. Spashett, the Deputy Mayor, Mr. W. F. Cockrell, presided, and Commander Carver, the Inspector of Life-boats for the Eastern District, presented the late Honorary Secretary, Mr. Cecil G. Taylor, with the Thanks of the Committee of Management inscribed on Vellum, as a mark of their appreciation for his valuable services as Honorary Secretary during fourteen years. The new Honorary Secretary, Mr. R. W. Seago, mentioned that, a short time before, he had appealed through the local press for support and had received only one reply—and that reply had been from Yorkshire. He was astonished at the small support received locally, and most of all at the failure of the owners of the local fishing boats to help to support the Life-boat, although it was they who benefited most by her services.

#### St. Anne's.

The Annual Meeting was held on the 15th March. Sir Charles W. Macara, Bt., J.P., presided, and there were also present Lady Macara, Councillor J. H. Taylor, Mr. S. L. Stott, J.P., Mr. E. Catterall, and Mr. J. E. King, the Honorary Treasurer. The report showed that the sum of £83 8s. 4d. had been collected for the nine months ending the 30th September, 1919, but there had been a balance in hand from the previous year, and it was decided to remit £150 to the Institution. Mr. George Mellor, J.P., and the Rev. Addison Devis were added to the Committee.

#### Sennen Cove.

On the 10th April, Sir Clifford Cory, Bt., Member of Parliament for the St. Ives Division, presented the Medals and Vellums awarded to the Coxswains and crew of the Life-boat for their rescue of the crew of H.M. motor launch 378 on the Longships Reef on the 30th November, 1919. This fine service was described in the last number of *The Life-Boat*. Colonel Cornish, the Hon. Secretary of the Branch, read the following letter recording the thanks of the Admiralty.

"The Lords of the Admiralty fully agree with the Committee of Management of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in regarding the service rendered by the Coxswain of this Life-boat as exceptionally fine, in view of the strong gale and very heavy sea at the time; and they desire that an expression of their high appreciation of the bravery and seamanship which resulted in saving the lives of eight of the crew of the motor launch may be conveyed to those concerned."

Silver Medals and Framed Vellums were presented to T. H. Nicholas (Coxswain), whose record is 61 times afloat in the Life-boat on service, and T. Pender (Second Coxswain), 27 times. Bronze Medals and Framed Vellums to E. Nicholas, 40 times afloat; J. Nicholas, 40; H. Nicholas, 34; Edmund George, 27; R. Roberts, 15; T. George, 11; J. Penrose, 7; H. Nicholas, jun., and Edward George, 6 each; Ernest George, 6; Herbert Nicholas, 2; and J. H. Nicholas, 1.

#### Kessingland.

On the 11th April, before a large audience at the Hippodrome, Lowestoft, Sir Edward Beauchamp, Bt., Member of Parliament for the Lowestoft Division, presented the Medals and Vellums, awarded to the Kessingland crew for their rescue of the crew of the smack *A. J. W.* on the 11th December, 1919, which was described in the last number of *The Life-Boat*. The Rev. R. Forster, rector of Kessingland presided, and among those present were Lady Beauchamp, the Bishop of Birmingham, Mr. Woolfield, Hon. Secretary of the Kessingland Branch, and Mr. R. W. Seago,

Hon. Secretary of the Lowestoft Branch. The Coxswain and crew of the Kessingland Life-boat, when it carried out this fine rescue, were George Knights (Coxswain), Edward Smith (Second Coxswain), L. Smith (bowman), J. Jeffery (signalman), William Hart (aged 62), Herbert Thacker, W. Wigg, A. Wigg, S. Brown, Alfred Utting, Richard Catchpole, Herman Muttett, George Blowers (aged 17), Lewis Kemp, and Albert Utting.

The Coxswain and Second Coxswain were also present at the Annual General Meeting, and as described in the report of that meeting, were decorated by Lord Burnham.

