

# THE LIFEBOAT.

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## Our Centenary Year.

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

A VISITOR who called at Life-boat House this autumn made the remark that he never opened a newspaper without seeing in it something about the Life-boat Service. Allowing for the exaggeration of a friendly critic, we may hope that his observation fairly describes the facts of the case. If so, it is a gratifying sign that our aim in this Centenary Year has been to some extent achieved.

We have not aimed at raising a special Centenary Fund, although in many ways it would have been fitting enough that the Institution should ask the people of these islands to present it with a fund of, say, an additional £100,000 or £200,000, to enable it to deal as promptly as possible with the completion of the programme of Motor Life-boat construction which was announced in 1917, initiated in 1918, and has been steadily pushed forward ever since. It would, as I say, have been a natural and proper suggestion that such a fund should have formed the central aim of our Centenary Year; and it would have been much easier to raise such a fund by a central effort, organized from Headquarters, than it has been to initiate and develop the several funds which have been started by different cities and counties, in order to present Life-boats bearing their respective names, thus linking their civic and county pride with one of the noblest and most characteristic of our national achievements, and one in which the Institution has been the acknowledged pioneer and leader among the maritime nations of the world.

But the Committee of Management decided, after mature consideration, not

to aim at this object, mainly because its achievement might well have had a bad effect upon our position in the following years. People might have been disposed to say: "You raised a special fund in your Centenary Year; we contributed generously to that fund, and you ought not to ask us to do anything more—at any rate, for some years to come." Now such an attitude would be very harmful in the case of an institution whose task is as permanent as the sea and as vital as the lives of the hundreds of thousands of seafarers of all nations who ply their arduous trade in the waters that encompass us. The character of our work and its intimate relationship to the element by which we have developed our wealth and strength and world-wide dominion make it a matter of the utmost importance that the support we receive should come not merely, or even mainly, from the wealthy, that is, the few, but should represent the deep-felt interest of the millions of all classes who rightly regard the Life-boat Service as their own. The Committee have felt, too, that there was a distinct advantage in offering to the great cities and to the counties an opportunity of marking *their* association with our maritime interests by naming one of our Motor Life-boats after them.

And so it is that our aim in this Centenary Year has been rather to impress upon the British people the main facts about the history, development, and present position of their voluntary Life-boat Service, being sure that such knowledge, sufficiently widespread, is the best guarantee of that broad and steady support from men and women of all classes which is required

to maintain it as a living, efficient, and truly national organization.

We have carried out this aim by widespread organization, both central and general. This has embraced big undertakings, such as the publication of the history of the Institution, under the title "Britain's Life-boats," by Major A. J. Dawson, with an Introduction by the Prince of Wales and a Foreword by the late Joseph Conrad; the building of a special pavilion at the British Empire Exhibition, to house one of our most up-to-date Motor Life-boats, and a series of models showing the development of the service; and the holding of an International Conference on the Life-boat Services of the world, as well as hundreds of Centenary meetings, Thanksgiving Services, special Fêtes and Bazaars, the revival of the Life-boat Essay Competition in the elementary schools, etc. In all these undertakings we have received, as always, the loyal and enthusiastic assistance of hundreds of Hon. Secretaries and thousands of voluntary workers, to whom our heartfelt gratitude is due, and is hereby conveyed. The present issue of *The Lifeboat* must be regarded mainly as a permanent record of what has been done at Headquarters and throughout the country in this Centenary Year.

The Centenary Meeting, at the Mansion House on 4th March, has already been reported (*The Lifeboat* for June, 1924), and two of the principal Centenary functions in London still remain to be held—a London Thanksgiving Meeting, at the Central Hall, Westminster, on 14th December, and the London Bazaar, which is to take place at the Hyde Park Hotel on the 3rd and 4th of next March (the 4th March being the date of the foundation of the Institution). For the rest, this account will show the variety and extent of the celebrations, the enthusiasm of our workers and the interest of the public: above all, the truly national character of the celebrations. From the King, who personally decorated the Institution's Gold Medalists with the British Empire Medal for gallantry, and the Prince of Wales, who presided both at the Centenary Meeting and the Centenary Dinner, and who has issued a personal appeal to the Empire,\*

down to the humblest of those who were present at a Thanksgiving Service, or contributed on a Century Life-boat Day, all classes of the people of Great Britain and Ireland have joined with the Institution in celebrating this great event. The King's action in conferring personal distinction on the Gold Medalists of the Life-boat Service marked once more—and in a signal manner—that close association of the reigning monarch with the Life-boat Service which has been a feature of its history since the date of its foundation, and probably few marks of royal favour have had a more far-reaching influence and have given profounder satisfaction to a magnificent body of men than this gracious act by which our Royal Patron showed his appreciation of the thousands of humble fishermen who, around our coasts, form the crews of our Life-boats. Nor is it the British people only who have thus paid their tribute to the Institution's work. Eight foreign countries were represented at the International Conference, and nothing in this year of celebration has given the Institution greater pleasure than the tributes which they paid to the British Life-boat Service,† and the visit to the Thames of six foreign Life-boats in honour of our Centenary.

