

THE LIFEBOAT.

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The Centenary.

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

THE Centenary celebrations began with the meeting, in the Guildhall, described on another page, on the Institution's hundredth birthday—4th March. They are being continued throughout the year all over the country, and when the year ends we shall be able to look back on a series of events which will have shown more notably than any event of the past how secure is the Life-boat Service in the affection of the whole British people, and the active and generous interest of thousands of voluntary workers.

One can go further, and say how secure, in spite of the enormous changes of recent years and the growth of the idea of State control, remains the voluntary principle as the basis of the Service. Mr. Austen Chamberlain made the point with great vigour and truth when he said at the Centenary Meeting: "If we were sitting down, Lord Chelmsford, or the Prime Minister, and I, and Sir Donald MacLean—if we four were sitting down with a clean slate to devise a constitution for a new country, and to define the sphere of its Governmental activities, I suppose there is no subject which we should more readily agree was more suited to State action, rather than to individual enterprise, than the organization of a Life-boat Service round the coasts of our country. And yet here we are all celebrating the Centenary of a Voluntary Institution which has owed nothing but good will to any Government that has existed during the whole hundred years of its life, and which has organized this service, developed it, carried it on so efficiently, with such energy, with such adaptation to the march of science and the progress of

invention, that not even Lord Chelmsford would wish to convert it into a Government service, or would not hail this great Institution as the best means by which the Life-boat Service could be continued in the future as it was originated, and as it has been carried on in the past."

And we are fortunate in having had definite statements in the House of Commons, showing that even a Government which believes in a wide extension of State control is satisfied that the Life-boats, great national service though they are, are best left to be voluntarily manned and maintained.

In replying to a question in the House of Commons, asking if the Government would consider making a grant from public funds to render unnecessary the raising of money for the service by continuous appeals, Mr. Alexander, the Parliamentary Secretary to the Board of Trade, said: "From the practical point of view it would be unwise to consider making a far-reaching change of this kind, which would impose a heavy additional charge on public funds, unless a very strong case were made out for it." And again, when dealing with the service to the ketch *Lord Hamilton*, of which a full account is given elsewhere, Mr. Alexander took the opportunity to say: "As far as the Board of Trade and the Government are concerned, we have every desire to support the magnificent voluntary work which has been undertaken by the National Life-boat Institution."

The celebrations, begun in London on 4th March, will be continued in July, when we shall hold an International

Life-boat Conference in London. To this Conference we shall welcome, as guests of the Institution, delegates from the French, Spanish, Japanese, Dutch, Swedish and Norwegian Life-boat Societies, and from the United States Coast Guard and the Danish Ministry of Marine, the Life-boat Services in the two last countries being maintained by the State.

The Conference will discuss practically every question of technical interest, from the construction of Life-boats and Life-boat engines to the latest mechanical devices, such as Tractors and Line-throwing guns. At the same time there will be held on the Thames what has never been held before—an international pageant of Life-boats. The French Society is sending over its Twin-screw Motor Life-boat from Calais; the North and South Holland Life-saving Society its latest type of Motor Life-boat, *Brandaris*; the South Holland Life-saving Society its Steam Life-boat, *Prins der Nederlanden*, from the Hook, a Life-boat which has saved many British lives. Norway is sending one of its cruising Life-saving Ketches, Denmark a Motor Life-boat, and Sweden a large cruising Life-boat with auxiliary motor. These boats will lie off the Temple Steps on the Victoria Embankment, near the training-ship *President*. They will go up the river, and be received in state by the Mayor of Fulham, and they will be open to the inspection of the public, so that London will be given a unique opportunity of comparing the different methods of life-saving in European countries.

The Government is entertaining the foreign delegates to a State banquet, and the Institution will hold its Centenary Dinner on 2nd July. The Prince of Wales will preside, and the Prime Minister, the Spanish Ambassador, and Mr. Winston Churchill will be among the speakers. All the Institution's Gold Medallists have been invited to London as its guests, to attend the dinner, and during their visit they will be received by the King.

It has been a fortunate chance for the Institution that the British Empire Exhibition should have coincided with our Centenary. That has given us a great opportunity, and at Life-boat House, Wembley, the Institution has a more interesting and more complete display, showing the development and work of the Service, than has ever been given before—from a model of the first Life-boat, built on the Tyne in 1789, to a real Motor Life-boat of the latest type. This Life-boat, one of the Watson Cabin class, is our central exhibit, and is open to the public, so that many thousands, not only of British people, but of those from the Dominions and foreign countries, will have an opportunity of seeing what a wonderful invention is a modern Life-boat. They will have an opportunity of seeing also working models showing how Life-boats are launched, and how rescues are carried out, and a model of one of the most famous services in our history—the service to the Hospital Ship *Rohilla* in 1914. From Life-boat House, Wembley, we hope that thousands will carry back to their homes in Great Britain and across the seas a clearer understanding of what our Life-boat Service is, of its history, of its place in our national life, and of its title to their help.

Of the many celebrations which have been or are being held by the Institution's Branches I will say nothing here, because it is intended to publish with the next number of the *Journal* an illustrated supplement, giving an account of what the Branches have done to make this the most notable year in the history of the Institution.

On another page is reproduced in facsimile the Prince of Wales's Centenary Appeal not to Great Britain only, but to the whole Empire, and to all who value the Service as a great example of heroism and humanity, to give it their generous support. That appeal completes the efforts of our Centenary Year, to extend by obtaining many new subscribers and helpers that broad foundation of popular support on which the Life-boat Service rests.



ST JAMES'S PALACE, S.W

There is not a country with a seaboard whose vessels and seafarers have not, at some time during the past century, been rescued from shipwreck by the British Life-Boat Service I would appeal to all, to whatever country they belong, to remember with gratitude what seafarers of their own race owe to British Life-Boat men.

There is nothing in our long and splendid history as a seafaring race of which we have more right to be proud. We are proud that it was the first in the world, and has been the example and model for all other countries Most of all we are proud that it is a voluntary service, provided and maintained, not by the State, but by the people themselves

I appeal to the men and women of our Empire, and, indeed, to all those who value the practical example of heroism and humanity, to give generously in support of this great service

President

FAC-SIMILE REPRODUCTION OF THE PRINCE OF WALES'S
LIFE-BOAT CENTENARY APPEAL.

March 4th, 1824 : March 4th, 1924.

THE Institution was founded on 4th March, 1824, "at a Public Meeting of Noblemen, Gentlemen, Merchants, and others, held at the City of London Tavern, His Grace the Archbishop of Canterbury in the Chair." Such is the brief record in the archives of the Institution, followed by a list of twenty resolutions, with the names of their proposers and seconders, all of which were unanimously carried. The first and principal of these resolutions, the resolution which called the Institution into being, was proposed by the Archbishop of Canterbury (Dr. Manners Sutton).

The report which appeared in *The Times* newspaper of the following day was almost as brief. It runs as follows:—

"SHIPWRECKED SEAMEN.—A public meeting was yesterday held at the City of London Tavern, for the purpose of forming a National Institution, to be supported by voluntary donations and subscriptions, for the preservation of life in cases of shipwreck on the coasts of the United Kingdom, and for affording assistance to persons rescued, and for conferring rewards on those who preserve their fellow-creatures from destruction; and also for granting relief to the destitute families of any who might unfortunately perish in attempting to save the lives of others. His Grace the Archbishop of Canterbury took the Chair, and explained the objects of the meeting, at the same time announcing that His Majesty had been pleased to become the Patron of the proposed institution. Several resolutions were then moved and agreed to, and the management of the affairs of the Institution committed to the care of a Committee of forty gentlemen, with a Treasurer, Secretary, and assistants. The Bishop of London, the Bishop of Chester, Mr. Wilberforce, Mr. Manning, and Captain Manby, in moving some of the resolutions, warmly eulogized the objects of the Institution. Subscriptions to a considerable amount were announced as already received, and further sums were subscribed at the table. The

meeting was but thinly attended, which was attributed to the shortness of the notice given for holding it, as well as to the active canvass going on for the East India Direction."

In this way the Institution was launched.

In holding the Centenary Meeting we tried, so far as was possible, to reconstruct that original meeting. It was held on 4th March, and it was held in the City of London; but this time in the Mansion House, a change fitly marking the place which, long before the end of its century was reached, the Institution had taken among the permanent organizations of our national life.

The Lord Mayor presided, and once again the principal resolution was moved by the Archbishop of Canterbury (Dr. Randall Davidson). We were also very fortunate in having with us on this great occasion the descendants—or present holders of the same office—of several of those whose honour it is that they took part in the founding of the Life-boat Service 100 years ago. Not only was the successor in office of Dr. Manners-Sutton present, but the Viscount Canterbury, the head of the family of Manners-Sutton. The Marquess of Camden, the Earl Spencer, and the Lord Suffield represented original Vice-Presidents. Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O., Deputy Master of the Trinity House, and Mr. Ernest E. Adams, the Chairman of Lloyd's, were present, both as members of the Committee of Management and as representatives of original Vice-Presidents, and the Bishop of London, Major A. G. R. Foulerton, and Lieutenant Barclay Foulerton, R.N., as representatives of movers of resolutions at the meeting in 1824.

Among other descendants of original Vice-Presidents, who were unable to be present, but sent their good wishes, were the Archbishop of York, the Earl of Craven, the Lord Braybrooke, the Bishop of Bristol, and the Bishop of Durham; and among the descendants of movers of resolutions who also wrote,

but could not be present, were the Bishop of Chester, Sir Alan Reeve Manby, K.C.V.O., who is of the same family as Captain Manby, who received one of the first of the Institution's Gold Medals in recognition of his invention of the Manby rocket apparatus, and Mr. H. W. Wilberforce, the Metropolitan Police Magistrate and the great-great-grandson of William Wilberforce, M.P., the emancipator of the slaves, who moved the second resolution at the original meeting.

The Institution's founder, Colonel Sir William Hillary, Bt., was represented by a descendant of his daughter, Mr. S. A. R. Preston-Hillary, and Captain Freemantle, R.N., who received the first Gold Medal of the Institution for gallantry in saving life, by his nephew, Admiral the Hon. Sir Edmund Fremantle, G.C.B.

The presence of these descendants marked in a striking way the historical continuity of the Institution's work, and the speakers marked even more strikingly its national character and its universal appeal.

They were, in addition to the Lord Mayor and the Archbishop of Canterbury, H.R.H. the Prince of Wales, K.G., the Institution's President; the Right Hon. the Viscount Chelmsford, G.C.M.G., G.M.S.I., G.M.I.E., G.B.E.; the Right Hon. Austen Chamberlain, M.P.; Admiral of the Fleet Sir Doveton Sturdee, Bt., G.C.B., K.C.M.G., C.V.O., LL.D.; the Right Hon. Sir Donald MacLean, K.B.E.; the Lord Mayor of Liverpool (Mr. Arnold Rushton), and Sir Godfrey Baring, Bt., the Chairman of the Committee of Management. Thus the Government, both the other political parties, the Navy and the civic life of Great Britain all paid their tribute to the Life-boat Service through distinguished representatives.

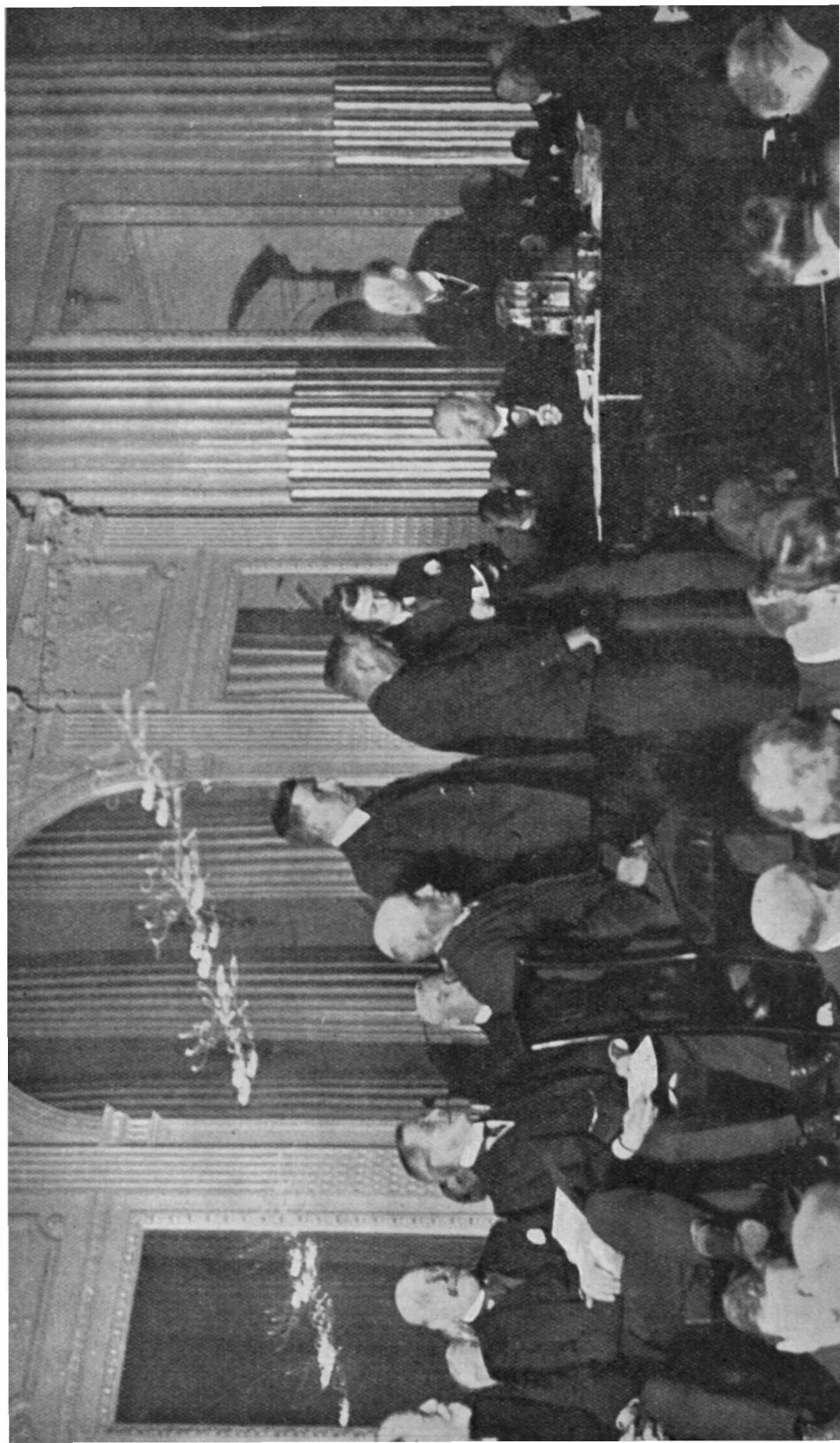
Three members of Life-boat crews were decorated by the Prince of Wales: Coxswain John Innes, who received the Silver Medal for the service of the Newburgh (Aberdeenshire) Life-boat to the trawler *Imperial Prince*, on 19th October, 1923; Bowman James Innes, who received the Bronze Medal for the same service, and Acting Coxswain Andrew Young, who received the Bronze Medal

for a service of the Cloughey (co. Down) Life-boat to the brigantine *Helgoland*, of Plymouth, on 11th January last.* Petty Officer C. A. W. Essam, of H.M. Destroyer *Vampire*, was also awarded the Silver Medal for the part which he took in the rescue of the crew of the *Imperial Prince*, but he was unable to be present to be decorated with it. As the Lord Mayor pointed out in his speech, in the two services for which the medals were presented, Englishmen, Scotsmen, and Irishmen had all taken part.

Among those present at the meeting were:—

The Earl of Albemarle; the Hon. George Colville (Deputy Chairman of the Committee of Management); Colonel Lord William Cecil, C.V.O.; Captain the Viscount Curzon, R.N.V.R., M.P.; Rear-Admiral Sir Lionel Halsey, K.C.M.G., K.C.V.O., C.B.; Colonel Sir Henry MacMahon, G.C.M.G., G.C.V.O., K.C.I.E., C.S.I.; Commodore Sir Richard Williams-Bulkeley, Bt., K.C.B., R.N.R.; Sir William Corry, Bt.; Sir Woodburn Kirby; Commander Sir Harry Mainwaring, Bt., R.N.V.R.; Sir John G. Cumming, K.C.I.E., C.S.I.; Major Sir Maurice Cameron, K.C.M.G.; Vice-Admiral Sir H. H. Tothill; Admiral Sir Thomas H. M. Jerram, G.C.M.G., K.C.B.; the Hydrographer of the Admiralty (Rear-Admiral Frederick Learmouth, C.B., C.B.E.); Engineer Rear-Admiral Charles Rudd; Admiral Sir Herbert King Hall; Mr. J. J. Crosfield; Mr. H. Hargood, O.B.E., J.P.; Commander F. F. Tower, O.B.E.; Mr. John F. Lamb; Captain Charles J. P. Cave; Mr. Frederick Cavendish-Bentinck; Brigadier-General Noel M. Lake, C.B.; Sheriff R. C. Sennett; the Chairman of the Baltic; the Chairman of the Stock Exchange; Mr. Thomas B. Gabriel; Captain George B. Preston; Mr. Herbert F. Lancashire; Colonel D. Watts-Morgan, M.P.; Major-General J. Boughey; Mr. W. Fortescue Barratt (Hon. Secretary of the Civil Service Life-boat Fund); the Mayor and Mayoress of Deptford; the Mayor of Acton; the Mayor of Fulham; the Mayor of Greenwich; the Mayor of Islington; the Mayor of Stepney; the Mayor of Kensington. The following members of the London Women's Committee: Lady Baring, the Dowager Marchioness of Queensberry, the Lady Adelaide Taylour, the Lady Florence Pery, Lady White, Lady Fisher, Lady Struthers, the Hon. Mrs. Seely, the Hon. Mrs. Merry of Belladrum, Mrs. Auberon Kennard, Mrs. Hopkinson, Mrs. Timothy Davies, Mrs. Austin Farleigh, Miss Silvester; representatives of the Navy League, the Mercantile Marine Association and the National Sailors' and Firemen's Union; Mr. Rowland Berkeley (Deputy Secretary), and Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats).

* Accounts of both these Services will be found in the Report of the Meeting.



THE PRINCE OF WALES PRESENTING MEDALS AT THE CENTENARY MEETING.

From left to right:—Captain Sir Herbert Acton Blake, the Hon. George Colville, Admiral of the Fleet Sir Doveton Sturdee, Bt., Sir Donald MacLean, Acting Cosswain Young (Cloughey, Co Down), Bowman James Innes (Newburgh), Cosswain John Innes, H.R.H. The Prince of Wales, The Lord Mayor. On the extreme right is Lord Chelmsford

The Centenary Meeting.

The CHAIRMAN: Your Royal Highness, my Lords, ladies and gentlemen, to-day is the hundredth birthday of our Life-boat Service. That is the historic event which we have met here to celebrate.