#### Hackney.

A new Branch of the Institution has just been started in Hackney with the enthusiastic support and active help of the Labour Mayor of the borough, Mr. Alfred Payne, J.P., who has become the first President of the Local Committee. The inaugural meeting was held in the Town Hall on the 15th April. The Mayor himself, accompanied by the Mayoress, presided, and was supported by Sir Godfrey Baring, Bt., V.P., Deputy Chairman of the Committee of Management, who spoke of the Institution's plans for the building of Motor Life-boats, and by Commander Viscount Curzon, R.N.V.R., M.P., member of the Committee of Management, who spoke of the urgent need for funds. Others supporting the Mayor were Mrs. D. T. Keymer; Mr. J. J. McClelland, L.C.C.; Councillor W. Hammer; Colonel A. S. Murray, O.B.E., District Organising Secretary for Greater London; and Mr. L. C. Slater, R.N.R., Hon. Secretary and Treasurer of the Branch. In opening the meeting the Mayor told his audience that Mr. Thomas Wilson, a member of Parliament for the City, who was co-founder with Sir William Hillary, Bt., of the Institution in 1824, and who became the first Chairman of its Committee, holding that post for twenty-six years, was a Hackney man, and at that time was living in Mare Street in what was known as the Elizabeth Fry Refuge. In opening a Branch in Hackney, they were reviving its historic connexion with the Life-boat Service. The Rector

of Hackney, the Rev. G. Vernon Smith, M.C., proposed a resolution approving of the inauguration of the Branch and promising support, to its efforts, and this resolution, seconded by Councillor Dr. Rushbrooke, J.P., was carried with acclamation.

#### Liverpool.

A special meeting was held on the 19th April, to which Sir Godfrey Baring, Bt., V.P., Deputy Chairman of the Committee of Management, specially came down in order to present to Lady Bowring, Miss Hughes and Mr. Harold D. Bateson the decorations and the Records of Thanks which, as mentioned under the Awards to Honorary Workers, had been voted to them by the Committee of Management. The Earl of Derby, who is one of the Vice-Presidents of the Institution, had intended to preside, but at the last minute was detained in Paris by his duties as Ambassador. Among those present were Mr. A. R. Marshall, the Rev. Stanley Rogers and Lady Paton, the Hon. Treasurer of the Southport Ladies' Auxiliary. In making the presentations, Sir Godfrey Baring said that when Lord Derby wired that he was detained in Paris the Committee of Management had deputed him to attend, as they felt they ought to be directly represented in acknowledging their deep appreciation of untiring service. The awards, indeed, formed the smallest possible tokens of esteem and lasting gratitude. In no place that he knew of was so much work being done on behalf of Life-boat Service as in this great city and port of Liverpool. Liverpool was essentially one of the greatest ports of the world, and Liverpool people saw the splendid work of the Life-boats at their very doors. The financial contributions of Liverpool had been growing year by year, and were of infinite credit to the great community of citizens.

#### Queenstown.

On the 20th April, Admiral Sir Reginald Tupper, K.C.B., Commander-in-Chief, Western Approaches, presented to Captain Osborne the Thanks of the Committee of Management inscribed

on Vellum and the Silver Inkstand which had been awarded to him for his services, during thirty-six years, as Honorary Secretary of the Queens-town Station, which has now been closed as, in changed circumstances, it is no longer needed. Among those present were: Rev. A. E. French, Rear-Admiral Griffin Brown, R.N., retired; Commander Stopford Douglas, R.N.; Captain H. G. Somerville, D.S.O., R.N.; Lieutenant Simon, R.N.; Mrs. S. C. Douglas, Mrs. J. W. Scott, Mrs. Alexander, Mrs. Griffin Brown, Mrs. French, Miss E. Shannon, Mrs. Beresford Wallis, Mrs. Tichborne, Miss Tichborne, Mr. Savage French, J.P., D.L., and Mr. H. G. Solomon (District Organizing Secretary). In making the presentation, Admiral Tupper said he hoped that the presentation to Captain Osborne, the launching of the Baltimore Life-boat the previous day, and the launching of the Kingstown Life-boat two days

before that, would bring THE ROYAL NATIONAL LIFE-BOAT INSTITUTION very prominently before all classes in Ireland. He earnestly hoped the people would subscribe more money—as much as they could spare—to help the sailors of all nations.

In returning thanks, Captain Osborne said that they were all very glad to learn that a Motor Boat Service had now been established in Baltimore, and they wished the Service every success. They in Queenstown had finished their work for the present, and awaited the future developments of the port, which would surely come, with much interest. They looked upon Baltimore and Cork as their daughters, and wished them long and successful lives in the services of Life-boat work.