Since the work of the Life-boat Service knows no distinction of race or creed, it has always been our aim to remain in close and friendly touch with the Life-boat Services of other countries, exchanging with them ideas and putting at their disposal our own experience and developments. The International Conference, held in July last, the first in the history of the world, has done much to increase that friendly co-operation, and we hope that it will bear permanent fruit in the establishment, as suggested by Count Yoshii, President of the Imperial Japanese Life-boat Institution, of an international Life-boat organization, of which all the national Life-boat Services will be members. Such a result would in itself repay all the effort which brought the Conference together, and might thus well prove to be one of those

\* This appeal appears in facsimile in the June issue, and is reprinted in this issue on page 187.

† See p. 174.

steps which are of lasting benefit to humanity; for if such an organization is set up, it should not only be a great help to the Life-boat Services which already exist, but should lead to the establishment of services in those countries, some of them with long and dangerous coasts, which still have no organized means of succouring the shipwrecked. It is interesting to note in this connexion that since the Conference the Institution has been approached by the Life-boat Society of Latvia with a request for its assistance in the reorganization of the service on that coast, which was formerly under the direction of the Imperial Russia Life-boat Service.

By the visit of the Life-boats to London, the trip of a Motor Life-boat up the Thames, the land-tour of a Life-boat in the Midlands, and the presence of a Motor Life-boat at the British Empire Exhibition, hundreds of thousands of people of our own and other countries have seen a Life-boat for the first time, have been aboard her, and now will have a memory of their own to help them realize what lies behind those brief words: "Last night the — Life-boat went out, and rescued so many lives," often the only record which the public see of some of the most heroic work carried out by our crews.

As already indicated, although we have made no effort to raise a Centenary Fund, several towns and counties opened £10,000 funds of their own, with the idea of presenting the Institution with Motor Life-boats to bear their names. Bradford had already completed last year its fund for the Life-boat now stationed at Spurn Point, Humber, and had started a second fund for the Boat House and Slipway. Manchester raised over £10,000 in three days by means of a bazaar. Birmingham, Leicestershire, Nottinghamshire and Northamptonshire have all started funds. A special appeal was also made to regular subscribers to double their subscriptions as a Centenary Gift. In a large number of cases this appeal has been answered.

Apart from these appeals, the Centenary has been celebrated chiefly as an occasion for thanksgiving. But we are sure that those who have joined with the Institution in giving thanks for a cen-

tury of achievement, for the heroic services of the Crews, for the devotion of Life-boat workers, for the generosity of the public, for the rescue of nearly 60,000 lives, will not fail of their material support as we set out on our second century.

The resolution which was passed at all the Centenary Meetings was not only an expression of gratitude for the past, but a promise for the future:

"That those present at this Centenary Meeting, recognising 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, 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, and to pledge themselves to do all in their power to secure a widening and increasing measure of support for the Life-boat Service."

No one who has been present at any of the Centenary Meetings at which this resolution was passed can fail to have been stirred by its reference to those who have lived—and died\*—in and for the Life-boat Service. The mind goes back to some of the days of mingled tragedy and glory, in which whole crews have lost their lives in the heroic effort to bring succour to their fellow-men. Such scenes occur to the mind as that at South Shields on 4th December, 1849, when the Life-boat put out to a vessel which had been driven aground on the Herd Sand, and, in a heavy easterly sea, was capsized, with the loss of twenty out of her crew of twenty-four; or that other episode when, on the 9th February, 1861, the whole crew, except one, of the

\* After a careful study of the records I have come to the conclusion that some 500 life-boat men have lost their lives in the service.—EDITOR, "THE LIFEBOAT."

Whitby Life-boat were drowned, in the sight of many thousands of spectators, in going to the rescue of the seventh ship wrecked that day, and when, hot-foot on that disaster, a group of seamen and landsmen nevertheless launched a second and inefficient Life-boat within a few hours in order to rescue the crews from yet other vessels driven ashore on that tragic day. Nor will the older generation among us forget the Southport disaster of 1886, in which thirteen of the crew of that Boat and the whole of the crew of the St. Anne's Boat were drowned in the efforts to rescue the crew of the German barque *Mexico*.

Too often in the history of the Institution have the mighty forces of Nature finally prevailed over man's courage, endurance, and humane effort. But the spirit of the Life-boat Service has remained undimmed, and burns to-day with the same steady flame which has

inspired the splendid men who have illustrated the annals of Life-boat story during the last century. That spirit is the proudest possession of our people, and would be very precious even if, under some mighty cataclysm, the seas around Britain were to dry up, and this country were to cease to be an island. As it is, that spirit is beyond price, and will continue to inspire the men of our Service and, in a different degree, the thousands of our voluntary workers "so long," to quote Sir William Hillary, "as men shall continue to navigate the ocean and the tempests shall hold their course over its surface." For, so long, too, shall there be a British Life-boat Service for the succour of the seafarers of all nations, an example to all other seafaring peoples, a promise of closer union among the nations in the work of peace and progress, and an honour to the British race.