It is, and must always be, a matter of great pride to the city of London that the city was the birthplace of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. At a meeting held in the old City of London Tavern, just a century ago as I am speaking, the resolution was carried which called the Institution into existence; but there is another reason, and, I will venture to say, an even stronger reason, why it is most appropriate that we should meet in the Institution's birthplace to see its first century ended, and to wish it God-speed as its second century begins. Here we are at the very heart of our maritime empire. The whole kingdom should remember to-day what we owe to the Life-boat Service, but nowhere should it be remembered with deeper gratitude than in the city of London, the headquarters of our great shipping industry and our world commerce. What the seafarers of Great Britain and the industries dependent on them owe to the Life-boat Service is contained in five figures. The Institution has given rewards for the rescue from shipwreck of 59,574 lives. (Applause.)

It is not only commerce which has met here to do honour to a great national service and its splendid achievement. The Church, the three great political parties and the Navy have all most distinguished representatives here to-day to pay their tributes. We have also with us a number of descendants of those whose honour it is that they took part in the founding of the Institution. We have His Grace the Archbishop of Canterbury, whose predecessor, Dr. Manners Sutton, moved the resolution which called the Institution into existence, and who will himself move the principal resolution to-day. We have with us a descendant of Dr. Manners Sutton, the Viscount Canterbury; we have Mr. S. A. R. Preston-Hillary, a descendant of that most distinguished man, Colonel Sir William Hillary, the Institution's founder (applause), and the first, and one of the greatest of our Life-boat men, the rescuer from shipwreck of no fewer than 305 lives. Amongst others who are with us to-day, representing those who took part in the foundation of the Institution, are the Bishop of London, Lord Spencer, Lord Suffield, Major A. G. R. Foulerton, and Lieutenant Barclay Foulerton, R.N. We have also with us, in Admiral Sir Edmund Fremantle, a still closer link with the past of 100 years ago. A few months after the founding of the Institution, its first gold medal was awarded to Captain Fremantle of the Royal Navy for gallantly swimming out to a Swedish brig wrecked off Christchurch. Captain Fremantle lived to reach high rank in the Navy, and Admiral Fremantle is his nephew. Not only that, but

Sir Edmund served with his uncle as flag-lieutenant sixty-six years ago; so that we have with us one who knew the Institution's first Gold Medallist, and heard from his own lips the story of that rescue which took place nearly 100 years ago.

Lastly, as a culminating honour and tribute to this unique Service, national yet not nationalized—national in character, yet international in its beneficent activities—we have with us Your Royal Highness (applause), bearing witness, both by your presence and by the fact that you are the Institution's President, to that personal interest which our Royal House has taken in the Institution's work from the date of its foundation. Your Royal Highness will have the great satisfaction of knowing that in the services for which you will make awards to-day, Englishmen, Scotsmen, and Irishmen all took part. (Applause.)

Before asking His Royal Highness to decorate those who have won medals for conspicuous service, I will call on the Deputy Secretary to read a brief account of the services for which those medals have been awarded.

The DEPUTY SECRETARY: The outstanding service of 1923 was carried out on 19th October by the Newburgh Life-boat with the help of men from H.M. Destroyers *Vampire* and *Vendetta*.

At 5.30 in the morning of that day, the trawler *Imperial Prince*, of Aberdeen, with a crew of nine men, drove ashore by Belhevie, near Aberdeen, in a full southerly gale, and at daybreak she was seen with only her bow and stern above water. The Institution's Life-boat at Newburgh, the Aberdeen Harbour Commissioners' Life-boat and the Board of Trade Life-saving Rocket apparatus were all called out. Although the rocket apparatus succeeded in throwing a line over the wreck, the crew were too exhausted to haul in the breeches buoy, one of them being drowned in the attempt; and the Aberdeen Life-boat was swept back to the shore.

Meanwhile, the Newburgh Life-boat was being dragged along seven miles of soft, sandy beach, with men, women and children all helping in the work. She was launched, and at two in the afternoon reached the wreck, taking off two men, but a third was washed out of the life-buoy and drowned. One of the two was so badly injured, and the Life-boat Crew themselves were so exhausted, that the Coxswain decided to return ashore. Two more attempts were made, but without success. The Peterhead Motor Life-boat was summoned, and a message asking for help was sent to the Commanding Officer of H.M. Destroyer *Vampire*, lying at Aberdeen. Seven of his crew and four from H.M. Destroyer *Vendetta*, in charge of one of his Petty Officers, quickly arrived at the scene in taxicabs, and a fourth attempt

was made, the Life-boat being manned by the naval men and by the Newburgh Coxswain and Bowman.

It was now nearly seven in the evening, and the trawler's crew had been thirteen hours in the rigging. Although by this time the weather had moderated, there was a heavy swell breaking right over the wreck, leaving only her masts and the top of her funnel visible. After a long and hard pull the Life-boat got to windward of the wreck, which, thanks to the moon, could just be seen between the breakers. The drogue was put over, and the boat was dropped down to the port side of the wreck, where she lay with her stern close in under the foremast, rising and falling eight feet with the waves, while the remaining five men of the trawler's crew were got aboard. The Peter-head Motor Life-boat, which had had a journey of twenty-two miles against the gale, arrived at the wreck shortly after the men had been rescued.

The Lords of the Admiralty have shown their appreciation of the services of the petty officer and men of the two destroyers by promoting Petty Officer Essam to the rank of chief petty officer or warrant officer, as he chooses, and by giving each of the eleven men six months' seniority.

The Committee of Management have made the following awards:—

To John Innes, Coxswain, who went out on three of the four attempts, although he had been injured, the Silver Medal of the Institution.

To James Innes, Bowman, the Coxswain's son, who went out each time with his father, the Bronze Medal of the Institution.

To the remaining members of the crew, special awards.

To Petty Officer C. A. W. Essam, of H.M.S. *Vampire*, the Silver Medal of the Institution.

To each of the other eleven naval men, the Thanks of the Institution inscribed on Vellum, and special awards.

A special Letter of Thanks was also sent to the women of Newburgh. (Applause.)

(H.R.H. THE PRINCE OF WALES then presented the Silver Medal to Coxswain John Innes, and the Bronze Medal to Bowman James Innes.)

The DEPUTY SECRETARY: Another gallant service was carried out by the Life-boat of Cloughey, County Down, on the night of 11th January last. It is noteworthy for the fact that neither the Coxswain nor Second Coxswain could go with the boat. The Coxswain was away from home. The Second Coxswain, his brother, lay dying. Another brother took command.

The Boat was launched at 11.30 in response to signals of distress from a vessel—the brigantine *Helgoland*, of Plymouth—which had driven ashore. A strong gale was blowing, with a heavy sea, and showers of sleet and hail. The *Helgoland* had sunk, and her crew were in the rigging. She lay surrounded by rocks,

and the night was very dark. All that the Life-boat could do was to lie as close as possible to the wreck, burn flares as a sign that help was at hand, and wait for daybreak. As soon as there was light, the Life-boat, dropping anchor 200 yards astern of the wreck, veered down to her. A strong current was running, but she succeeded in getting a line aboard, and in a few minutes the five members of the crew were rescued from the mast, all utterly exhausted. Only very cool and skilful seamanship could have succeeded in carrying out a rescue from a wreck lying among rocks in so perilous a position.

It was nine in the morning when the Life-boat reached the shore with the rescued men, and Andrew Young, the acting Coxswain, found that his brother had died two hours after the Life-boat had been launched.

This is the second occasion upon which Andrew Young has distinguished himself in charge of the Life-boat. On the first occasion, November, 1920, when thirty lives were rescued from the s.s. *Scarpa*, of Newcastle-on-Tyne, he was specially thanked for his services. On this present occasion his gallantry and devotion to duty in such painful circumstances have been recognized by the award of the Institution's Bronze Medal.

(H.R.H. THE PRINCE OF WALES then presented the Bronze Medal to Acting Coxswain Andrew Young.)

The CHAIRMAN: I will now ask His Grace the Archbishop of Canterbury to move the first resolution.

His Grace the ARCHBISHOP OF CANTERBURY: I have to propose the following resolution:—

“That those present at this, the Centenary Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, recognizing the important services which the Institution has rendered to the seafarers of all nations during a century of life-saving, desire to record their hearty appreciation of the gallantry of its Coxswains and Crews, to pay a tribute of respect and admiration to those who have sacrificed their lives in the attempt to save others, and gratefully to acknowledge the invaluable help rendered to the Life-boat cause by the Local Committees, Honorary Secretaries and Honorary Treasurers, and many thousands of self-sacrificing men and women who have helped to maintain that cause in the hearts of the British people.”

My Lord Mayor, Your Royal Highness, ladies and gentlemen, I esteem it a very real privilege to take part in this gathering to-day. It takes place appropriately, as you, my Lord Mayor, have reminded us, in the central spot of English commercial life and interest, and we therefore have a right to feel that here, if anywhere, should God-speed be given to the work of those who have contributed to the saving of so much life among the men who are engaged in doing what is for the gain and advantage of us all; and I rejoice to be alongside of your Royal Highness, whose interest in all matters connected with our public welfare

is so marked and keen, and who, if it is not impertinent to say so, has special interest in those works which have about them a spice of courage and adventure.

I am not apologizing for being the man chosen to stand here to-day. There is a peculiar appropriateness in it, regarded as an historical fact. It was on this very day, the fourth of March, one hundred years ago, that my predecessor as Archbishop, Archbishop Manners Sutton, as you, my Lord Mayor, have reminded us, moved the resolution which started the organized system of Life-boat work and energy on the coasts of the British Islands. It is not always that we are able with the same accuracy to make history repeat itself, and I am very grateful for being allowed to take part to-day in something which marks the continuity of our effort, the continuity of purpose which lies with those of us who exercise central responsibility in Church or State, and for to have the opportunity myself to wish, with my whole heart, God-speed in what we are endeavouring to do. Archbishop Manners Sutton had been, just as I have, some twenty years or more Archbishop of Canterbury at that time. He saw English life in a quiet and leisurely way, in a different way from that in which English life presents itself to us a hundred years later; but then as now, perhaps then more than now, the perils which surround the lives of seafaring men on the coasts of our island home were great and real, and the first thought which actuated him and those who supported him then was doubtless the humanitarian thought of the saving of life on the part of those to whom the community owes so much. The resolution which was moved here in the city of London one hundred years ago, on this very day, and perhaps at this very hour, was "That an institution be now formed for the preservation of life in cases of shipwreck on the coasts of the United Kingdom, to be supported by donations and annual subscriptions, and to be called The National Institution for the Preservation of Life from Shipwreck."

I believe it in every sense to be a good thing that that work should be carried on by the voluntary and enthusiastic support of those who care, rather than by contributions from a central or Governmental source, which gives no sense of the real donations of those who would contribute. I am certain that we gain by the fact that the Institution has stood from the first upon these voluntary lines; and the way in which it has grown from strength to strength, and advanced bit by bit while the decades have passed, has shown how closely it has been in touch with the best thoughts, the best impulses, and the best endeavours of the people who in these large matters really care. The need then, unfortunately, was as great as it is now, except that shipping was not so extensive in amount, but the mode which up to that time had been in existence for bringing help where help was needed was of the most haphazard kind. One coast line after another was practically without such aid, and it would seem that in some of the places where

help was likely to be needed most, it was only in the most "chancy" way, I might call it, that it was rendered. It was felt by those who had the whole interests of the people at heart that such help must be put on a more regular basis, so that we should be able to estimate from a central quarter where the need was greatest, to make it practicable to bring rescue where rescue would not otherwise have been possible, and to save life possibly on a greater scale. The Archbishop then had a feeling which is in all our hearts to-day, I think, that it would be a great mistake were it to be imagined that this was a matter which chiefly concerned our coastline, and our coastline folk—it concerned us all. Not merely is there probably no family in the land which is not in touch with or has members among those who are seafaring and exposed to peril, but apart from that, it is for our good, our gain and our sustenance, that those men are on the high seas risking their lives; and in order that they should not perish within actual sight of the British shore, everybody feels that it is our paramount duty to render, if it may be possible, assistance to that end.

Apart from that, there is surely the thought that it is not a small thing in English life that there should be some great object lesson, on which all eyes might be directed, of what self-sacrifice at its best can mean, and that a stimulus should be given to all kinds of thoughtful and deliberate self-surrender and self-sacrifice for the good of others, whereof the gallant men who man our Life-boats are but the object lesson and example to us all. It gets down to our national life, and gets to the very depths of the things for which we care most. Therefore I feel that the Church, as represented by the man who holds the chief office in it, is in its right place when, in a matter which concerns the deepest life of us all, it takes the lead in doing that which so markedly brings home to everybody, both what is practicable and what is possible as regards the common duties and obligations of our English life.

But, my Lord Mayor, there is another reason why it is appropriate that the man who holds the office of Archbishop of Canterbury should be the speaker on this occasion. I have no doubt that Archbishop Manners Sutton said what I am going to say to-day. The dangers are great in stormy times on most parts of the British coast, but there is no part of the British coast on which the perils, and the need for help, are greater, and on which shipwrecks are more numerous than in the south-east corner of the British Islands—that bit of Kent which juts out into the sea, and is so surrounded by stormy water, on a difficult coast, with cliffs rising from the sea, and the Goodwin Sands just outside. That coast, or a great part of it, is in the diocese of Canterbury. Canterbury itself lies in that angle of England on the coastline of which these perils are rife, and we have all round us, from Margate to Dungeness, Station after Station of Life-boats. It is brought home to one who is constantly on that coastline what the reality of that need is, and he rejoices in knowing that

there, if anywhere on our coasts, Life-boats have been adequately supplied, adequately manned, and triumphant in their results. There is hardly any station, if there be any on the coasts of the British Islands, where the Life-boat Service is more required than at Ramsgate. Ramsgate lies in a centre of peril, and has been able during a long course of years to contribute in a great degree to the work we are contemplating to-day. Something like 1,200 lives have been rescued by the Life-boats of Ramsgate alone.

Therefore I find a special local appropriateness, a sentimental appropriateness, in being allowed to stand here to-day to advocate, as my predecessor did one hundred years ago, a Cause which ought to be in all our hearts, a Cause in which every one of us is able by the contributions we give to bear some little part towards the common good.

I was yesterday in Oxford. I believe Oxford is about as far from the coast as almost any town you can find in England, but Oxford is one of the places which contribute most substantially to the aid of this Institution, because those who are there have been thoughtfully stimulated to remember what they, like all of us, owe to the seamen who are imperilling their lives for the good of us all, and whom we desire to protect in every way from those perils. Of course, if one takes one part of England, it seems as if one forgets another part, but I do not forget that north coast. South Shields has been most remarkable in the story of Life-boat work. The first Life-boat had its origin there, and there were people 120 years ago, long before this Institution was founded, who tried, and actually did, set on foot a local Life-boat Service.

With all my heart do I plead for the Cause for which you have been good enough to bring us together, that we may foster it in a most appropriate way in this appropriate spot. I plead for it because it matters to us all, and I am quite sure that the plea, if it goes out to-day, will not be made in vain. (Applause.)

LORD CHELMSFORD: My Lord Mayor, Your Royal Highness, ladies and gentlemen, my first duty this afternoon is to express on behalf of the Prime Minister his very sincere regret that pressure of Parliamentary duties prevents him from being here and from seconding the resolution which has been moved by the most reverend Primate. I feel sure you also will regret his absence, because the presence of the Prime Minister of Great Britain always adds a distinction to any meeting. I can say, too, from conversation with the Prime Minister, that he would have been able to tell you of his own personal experience of this great Life-boat Service, because from Lossiemouth, where he lives, he has seen the Life-boats at work doing their wonderful deeds. It is obvious that no member of the Government can adequately represent the Prime Minister at a gathering such as this, but I think it is not inappropriate that if there is to be a member of the Government present, it should be the First Lord of the Admiralty. From the fact

that I have many speakers after me who will take up the theme and address you, especially Mr. Austen Chamberlain, who is going to support this resolution (applause), I will be brief; and may I say, if Mr. Chamberlain will forgive me, I am looking forward with added interest to what he is going to say, because he told me he had been basing some of his remarks on the presence of the Prime Minister (laughter), and it will be interesting to see how, with his readiness of speech and his *flair* for debate, he will be able to transfer those premature remarks to the person of the First Lord of the Admiralty. In view of the speakers to follow me, I propose to confine my remarks more especially to the naval aspect of this great ROYAL NATIONAL LIFE-BOAT INSTITUTION.

What are the facts which are recorded for us in the Report now before us? First of all, for the past hundred years we have had this great Service established round our shores, developing from thirty-nine Life-boats one hundred years ago to 230 to-day, which guard every dangerous spot upon our coasts, and, in that time, 60,000 lives have been rescued. In the second place, there have been during the past year some 12,000 men afloat, for practice or otherwise, in our Life-boats, and, thirdly, notwithstanding the dangers to which these men have been exposed, there has been during the past year no loss of life to the crews (applause)—an outstanding proof, if proof were needed, of the skillful seamanship of the Coxswains. Now what I want you to think of this afternoon is what these facts mean in the matter of what I would term the sea-sense of our people. I pass over, because it is not germane to my point, the fact that 60,000 lives have been saved and come to this, that, year by year, this Institution has made an appeal for help to the maritime ranks, and that appeal has never been made in vain. Year by year it has trained men to the sea under the most exacting conditions, and requiring a knowledge of seamanship which cannot be surpassed, and year by year it has furnished records of courage, of endeavour, of endurance and humanity, the mere recitals of which are in themselves a great instruction, keeping before our youth what men can do and dare.

From first to last the naval power of this country has been based on the sea-sense of our people. We have come to regard the sea as particularly and peculiarly our own, and the call of the sea has been a call which has always evoked a response from our youths. Now I can conceive no more striking manifestation of this sea-sense than the wonderful work which has been done by our maritime population under the auspices of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. Nor can I conceive an appeal more valuable to this sea-sense in these days, when our maritime population forms so small a proportion to the rest of the population of this great country.

One more word in support of the resolution which I have to propose for your acceptance. We desire to place on record our hearty appreciation of the gallantry of the Coxswains and Crews. Courage is a quality which defies

analysis, and defies definition, but I imagine you will all agree with me in regarding three-o'clock-in-the-morning courage as its supreme type (applause); by which I mean that readiness to go out from warmth and comfort in cold blood to face danger and death. That is the nature of the courage that has been shown by our Life-boat Crews, and that is the courage of which I am sure you are all wishful this afternoon to express your appreciation. It has been a great privilege, ladies and gentlemen, for me to assist at this gathering this afternoon. I will now second the resolution which has been put before you by the most reverend Primate. (Applause.)

The CHAIRMAN: I will now ask Mr. Austen Chamberlain to support the resolution.