Coxswain John Gill was also presented with a Vellum Certificate in recognition of his long services.

### Obituary.

As we go to press we regret to record the death of Major-General Sir COLERIDGE GROVE, K.C.B., a member of the Committee of Management since 1916, who died on Monday, the 21st May, at eighty years of age. Sir Coleridge Grove had a long and distinguished career as a soldier, his most important appointment being that of Military Secretary to the

War Office from 1896–1901, during the time when Lord Wolseley was Commander-in-Chief. He was a very active member of the Committee of the National Service League, of the Officers' Families Fund and, since his election in 1916, took the keenest interest in the work of the Institution.

## 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. In the case of photographs, it should also be stated on each photograph if it is necessary to obtain permission to reproduce it and, if so, to whom such application should be made.

This notice will appear in every future issue of *The Life-Boat* till 1923.

*Services of the Life-boats of the Institution during 1919.*



1919.	Time of Launching.		Lives saved.
Jan. 2.	4.20 a.m.	Ketch <i>Hetty</i> , of Newquay. Holyhead Steam Life-boat landed 6.	
„ 3.	3.45 a.m.	S.S. <i>Fairhaven</i> , of Whitby. Piel (Barrow) Life-boat saved . . .	27
„ 3.	9. - a.m.	S.S. <i>Kelburne</i> , of Leith. Ilfracombe Life-boat assisted to save vessel.	
„ 4.	4. - p.m.	H.M. Tug <i>H. S. 78</i> . Porthoustock Life-boat rendered assistance.	
„ 7.	3.40 a.m.	Schooner <i>Skell</i> , of Hull. Torquay boarding boat assisted to save vessel.	
„ 8-9.	10.45 a.m.	Ex-German Submarine. Poole and Bournemouth Life-boat stood by vessel.	
		Schooner <i>Zwaluw</i> . Poole and Bournemouth Life-boat saved . . .	9
„ 9.	5.30 p.m.	Ex-German Submarine. Poole and Bournemouth Life-boat saved	28
„ 9.	6.30 p.m.	S.S. <i>Bufs</i> , of London. Caister No. 1 Life-boat stood by vessel.	
„ 14.	4.30 p.m.	Ketch <i>Semper Spera</i> , of Rotterdam. Grimsby Life-boat assisted to save vessel and	4
„ 19.	3.30 a.m.	S.S. <i>Francesca</i> , of Hull. Caister No. 1 Life-boat assisted to save vessel, landed 4, and saved . . . . .	5
„ 19-20.	10. - p.m.	S.S. <i>Flandrier</i> . Cambois Life-boat stood by vessel.	
„ 19-20.	10.30 p.m.	S.S. <i>Flandrier</i> . Newbiggin Life-boat stood by vessel.	
„ 21.	1.45 p.m.	Ketch <i>Annie Ethel</i> , of Lowestoft. Padstow No. 1 Life-boat landed 5.	
„ 29-31.	10.30 p.m.	S.S. <i>Piave</i> , of New Jersey. North Deal Life-boat saved . . . . .	29
„ 31.	8.50 p.m.	S.S. <i>Piave</i> , of New Jersey. Ramsgate Life-boat saved . . . . .	23
Feb. 1.	2.30 a.m.	S.S. <i>Narragansett</i> (American Troopship). Bembridge Life-boat stood by vessel.	
„ 9.	9.55 p.m.	S.S. <i>Peniche</i> , of Lisbon. Gorleston No. 2 Life-boat assisted vessel.	
„ 11.	4.45 p.m.	Ketch <i>Mercken</i> , of Antwerp. Totland Bay Steam Life-boat rendered assistance.	
„ 22.	2.30 a.m.	Ketch <i>Tynesider</i> , of Newcastle-on-Tyne. Robin Hood's Bay Life-boat saved . . . . .	7
„ 27.	4.25 p.m.	Schooner <i>Village Belle</i> , of Wexford. Wexford Life-boat stood by vessel.	
Mch. 4.	7.35 a.m.	S.S. <i>Førde</i> , of Bergen. Porthoustock Life-boat stood by vessel and transferred 22 persons to a motor boat.	
„ 7.	7. - p.m.	Three Motor Fishing-boats, of Filey and Scarborough. Scarborough Life-boat remained in attendance.	