Mr. AUSTEN CHAMBERLAIN: My Lord Mayor, Your Royal Highness, my Lords, ladies and gentlemen, when a good resolution has been well proposed and well seconded, it would not be necessary in any country but our own that another speech should be made in support of it. (Laughter.) The Archbishop of Canterbury raises by his office no possibility of misconception or of discord, but a member of the Government has spoken, and you cannot keep politics out of our gatherings except by bringing political parties in. Accordingly, a member of the Government having spoken, Sir Donald MacLean and I are here to show that there is no guile in the man—on this occasion (laughter)—and to give our certificate to all that he has said this afternoon. That is really, ladies and gentlemen, the only reason why I speak, or have been asked to speak, except a slight misconception entertained by the Secretary of this Institution, who appeared to think that at some point in my public career I had been First Lord of the Admiralty. Now there he touched me, for my earliest, and it would be very nearly true to say, my only political ambition, was—when I entered office as Civil Lord of the Admiralty, and thus became acquainted with the men of the sea—to end my official career at some period when I had risen to such measure of dignity and influence as might be my lot, as First Lord, the post which Lord Chelmsford holds. But, like most ambitions, it has not been realised. What then shall I say? My Lord Mayor, this is a great national occasion, and we do well to commemorate it as such, but it is something more—it is a great international occasion, for the Institution whose hundredth birthday we are celebrating has been the pioneer, the model and the exemplar of similar services throughout the civilized world. There will be published, and I do not wish to anticipate the publication, messages from sister services all over the world, alike in the British Dominions and in foreign countries which greet this anniversary. Surely, Sir, no more remarkable work was done by two private individuals than that done by the founders of this great Institution. I suppose when they established it a hundred years ago, wrecking was still a not unprofitable occupation on some parts even of our coast, and the systematic provision of any means of saving life from shipwreck was

unknown anywhere throughout the world. Let us be thankful that we who have paid the price of Admiralty—our country and our countrymen—and are the great seafaring nation before all others, were pioneers in this great service of humanity, and add that to our credit as a nation and a people. (Applause.)

My Lord Mayor, I do not want to be disagreeable to any one on an occasion like this—I have plenty of opportunities of making myself disagreeable in another sphere; but there is one matter in the history of this Institution and in its present-day conditions which is not satisfactory. I should think it was a mere accident, some fault of organization, if it were not the case that a year or two ago the same thing struck the late Prime Minister, then President of the Board of Trade, when presiding at one of your annual meetings. My Lord Mayor, Your Royal Highness, ladies and gentlemen, I do want to make a serious appeal to the shipping community of this country to give that measure of support to this Institution which they, above all men in this country, owe to it. (Applause.) The income of the Institution last year was—giving you round figures—£230,000. In 1921 the contribution of all the shipping firms in the United Kingdom was under £2,000; in 1922, including £600 in special gifts, it was less than £3,000; last year it was only £2,300. The whole shipping community of Great Britain contributed last year less than four times the contributions made by foreign shipping firms. That is not right; it is not creditable; and I am sure that if the chambers of shipping in the United Kingdom and the leaders of shipping were to take the matter up, they could show very much better results. There are nearly 2,000 shipping firms in the British Islands; less than 300 of them find a place in the list of subscribers to this Institution.

Now, my Lord Mayor, I have made myself quite disagreeable enough, and I say no more than that, but I have a bone to pick with Lord Chelmsford. (Laughter.) He is a member of a Government very new to office, and very inexperienced in it, and he has done what Sir Donald MacLean or I, members of the older parties, would not do; he has revealed in the House of Commons what we call, in common parlance, a conversation behind the Chair. Well, I had a thought which I could have expressed quite confidently if the Prime Minister had represented the Government, but what troubles me is that I do not quite know how far Lord Chelmsford agrees with the Prime Minister. (Laughter.) But I suppose it would be polite to assume that they have one mind on the great issues which divide public opinion at the present time. I think, therefore, I need not be disturbed by the fact that the Prime Minister is absent, and that Lord Chelmsford represents him. You would not expect to see me and a member of the Government on the same platform at the present time. We are divided profoundly on many questions, but first and foremost, as to what should be the limits of Government action and of individual enterprise. If we

were sitting down, Lord Chelmsford, or the Prime Minister, and I, and Sir Donald MacLean—if we four were sitting down with a clean slate to devise a constitution for a new country, and to define the sphere of its Governmental activities, I suppose there is no subject which we should more readily agree was more suited to State action, rather than to individual enterprise, than the organization of a Life-boat Service round the coasts of our country. (Applause.) And yet here we are all celebrating the Centenary of a Voluntary Institution which has owed nothing but good will to any Government that has existed during the whole hundred years of its life, and which has organized this Service, developed it, carried it on so efficiently, with such energy, with such adaptation to the march of science and the progress of invention, that not even Lord Chelmsford would wish to convert it into a Government service, or would not hail this great Institution as the best means by which the Life-boat Service could be continued in the future as it was originated, and as it has been carried on in the past. I come to something more remarkable still. Other countries have been much more disposed to rely upon Government initiative and Government aid than our own. It is the glory of this Institution that it has done its work so well without Government assistance—I return, as you see, to my first thesis, that this is not merely a national, but an international Institution—it is the glory of this Institution that so well, so triumphantly has it done its work, that I believe amongst all the countries which have an organized Life-boat Service, there are only three which have not been captivated by our example, and have not made their service a voluntary, though sometimes a State-aided, service.

My Lord Mayor, Your Royal Highness, I think that this is a remarkable record for any Institution. We hail its hundredth birthday; we hope that its future will be as beneficent as its past; and if I may say so—if I may think that what I feel is what the ordinary man and woman feel—when we in our several ways try to do our duty to our country and our time, we are immensely helped by the conspicuous instances of self-sacrifice and heroism which the Life-boat Service offers to our eyes. (Applause.)

The CHAIRMAN: You have heard the resolution read, which has been proposed, seconded and supported. I will now put it: all those in favour of the resolution will signify the same in the usual manner. On the contrary? Carried unanimously.

I will now ask Admiral of the Fleet Sir Doveton Sturdee to move a resolution.

Admiral Sir DOVETON STURDEE: The resolution is as follows:—

“That those present at this, the Centenary Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, approving of the principles laid down by Sir William Hillary that the Life-boat Service should be founded upon the widest possible measure of sup-

port, just as the Service itself is the expression of voluntary self-sacrifice for the Life-boat Cause, pledge themselves to do all in their power to secure a widening and increasing measure of support for the Life-boat Service.”

My Lord Mayor, Your Royal Highness, my Lords, ladies and gentlemen, on an occasion like this, the Centenary of a great Sea Institution, it is a great privilege to be here to speak as a brother seaman to Life-boatmen. I am not speaking quite for the Admiralty, because the First Lord, whom we all bow to, has spoken, and a would-be First Lord has also spoken. I can only speak as a seaman, who feels that we ought to be proud of this Institution. I think, too, that I ought also to speak for the Army. A soldier started it, and I think the Institution shows that we are not such bloodthirsty people as people sometimes think. THE ROYAL NATIONAL LIFE-BOAT INSTITUTION and the men in its service are rather a sister Service with the Navy. The Navy defends the country from enemies, and prevents war; the Life-boat Service defends the people who are in peril of their lives. We are very similar, and we are all seamen. But I bow my head to the Life-boatman, who is probably a better seaman than the Navy man, because he has to rough it in much harder circumstances.

It is a very interesting fact, which we do not all realize, that the great merchants of Brentford, who started from London, gave us a sea route, and by the development of trade have given us a communication right across the seas. I hope people will never forget how we defend them coming across the seas, but as the Archbishop has mentioned, they have other perils to face, and against these an Institution of this sort is a necessity.

It is a wonderful record for the people of this country to subscribe £230,000 a year, and yet I notice we want a little more, because there is £20,000 deficit. I feel that we as a people should support the Institution, perhaps more generously and widely. I was reading in the paper yesterday that one of the inland counties, Northamptonshire, is raising £10,000 for a Motor Life-boat. It shows that the sea-sense goes right through the nation, and it is because of that sea-sense that we see such a large audience here to-day supporting this Institution. Coming up in the train to-day I read a notice in a paper of a wreck and the work of a Life-boat, and if you will allow me, I will read it to you. “During the rough weather in the Channel early yesterday morning flares at sea were seen by the coast watcher at Hythe, and the Life-boat was launched just before 5 A.M., but after an adventurous voyage it returned without having found any vessel in distress.” I have read that, ladies and gentlemen, just to show you what is going on daily.

This Institution has a great record, and I hope, and I am sure, that it is thoroughly recognized by this meeting. The Navy, of course, is very much interested in the Life-

boat Institution. It did good service in the War. The Army is interested too. The Institution has helped the Army, and I have no doubt that the Air Service has also been materially helped by it. You have heard about the courage and endurance of these grand men, and I will not weary you, except to say how thoroughly we appreciate their skilful service, and the good work which has been done by this private Institution. It is a great thing to feel that philanthropy can still do good work without Government support. The Institution is so truly British, and long may it remain individual, independent, and not always looking to the Government for financial assistance, when we can carry on ourselves. (Hear, hear.)

With those words I propose the resolution.

The CHAIRMAN: Sir Donald MacLean will second the resolution.

Sir DONALD MACLEAN: My Lord Mayor, Your Royal Highness, my Lords, ladies and gentlemen, it is always interesting on occasions of this kind, which relate to the sea, to notice how closely linked His Majesty's Naval Forces are with the civil side of our ships at sea. That union which has long existed between both sets of men at sea was developed, strengthened, and, indeed, consecrated by their common sacrifice during the late War. So that the testimony which has been given by the gallant Admiral, who has just spoken to this essential civilian service, is one which comes with peculiar grace and effectiveness at the present moment.

I suppose I am the last of the political crew to step into the boat this afternoon. That, I may add, is, as a rule, the duty of the Coxswain. (Hear, hear.) I am glad to note something towards general approval of that statement. (Laughter.) But here, at any rate, we are all pulling together, and I hope and believe that the rank and file of all political parties, and those who belong to no political party, will do all they can for this great and noble Service.

The resolution which I am seconding has for its main theme the splendid ideal of voluntary service in a great national effort. I am not one of those—indeed, I suppose there are none of them left nowadays—who believe that the State can do no good; but I should imagine the solution of our problem is to be arrived at by an admixture of State and voluntary effort. Therefore I do not see why the State should not contribute to such a splendid Service as this—so long as it does not interfere with the working of it (Laughter and applause), and I hope that suggestion, which I imagine comes with a whole heart from this meeting, will be passed on to the Chancellor of the Exchequer by the First Lord of the Admiralty. But it is profoundly true of British life, perhaps more than of the life of any other nation in the world, that individual effort, backed up by a spirit of self-sacrifice, has pulled this nation of ours through most of its troubles, and I believe that is the real main-spring of the success of the great movement.

These men receive some reward for their efforts, but I am sure the reward they appreciate most is the kind of recognition which was given by the Prince to-day—no money payment, but a token of national recognition of unselfish individual heroism. I believe it is still true of the ropes which are used in the Navy that there is one strand which is coloured, running right through the rope; and that coloured strand of voluntary effort is the most important part of our national life. I hope that this great Service never will be nationalized, but always will give the public a chance to contribute a voluntary levy—let it be a capital levy in this case, as long as it is voluntary—to so splendid a work as this. (Applause.) I remember reading some year or two ago of a wounded soldier struggling with a number of parcels, and a lady who met him said, "Let me help you; I see you have lost an arm." "No, madam," he said with a cheery smile, "I have not lost my arm; I gave it." (Applause.)

The LORD MAYOR OF LIVERPOOL: My Lord Mayor, Your Royal Highness, my Lords, ladies and gentlemen, we have listened to some brilliant speeches by brilliant men, but not a word too much has been or could be said in furthering the Cause that we have at heart. I am here this afternoon as Lord Mayor of the great City and Port of Liverpool, and thereby as President of one of the Institution's largest and, I am delighted to say, most generously supported branches. I am also here, apart from representing Liverpool, representing thousands of voluntary workers throughout the country. We have all been delighted to read the report of the remarkable progress of the Institution during the last 100 years, of the saving of 60,000 lives, the development from the £150 Life-boat to the £10,000 modern Motor Life-boat; the contrast between the expenditure in the first years of £1,800 as against £230,000 last year—practically a quarter of a million.

My Lord Mayor, this afternoon, if I may, I should like to pay a special tribute to the Life-boatmen, for we recognize that this great work is only done by the co-ordination and co-operation, first of all, of the generous British public, then of the voluntary workers, and lastly, of the men who man the boats. And may I pay a special tribute as a ship-owner. I say this with considerable diffidence, feeling acutely my position, after what Mr. Austen Chamberlain said. We recognize that the men who man the boats are largely drawn from the men who populate our fishing villages, and that the wide experience gained by them in fighting the storms, they give freely and voluntarily in the succour of those in peril on the sea. Their endurance and courage, and splendid seamanship have been shown in hundreds of cases round our coasts, and perhaps their spirit cannot be better described than in the words of one William Aylett, who was awarded the Gold Medal of the Institution on the occasion of the disaster of the Caister Life-boat. He lost two sons and a grandson, and at the inquest, when it was suggested that

the Life-boat had turned about and given up the fight, he said indignantly, though he was a man of seventy-eight, "Caister Life-boatmen never turn back." It is remarkable that, even when they grow old, our Life-boatmen do not seem to lose their powers of endurance and bravery. The founder of the Institution, Sir William Hillary, was a Life-boatman until he was sixty; and remember that during the Great War it was the old men who carried on the Service when the young men had joined up in the Navy. Not only the men, but the women of our fishing villages show the same brave spirit. It requires great courage and endurance in the middle of a night, in a snowstorm, for these women to turn out and help to drag the Life-boat through the soft sands and launch it while waist-deep in the boiling waves. That is what they do; they look on it as their duty when the call goes for their men to man the Life-boats.

Sir William Hillary, with his prevision and powers of organization, foreshadowed that not only would he have the assistance of these men and women in the work, but that men and women all over the country would rally to the Cause; and they have done that. There are over 800 Life-boat Committees in the country which collect over £85,000, and just think—the women of the country provide something like one-third of the revenue. I feel that this Centenary Meeting will do much towards the great Cause, and on behalf of the thousands of voluntary workers throughout the country, I may say we are delighted to serve under the Presidency of Your Royal Highness. I should like to tender their congratulations to you on this auspicious day, and I say on their behalf that they renew the pledge to do all that it is in their power, to protect the lives of those who go down to the sea in ships and do their business in great waters. I have very much pleasure in supporting the resolution. (Applause.)

(The resolution was then put to the Meeting and carried.)

H.R.H. THE PRINCE OF WALES: My Lord Mayor, my Lords, ladies and gentlemen, it is a very interesting duty I have to perform, that of moving a vote of thanks to you, my Lord Mayor, for placing this hall at the disposal of the Institution. Speakers have referred to the fact that the Institution was founded in this great city of London, and I cannot imagine anything more appropriate than that its hundredth anniversary should be celebrated under your auspices in this Mansion House in the heart of the civic life of London. My Lord Mayor, you represent the city of London, and London is the heart and centre of our great maritime Empire. There is no town in the world where interests are more closely connected with the sea, and which must, therefore, take a greater pride in the humane and heroic work of the Life-boat Service than London.

I thank you, my Lord Mayor, not only for your hospitality to us this afternoon, but for the significance which this meeting has for

the future of this Institution. I feel quite sure that one of the results will be the deepening and widening the interest taken in the Life-boat Cause by this great city, and by other corporations, particularly those which are most closely associated with maritime affairs. I would include in this vote of thanks the distinguished speakers who have come here to-day to pay a noble tribute to a noble Cause.

At this point I should like to read a telegram which I have received: "On this historic occasion, the Centenary Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, the Manchester and Salford Branch, second only to London in its contributions, send congratulations and good wishes to the President and Committee of Management, and rejoice that a hundred years of Life-boat work has resulted in the saving of nearly 60,000 lives. Manchester and Salford this year resolved to present latest type Motor Life-boat to Institution, and so show appreciation of courage, devotion and heroism, ever displayed by Life-boat crews." (Applause.) *That is from the Lord Mayor of Manchester, and it is signed also by other gentlemen. I will send an appropriate reply.*

Ladies and gentlemen, as you probably know, I am leaving the country for South Africa in May, and therefore I am afraid I shall not be able to preside at any meeting of the Institution during the coming centenary year, so that I should like to take this opportunity, as President, of expressing my heartiest thanks to the Committee of Management, the Honorary Secretaries, the President and members of the Ladies' Life-boat Guild, and the thousands of voluntary workers throughout the country who have devoted themselves to furthering the interests of the Life-boat Cause, not only in the maritime districts, but also in the heart of the United Kingdom. I should like them to know that I take a very deep interest in this noble Service and its gallant Coxswains and Crews, and that I attach great value to the work done by all in this great Cause. (Applause.)

I will ask Sir Godfrey Baring, the Chairman of the Institution, to second the motion.

SIR GODFREY BARING: My Lord Mayor, my Lords, ladies and gentlemen, it would be unpardonable if I attempted to add more than a sentence or two to the resolution of thanks which has been proposed in such felicitous terms by His Royal Highness. I wish to assure you that the Committee of Management are doubly grateful to you for your kindness in allowing us to meet in this historic hall under such delightful conditions. We are, further, doubly appreciative of the most admirable, helpful and persuasive speeches which have been made on behalf of the Institution at this Meeting. Those speeches will constitute to our Life-boatmen a reward for the past, an encouragement in the present, and an inspiration for the future. It is true that at one moment during the Meeting there was some high tension, during the admirable speech delivered by Mr.

Chamberlain, when Mr. Chamberlain was separated from the Admiralty by a high dignity of the Church, by Your Royal Highness, and by a substantial piece of furniture. However, that tension is past, and we are ending our Meeting in perfect peace and amity. There is only one circumstance we have to deplore, and that is the absence, owing to rather serious illness, of our Secretary, Mr. George Shee. For fourteen years Mr. Shee has fulfilled the anxious and onerous duties of Secretary with real distinction. By his great ability, his unflagging zeal, and conspicuous powers of organization, he has rendered great and valuable service to the Institution, and I am sure I express the wish of every one present when I express the earnest hope that he may shortly be restored to his usual health, and once more direct our affairs.

Ladies and gentlemen, I will say no more, except to ask you to carry this vote of thanks to the Lord Mayor by acclamation. (Applause.)

The CHAIRMAN: I am very much obliged to you for the vote of thanks which you have passed to me for presiding, and to the speakers who have addressed you. It has been to me a most interesting occasion, emphasized by the fact that this great Institution was founded in the city of London one hundred years ago, that I as Lord Mayor should be presiding at this great Meeting to celebrate its centenary, and I can only express the fervent hope that this good work may be continued for many years to come, and that the bi-centenary of this Institution may taken place in this very hall, presided over by one of my successors. (Applause.)

Annual General Meeting of the Governors.

THE Annual General Meeting was held at the Mansion House, in the morning of March 4th, 1924, for the purpose of dealing with statutory business, Sir Godfrey Baring, Bt., Chairman of the Committee, presiding.

The CHAIRMAN: The first business is the presentation of the Annual Report. Every lady and gentleman is in possession of a copy, and in the usual way the Report will be circulated to all our Governors in every part of the country, with a statement of the accounts. I should like to ask any lady and gentleman if they have anything to say with regard to the Report and accounts.

(The Report was accepted.)

Then we will proceed to the election of the President, Vice-President, Committee of Management, and Auditors for the ensuing year, and I will call on the Deputy Secretary to read the names of those who have been selected.

(The Deputy 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 Atholl, K.T., P.C., G.C.V.O., C.B., D.S.O.

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

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

The Most Hon. the Marquis of Ailsa.

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

The Most Hon. the Marquis of Graham, C.B., C.V.O.

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

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

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

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

The Earl of Lonsdale.

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

The Viscount Burnham, C.H., T.D.

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

Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R.

Sir Godfrey Baring, Bt.

Harry Hargood, Esq., O.B.E.

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Thomas B. Gabriel, Esq.

R. H. Gillespie, Esq.
 B. A. Glanvill, Esq.
 Engineer Vice-Admiral Sir George G. Goodwin,
 K.C.B.
 Vice-Admiral Sir Lionel Halsey, G.C.V.O.,
 K.C.M.G., K.C.I.E., C.B.
 The Earl of Hardwicke.
 Captain G. C. Holloway, O.B.E., R.D., R.N.R.
 Admiral Sir Thos. H. M. Jerram, G.C.M.G.,
 K.C.B.
 Sir Woodburn Kirby.
 Brigadier-General Noel M. Lake, C.B.
 John F. Lamb, Esq.
 Herbert F. Lancashire, Esq.
 Colonel Sir A. Henry McMahon, G.C.M.G.,
 G.C.V.O., K.C.I.E., C.S.I.
 The Right Hon. Ian Macpherson, K.C., M.P.
 Commander Sir Harry Mainwaring, Bt.,
 R.N.V.R.
 General Sir Charles Monro, Bt., G.C.B.,
 G.C.M.G., G.C.S.I., A.D.C. General.
 Captain George B. Preston.
 The Right Hon. F. O. Roberts, M.P.
 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.
 Commander F. F. Tower, O.B.E., late
 R.N.V.R.
 The Lord Tredegar, O.B.E.
 The Lord Mayor of London.
 The Admiral Commanding Reserves (Vice-
 Admiral Sir H. H. D. Tothill, K.C.B.,
 K.C.M.G., K.C.V.O.).
 The Deputy Master of the Trinity House
 (Captain Sir Herbert Acton Blake, K.C.M.G.,
 K.C.V.O.).
 The Hydrographer of the Admiralty (Rear-
 Admiral Frederick C. Learmonth, C.B.,
 C.B.E.).
 The Chairman of Lloyd's.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: No other names having
 been communicated, under the provisions of
 bye-law 9, section 3, I declare these various
 gentlemen to have been elected to those
 offices.

That concludes the proceedings.

Messages of Congratulation from Abroad.

On 4th March, the hundredth birth-
 day of the Institution, the following
 telegrams of congratulation were received
 from abroad—from foreign Governments,
 Life-boat Services and Shipping and
 Sailors' Societies. They are another
 tribute to the Institution's work for the
 seafarers of all nations, which all Life-
 boat workers in this country should read
 with special pleasure.

DENMARK.

"The Danish Marine Ministry con-
 gratulates the Institution on the hun-
 dredth anniversary of its foundation.

"S. BRORSEN."

FRANCE.

"La Société Humaine et des Nau-
 fragés Boulogne-sur-Mer, a Society essen-
 tially Franco-British, founded 1825,
 sends warmest wishes of success to its
 elder sister for celebration of Centenary."

HOLLAND.

"On this day of rejoicing on which
 your Society looks back on the splendid
 achieved work of a century of life-saving,
 we offer you our heartfelt congratula-
 tions.

"H. DE BOOY, *Secretary,*
 "North and South Holland
 Life-Saving Society."

"Our best congratulations with your
 Institution's hundredth anniversary.

"South Holland Life-boat Society."

NORWAY.

"Highly appreciating humane work
 of the Royal National Life-boat Institu-
 tion. Norwegian Government send their
 best wishes on occasion celebration hun-
 dredth anniversary, with heartfelt thanks
 for assistance rendered numerous Nor-
 wegians during past hundred years.

"MICHELET,

"Minister Foreign Affairs."

"The Norwegian Life-boat Institu-
 tion forwards to you our heartiest con-
 gratulations. Our colours are fluttering
 from the mastheads of every Norwegian
 life-saving ketch to-day.

"ANTON POULSSON, *President.*

"OTTAR VOGT, *Secretary.*"

"The Norwegian Shipowners' Asso-
 ciation wish to associate themselves with
 all the shipping world in giving expres-
 sion to the sincere gratitude felt towards
 you for the splendid services rendered
 to humanity during a century.

"HENRIKSEN, *President.*

"KLAVENESS, *General Manager.*"

"8th District of Norwegian Society for the Rescue of the Shipwrecked, send their heartiest congratulations and thanks for your splendid work through 100 years.

"KLAUS REIMERS, *Chairman.*" *

"Our heartiest and thankful congratulations.

"*The Norwegian Marine Engineers' Federation.*"

"On your Centenary we send our members' heartiest thanks to all and best wishes for the future.

"*Norwegian Mates' Association.*"

"Heartly congratulation and sympathy with the Centenary jubilee."

"CHRISTENSEN, *President, National Union of Norwegian Sailors.*"

"The Norwegian Shipmasters' Association tender their heartiest congratulations, with thanks, for the honoured Institution's benevolent life-saving work during hundred years."

"The best wishes for 100-Years Day from Norwegian Sailors and Firemen's Union.

"A BIRKELAND, *President.*"

* Captain Klaus Reimers, among other decorations for gallantry in saving life, holds a Gold Medal from the British Government.

"Accept my respectful congratulation on the hundredth anniversary of your benevolent Society.

"HANSEN, *Inspector-General of Shipping and Navigation.*"

RUSSIA.

"Sincere congratulations with the centenary of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the best wishes of further success in its humanitarian work.

"*Chief Central Maritime Department. People's Commissariat Ways Communication, Moscow.*"

SWEDEN.

"Please accept our heartfelt thanks for your devoted work during a century in assisting shipwrecked mariners.

"LARSON, *Chairman,*
"*Swedish Master Mariners' Society.*"

"In expressing their great admiration and gratitude for the noble work voluntarily displayed by your Institution to the benefit of all seafaring nations, the Swedish Shipowners' Association have the honour to present their compliments on your hundredth anniversary.

"DAN BROSTRØM, *President.*"



The Institution's First Gold Medallist.

At the end of the first Annual Report of the Institution, published on 10th March, 1825, is a list of thirty-two services for which it had given rewards during its first year. The first of these services took place on 10th July, 1824, and for it the Institution awarded its first gold medal (or as it was then called medallion) for gallantry in saving life from shipwreck.

The vessel was a Swedish brig wrecked off Christchurch, on the Hampshire coast, and the medallion was awarded to Captain Fremantle, R.N. The brief story of the service as told in the Report is as follows:—

"Captain Fremantle, seeing the brig broadside on the shore, with loss of main mast, and striking on the shore so heavily that it was feared she would go to pieces, thought it practicable to swim on board

her, if he could get through the surf, which, fastening a small line to his body, he effected; but the crew were afraid to adopt Captain Fremantle's directions, and (after cutting the boats clear but the decks falling in, and the sea making a breach over her, they filled and were rendered useless) he was compelled, for his own preservation, to leave the wreck, and endeavour to get on shore; which being unable to accomplish by his own exertions, he was hauled on shore by the line, in an exhausted and insensible state. The crew eventually got on shore on the wreck of the mast, after the vessel had parted."

Evidently that day a gale was blowing all along the south coast, for at Mount's Bay in Cornwall, and at Brighton, there were services, resulting in the rescue of

eleven lives, for which the Institution awarded its first three Silver Medals.

When the Institution decided to invite to the Centenary Meeting the descendants of those who had taken part in the original meeting on 4th March, 1824, it wrote to Admiral the Hon. Sir Edmund Fremantle, G.C.B., now in his eighty-ninth year, thinking that he might be a member of the same family as Captain Freemantle. It found, as the Lord Mayor described in his speech, that he was not only Captain Freemantle's nephew, but had served with him sixty years ago. We had never hoped when attempting to reconstruct the past at our Centenary Meeting that we should be so fortunate as to have with us one who knew and served with the Institution's first Gold Medallist, and Admiral Fremantle's letter giving us the particulars of his uncle deserves to be put on permanent record in the *Journal*. He wrote:—

"I can give you the details about the Captain 'Freemantle,' to whom you refer as the first Gold Medallist.

"It was my uncle, then a commander

in the Coast Guard, who performed the feat referred to—his name was Charles Howe Fremantle, he became a Port Captain in 1826. I was his Flag Lieutenant in the Channel '58-60, and he subsequently became C.-in-C. at Plymouth and died as Sir Charles Fremantle, G.C.B. I knew of the circumstances referred to. My uncle saw a good deal of service. Fremantle, in W. Australia, was named after him.

"If I am invited, I will attend your Mansion House meeting. I have not the honour of a Life-boat Institution Medal, but I hold the Gold Medal of the Shipwrecked Mariners' Society and the Stanhope Medal (Gold) of the Humane Society."

Vice-Admiral Sir Sydney R. Fremantle, Sir Edmund's son, also wrote:—

"I have made enquiry from my father, Sir Edmund Fremantle, and find that your first Gold Medallist was my great-uncle, afterwards Admiral Sir Charles Fremantle, who commanded the Channel Fleet, and was Commander-in-Chief at Devonport."

Obituary.

The Earl of Jersey, D.L. (J.P., Oxon.); and Mr. Courtenay H. Edmonds.

BY the death of the Earl of Jersey the Institution has lost a very warm friend and supporter, who for a number of years took a great and a personal interest in the work of the Oxford Branch. He was High Steward of the City of Oxford, and became a Patron of the Branch when he succeeded to the title in 1915. Cynthia, Lady Jersey has now become a Patron of the Branch in Lord Jersey's place.

With the death of Mr. Courtenay H. Edmonds, of Exeter, at the end of 1923, the Institution lost the oldest of its Honorary Secretaries. Mr. Edmonds became Honorary Secretary to the Exeter Branch when it was formed in 1869, and held that position until his death—a period of fifty-four years. He died on the eve of our Centenary, and for more than half

of the Institution's life he had been one of its honorary officers. It is a matter of great pride to the Institution that it has had, and has, so many honorary workers who, for the greater part of their lives, devote themselves to its service, but no other has served the Life-boat cause for so long as Mr. Edmonds.

Under his guidance the Exeter Branch was one of the most active in the Kingdom, and—in later years with the help of a well-organized Ladies' Committee—has raised many hundreds of pounds for the Life-boat cause.

In 1919, when Mr. Edmonds celebrated his jubilee as Honorary Secretary, the Institution presented him with a piece of plate, as a small recognition of such exceptional and devoted service.

The Duke of Northumberland's Prize Essay Competition.

It will be remembered that this competition was started in 1918 and proved a great success, over 5,000 schools taking part. It was continued in the two following years, and though each year there was a considerable decrease in the number of schools which sent in essays the competition more than justified itself. The general standard was high, and the essays showed how clear and valuable a knowledge of the work of the Life-boat Service was being given by the competition to thousands of children.

In normal circumstances the competition would have been continued yearly with the consent and help which the great majority of Education Committees willingly gave us. But in 1920 the cost of printing was very high, and the postage rates had just been increased. In these circumstances the Committee of Management reluctantly decided to postpone the next competition until 1924, and then to hold it as part of the Centenary celebrations.

This has been done, and the competition has been carried out as before, except that it was decided, in view of the political situation, to postpone it in Ireland until another year. The results have justified the resumption of the competition, although the number of competing schools is much smaller than in the first year.

In the three previous competitions the subject set was "The Heroic Work of the Life-boats," and all schools were supplied with a short lecture on the history of the Institution, the teachers being asked to deliver this lecture before the essays were written. The result of this was that the majority of the essays retold this brief story of the Institution's history, while the bolder and more imaginative competitors tried their hands at the description of a Life-boat rescue. Either was, under the title, admissible.

In the revived competition it was decided to set a subject which would give more scope for thought and be less

of a test of memory of mere facts. This year the subject was "The Value of the Life-boat Service to our Maritime People." The result seems to suggest that the subject was beyond the capacity of most of the competitors. Very few really touched the subject. The great majority again simply retold the history of the Service, and these essays, however good in themselves, were necessarily put below those which attempted, however inadequately, to deal with the national value of the Service. Some made no reference to it beyond the title. Others were satisfied to dismiss it in a sentence, as did one essay which began "England's shores being so open to the sea need protection, so I think the Life-boat Institution a very good thing." Excellent—so far as it goes, but that is all that the writer says on the subject. While practically all the essays showed a good understanding of the Life-boat Service, we feel some disappointment that so few tried to do what was asked, and that the great majority were content simply to repeat the lecture.

While this fact prevents us from ranking high the essays as a whole, it is only fair to say that the majority showed qualities which might perhaps be summed up—apart from this general failure—by the word correctness, in spelling, in punctuation, in English, and in the facts about the Service. "Correct but uninspired" is our verdict on the competition as a whole. There were not wanting, however, original and unconsciously humorous phrases showing more perhaps than mere correctness that the Life-boat Service had really touched the child's imagination.

Here is a sentence from a girl's essay, the rhetorical roll of which suggests forty rather than fourteen at the beginning. At the end it suddenly drops to the 'teens.

"It is not a very rare occurrence for a ship to be lost to the world beneath the waves of a vast and fathomless sea. and it is in some such cases that the Life-boats prove their value. In these

cases a great many pounds' worth of jewellery has been saved."

The financial side of the Institution's work not infrequently attracts the attention of the essayist. In the following extract the piety is exemplary, though the figures are incorrect.

"Last year we learn that the revenue was £150,000 against £7,000 for the previous year. For this we should say a heartfelt '*Deo Gratias.*'"

We are not likely to underestimate the value of the Life-boat Service, but we must admit that one or two of the essays put its claims higher than we should dare to do it. In one we read: "We sing '*Britannia rules the waves,*' but we are only able to do so because of a wonderful organization called the Royal National Life-boat Institution." Another competitor, a girl from Kent, attributes to our agricultural population a terror of the sea, which we feel sure is exaggerated.

"The owners of large pleasure yachts," she writes, "need money to pay the sailors, but people would never embark, even for pleasure, if they knew there was no one who would endeavour to save them, if any misfortune should happen. There are many young men in this country who are skilled farmers, and who wish to make enough money to live on when they are old, and also provide for their children. These men make up their minds to purchase land, and as it is cheaper in our colonies some decide to settle there. But only the bravest of these men would cross the ocean without feeling that the life-boats, situated all round the coast, would help them immediately they were in danger."

Not infrequently, in the previous competitions, essays were illustrated, and the winning essay for the whole of Great Britain this year has a page of pictures attached (this fact, of course, does not influence the awarding of the prize, the essay being judged solely on its own merits), but this year, we think, for the first time we have had two pieces of original verse. The first of the two poets is a girl, the second a boy.

"Upon the ocean dark and wide,
The seamen earn their fame and pride,
But those who now should share the fame,
Are Life-boatmen of honoured name.

'Their service wrought upon the sea,
Is full of fame and victory,
And people now their tribute pay.
And bless the Royal Life-boat Day.'

These verses—upon which we offer the author our congratulations—were specially certified by the teacher to be the girl's own composition. The second poem, less mature in style, but more lyrical in feeling, is not certified, but we feel sure that it is also an original composition.

"I'm on the Sea! I'm on the Sea!
I am where I would ever be
With the blue above and the blue below,
And silence wheresoe'er I go.
If a storm should come and wake the deep,
What matter? I shall ride and sleep."

Good. But it seems to suggest that the writer feels no particular need for a Life-boat Service.

Of the six districts, Wales was the least successful, sending in very few essays and these poor in quality. In previous years Ireland and Wales have formed one district for the purposes of the competition. This year, in view of the fact that the competition was not held in Ireland, and of the poor result in Wales, it has been decided, while awarding individual prizes to the Welsh schools, not to present the Challenge Shield.

It is particularly interesting to note that none of the winning schools in the six Districts has previously held a Challenge Shield, and we hope that this fact will be an incentive not only to them, but to the schools which have headed their districts in previous years, to make a big effort next year.

The best essay in Great Britain is by Doris Potter, aged thirteen, of the Priory Church Girls' School, Christchurch, Hants, who thus not only wins for her school the Challenge Shield for the Southern District, but for herself the Special Prize. Our congratulations both to her and to her school. She has the honour also of being the first in the south of England to win this Special Prize. In 1918 it was won by the Midlands, and in 1919 and 1920 by Ireland. As in 1920, the best essay again comes from a girl, and in other ways it has been, as in 1920, a girl's year.

Whereas in 1918 and 1919 in four out of the six districts the winners were boys, in 1920 five of them were girls, and in 1923 four of them are girls.

Now that the competition has been resumed we hope that it will be continued every year, and will attract an increasing number of schools until it becomes a regular and recognized part of the instruction of boys and girls in the history and achievements of their country.

If we are to realize this aim it can only

be through the cordial help of the teachers. On them the success of the competition depends, and we offer them our very grateful thanks for their help in reviving the competition in our Centenary year.

Particulars of the next competition will be sent to the schools in the autumn, and arrangements are being made at once for the distribution of the prizes.

Below will be found the list of successful competitors, and the best essay for the whole country.

List of Successes in the Essay Competition.

LONDON DISTRICT.