1919.	Time of Launching.		Lives saved.
Mch. 10.	10.30 a.m.	Fishing-boats, of Arbroath. Arbroath Life-boat stood by boats.	
,, 10.	9.30 a.m.	Eleven fishing Cobles, of Newbiggin. Newbiggin Life-boat stood by cobles.	
,, 11.	3.30 p.m.	Lighter <i>Cromer</i> , of London. Walton-on-the-Naze Life-boat saved vessel.	
,, 12.	2. - p.m.	Schooner <i>Intrepide</i> , of Gravelines. Caister No. 1 Life-boat assisted to save vessel.	
,, 12.	2.45 p.m.	Motor Fishing-boat <i>Anoi</i> , of Wells. Brancaster Life-boat assisted boat and landed a boy.	
,, 13.	3. - p.m.	Motor Fishing-boat <i>Queen of the Fleet</i> , of Arbroath. Arbroath Life-boat stood by boat and landed 1.	
,, 17.	12.45 p.m.	S.S. <i>Falmouth Castle</i> , of Falmouth. Sennen Cove Life-boat landed 7.	
,, 19.	2.30 p.m.	Seven Motor Fishing-boats, of Bridlington. Bridlington Life-boat stood by boats.	
,, 20.	12.15 p.m.	S.S. <i>Carronpark</i> , of Greenock. Ramsey Life-boat conveyed 5 of the crew to vessel.	
,, 22.	11. 5 a.m.	<i>North Arklow Lightship</i> . Wicklow Life-boat landed 2 men from Lightship.	
,, 27.	12.20 p.m.	S.S. <i>Conservator</i> , of London. Cardigan Life-boat saved . . . . .	10
,, 27.	1. - p.m.	Schooner <i>Ada Mary</i> , of Liverpool. Llandudno Life-boat saved . . . . .	2
Apr. 14.	12.30 p.m.	Two Salmon Yawls, of Knockadoon. Youghal Life-boat remained in attendance.	
,, 26.	9.15 a.m.	Fishing coble, of Newbiggin. Newbiggin Life-boat remained in attendance.	
,, 26.	5.10 p.m.	Barge <i>H. Pierrepont</i> , of Gravesend. Clacton-on-Sea Life-boat saved . . . . .	2
,, 28.	4.20 a.m.	S.S. <i>Dunvegan</i> , of Boston, Lincs. Margate No. 1 Life-boat saved . . . . .	9
,, 28.	8. - a.m.	Schooner <i>Valkyr</i> , of Gothenburg. Margate No. 1 Life-boat saved . . . . .	9
,, 29.	4.30 p.m.	S.S. <i>Frisia</i> , of Rotterdam. Sennen Cove Life-boat saved . . . . .	14
,, 29-30.	11.45 p.m.	Barge <i>Lily</i> , of Whitstable. North Deal (Reserve) Life-boat rendered assistance.	
May 6.	4.30 p.m.	Fishing Cobles <i>Lady Adelaide</i> , <i>Elwina</i> , and <i>Martha</i> , of Scarborough. Scarborough Life-boat saved cobles and . . . . .	6
,, 14.	7.30 p.m.	Schooner <i>Elizabeth Alice</i> , of Plymouth. Ilfracombe Life-boat saved vessel and . . . . .	6
,, 20.	4.45 p.m.	Fishing Cobles <i>Lord Roberts</i> and <i>Star of Peace</i> . Sunderland Life-boat rendered assistance.	
June 7.	6. - p.m.	A pleasure boat, of North Berwick. North Berwick Life-boat saved boat and . . . . .	2
,, 13.	2.30 a.m.	Schooner <i>Innovation</i> , of Lahave, N.S. North Deal Life-boat assisted to save vessel and . . . . .	8
,, 18-19.	9.30 p.m.	S.S. <i>Clara</i> , of New York. North Deal Life-boat stood by vessel.	
,, 21.	11.40 a.m.	Yacht <i>Bonita</i> . Clacton-on-Sea Life-boat assisted to save vessel.	
,, 23.	4. - p.m.	Schooner <i>Herbert Black</i> , of Boston, U.S.A. St. Anne's Life-boat saved . . . . . (and a cat)	8
,, 24.	7. - a.m.	Fishing Coble <i>Breadwinner</i> , of Scarborough. Scarborough Life-boat stood by coble.	
,, 25.	10.10 p.m.	Schooner <i>Melba</i> , of Newcastle. Scarborough Life-boat saved . . . . .	8
,, 30.	12.15 a.m.	Motor Launch <i>Blanch</i> , of Dublin. Kingstown Life-boat saved launch and . . . . .	5
July 6.	1.20 a.m.	H.M. Destroyer <i>Linnnet</i> . Margate No. 1 Life-boat stood by vessel.	
,, 11.	2. - p.m.	Tug <i>West Hyde</i> , of London, and Lighter <i>A.C. 1213</i> . Kessingland Life-boat assisted to save vessels and . . . . .	11
,, 12.	10.15 p.m.	Fishing-boat <i>Leo</i> , of Cardigan. Cardigan Life-boat saved . . . . .	2

1919.	Time of Launching.		Lives saved.
July 15.	4. - a.m.	Fishing Coble <i>John Ellen</i> , of Newbiggin. Newbiggin Life-boat escorted coble into harbour.	
„ 15.	10.30 a.m.	Schooner <i>Fern</i> , of Hull. Whitby No. 1 Life-boat landed 3.	
„ 15.	2.30 p.m.	Motor Boat <i>Phoenix</i> , of Maidstone. Margate No. 2 Life-boat stood by vessel.	
„ 16.	6.15 a.m.	S.S. <i>Oude Maas</i> , of Amsterdam. North Deal Life-boat stood by vessel.	
„ 16-17.	7.45 p.m.	S.S. <i>America</i> , of Rio Janeiro. Aldeburgh No. 2 Life-boat stood by vessel.	
„ 20-21.	9.20 p.m.	Motor Yacht <i>Blue Dragon III</i> . Margate No. 2 Life-boat stood by vessel.	
„ 30.	4.15 a.m.	Fishing Trawler <i>Harlech Castle</i> , of Grimsby. Holy Island No. 1 Life-boat saved . . . . .	12
„ 31.	3.30 p.m.	Two small boats. Porthdinllaen Life-boat saved . . . . .	3
Aug. 7.	8. - a.m.	Fishing Lugger <i>Bonita</i> , of Wexford. Wexford Life-boat rendered assistance.	
„ 14.	1. - p.m.	Fishing-boat <i>Rock of Ages</i> . Wells Life-boat assisted to save boat and	3
„ 26.	12.35 p.m.	Schooner <i>Mary Smethurst</i> , of Wick. Thurso Life-boat stood by vessel.	
„ 27.	10.50 a.m.	Schooner <i>Venus</i> , of Castletown. Port St. Mary Life-boat assisted and stood by vessel.	
„ 28.	12. - noon.	S.S. <i>Wakulla</i> , of Los Angeles. Bembridge Life-boat saved . . . . .	13
Sept. 5.	12.30 p.m.	Motor Schooner <i>Fronia</i> , of Copenhagen. Walton-on-the-Naze (Motor) Life-boat assisted to save vessel.	
„ 18-19.	9.25 p.m.	S.S. <i>Inchcolm</i> , of Leith. Caister No. 2 Life-boat stood by vessel.	
„ 19.	12.55 p.m.	Motor-boat <i>Kia-ora</i> , of Kingstown. Wicklow Life-boat saved . . . . .	3
„ 24.	12.30 p.m.	Motor Launch <i>Enterprise</i> . Rhyl Life-boat saved . . . . .	1
„ 25.	1.45 a.m.	Motor Ketch <i>Garthloch</i> , of Stockton. Margate No. 2 Life-boat assisted to save vessel.	
„ 30.	10. 3 a.m.	H.M. Motor Drifter <i>Crimson Rambler</i> . Padstow Tug and No. 2 Life-boat saved vessel.	
Oct. 1.	9. - a.m.	Barge <i>Lord Kitchener</i> , of London. Walton-on-the-Naze Life-boat assisted vessel.	
„ 5.	6. - a.m.	S.S. <i>Banaran</i> , of Pensacola, U.S.A. Appledore No. 1 Life-boat assisted vessel.	
„ 9.	3. - p.m.	S.S. <i>Urd</i> , of Swansea. Wells Life-boat saved . . . . .	6
„ 10.	9.30 a.m.	S.S. <i>Urd</i> , of Swansea. Blakeney Life-boat saved . . . . .	4
„ 10.	6.45 a.m.	S.S. <i>Meteor</i> . Hauxley Life-boat assisted to save vessel.	
„ 15.	3.45 p.m.	Fishing-boat <i>Daisy</i> , of Barrow. Piel (Barrow) Life-boat saved boat and . . . . .	2
„ 19.	6.15 a.m.	S.S. <i>Hero</i> , of Hull. Gorleston No. 1 Life-boat assisted vessel.	
„ 24.	1.45 a.m.	H.M. Motor Launch No. 292. Whitby (Motor) Life-boat assisted to save vessel and . . . . .	11
„ 24.	10.30 a.m.	Schooner <i>Cap Palos</i> , of Vancouver. Robin Hood's Bay Life-boat landed 5.	
„ 25.	9. - a.m.	Schooner <i>Cap Palos</i> , of Vancouver. Robin Hood's Bay Life-boat landed 1.	
„ 25.	8.30 p.m.	Schooner <i>Svanen</i> , of Svendborg. Ramsgate Life-boat assisted to save vessel and . . . . .	9
„ 28.	1.35 p.m.	H.M. Patrol Boat <i>London County</i> . North Sunderland Life-boat stood by vessel.	
„ 29.	12.45 p.m.	Sailing Lugger <i>Luna I.</i> , of Amsterdam. Bridlington Life-boat saved . . . . .	5
„ 30.	6. 5 p.m.	S.Ss. <i>Solo</i> and <i>Comfield</i> . Sunderland Life-boat stood by vessels.	