Name.	Age when given.	School.
Lottie Norman	14	Salters Hill Girls' School, West Norwood, S.E. 27.
Owen Miller . . . . .	...	Pelly Memorial Boys' School, West Ham, E. 15.
A. Turtle	11	Vernon Square School, King's Cross Road, W.C. 1.
Phoebe Stratford . . . . .	...	Heston Mixed School, Heston, Middx.
K. Simmons	13	St. John's Boys' School, East Dulwich, S.E. 22.
Mary E. Gildersleeve	13	The Lawrence Girls' School, Bethnal Green, E. 2.
Doris M. E. Willats . . . . .	...	Shaftesbury Road Girls' School, Forest Gate, E. 7.
Lilian Beaven . . . . .	...	Credon Road, L.C.C. School, Rotherhithe New Road, S.E.
Jessie Heffernon . . . . .	...	Woolwich C. of E. Girls' School, Kingsman Street, Woolwich.
H. Perkiss	13½	St. James's Boys School, Enfield Highway, Middx.
Rose Wythe . . . . .	...	Victoria Girls' School, Addiscombe Road, Watford.
Matthew W. Smith . . . . .	...	Scarsdale Road L.C.C. School, Camberwell, S.E. 5.
Doris Craig . . . . .	...	The Ingram Girls' School, Thornton Heath.
Minnie McDonald . . . . .	...	Stamford Hill Girls' School, Varray Road, N. 15.
Lily Burn	13	Denmark Street Girls' School, Plaistow, E. 13.
Mabel James	12	Bell Street Girls' School, Marylebone.
Lily Baskerfield	14	South Mymms C. E. School, Barnet, Middx.
Stanley G. Deackes	14	Plashet Lane Boys' School, East Ham, E. 6.
Elsie King	13	Baring Road L.C.C. School, Lee, Lewisham, S.E.
Percy Field . . . . .	...	St. George's C.E. Boys' School, New Road, Battersea, S.W. 8.
Minnie Wickham . . . . .	...	Page Green Girls' School, Tottenham, N. 15.
William F. Watling	12	Latham Road Boys' School, East Ham, E. 6.
Douglas Beckley . . . . .	...	Mortlake Central Boys' School, Lower Richmond Road, Mortlake, S.W. 14.
Ruby Gipps	13	Forest Road Girls' School, Walthamstow, E. 17.
Ella Leslie . . . . .	...	The Beulah Girls' School, Beulah Road, Thornton Heath.
F. Gibbs . . . . .	...	Upper Hornsey Road L.C.C. School, Holloway, N. 7.
Albert E. Lloyd	13	Leo Street Boys' School, Peckham, S.E. 15.
Evelyn Patten	13	Salway Place Girls' School, Stratford, E. 15.
Eric J. Grant . . . . .	...	Fair Street L.C.C. Boys' School, Tooley Street, S.E. 1.
Fred Field	14	South Halsville Council School, West Ham, E. 16.

LIST OF SUCCESSES—*continued.*

NORTH OF ENGLAND.

Name.	Age when given.	School.
Norman Hampson	13	St. Paul's School, Astley Bridge, Bolton.
Mary Peak	11	St. Paul's School, Astley Bridge, Bolton.
William Hickey	14	St. Wilfrid's R.C. School, Blyth.
James Kilbride . . . . .	...	S.S. Peter and Paul's School, Tyne Dock, South Shields.
Jennie Angus	13	Galley's Field School, Hartlepool.
Mabel Ireland . . . . .	...	Bowling Green School, Stainland, Halifax.
Mary Brown	13	Our Lady's School, Birkenhead.
Leslie R. Hunter	13	Western Council Boys' School, Penman Street, North Shields.
Daisy Midgley . . . . .	...	East Stamford Bridge Council School, Yorks.
Lily Turner	12	St. Andrew's Girls' School, Brighouse, Yorks.
Richard Small . . . . .	...	Eastern Senior, North Shields.
Mabel Parker . . . . .	...	Cross Green, Otley, Yorks.
Jack Colgan	13	St. Mary's School, Wrexham.
Jenny Morley	13	George Street, North Shields.
Lily Fowles	13	Heap Bridge, Bury.
Henry Watson	12	St. Thomas (Boys), Ardwick, Manchester.
David Lewis	13	Clint Road, Liverpool.
Arthur Waite	13½	Egerton School, Totton Street, Salford.
Irene Lichtenstein . . . . .	...	Heath Street, Cheetham Hill, Manchester.
Walter Jordan . . . . .	...	Riverside, Seacombe.
Sarah Murray . . . . .	...	Magdala Council School, Heywood.
Vera Shaw	13	Orford C. of E. School, Winwick, Lancs.
Maud Turner . . . . .	...	Gee Cross Trinity School, Hyde, Cheshire.
Wilfrid Nixon . . . . .	...	Christ Church, North Shields.
Elsie Sykes . . . . .	...	St. Paul's, Brunswick Street, C.-on-M., Manchester.
Edith Brown	13	St. Mary's, Wrexham.
Daniel Mooney	14	St. Alban's, Liscard.
Doris Lonsdale	14	Cathedral (Girls) School, Ripon.
Woolf Yeorsky	13	Alexandra Road, Gateshead.
Lucy Lynch . . . . .	...	St. Mary's R.C. School, Leeds.

SCOTLAND.

Name.	Age when given.	School.
Janet W. Bertram . . . . .	...	Lamington Public School, Lamington, Lanarkshire.
Jack McCaskill	13	Achtercairn Public School, Gairloch, Ross-shire.
Evelyn Poole	12	Sciennes Public School, Sciennes Road, Edinburgh.
Margaret McKinven	12	The Grammar School, Campbeltown.
Neil Brown . . . . .	...	Buckhaven Primary School, Buckhaven, Fife.
May Johnston	14	Kelso Public School, Kelso, Roxburgh.
John Peterson . . . . .	...	Collafirth, Side School, Voe, Delting, Shetland.
Duncan McDonald	14	Strathconon Public School (Muir-of-Ord).
William Kerr . . . . .	...	Higher Grade School, Barrhead.
Frances Donald . . . . .	...	Crudie P. School, Turriff, Aberdeenshire.
John T. Sutherland	12	South Fara School, Stromness.
Sadie Clifford	13	Littlemill Public School, By Patna, Ayrshire.
Robert C. Macdougall	13	Central P. School, Inverness.
Cathie Todd	13	Williamsburgh School, Paisley.
Kathleen Connolly	13	Queen's Cross R.C. School, Aberdeen.
Edward Foy . . . . .	...	St. Patrick's R.C. School, St. John's Hill, Edinburgh.
Annie Hendry	13	Merry Street Public School, Motherwell, Lanarkshire.
Louise Stuart . . . . .	...	Buckhaven Primary School, Buckhaven, Fife.
John A. Fisher	15	Grammar Public School, Ayr.
Annie Searth	12	Barony Public School, Birsay, Orkney.
Kenneth MacColl	13	Kinlochleven Public School, Argyll.

LIST OF SUCCESSES—SCOTLAND—*continued.*

Name.	Age when given.	School.
Ruth H. S. Grant	13	Duthil P. School, Carr Bridge, Inverness-shire.
George Lamb	13	Gateside P. School, Cambuslang.
May Daniels	11	Sciennes Public School, Sciennes Road, Edinburgh.
Nellie Colston	14	Mitchell Street Public School, Mitchell Street, Dundee.
Alexander Fraser	13	Mitchell Street Public School, Mitchell Street, Dundee.
Mollie M. Neil	14	Grammar Public School, Ayr.
James Fraser	12	Dalchreichart P. School, Glenmoriston, Inverness-shire.
James Armstrong . . . . .	...	Stoneyburn Public School, West Lothian.
William Taylor	13	Public School, Coaltown of Wemyss, Fife.

WALES.

Name.	Age when given.	School.
Mildred John	13	Crunwre N.P. School, Whitland.
Edith T. Thomas	12	Hendrefadog Girls' School, Tylorstown, Rhondda.
Joseph Cannard . . . . .	...	Tyr Craig Council School, Aberbeeg.
Ethna Toye	11	Abercynon Girls' School, Glam.
Margaret Ann Edwards . . . . .	...	Llantwood Council School, Cilgerran.
William Hayden Jordan . . . . .	...	Central Schools, Treharris.
Margaret Lees	11	Copper Works Council School, Llanelly.
Ethel Morgan	14	Penygraig Council School, Penygraig.
Catherine Davies . . . . .	...	Park Girls' School, Cwmpark, Rhondda.
R. Conolly . . . . .	...	Court Road Boys' School, Cardiff.
May Morris . . . . .	...	Porth Girls' Council School, Rhondda.
Edgar Jones	12	Council School, Treherbert.
Kathleen Myra Danes . . . . .	...	National Girls' School, Llanelly.
Dorothy Ada Jones	12	Lakefield Girls' School, Llanelly.
Lily Barley . . . . .	...	Castle Caereinion C.E. School, Welshpool.
Cyril Howard Morris	11	Bigyn Boys' School, Llanelly.

ENGLAND (Midlands).

Name.	Age when given.	School.
Florence Mills	13	National School, Hucknall, Notts.
Janie Mitchell	14	St. Joseph's School, Monks Kirby, Rugby.
Stuart Toft	11	Park Road School, Burslem, Stoke-on-Trent.
Charles Mitchell	13	Sproxtton C. of E. School, nr. Melton Mowbray, Leics.
Harry Marlow . . . . .	...	Grove Senior School, Hanley, Staffs.
Mabel Rickinson	13	Cross Street Senior School, Stoke-on-Trent.
Gladys Lownds	13	Glass Street School, Hanley, Staffs.
Arthur Bowcock	13	Smallthorne Boys' School, Stoke-on-Trent.
Ernest Cox . . . . .	...	Berridge Road Council School, Nottingham.
Jack Pickin	13	Broom Street Boys' School, Hanley.
Raymond N. Dunn . . . . .	...	Upper Standard School, Valley Road, Lye, nr. Stourbridge.
Joseph Sellars . . . . .	...	Higher Elementary School, Dudley.
Mabel Cox . . . . .	...	Nether Street Girls' School, Beeston, Notts.
May Jackson	14	Derby Road Girls' School, Gloucester.

LIST OF SUCCESSES—ENGLAND (Midlands)—continued.

Name.	Age when given.	School.
Nellie Morton	13	St. John's Girls' School, Worksop, Notts.
Prudence Hawkins' . . . . .	...	Florence Council Girls' School, Longton, Stoke-on-Trent.
Winifred Steger	13	King Sterndale C. of E. School, nr. Buxton, Derbys.
Percy Adlington . . . . .	...	Corporation Road Boys' School, Newport, Mon.
A. R. Winkle . . . . .	...	Florence Council School (Boys'), Longton, Stoke-on-Trent.
Henry J. Dolman . . . . .	...	St. James's Church Boys' School, Malcolm Street, Derby.
Millicent Eardley	13	Hanley Grove Senior School.
Harry Edwards	13	Aversham Council School, Newark-on-Trent, Notts.
William Arthur Ward . . . . .	...	Long Street Council School, Wigston Magna, nr. Leicester.
Rosalie Farmer . . . . .	...	Valley Road Upper Street School, Lye, Worcs.
Florrie Brown	13	Broadway Central School, Burton-on-Trent.
Christina E. Dancy	13	Tredworth Road Girls' Council School, Gloucester.
Adeline V. Freeman . . . . .	...	Churchtown School, Darley Dale, Matlock.
William Goodwin	13	Horninglow Council School, Burton-on-Trent.
Florence Perkins	13	Maindee Girls' Council School, Newport, Mon.
Margery Merrin	14	Elston All Saints' School, Elston, near Newark, Notts.

SOUTHERN DISTRICT.

Name.	Age when given.	School.
Doris Potter	13	Priory Church Girls' School, Christchurch, Hants.
Bertram K. Johnson	14	Wing Boys' Council School, Bucks.
Annie Austen	13	Swan Street Girls' School, Swan Street, Southsea.
Jack Hawken	11	Liskeard Parochial School, Liskeard, Cornwall.
Jessie Kemp	11	Church Street Girls' School, Portsmouth.
Mollie Bateson . . . . .	...	SS. Mary and John Girls' School, Essex Street, Oxford.
Vera Grace	14	Kent Street Girls' School, Portsea, Portsmouth.
Sylvia Nottingham	13	Senior Girls' School, March, Cambs.
Thomas J. Day	13	Oakfield Boys' School, Ryde, I. of W.
Dorothy Nichols . . . . .	...	Francis Avenue Council School, Portsmouth.
Phyllis Ward . . . . .	...	Shipbourne Council School, Shipbourne, Kent.
Thomas J. Somerfield . . . . .	...	Ashley Road Senior School, Barnstaple, N. Devon.
Eva Turner	13	C. of E. Girls' School, North Walk, Barnstaple, N. Devon.
Freda A. Sewell	13	Childerley Gate Council School, Cambridge.
Alfred T. Knight . . . . .	...	Slindon Church of England School, nr. Arundel, Sussex.
Winifred Beechey	13	C. of E. School, Princes Risboro', Bucks.
May McNeil . . . . .	...	Christ Church Girls' School, Barnet, Herts.
Gladys Rolfe . . . . .	...	South Oxford Council Girls' School, Thames Street, St. Aldate's, Oxford.
Josephine Hall . . . . .	...	St. Augustine's School, Tunbridge Wells.
A. H. Myers . . . . .	...	The Council School, Newbury, Bucks.
Reginald Waghorn . . . . .	...	St. Augustine's School, Tunbridge Wells.
Nora Bunting	13	The School, Edgefield, nr. Melton Constable, Norfolk.
R. Paston . . . . .	...	Heigham Street School, Norwich.
Charles Keay	13	St. Peter's Boys' School, Tunbridge Wells.
Frederick Thyer	14	Somerset Bridge School, Bridgwater.
Leslie W. Seal . . . . .	...	Swancombe C. of E. Boys' School, Manor Road, Swanscombe, Kent.
Harry Phillips	13	Tichborne C. of E. School, Alresford, Hants.
Emily Ash . . . . .	...	Harbledown C. of E. School, Canterbury.
Phyllis Weeks . . . . .	...	Cromwell Road Council School, Redhill, Surrey.
G. E. Siggs	14	Willowfield Central School, Eastbourne.

THE BEST ESSAY IN THE COMPETITION.

By DORIS POTTER (aged 13), of the Priory Church Girls' School, Christchurch, Hants.

One of the greatest Societies is the Royal Life-boat Institution, which for nearly one hundred years has built and maintained the Life-boat services of Great Britain with its fleet of nearly 260 Life-boats, and its brave crews of about 7,000 boatmen.

This Society has saved the lives of thousands of men, women, and children from a watery grave, and it has rescued vast cargoes of merchandise from destruction. Such an Institution is of great national importance and an absolute necessity in a maritime country like ours, if we still wish to hold the first position in the world for trade, and for naval power.

Great Britain, "bound in with the triumphant sea," is the centre of the land hemispheres, and of the world's shipping. It has 5,000 miles of sea coast, with many perilous points. To save the lives of people of any country when in danger, during peace or war, and to preserve ships, this Society was formed.

We are a nation of shopkeepers, and our immense trade depends almost entirely on our shipping. Britain's shipping and number of men employed are greater than that of the whole of the United States, Germany, and France put together. So the losses in lives and ships round our shores are enormous in comparison with other countries.

During the War the Life-boats saved not only over 5,000 lives, but also over 180 vessels

and boats, which carried thousands of tons of food and materials for industry.

This noble work is still going on round our sea-girt land—"This precious stone set in the silver sea"—and at all dangerous places, there are brave men always ready to battle their way to rescue those in danger.

The Life-boat service keeps alive the true British spirit of our forefathers, which has made our Empire what it is to-day, and that is the spirit of sacrifice, heroism, duty, courage, endurance and comradeship. There is, on nearly every page of English history, some story of our sailors' brave deeds, so we should ever "be prepared" to help them, for the lessening of our sea-power will lead to England's downfall.

The lives saved by the Life-boats are chiefly those in the prime of life. Their deaths would not only mean great losses to the country as citizens and workers, but would render thousands of homes miserable, and cause a great many widows and children to be supported out of the rates and in charitable homes.

Our Life-boat service has been so much admired, that many foreign maritime countries have modelled their institutions on our own, and thus it has extended its good work all over the world, and made others realize its necessity and importance.

To-day the Life-boats are manned by just as fearless and noble men as our Nelson led to battle, and every Britisher should earnestly support, with pride, the Royal Life-boat Institution.

The Ramsgate Life-boat and the Ketch "Lord Hamilton."

At half-past two in the afternoon, of 12th February last, the Ramsgate Life-boat and tug were called out by a message from the Coast Guard that a vessel—found afterwards to be the ketch *Lord Hamilton*—was ashore on the north-east part of the Goodwin Sands. A strong easterly gale was blowing with a very heavy sea, and the Life-boat and tug got abreast of the wreck to windward about five o'clock. The Life-boat then cast off, ran to leeward towards the wreck until she was within about eighty yards and then, anchoring, veered down. The crew found her to be a ketch, sunk six feet below the water with her foremast standing above the surface. After leaving the tug, and as they approached the wreck, the crew of the Life-boat had thought that they saw men in the rigging, but now, lying ten or fifteen yards off the foremast, they saw that what they had taken for men were pieces of torn sail. The Coxswain ordered all hands to look

out for any sign of life but none could be seen.

A tremendous sea was running, and the Life-boat herself was in great peril of being smashed against the wreck. One huge wave in fact swept her right over the after-part of it, and the Coxswain was compelled to slip his cable, leaving both anchor and cable behind, in order to get clear. He then made sail across the sands, it being now high water, and returned to Ramsgate, picking up the tug before entering the harbour, which was reached about half-past six.

Next day a motor-boat was sent out by the Honorary Secretary, which reached the wreck shortly after ten in the morning, and her crew saw two men come out of a bunch of torn sail at the masthead. They rescued them and brought them safely to Ramsgate. The next day the motor-boat went out again and recovered the anchor and part of

the cable, which had to be cut, as it had fouled the wreck.

From the account of the two rescued men, the Master and mate of the ketch, the crew consisted of four men. It was nearly midnight when they had gone ashore, and one of the men was swept away two hours later. The other three were still in the rigging when, on the afternoon following, the Life-boat reached the wreck. When she was half a mile away, the Master of the ketch had waved his hand and shouted, but, believing that he had been seen, he did not wave or shout again. All three men remained wrapped up in the torn sail, and that was the reason why, in the failing light, they were not seen. Some hours after the Life-boat left the wreck one of them lost consciousness and was swept away.

One of the two bodies was recovered, and on 25th February an inquest was held. The verdict returned was "Death from misadventure," but in the course of his summing up the coroner said that there had been a "lamentable failure" on the part of the Life-boat Crew.

Before the holding of the inquest there had been a good deal of ill-informed comment, but this most severe stricture on the crew of a Station which has a record second to none in the history of the Life-boat Service, was deeply resented not only in Ramsgate, but in other parts of the country. Many messages of sympathy were received by the Coxswain, and the crew petitioned the Institution for an inquiry.

In the opinion of the technical officers of the Institution everything possible was done by Coxswain and crew in circumstances of great peril to the Life-boat herself, and no blame attached to them for their failure to discover the three men. In view, however, of the coroner's statement, and in justice to the Coxswain and crew, the Institution asked the Board of Trade to hold an inquiry, but the Board of Trade found itself unable to do this, and suggested that the inquiry should be held by the Institution itself.

The matter was thereupon raised in the House of Commons by two members of the Committee of Management,

Captain Lord Curzon, R.N.V.R., and Major-General Seely. Lord Curzon said that "the absurdity of the coroner's remarks was evident to any one who knew anything of the sea." General Seely, speaking as one who has had thirty-five years' experience as a member of a Life-boat Crew, said: "In a whole gale of wind this Boat went out on to the Goodwin Sands, and only those who have been through any gale will realize what this means for those gallant men. It is a cruel thing that a coroner, inexperienced in nautical matters, should cast an aspersion upon a very gallant body of men who daily and hourly risk their lives in order to serve others."

In his reply the Parliamentary Secretary to the Board of Trade, Mr. A. V. Alexander, said: "I welcome the opportunity which has been taken of drawing attention to the fact that the Board of Trade did make inquiry, through their technical officers, as to the circumstances of this unfortunate happening, and they were perfectly convinced, on the advice of their officers, that there was no need for the Board of Trade to hold an inquiry. Nothing came to light to show evidence either of want of diligence or of want of seaman-like qualities on the part of the Coxswain or the crew of the Life-boat.

"As far as the Board of Trade is concerned, the matter rests there. We do not think it necessary for the Board of Trade to hold an inquiry in these circumstances. It is very peculiar that in this calamity the Life-boat should have been able as it was in the teeth of a gale to get into such close proximity to the vessel. These unfortunate fellows were on the mast and had wrapped themselves in the sail for protection, and it is quite conceivable, in rough seas and a heavy gale, that it was almost impossible to detect any signs of life. The peculiar thing is that apparently, perhaps because of the gale, no sound of any kind, neither a hail from the men on the mast nor anything else, reached the men in the Life-boat. The fact that the crew of the Life-boat made every effort to get to the scene of the wreck and discover if any lives were there to be saved is proved by the fact that they put their anchor down,

but had to withdraw again, and when the Motor-boat went out it picked up the anchor which had been left. As far as the Board of Trade and the Government are concerned, we have every admiration for and every desire to support the magnificent voluntary work which has been undertaken by the NATIONAL LIFE-BOAT INSTITUTION. We can quite understand that there has been a considerable amount of anxiety since the coroner's inquiry, because of what has transpired, but we are confident that, when the facts are known to the public at large, the great ROYAL NATIONAL LIFE-BOAT INSTITUTION and the men who so gallantly sacrifice themselves again and again in the interests of humanity will not suffer."

In view of this reply the Institution felt that no further action was necessary and that the Ramsgate Coxswain and crew had been completely vindicated. A letter was therefore sent asking the Honorary Secretary to inform them of the Committee's "complete confidence that they had behaved in every way in accordance with the high traditions of the Life-boat Service."

Many letters were received which showed not only the public interest in the case but how deeply and how personally many people felt the slur which had been cast on the men of the Service.

The Organizing Secretary for the North of England reported, "I have seldom met with greater indignation than during the last week when on the north-east coast."

The whole Bembridge crew wrote: "There is not a member of a Life-boat crew but what can entirely appreciate the position of the Ramsgate men"; and the Honorary Secretary at Lowestoft wrote that Coxswain Swan had had an almost identical experience in February, 1915, when the Lowestoft Life-boat went out to the sprit barge *Surdar of London* which had gone aground on the Sands. "He got alongside and held on with his grappling irons, and having seen no life on board was on the point of leaving when the crew of two men suddenly unrolled the topsail and showed themselves and were eventually rescued."

The father of one of the two men who were drowned wrote from Canada to the Coxswain:—

"We have heard a lot of the wreck through English papers sent out, and this is my reason for writing to you. Now, sir, I do not want you to think that I hold you responsible for the loss of my boy, for my only regret is that ever such a comment should be made by any man, especially by one who, I gather, lives within sight of the Goodwin Sands, and knowing well the glorious record of the Life-boatmen around the coast. I myself, before coming to Canada, followed the sea for twenty years in the coasting trade, and know what the Goodwin Sands are like. I doubt whether that man would care to take a trip with you some time on your errand of mercy; I am afraid if he did he would not be so ready to criticize."

A Life-boat at the Naval Review at Spithead.

IN November, 1923, a special review of the Atlantic Fleet was held at Spithead for the Dominion Prime Ministers then attending the Imperial Conference. On the day on which the review took place—a day of rough weather—the *City of Bradford*, the new Motor Life-boat for Spurn Point at the mouth of the Humber, built out of the special fund raised in Bradford, was carrying out her trials, and her appearance among the Fleet was described in the *Yorkshire Evening Post*:

"In the morning, as the *Princess*

Margaret slowly steamed down the line of ships, there appeared on the starboard side a Motor Life-boat, her oil-skinned crew swept repeatedly by the dancing seas, the craft itself being almost smothered at times by the exuberant waters. Eventually, I made out her name. It was the Spurn Life-boat, and on her side was painted *City of Bradford*. It is well that the people of the northern city who brought her into being should know that their Life-boat is not afraid of the tempest."

Review.

"Ships for All." By Frank C. Bowen (late Captain Royal Marines). Ward, Lock & Co., Ltd., 6s. net.

WHAT English boy or girl—and might we not add man or woman?—does not take an interest in "those that go down to the sea in ships and do their business in great waters." And yet how great is the ignorance of the average Englishman on all matters pertaining to the seafaring profession!

It is this ignorance which has gradually instilled in the mind of the seafaring man the idea that he is different to other men, and has helped to raise that barrier which exists between seafarer and shoregoer. One would have imagined that the war would have broken it down. Yet there is little evidence of this. The sailor and his ship still seem to remain in the eyes of English men and women mysterious and inscrutable.

Captain Bowen has devoted 378 pages to elucidating this mystery, and he has done so to some purpose. Here is a book which should be read in every household, and which should find a place in every

public library, for it tells us what we owe to the sea and, incidentally, what the world owes to the British seaman—and shipbuilder. And it is written so simply and readably that every one should enjoy reading it.

To readers of *The Lifeboat* the chapter on Life-boats will be specially interesting. We must, however, point out one serious mistake. The Institution is not, as Captain Bowen says, supported by payments well earned by salvage service. Their crews may be allowed in certain instances to claim salvage, but the Institution does not touch a penny of it, except in the case of the Padstow steam tug, which is, of course, not a life-boat, and whose services in saving ships which are not in jeopardy off the formidable Doom bar are from time to time recognized by the award of salvage. In this case Lloyd's fully concur in the propriety of the Institution receiving a share of the salvage award in view of the great expense entailed, by the maintenance of the tug and the value of the property saved to underwriters.

Marriage of the Secretary of the Institution.

A marriage has been arranged, and will take place on 28th July, between George F. Shee, second son of the late Richard Jenery Shee, of the Inner Temple, Barrister-at-Law, and Mrs. Shee, and

Helen Dorothea, younger daughter of the Rev. T. Gough (formerly Head Master of King Edward VI.'s School, Retford) and the late Mrs. Gough, of 1, Elm Bank Gardens, Barnes.

Awards to Coxswains and Life-boatmen.

TO DAVID ANDERSON, on his retirement, after serving 8½ years as Bowman and 23 years as Coxswain at Montrose, a Certificate of Service and a Pension.

TO THOMAS LEADBETTER, on his retirement, after serving 14 years as Bowman of the Fleetwood Life-boat, a Pension.

TO WM. HENRY BAKER, on his retirement, after serving 5 years as Bowman and 19 years as Coxswain of the Padstow Life-boat, a Certificate of Service and a Pension.

TO BIELBY WOODHOUSE, on his retirement, after serving 31 years as Signalman at the Flamborough Life-boat Station, a Pension, commuted at his own request into a lump sum.

TO RICHARD MATTHEWS, on his retirement, after serving 19 years as Second Coxswain of the Moelfre Life-boat, a Pension, commuted at his own request into a lump sum.

TO HUGH JONES, on his retirement, after serving 53 years in connexion with the Holyhead Life-boats, a Life-boatman's Certificate.

TO MICHAEL DREW, on his retirement, after serving 45 years as one of the crew of the Cadgwith Life-boat, a Life-boatman's Certificate.

TO JOHN ROBERT LEADBETTER, on his retirement, after serving 13 years as Second Coxswain and 14½ years as Coxswain of the Fleetwood Life-boat, a Certificate of Service and a Pension.

To GRIFFITH L. JONES, on his retirement, after serving 14 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate.

To THOMAS OWEN, on his retirement, after serving 11 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate.

To HUGH D. WILLIAMS, on his retirement, after serving 15 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate.

To OWEN H. WILLIAMS, on his retirement, after serving 27 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate.

To FRANK WARD MOODY, on his retirement, after serving 35 years as a member of the crew of the Skegness Life-boat, a Life-boatman's Certificate.

To ARCHIBALD BURGON, on his retirement, after serving 29½ years as Bowman of the Eyemouth Life-boat, a Life-boatman's Certificate and a Pension.

To R. J. WILLIAMS, on his retirement, after serving 21 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate.

To JOSEPH H. WILLIAMS, on his retirement, after serving 19 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate.

To JOHN HOBSON, on his retirement, after serving 31 years as Signalman at the Hornsea Life-boat Station, a Pension.

To JESSE SALMON, on his retirement, after serving 1 year as Bowman, 15½ years as Second Coxswain, and 5 years as Coxswain of the Clacton-on-Sea Life-boat, a Pension.

To JOHN T. SWAN, on his retirement, after serving 13½ years as Coxswain of the Lowestoft Life-boats, a Certificate of Service and a Pension.

To MICHAEL RICHARDSON, on his retirement, after serving 25½ years as Second Coxswain of the Blackrock Life-boat, a Life-boatman's Certificate and a Pension.

To THOMAS POUNDER, on his retirement, after serving 11 years as Bowman, 8½ years as Second Coxswain, and 6½ years as Coxswain of the Hartlepool Life-boat, a Pension.

To CUTHBERT METCALFE, on his retirement, after serving 6½ years as Signalman, 8½ years as Bowman, and 6½ years as Second Coxswain of the Hartlepool Life-boat, a Gratuity.

To E. F. DAVISON, on his retirement, after serving 2½ years as Signalman, 12 years as Bowman, and 12 years as Second Coxswain of the Hartlepool Life-boat, a Gratuity.

To ROBERT YOUNG PATRICK, on his retirement, after serving 40 years as a member of the crew of the North Sunderland Life-boat, including 20 years as Second Coxswain, a Life-boatman's Certificate and a Pension.

To WALTER ROSS, on his retirement, after serving 15 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To WM. STANLEY, on his retirement, after serving 32 years as a member of the crew of the Penmon and Beaumaris Life-boats, a Life-boatman's Certificate of Service.

To HENRY JONES, on his retirement, after serving 15 years as a member of the crew of the Point of Ayr Life-boat, a Life-boatman's Certificate of Service.

To JOHN HERRING, on his retirement, after serving 26 years as a member of the crew of the Sunderland Life-boat, a Life-boatman's Certificate of Service.

To WM. KENNEDY, on his retirement, after serving 38 years as a member of the crew of the Huna Life-boat, including 22 years as Second Coxswain, a Life-boatman's Certificate of Service and a Pension.

To JOHN DUNNETT, on his retirement, after serving 17 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To WM. DUNNETT, on his retirement, after serving 45 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To WM. DUNNETT, on his retirement, after serving 23 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To JOHN SUTHERLAND, on his retirement, after serving 21 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To WM. SUTHERLAND, on his retirement, after serving 18 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To JOHN KENNEDY, on his retirement, after serving 18 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

To JAMES SUTHERLAND, on his retirement, after serving 16 years as a member of the crew of the Huna Life-boat, a Life-boatman's Certificate of Service.

A French *Matinée* in Aid of the Institution.

It is a far cry from the snows of Russia to the sands of the Sahara, and as far a cry from the Sahara to the coasts of the British Isles. But experiments are now being made to see if a device originally designed for motor transport over the snows of Russia during the war, and then used with signal success for crossing the Sahara, will be equally effective for launching Life-boats on the coasts of Great Britain.

This device is the Kegresse track, a self-laying track of flexible rubber and canvas creeper bands, which may possibly prove more effective on our coasts than the present tractors which, while they have carried out a number of very prompt launches, have shown that where there is shingle, mud holes or creeping sands, something more powerful is required.

These facts lend additional interest to a *matinée* in aid of the funds of the Institution which was given at the Victoria Palace on 21st November last, and which was itself probably unique in the long list of charity *matinées* in this country.

Her Majesty the Queen and H.R.H. the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, were both present, and this *matinée*, in aid of a great English charity, was given by a Frenchman, M. Citroën, head of the French firm of motor car manufacturers which bears his name, and the whole performance was by French artists.

At the beginning of 1922 an expedition of Citroën cars, fitted with the Kegresse track, travelled across the Sahara, from Touggourt to Timbuctoo, a distance of 2,000 miles, and back again. The Sahara had never before been crossed by automobiles, and the Citroën Expedition visited places which no one had ever reached before except on camels.

A film was taken of this journey, and it was shown for the first time in England at this *matinée*. The first time it had been shown in Paris it was also in aid of

a great charity, "The Association for the Help of the Widows of Soldiers killed in the Great War," the President of the Republic being present.

Two distinguished French artists came to London to sing at the *matinée*, M. Lucien Muratore, the tenor of the Paris Opera House, and Mlle. Marthe Davelli, of the Opera House and the Opera-Comique. M. Jean Richepin, the poet, and a member of the Académie française, wrote a poem specially for the occasion entitled "Pour la Paix," describing how, in exploration, the weapons of war, are being turned to the service of peace. This was to have been recited by Mlle. Cecile Sorel, the leading actress of the Comédie-Française, but at the last moment ill health prevented her from coming.

While the performance was given by French men and women, its organization was in the hands of a Committee of Life-boat workers, and among those who gave it their patronage were H.R.H. the Duke of Connaught, H.R.H. the Princess Louise, Duchess of Argyll, H.R.H. the Princess Beatrice, His Excellency the French Ambassador, His Excellency the Belgian Ambassador, the Right Hon. Stanley Bruce, M.C., Prime Minister of Australia, and Mrs. Bruce, the Duke and Duchess of Leeds, the Duchess of Portland, the Duchess of Northumberland, the Dowager Marchioness of Queensberry, the Dowager Marchioness of Tweeddale, the Marchioness of Ailsa, the Marquess of Crewe, the Marquess and Marchioness of Aberdeen and Temair, the Marchioness of Milford Haven, and the Earl and Countess of Derby.

M. Citroën came from Paris to be present, and with him were the leaders of the Expedition, M. Haardt and M. Audouin Dubreuil.

As the whole expenses of the *matinée* were borne by M. Citroën every penny of the proceeds, just under £1,000, went to the Institution's funds.

Summary of the Meetings of the Committee of Management.

Thursday, 15th November, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
ANONYMOUS	50	-	-
MR. FREDERICK MILBURN, towards cost of Motor Life-boat for Holy Island.	5,000	-	-

—To be thanked.

Paid £13,128 7s. 1d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

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

	Life-boat.	Vessel.	Lives rescued.
Beaumaris	Schooner <i>Baltic</i> , of (Motor) Liverpool.	Landed	2.
	Schooner <i>Mary Ann</i> , of Faversham.	Landed	5.
Bembridge	S.S. <i>Dalton</i> , of (Motor) Newcastle.	Stood by vessel.	4
Brixham	Trawler <i>Osprey</i> , of (Motor) Brixham.	Landed	2.
	Trawler <i>Espero</i> , of Brixham.	Landed	2.
	S.S. <i>Torvald</i> , of Landskrona, S.S. <i>Tuscarora</i> , of Sunderland, and several trawlers of Brixham.	Rendered assistance.	4
Llandudno	Rowing boat <i>Alice</i> , of Llandudno		2
Lowestoft	Fishing boat <i>Jean II.</i> , (Motor) of Boulogne		28
New Brighton	Motor vessel <i>Garthavon</i> , No. 2 (Steam) of Bristol.	Stood by vessel.	4
Newburgh	Steamtrawler <i>Imperial Prince</i> , of Aberdeen		7
Penlee (Motor)	S.S. <i>City of Westminster</i> , of Liverpool		35
Sennen Cove	S.S. <i>City of Westminster</i> , (Motor) of Liverpool		13
Skateraw	Motor vessel <i>Bona-venture</i> , of Leith.	Stood by vessel.	4
Swanage	Barge <i>Cetus</i> , of London, and barge <i>Carson</i> , of Yarmouth.	Stood by vessels.	4
Wexford (Motor)	Fishing boat <i>St. Quintin</i> , of Wexford.	Assisted to save vessel and rescued	4

	Life-boat.	Vessel.	Lives rescued.
Wexford	(Boarding Boat)	Schooner <i>Pearl</i> , of Wexford.	Assisted to save vessel and rescued 3

The Penlee (Motor) Life-boat stood by and assisted the S.S. *Nicolas Norbert*, of Boulogne.

Also voted £382 16s. 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 :—Buckie (Motor), Bull Bay, Caister No. 1, Eyemouth, Filey, Folkestone, Gorleston No. 1, Holyhead No. 1 (Steam), Hoylake, *The Lizard* (Motor), Minehead, Peterhead No. 2 (Motor), Plymouth, Porthleven, Ramsgate, St. Mary's (Motor), Selsey (Motor), Spurn (Motor), Swanage, Tyne-mouth (Motor), Wexford (Motor), Whitby (Motor), and Weymouth.

Granted £16 13s. 6d. to men for injury in the Life-boat Service at Cardigan and Padstow.

Voted a compassionate grant of £5 to JOHN STOREY, who for over forty years had been connected with the Newbiggin Life-boat, and is now in very poor circumstances.

Decided that in recognition of the gallant services of the crew of the Newburgh Life-boat and naval ratings from H.M.S. *Vampire* and H.M.S. *Vendetta*, in rescuing from shipwreck seven of the nine men of the steam trawler *Imperial Prince*, of Aberdeen, which was wrecked off Belhelvie, near Aberdeen, during a full S. gale with a heavy sea, on the 19th October, the following awards be granted :—The Silver Medal of the Institution to Coxswain JOHN INNES and Petty Officer C. A. W. ESSAM, of H.M.S. *Vampire*, and the Bronze Medal of the Institution to Bowman JAMES INNES, the Medals to be accompanied by a copy of the Vote inscribed on Vellum and framed; the Thanks of the Institution inscribed on Vellum and framed to Leading Seaman R. LEONARD, Able Seamen E. SWEET, W. A. HOBDEN, S. YOUNG, A. GILLAM, J. LOCKE, H. HOWELL, of H.M.S. *Vampire*, and to Leading Seaman H. COURTNAGE, Able Seamen J. KEEFE, G. HOWARD, C. WHEELER, of H.M.S. *Vendetta*; Letters of Thanks to Newburgh Branch, Officer Commanding H.M.S. *Vampire*, Comr. WAY, R.N., Inspector of Coast Guard, Mr. MORRISON, District Officer of Coast Guard, Capt. LUMSDEN of BALMEDIE, Lord of the Manor, Mr. HENDERSON, Honorary Secretary Peterhead Branch, Mr. RITCHIE, Chairman of Local Committee, The Women of Newburgh, Mrs. CHRISTIE, Mr. BUCHAN, and Master CHARLES BUCHAN; and monetary rewards to the men who manned the Life-boat, the launchers, etc.