1919.	Time of Launching.		Lives saved.
Nov. 1-2.	11.15 p.m.	Schooner <i>Toogo</i> , of Esthonia. North Deal Life-boat saved . . .	2
„ 2.	8. - a.m.	Ketch <i>Corinthian</i> , of London. North Deal Life-boat saved. . .	2
„ 2.	3. - p.m.	Schooner <i>Toogo</i> , of Esthonia. North Deal (Reserve) Life-boat landed a survivor from a steamer.	
„ 4-5.	6.50 p.m.	S.S. <i>Lesbos</i> , of Belgium. Gorleston No. 1 Life-boat landed 26.	
„ 5.	10.15 a.m.	S.S. <i>Bratto</i> , of Newcastle. Whitby (Motor) Life-boat assisted to save vessel.	
„ 8.	10. - a.m.	Fishing-boats of Gourdon. Gourdon Life-boat remained in attendance.	
„ 10.	5.50 p.m.	Schooner <i>Suomi</i> , of Rafsoe. Holy Island No. 1 Life-boat saved . . .	12
„ 14.	10. - a.m.	Steam Drifter <i>Ocean Gift</i> , of Lowestoft. Lowestoft Life-boat saved . . .	9
„ 17-19.	9.26 p.m.	Steam Trawler <i>General Botha</i> , of Aberdeen. Cromer Life-boat assisted to save vessel.	
„ 17-18.	11.30 p.m.	Schooner <i>Patria</i> , of Oporto. Barry Dock Life-boat stood by vessel.	
„ 20.	10.10 a.m.	S.S. <i>Kirkcaldy</i> , of Sligo. Aranmore Life-boat stood by vessel.	
„ 20-21.	9. - p.m.	Schooner <i>Bona H.</i> , of Nova Scotia. Hoylake Life-boat stood by vessel.	
„ 21.	1. - p.m.	Schooner <i>Suomi</i> , of Rafsoe. Holy Island No. 1 Life-boat stood by vessel.	
„ 22-23.	6.30 p.m.	S.S. <i>Hattie Luckenbach</i> , of New York. Coverack Life-boat rendered assistance.	
„ 27.	1.50 p.m.	Steam Drifter <i>Loyal Friend</i> , of Lowestoft. Gorleston No. 2 Life-boat rendered assistance.	
„ 28-29.	4. - p.m.	Drifter <i>Emily Reach</i> , of Buckie. Caister No. 2 Life-boat stood by vessel.	
„ 29.	7.27 a.m.	Schooner <i>Hannah Ransom</i> , of Southampton. Aldeburgh No. 1 Life-boat saved . . . . .	1
„ 30.	10. - a.m.	Lighter <i>Beaujolais</i> , of Le Havre. Caister No. 2 Life-boat rendered assistance.	
„ 30.	11.33 a.m.	S.S. <i>Refrigerant</i> , of London. Cromer Life-boat rendered assistance.	
„ 30.	11.40 a.m.	S.S. <i>War Coppice</i> , of London. Palling No. 2 Life-boat rendered assistance.	
„ 30.	1. 5 p.m.	H.M. Motor Launch No. 378. Sennen Cove Life-boat saved . . .	8
Dec. 1.	9. - p.m.	Ketch <i>Vengeur</i> , of Groix. Tenby Life-boat saved . . . . .	5
„ 7.	5. - a.m.	Schooner, <i>Lord Devon</i> , of Salcombe. Padstow Steam Tug saved vessel and . . . . .	5
„ 10.	8.15 a.m.	Motor Schooner <i>Nieuwe Maas</i> , of Rotterdam. Ramsgate Life-boat rendered assistance.	
„ 10.	12.15 p.m.	Schooner <i>Jane and Anne</i> , of Carnarvon. Porthdinllaen Life-boat saved . . . . .	4
„ 11.	12.30 a.m.	S.S. <i>Roma</i> , of Belfast. Gorleston No. 1 Life-boat rendered assistance.	
„ 11.	6.35 p.m.	Sailing Smack <i>A. J. W.</i> , of Rye. Kessingland Life-boat saved . . .	4
„ 15-16.	5.25 p.m.	Schooner <i>Calumet</i> , of Brazil. Totland Bay Life-boat rendered assistance and stood by vessel.	
„ 16.	9.30 a.m.	Steam Trawler <i>Prince Victor</i> , of Grimsby. Spurn Life-boat rendered assistance and stood by vessel.	
„ 17.	4. - a.m.	S.S. <i>Malmohus</i> , of Malmo. Newbiggin Life-boat stood by vessel.	
„ 18.	4. - p.m.	Motor Fishing-boat <i>Annie</i> . Ilfracombe Life-boat saved vessel and . . .	4
„ 19.	7.45 a.m.	Ketch <i>Worry Not</i> , of Littlehampton. North Deal Life-boat stood by and assisted to save vessel.	
„ 19.	11.40 a.m.	S.S. <i>Mojave</i> , of Tacoma. Whitby No. 2 Life-boat stood by vessel.	
„ 19.	12. - noon.	S.S. <i>Mojave</i> , of Tacoma. Whitby (Motor) Life-boat stood by vessel.	