(A full account of the service appeared in *The Lifeboat* for November, 1923.)

Awarded the Thanks of the Institution inscribed on Vellum and framed to W. G.

SANDERS, Coxswain of the Brixham Motor Life-boat, and an additional monetary reward to him and to each of the crew and helpers in recognition of a meritorious service on the 3rd October, when the Life-boat landed two persons from each of the trawlers *Osprey*, and *Espero*, and rendered assistance to the s.s. *Torvald*, of Landskrona, the s.s. *Tuscarora*, and several trawlers which were in distress, during a whole N.N.W. gale, with a very heavy sea.

Granted additional rewards to the crews of the Eyemouth, Penlee, and Sennen Cove Life-boats for arduous services on the 30th August and 8th October.

Voted £1 10s. to four men for rescuing the twelve hands of the steam trawler *Alexandrite*, of Hull, who had taken to their boat when the vessel stranded near Filey, during a thick fog, on the 12th October, 1923. Also granted 2s. 6d. for fuel consumed.

Voted £2 to the crew of the steam drifter *Pioneer*, of Penzance, for rescuing twenty-five of the crew of the s.s. *City of Westminster*, of Liverpool, which was wrecked on the Runnelstone, during a thick fog on the 8th October. The *Pioneer* advised the Captain of the *City of Westminster* that all on board should be transferred to the ship's boats, and towed two of the boats to Penzance, the remainder of the crew being rescued by the Penlee and Sennen Cove Life-boats. Considerable risk was incurred owing to the fog and the position of the steamer on the rocks.

Voted £3 to five men for rescuing the three occupants of a small boat, at Newbiggin, on the 14th October. Also granted 5s. for petrol used. A whole W.S.W. gale was blowing and the boat was drifting out to sea. Manned by five members of the Life-boat crew a Motor-boat put off to render help, and found the small boat half-full of water with her crew exhausted.

Voted £1 to two men for rescuing a young man, at Llandudno, on the 29th October. They were fishing outside the Pier Head when a moderate S. gale sprang up, and seeing a small boat flying a distress signal they went to her help and found her sole occupant exhausted. They took him into their boat which had a hard pull against wind and tide to get ashore.

Sent a Letter of Thanks to Capt. A. B. TURNER for assisting the two occupants of a boat which capsized off Largs, on the 4th October.

Thursday, 20th December, 1923.

Sir GODFREY BARING, Bt., in the Chair.

Elected the VISCOUNT BURNHAM, C.H., T.D., a Vice-President of the Institution.

Approved the constitution of the London Women's Committee and appointed original members.

Decided to close the Tramore Life-boat Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
H.R.H. THE PRINCESS LOUISE, DUCHESS OF ARGYLL (donation)	100	—	—
THE LATE MR. LAWRENCE FORBES, Gift from Estate of	500	—	—
ANONYMOUS (additional dona- tion)	50	—	—

—To be thanked.

Paid £21,982 1s. 10d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £467 3s. 2d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Arbroath . . .	Arbroath fishing fleet. Stood by fishing fleet.	
Ardrossan . . .	S.S. <i>Leon Pancaldo</i> , of Savona. Rendered assistance.	
Bridlington . . .	Eight fishing vessels of Bridlington. Es- corted vessels into harbour.	
	Motor fishing boat <i>John Bruce</i> , of Grimsby. Escorted boat into harbour .	
Clovelly . . .	Fishing coble <i>Gordon</i> , of Clovelly	2
	Schooner <i>Hanna Jan- sen</i> , of Hamburg, Landed 8.	
Donaghadee . .	S.S. <i>Castleisland</i> , of Belfast	9
Gorleston No. 2.	S.S. <i>Watchful</i> , of Aber- deen. Stood by vessel.	
Lytham . . .	Barque <i>Drott</i> , of Halm- stad	8
Montrose No. 1.	Nine fishing yawls of Montrose, and three steam drifters. Stood by vessels.	
The Mumbles . .	Schooner <i>Raven</i> , of Binic	5
New Brighton No. 2 (Steam).	S.S. <i>Ibis</i> , of Liverpool. Tug <i>Spurn</i> , of Liver- pool	7 5
Newbiggin . . .	Four fishing cobles of Newbiggin. Stood by cobles.	
	Seven fishing cobles of Newbiggin. Rende- red assistance.	
Newhaven . . .	Steam trawler <i>Jean Dore</i> , of Boulogne .	17
North Sunder- land.	Fishing coble <i>Sea Queen</i> , of Beadnell.	4
Scarborough . .	Eleven fishing cobles of Scarborough. Es- corted cobles into harbour.	
	Motor fishing boat <i>Fe- licity</i> , of Scar- borough. Escorted boat into harbour.	

Life-boat.	Vessel.	Lives rescued.
Scarborough	Four fishing cobbles of Scarborough. Stood by cobbles.	
St. Anne's	Fishing boat <i>Irene</i> , of Preston	1
Wexford (Motor)	Schooner <i>Ellie Park</i> , of Barrow	4
Whitby (Motor)	Motor fishing boat <i>Mizpah</i> , of Whitby. Escorted boat into harbour.	
Whitby No. 2	Five motor fishing boats of Whitby. Escorted boats into harbour.	

The Aldeburgh No. 2 Life-boat saved the whaler *Chr. Crastberg*, of Sandefjord, and rescued her crew of five; the Cresswell Life-boat assisted to save the steam trawler *Glenstar*, of North Shields; the Holyhead No. 1 (Steam) Life-boat saved the schooner *Whitriggs*, of Chester, and rescued her two hands; the North Deal Life-boat assisted to save the s.s. *Nicolas Patras*, of Greece, and rescued 22; and the Winterton No. 1 Life-boat assisted to save the steam drifter *Mishe Nahma*, of Yarmouth, and rescued her crew, ten in number.

Also voted £535 17s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 1, Bridlington, Caister No. 1, Cromer (Motor), Douglas, Dunbar, Dungeness No. 2, Gorleston No. 1, Hoylake, Lowestoft (Motor), New Brighton No. 2 (Steam), North Deal, Palling No. 2, Ramsgate, Selsey (Motor), Skegness, Southwold, and Whitby (Motor).

Granted the sum of £250, including funeral expenses, to a Fund raised for the benefit of the widow and five children of W. J. LIVERSAGE, Assistant Secretary to the New Brighton Branch, whose death was accelerated by exposure when on duty in connexion with a Life-boat service on 17th November, 1923.

Granted £58 16s. to men for injury in the Life-boat service at Arbroath, Bridlington, The Mumbles, Newbiggin, and Rhyl.

Voted a gratuity of £5 to HUGH JONES, Bowman, at Holyhead, on his retirement, in recognition of his very long connexion with the Life-boat service, covering a period of fifty-three years.

Voted a gratuity of £5 to MICHAEL DREW, on his retirement after forty-five years' connexion with the Cadwith Life-boat.

Decided that in recognition of the gallant and strenuous, though unsuccessful, efforts of the Bridlington Life-boat crew to rescue the crew of the coble *Arrow*, which foundered when crossing the harbour bar during a whole S. gale, on the 15th November, the following awards be made:—The Thanks of the Institution inscribed on Vellum and framed to the Coxswain, HARRY HOPPER, who had charge of the Life-boat; Binoculars, suitably inscribed to Mr. C. H. GRAY, Honorary

Secretary of the Branch, who had charge of the launch, and worked up to his neck in water; a Letter of Thanks to Admiral Sir GUY GAUNT, who took an active part in attempting to rescue and resuscitate a man who was hauled out of the sea; and additional monetary rewards to each member of the Life-boat crew and to the helpers.

Granted a monetary reward to the permanent crew of the Wexford Life-boat, in recognition of a fine service during severe weather on the 9th November, when the crew, four in number, of the schooner *Ellie Park*, of Barrow, were rescued from shipwreck. Also addressed Letter of Thanks to the Post Master and to the Harbour Master at Rosslare, who assisted by watching, and to the Assistant Motor Mechanic who had charge of the engine.

Directed that a Letter be sent to the Coxswain and crew of the Donaghadee Life-boat, expressing appreciation of a meritorious service, carried out with great difficulty and under severe weather conditions on the 9th November, when the nine hands of the s.s. *Castleisland*, of Belfast, were rescued from shipwreck, off Groomsport. Reported that the owners of the wrecked vessel had suitably recognised the good services of the Life-boatmen.

Voted £3 to three men for rescuing the crew, four in number, of the fishing boat *William and Jane*, of Dunbar, which was in distress, on the 9th November. The salvors were running for home in the *Welcome Home* when they saw the other boat dismasted and helpless, with a rope foul of her propeller. A strong E. gale was blowing with a rough sea, and it was only with considerable difficulty that communication with the disabled boat was effected. The *William and Jane* was taken in tow for a distance of four miles, the towing boat itself being strained, as the Dunbar boat was the larger of the two. Moderate risk was incurred by the rescuers.—Reward, £3; also granted £3 for damage received by the boat effecting the rescue.

Voted £2 5s. to three men for rescuing the two hands of the coble *Four Flowers*, of Clovelly, which was caught in a heavy W.N.W. gale when about two miles from home, on the 15th November. The Life-boat being engaged with another vessel, the Motor Drifter *Jane* which was making for safety put about to render help, and succeeded, at considerable risk, in towing the *Four Flowers* clear of danger and into harbour.—Reward, £2 5s.

Thursday, 17th January, 1924.

Sir GODFREY BARING, Bt., in the Chair.

Decided to close the Hornsea Life-boat Station.

Reported the receipt of the following special contributions:—

	£ s. d.
Mr. J. W. ARCHER, for the building and endowing of a Motor Life-boat for Teesmouth	20,250 - -

	£	s.	d.
CIVIL SERVICE LIFE-BOAT FUND, for the new Motor Life-boat for Margate (on account) . . .	2,000	—	—
COVENT GARDEN LIFE-BOAT FUND, per Mr. Bert J. Monro.	219	2	6
THE LATE MDLLE. L. LUBINSKA, Gift from Estate of	100	—	—

—To be thanked.

Paid £14,028 14s. 6d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £456 11s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Blakeney . . .	Barge <i>Briton</i> , of London	2
Cromer No. 2 . .	Schooner <i>Gotha</i> , of Bergkvara. Stood by vessel.	
Cresswell . . .	S.S. <i>Bromma</i> , of Christiania. Stood by vessel.	
Flamborough No. 2	S.S. <i>Hibernia</i> , of Blyth. Stood by vessel.	
Hasborough . .	Boat of s.s. <i>Vildanden</i> , of Skien	4
Margate No. 1 . .	Barge <i>Greenhithe</i> , of London. Stood by vessel.	
New Brighton No. 2 (Steam)	S.S. <i>Armagh</i> , of London. Assisted to rescue	104
Newbiggin . . .	Two cobsles of Newbiggin. Stood by cobsles.	
Newhaven . . . (Motor)	Schooner <i>Flying Foam</i> , of Bridgewater. Stood by vessel.	

Life-boat.	Vessel.	Lives rescued.
Piel (Barrow) . .	Steam trawler <i>Dwara</i> , of Fleetwood. Stood by vessel.	
Rye Harbour . .	An aeroplane. Salvaged aeroplane.	
St. Ives	Fishing boat <i>Peggy</i> , of St. Ives. Assisted to save boat and rescued	5
Scarborough . .	Coble <i>Friendship</i> , of Scarborough	3
Walton-on-the-Naze (Motor)	<i>Longsard</i> Light Vessel. Rendered assistance.	

The Cromer No. 1 Motor Life-boat assisted to save the s.s. *Nephrite*, of Glasgow, and rescued from shipwreck her crew of twelve.

Also voted £511 5s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Berwick-on-Tweed, Buckie (Motor), Caister, Cromer No. 2, Dunbar, Hoylake, Johnshaven, Looe, Newhaven, North Sunderland, Palling No. 1, Palling No. 2, Poole and Bournemouth, Rhoscolyn, Scarborough, Sennen Cove (Motor), Stromness (Motor), Thurso, Wells, Whitby (Motor), and Winterton No.2.

A Letter of Thanks was sent to the Banff and Macduff Life-boat crew, who assembled, but did not desire payment.

Granted £3 to a man for injury in the Life-boat service, at Broughty Ferry.

Voted a compassionate grant of £10 to the relatives of the late Second Coxswain at Padstow, H. BRENTON, who left six children in poor circumstances.

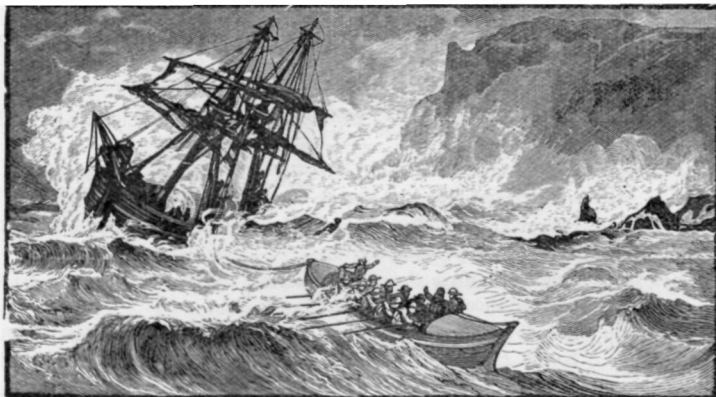
Voted a compassionate grant of £10 to the widow of the late ex-Coxswain at Donna Nook, SAMUEL PARRISH, who left a large family in poor circumstances.

Gifts from Life-boat Crews.

THE Institution has recently received gifts from four of its Crews out of sums which they themselves have received for the salving of vessels: from the Aldeburgh No. 2 crew, which saved the Norwegian whaler *Chr. Crastberg*, of Sandefjord, on 9th November, 1923; from the Cromer crew, which helped to

save the s.s. *Nephrite*, of Glasgow, on 1st January last; from the Hauxley crew, which helped the s.s. *Kapland*, also of Sandefjord, on 7th January last, and from the Boulmer crew, which helped the steam trawler *Thomas Davison*, of Hartlepool, on 24th January last.

Services of the Life-boats of the Institution during 1923.



	Time of Launching.		Persons rescued from shipwreck.
1923.			
Jan. 3.	2. 5 p.m.	S.S. <i>Dabravka</i> , of Dubrovnik. Penlee Life-boat	27
„ 5.	10.15 a.m.	Motor fishing boat <i>Robina</i> , of Ilfracombe. Ilfracombe Life-boat saved boat and rescued	3
„ 11.	1.30 a.m.	Schooner <i>Fred</i> , of Simrishamn. Caister No. 1 Life-boat stood by and assisted vessel	
„ 13.	4.30 a.m.	S.S. <i>Spero</i> , of Newcastle. Runswick Life-boat, assisted by the Whitby (Motor) Life-boat	23
„ 14.	12.30 p.m. 1.10 p.m.	Steam trawler <i>Lord Cecil</i> , of Grimsby. Cromer and Palling No. 2 Life-boats assisted to save vessel.	
„ 15.	12.30 a.m.	Schooner <i>Carmen</i> , of Stockholm. Anstruther Life-boat	16
„ 16.	5.45 p.m.	Steam drifter <i>Viola</i> , of Banff. Huna Life-boat stood by vessel.	
„ 17.	7.45 p.m.	Motor lugger <i>Lady Dora</i> , of Eastbourne. Eastbourne No. 2 Life- boat saved boat and rescued.	3
„ 20.	11. 0 a.m.	Fishing yawls of Berwick-on-Tweed. Berwick-on-Tweed Life- boat stood by boats.	
„ 20.	1.45 p.m.	Schooner <i>Marian</i> , of Padstow. Moelfre Life-boat landed 4.	
„ 20.	3.15 p.m.	S.S. <i>Portlethen</i> , of Aberdeen. Newburgh Life-boat	7
„ 20.	4.15 pm.	Barge <i>Ducima</i> , of London. Clacton-on-Sea Life-boat saved vessel and rescued.	2
„ 29.	3.30 p.m.	S.S. <i>Ophir</i> , of Liverpool. Blackpool Life-boat landed 9.	
Feb. 2.	7.30 a.m.	Motor schooner <i>Abroy</i> , of Falmouth. Rye Harbour Life-boat	8
„ 6.	4.30 a.m.	Motor schooner <i>Elsie</i> , of Swansea. St. Ives Life-boat landed 4.	
„ 6.	9. 0 p.m.	Hopper barge <i>Goldensand</i> , of Southampton. Bembridge Life-boat	4
„ 7.	6.30 a.m.	Irish Free State patrol boat <i>Slievenamon</i> . Ballycotton Life-boat	14
„ 7.	7.50 a.m.	S.S. <i>Royal Firth</i> , of Glasgow. Margate No. 2 Life-boat stood by vessel.	
„ 7.	8.50 a.m.	Fishing boat <i>Katie</i> , of Dublin. Kingstown Life-boat	3
„ 7.	9. 0 a.m.	Seven fishing cobbles of Filey. Filey Life-boat stood by cobbles.	
„ 7.	10.45 a.m.	Fishing yawls of Berwick. Berwick-on-Tweed Life-boat escorted yawls into harbour.	
„ 7.	10.45 a.m.	Motor fishing boat <i>Marie</i> , of Scarborough. Scarborough Life-boat escorted boat into harbour.	
„ 9.	5.20 a.m.	Steam collier <i>Linhope</i> , of Newcastle. Lowestoft Life-boat stood by vessel.	
„ 10.	8.15 a.m.	Steam trawler <i>Premier</i> , of Grimsby. Robin Hood's Bay Life-boat	9

1923.	Time of Launching.		Persons rescued from shipwreck.
Feb. 11.	9.30 a.m.	Steam trawler <i>Dinorah</i> , of Grimsby. Donna Nook landed 4.	Life-boat
„ 12.	6.10 p.m.	Motor fishing boat <i>Providence</i> , of Scarborough. Scarborough Life-boat escorted boat into harbour.	
„ 13.	9. 0 a.m.	An obsolete cruis r. Sunderland Life-boat	6
„ 17.	5.30 a.m.	Barge <i>John Vidler</i> , of Rye. Folkestone Life-boat rendered assistance.	
„ 21.	10.15 a.m.	Steam trawler <i>Boy Daniel</i> , of Shoreham. Eastbourne No. 2 Life-boat stood by vessel.	
„ 21.	10.25 a.m.	Steam trawler <i>Boy Daniel</i> , of Shoreham. Newhaven Life-boat rendered assistance.	
„ 22.	5.10 p.m.	Schooner <i>Mary Jones</i> , of Chester. St. Ives Life-boat rendered assistance and landed 4.	
„ 23.	4. 0 a.m.	S.S. <i>Craggside</i> , of Newcastle. Weymouth Life-boat landed 10. Ketch <i>Phoenix</i> , of Plymouth. Weymouth Life-boat landed 2.	
„ 25.	9.15 a.m.	S.S. <i>Sabina</i> , of Bilbao. Port Erin Life-boat stood by and assisted vessel.	
„ 26.	10.30 a.m.	Motor fishing yawls <i>Annie Smith</i> , <i>Sunbeam</i> , <i>Pioneer</i> , and <i>Sunshine</i> , of Arbroath. Arbroath Life-boat stood by fishing yawls.	
„ 26.	10.45 a.m.	Fishing coble <i>Bertha May</i> , of Scarborough. Scarborough Life-boat escorted coble into harbour.	
„ 26.	11.30 a.m.	Fishing coble <i>Providence</i> , of Scarborough. Scarborough Life-boat A fishing coble of Staithes, and motor fishing boat <i>Remembrance</i> , of Whitby. Whitby (Motor) Life-boat escorted boats into harbour.	3
„ 26.	10.30 a.m.	Motor fishing yawl <i>Guide</i> , of St. Abbs. St. Abbs Life-boat escorted yawl into harbour.	
„ 26.	11.55 a.m.	A fishing coble of Staithes. Runswick Life-boat escorted coble into harbour.	
„ 26.	12.45 p.m.	Schooner <i>Tevija</i> , of Riga. Tenby Life-boat	9
„ 26.	1.35 p.m.	Fishing boats of Bridlington. Bridlington Life-boat escorted boats into harbour.	
„ 26.	2.20 p.m.	Schooner <i>K.T.</i> , of Arklow. Wicklow Life-boat landed 4.	
„ 26.	8. 0 p.m.	S.S. <i>Southwark</i> , of Barrow-in-Furness. Abersoch Life-boat landed 11.	
„ 27.	4.15 a.m.	French ketch <i>Camilla</i> . Tenby Life-boat	4
„ 28.	8.20 a.m.	French ketch <i>Hirondelle</i> . Aldeburgh No. 1 Life-boat saved vessel and rescued	3
Mar. 20.	2.30 p.m.	Fishing boat <i>St. Quintin</i> , of Wexford. Wexford Life-boat assisted to save vessel and rescued	4
April 1.	11. 0 a.m.	Fishing cibles <i>Victory</i> and <i>Reliance</i> , of Scarborough. Scarborough Life-boat escorted cibles into harbour.	
„ 8.	10.15 a.m.	S.S. <i>Emmanuel</i> , of Piræus. Gorleston No. 1 Life-boat saved vessel.	
„ 8.	4.40 p.m.	S.S. <i>Unicorn</i> , of Milford. Plymouth Life-boat	2
„ 9.	7.30 a.m.	S.S. <i>Fellar</i> , of Dundalk. Blackrock Life-boat landed 2.	
„ 12.	12.30 a.m.	Smack <i>Telgraph</i> , of Boston. Blakeney Life-boat stood by vessel.	
„ 12.	3. 0 a.m.	S.S. <i>Kamfjord</i> , of Christiania. Cresswell Life-boat assisted vessel.	
„ 16.	12.15 a.m.	Steam trawler <i>Burgemeester Ripping</i> , of Maassluis. Lowestoft Life-boat assisted vessel.	
„ 21.	2.55 a.m.	Boat of S.S. <i>Danmail</i> , of Newcastle. Barry Dock Life-boat rendered assistance.	
„ 21.	10.15 a.m.	S.S. <i>Nystrand</i> , of Skien. Cromer Life-boat stood by vessel.	

1923.	Time of Launching.		Persons rescued from shipwreck.
April 21.	10.15 p.m.	Barge <i>Jeffie</i> , of Rochester. Southend-on-Sea Life-boat	2
„ 25.	4.10 p.m.	Barge <i>John Vidler</i> , of Rye. Walton-on-the-Naze Life-boat stood by vessel.	
May 1.	5.30 p.m.	Motor vessel <i>Fimmo</i> , of Geestemunde. Appledore Boarding-boat landed 9.	
„ 13.	5.55 p.m.	Yacht <i>Irene</i> , of Rochester. Clacton-on-Sea Life-boat saved vessel and rescued.	2
June 10.	1.50 a.m.	S.S. <i>Nivelle</i> , of London. The Lizard Life-boat	20
„ 10.	10.40 a.m.	Coble <i>Isabella</i> , of Sunderland. Cullercoats Life-boat	3
„ 10.	10.50 a.m.	A fishing boat of Whitburn. Sunderland Life-boat.	3
„ 10.	2. 8 p.m.	Spanish cruiser <i>Cataluna</i> . Selsey Life-boat rendered assistance.	
„ 16.	7.40 a.m.	Shrimp boat <i>Boy Arthur</i> , of Lowestoft. Lowestoft Life-boat saved boat and rescued	2
July 14.	6. 0 a.m.	Ketch <i>Polly</i> , of Blyth. Runswick Life-boat rendered assistance.	
„ 19.	6.40 a.m.	Smack <i>Hepatica</i> , of Lowestoft. Cromer Life-boat assisted vessel.	
„ 26.	2. 0 p.m.	Boat of trawler <i>Iverno</i> , of Lowestoft. Gorleston No. 1 Life-boat	3
Aug. 2.	5.45 p.m.	Ketch <i>Jessamine</i> , of Annalong. Port St. Mary Life-boat	4
„ 2.	6.30 p.m.	A fishing boat of Benllech. Moelfre Life-boat	3
„ 2.	8. 0 p.m.	Motor boat <i>Moonbeam</i> , of Liverpool. Pwllheli Life-boat saved boat.	
„ 3.	11.35 a.m.	Yacht <i>Welcome</i> , of Liverpool. Hilbre Island Life-boat saved vessel and rescued.	3
„ 22.	2. 0 p.m.	Sailing boat <i>Silver Spray</i> , of Minehead. Minehead Life-boat.	1
„ 24.	6.30 p.m.	Coble <i>Pansy</i> , of Whitby. Whitby (Motor) Life-boat	2
		Cobles <i>Providence</i> and <i>Maria</i> , of Whitby. Whitby (Motor) Life-boat stood by and escorted cobles into harbour.	
„ 26.	5.59 p.m.	Yacht <i>Quickstep</i> , of Hayling Island. Bembridge Life-boat	1
„ 27.	1. 0 p.m.	A small rowing boat. Porthdinllaen Life-boat	5
„ 28.	9.30 p.m.	Brigantine <i>Helgoland</i> , of Plymouth. Brixham Life-boat stood by vessel.	
„ 29.	5. 0 p.m.	Sloop <i>Spring</i> , of Hull. Spurn Life-boat saved vessel and rescued	3
„ 30.	7.12 a.m.	S.S. <i>East Neuk</i> , of Aberdeen. Eyemouth Life-boat	5
„ 30.	7.30 a.m.	Barge <i>Aubrey</i> , of Faversham. Palling No. 1 Life-boat rendered assistance.	
„ 30.	9.30 a.m.	Barge <i>Oceanic</i> , of London. Walton-on-the-Naze Life-boat saved vessel and rescued.	5
„ 30.	11. 0 a.m.	Fishing boat <i>Trixie</i> , of Skegness. Skegness Life-boat saved boat.	
„ 30.	4.30 p.m.	A small boat. Rhoscolyn Life-boat	1
Sept. 6.	10. 0 p.m.	Four persons weatherbound on Puffin Island. Beaumaris Life-boat landed 4.	
„ 9.	5.15 a.m.	S.S. <i>Emerald</i> , of Boulogne. Mevagissey Life-boat	13
„ 12.	9.47 a.m.	S.S. <i>Citos</i> , of Helsingborg. Longhope Life-boat.	8
„ 13.	2.15 p.m.	Schooner <i>Pearl</i> , of Wexford. Wexford Boarding-boat assisted to save vessel and rescued	3
„ 16.	1. 0 p.m.	Motor cruiser <i>Dancingway</i> . Barry Dock Life-boat saved boat and rescued	7
„ 17.	10.45 a.m.	Five fishing boats of Gourdon. Gourdon Life-boat stood by boats.	
„ 20.	2.45 a.m.	S.S. <i>Excellent</i> , of Boulogne. Newhaven Life-boat	21
„ 25.	11.15 p.m.	Steam trawler <i>Portsmouth</i> , of Grimsby. Spurn Life-boat saved vessel and rescued.	9
„ 28.	7. 0 a.m.	S.S. <i>Elidir</i> , of Port Dinorwic. Moelfre Life-boat stood by vessel.	
„ 29.	5.45 a.m.	S.S. <i>Gutfeld</i> , of Hamburg. Sennen Cove Life-boat rendered assistance.	

1923.	Time of Launching.		Persons rescued from shipwreck.
Sept. 29.	11.35 p.m.	S.S. <i>Berville</i> , of Rouen. Coverack Life-boat rendered assistance.	
„ 30.	8.30 a.m.	S.S. <i>Nicolas Norbert</i> , of Boulogne. Penlee Life-boat stood by and assisted vessel.	
„ 30.	8.40 a.m.	S.S. <i>Charbonnier</i> , of Havre. Porthleven Life-boat stood by and rendered assistance.	
Oct. 3.	10.30 a.m.	Motor-boat <i>Elsie</i> , of Tenby. Tenby Life-boat	3
		Schooner <i>Mary Waters</i> , of Padstow. Tenby Life-boat	5
„ 3.	Noon.	Trawler <i>Osprey</i> , of Brixham. Brixham Life-boat landed 2.	
		Trawler <i>Espero</i> , of Brixham. Brixham Life-boat landed 2.	
		S.S. <i>Torvald</i> , of Landskrona, S.S. <i>Tuscarora</i> , of Sunderland, and eight trawlers. Brixham Life-boat rendered assistance.	
„ 4.	4.50 a.m.	Ketch <i>Fearless</i> , of London. North Deal Life-boat	2
„ 7.	12.50 p.m.	Motor vessel <i>Bonaventure</i> , of Leith. Skateraw Life-boat stood by vessel.	
„ 8.	3.15 p.m.	S.S. <i>City of Westminster</i> , of Liverpool. Sennen Cove Life-boat . . .	13
„ 8.	3.25 p.m.	S.S. <i>City of Westminster</i> , of Liverpool. Penlee Life-boat	35
„ 12.	9.15 p.m.	Motor vessel <i>Garthavon</i> , of Bristol. New Brighton No. 2 Life-boat stood by vessel.	
„ 19.	1. 0 p.m.	Steam trawler <i>Imperial Prince</i> , of Aberdeen. Newburgh Life-boat	7
„ 22.	1.30 a.m.	S.S. <i>Dallon</i> , of Newcastle. Bembridge Life-boat stood by vessel.	
„ 23.	7.30 a.m.	Fishing boat <i>Jean II.</i> , of Boulogne. Lowestoft Life-boat	28
„ 26.	7. 0 a.m.	Seven fishing cobbles of Newbiggin. Newbiggin Life-boat rendered assistance.	
„ 27.	5.33 a.m.	Barge <i>Cetus</i> , of London. Swanage Life-boat stood by vessel.	
		Barge <i>Carson</i> , of Yarmouth. Swanage Life-boat stood by vessel.	
„ 27.	11.30 a.m.	Schooner <i>Raven</i> , of Binic. Mumbles Life-boat	5
„ 27.	10.15 p.m.	Schooner <i>Baltic</i> , of Liverpool. Beaumaris Life-boat landed 2.	
		Schooner <i>Mary Ann</i> , of Faversham. Beaumaris Life-boat landed 5.	
„ 29.	2. 0 p.m.	Rowing boat <i>Alice</i> , of Llandudno. Llandudno Life-boat	2
„ 29.	5.30 p.m.	Schooner <i>Baltic</i> , of Liverpool. Beaumaris Life-boat landed 4.	
Nov. 7.	11.30 a.m.	Eleven cobbles of Scarborough. Scarborough Life-boat escorted cobbles into harbour.	
„ 7.	11.45 a.m.	Five motor fishing boats of Whitby. Whitby No. 2 Life-boat escorted boats into harbour.	
„ 9.	4.15 a.m.	Whaler <i>Chr. Crastberg</i> , of Sandefjord. Aldeburgh No. 2 Life-boat saved vessel and rescued	5
„ 9.	7.30 a.m.	S.S. <i>Castleisland</i> , of Belfast. Donaghadee Life-boat	9
„ 9.	12.30 p.m.	Motor fishing boat <i>Felicity</i> , of Scarborough. Scarborough Life-boat escorted boat into harbour.	
„ 9.	12.50 p.m.	Motor fishing boat <i>Mizpah</i> , of Whitby. Whitby (Motor) Life-boat escorted boat into harbour.	
„ 9.	12.50 p.m.	Eight fishing vessels of Bridlington. Bridlington Life-boat escorted vessels into harbour.	
		Motor fishing boat <i>John Bruce</i> , of Grimsby. Bridlington Life-boat escorted boat into harbour.	
„ 9.	7.30 p.m.	Schooner <i>Ellie Park</i> , of Barrow. Wexford Life-boat	4
„ 14.	8.25 a.m.	Steam trawler <i>Jean Dore</i> , of Boulogne. Newhaven Life-boat assisted to save vessel and rescued	17
„ 15.	10. 0 a.m.	Fishing coble <i>Gordon</i> , of Clovelly. Clovelly Life-boat	2
„ 15.	11. 0 a.m.	Fishing fleet of Arbroath. Arbroath Life-boat stood by fishing fleet.	

1923.	Time of Launching.		Persons rescued from shipwreck.
Nov. 15.	11.30 a.m.	Nine fishing yawls of Montrose, and three steam drifters. No. 1 Life-boat stood by yawls and drifters.	Montrose
„ 15.	12.15 p.m.	Fishing boat <i>Irene</i> , of Preston. St. Anne's Life-boat	1
„ 15.	12.15 p.m.	Motor fishing coble <i>Sea Queen</i> , of Beadnell. North Sunderland Life-boat	4
„ 15.	12.30 p.m.	Four fishing cibles of Scarborough. Scarborough Life-boat stood by cibles.	
„ 15.	5. 0 p.m.	Schooner <i>Hanna Jensen</i> , of Hamburg. Clovelly Life-boat landed 8.	
„ 16.	7.10 p.m.	Barque <i>Drott</i> , of Halmstad. Lytham Life-boat	8
„ 16.	10. 0 p.m.	S.S. <i>Ibis</i> , of Liverpool. New Brighton No. 2 Life-boat	7
„		Tug <i>Spurn</i> , of Liverpool. New Brighton No. 2 Life-boat	5
„ 26.	7. 0 p.m.	Steam trawler <i>Glenstar</i> , of North Shields. Cresswell Life-boat assisted to save vessel.	
„ 28.	9. 0 a.m.	Four fishing cibles of Newbiggin. Newbiggin Life-boat stood by cibles.	
„ 30.	9.30 p.m.	S.S. <i>Watchful</i> , of Aberdeen. Gorleston No. 2 Life-boat stood by vessel.	
„ 30.	9.45 p.m.	S.S. <i>Leon Pancaldo</i> , of Savona. Ardrossan Life-boat rendered assistance.	
Dec. 2.	7.55 p.m.	Steam drifter <i>Mishe Nahma</i> , of Yarmouth. Winterton No. 1 Life-boat assisted to save vessel and rescued	10
„ 4.	11.40 a.m.	Two fishing cibles of Newbiggin. Newbiggin Life-boat stood by cibles.	
„ 4.	Noon.	S.S. <i>Nicolas Pateras</i> , of Greece. North Deal Life-boat assisted to save vessel and rescued	22
„ 7.	7.40 a.m.	Schooner <i>Whitriggs</i> , of Chester. Holyhead No. 1 Life-boat saved vessel and rescued.	2
„ 13.	1.45 p.m.	An aeroplane. Rye Harbour Life-boat salvaged aeroplane.	
„ 15.	7.50 p.m.	S.S. <i>Armagh</i> , of London. New Brighton No. 2 Life-boat assisted to rescue	104
„ 19.	9. 0 p.m.	Barge <i>Briton</i> , of London. Blakeney Life-boat	2
„ 21.	6.48 p.m.	Schooner <i>Gotha</i> , of Bergkvara. Cromer No. 2 Life-boat stood by vessel.	
„ 21-22.	Midnight.	Steam trawler <i>Davara</i> , of Fleetwood. Piel (Barrow) Life-boat stood by vessel.	
„ 23.	11.30 a.m.	Boat of S.S. <i>Vildanden</i> , of Skien. Hasborough Life-boat	4
„ 23.	8.45 p.m.	The <i>Longsand</i> Lightship. Walton-on-the-Naze Life-boat rendered assistance.	
„ 25.	8.50 p.m.	Fishing boat <i>Peggy</i> , of St. Ives. St. Ives Life-boat assisted to save boat and rescued	5
„ 28.	9.15 a.m.	Barge <i>Greenhithe</i> , of London. Margate No. 1 Life-boat stood by vessel.	
„ 28.	12. 5 p.m.	Schooner <i>Flying Foam</i> , of Bridgwater. Newhaven Life-boat stood by vessel.	
„ 30.	10.45 a.m.	Coble <i>Friendship</i> , of Scarborough. Scarborough Life-boat rescued	3
„ 31.	6. 0 p.m.	S.S. <i>Hibernia</i> , of Blyth. Flamborough No. 2 Life-boat stood by vessel.	

Total lives rescued from shipwreck by the Life-boats in 1923, in addition to which the Life-boats saved, or assisted to save, 24 vessels and boats 593

Life-boats also landed 90 persons, who were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for rescuing from shipwreck by means of Fishing and other Boats, etc. 128

Total for 1923 721

Awards to Honorary Workers.

To Mr. RICHARD BINNY, upon his resignation after 15 years' service as Honorary Secretary of the Padstow Branch, the Thanks of the Institution inscribed on Vellum.

To the Rev. Canon GOLDSMITH, upon his resignation after 7 years' service as Honorary Secretary of the Aldeburgh Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. F. P. MORGAN, upon his retirement after 9½ years' service as Honorary Secretary of the Scarborough Branch, a Barometer.

Framed photographs of a Life-boat going out to a vessel in distress have

been awarded to the following Honorary Secretaries, in recognition of their valuable co-operation for periods of ten years and upwards:—

Capt. E. ROBIN, of Plymouth.

C. LENNOX SINCLAIR, Esq., of Chichester.

Mrs. HODGETTS, of Lewisham.

Mrs. FYFFE, of Streatham.

Major A. C. F. LUTTRELL, of Axminster.

Rev. Canon HOWELL, of Gourcock.

DAVID DOW, Esq., of Kirkintilloch.

News from the Branches.

ON account of the simultaneous publication with this issue of a special Centenary Number, and our intention to publish in the next issue, which will appear in November, an illustrated

supplement, with an account of the various Centenary Celebrations carried out by the Branches, it has been decided to omit this feature from the present issue.

Centenary Publications and Souvenirs.

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

Edition de Luxe £2 2 0

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

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

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

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

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

Life-boat Book-markers 2d.

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

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

Small metal Figure of Life-boatman 3d.

Motor Mascots (large) Nickel 16s. 6d.

Do. do. small do. 10s. 6d.

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

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

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