1919.	Time of Launching.		Lives saved.
Dec. 20.	6.15 p.m.	S.S. <i>Neuralia</i> , of London. Margate No. 2 Life-boat rendered assistance.	
„ 22.	8. 8 a.m.	Barge <i>Emma and Sarah</i> , of Rochester. Southwold No. 1 Life-boat rendered assistance.	
„ 23-24.	12.50 a.m.	S.S. <i>Starleyhall</i> , of Leith. Clacton-on-Sea and Walton-on-the-Naze Life-boats assisted to save vessel and . . . . .	17
„ 24.	12.45 p.m.	Sanda Island Lighthouse. Campbeltown No. 1 Life-boat took medical assistance to Lighthouse.	
„ 24.	7.25 p.m.	S.S. <i>Albert Clement</i> , of Londonderry. Greencastle Life-boat stood by vessel.	
„ 31.	4.30 a.m.	Motor Schooner <i>Maria</i> , of Rotterdam. Falmouth Life-boat rendered assistance.	
„ 31.	9.30 a.m.	S.S. <i>Olaf Brodin</i> , of Toro. Blackpool Life-boat rendered assistance and stood by vessel.	
„ 31.	1.40 p.m.	Four Motor Fishing-boats, of Whitby. Whitby (Motor) Life-boat escorted boats to harbour.	

**Total lives saved by the Life-boats in 1919, in addition to 30 vessels and boats . . . . . 379**

**Life-boats also landed 84 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.**

**Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . . 132**

**Total for 1919 . . . . . 511**

#### NOTICE.

*The next number of THE LIFE-BOAT will be published in August, 1920.*