## The Centenary: In London. Gold Medallists Decorated by the King.

DURING its first century the Institution awarded its Gold Medal for gallantry and conspicuous service in saving life from shipwreck, ninety-five times. Fourteen Gold Medals were also awarded for other forms of service to the Institution, but the last of these was given nearly fifty years ago. Since that time the award has been strictly confined to gallantry in the actual endeavour to save life.

The first Gold Medal was awarded to Captain Charles Howe Fremantle, R.N., for swimming out to a Swedish brig wrecked off Christchurch, Hampshire, on 10th July, 1824.\* The last Gold Medals of the century were won by Coxswain Fleming, of Gorleston, and Coxswain Swan, of Lowestoft, for the rescue of the crew of the *Hopelyn* in October, 1922. Six men have won the Medal twice for gallantry, and the Institution's founder, Sir William Hillary, who took part in the rescue of 305 lives, won it three times. Thus, in the course of a century, only eight-seven

men have won this, the Victoria Cross of the Life-boat Service.

Of these eighty-seven, only eight are alive to-day—five of them being English, two Irish and one Welsh. The eight were invited to attend the Centenary Dinner and other celebrations in London, as the guests of the Institution. Seven of the eight were able to come:

Captain Thomas McCombie, of Kingstown, Ireland.

Major H. E. Burton, R.E., Honorary Superintendent of the Tynemouth Motor Life-boat.

Ex-Coxswain Robert Smith, of Tyne-mouth.

Coxswain H. T. Blogg, of Cromer.

Ex-Coxswain John Howells, of Fish-guard.

Coxswain William G. Fleming, of Gorleston.

Ex-Coxswain John T. Swan, of Lowestoft.

The eighth, the Rev. John N. O'Shea, of County Waterford, was prevented from coming by illness.

\* See the issue of THE LIFEBOAT for June, 1924.



The seven were received at Buckingham Palace by the King on the morning of June 30th, being accompanied by Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Hon. George Colville (Deputy-Chairman), Mr. George F. Shee, M.A. (Secretary), and Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats); and were decorated by his Majesty with the Medal of the Most Excellent Order of the British Empire.

s.s. *Tearaght*, of which he was Master, and in two trips saving, at very great risk, the Master, his wife and child, and the crew of the barque *Palme*, of Finland, on the 26th December, 1895. The vessel was wrecked two days previously, and the Kingstown No. 2 Life-boat was totally wrecked while trying to effect a rescue, the whole of her gallant crew, fifteen in number, being drowned.

"Captain McCombie also holds the Silver Medal of the Institution for a



Photograph by]

[Sport and General.

**GOLD MEDALLISTS LEAVING BUCKINGHAM PALACE, AFTER BEING DECORATED BY THE KING.**

Left to right.—Ex-Coxswain Swan, Coxswain Blogg, Coxswain Fleming, Ex-Coxswain Smith, Ex-Coxswain Howells, Major Burton.

Each of the seven was presented separately to the King, who recognized in Coxswain Howells, an old shipmate with whom he had served in the *Temeraire* in 1888.

The record of each man was read out to his Majesty, and was published in full, next day, in the "Court Gazette."

Captain THOMAS MCCOMBIE, Kingstown. 1895.

"For gallantly putting off in the boat with other members of the crew of the

life-saving service in April, 1874, when, as Second Officer of the s.s. *Princess Alice*, he put off with other members of her crew in the steamer's gig and cutter, and saved three of the crew of the brig *Hampton*, of Dublin, which was wrecked in Dublin Bay during a heavy W.S.W. gale.

Major H. E. BURTON, R.E., Honorary Superintendent of the Tynemouth Motor Life-boat. 1914.

"For his gallant conduct and fine seamanship in bringing the Tynemouth

Motor Life-boat forty-four miles through the night and storm, unaided by coast lights, to Whitby and, after all other efforts had failed, rescuing on 1st November, fifty persons from the Government Hospital Steamer *Rohilla*, wrecked at Whitby, on 30th October, 1914.

"Awarded Silver Medal for putting off with a reduced crew to the assistance of the s.s. *Dunelm*, which was wrecked close to Blyth Pier, during a whole S.E. gale with a very heavy sea, on the 11th January, 1913.

ROBERT SMITH, Ex-Coxswain, Tyne-mouth Motor Life-boat. 1914.

"For his intrepid conduct and fine seamanship, in conjunction with Major Burton, when the Life-boat under his command proceeded to Whitby and, on 1st November, 1914, saved fifty persons from the Government Hospital Steamer *Rohilla*, wrecked at Whitby, as stated above.

"Awarded Silver Medal for putting off with Major Burton and a reduced crew to the help of the *Dunelm*, as stated above.

"Also awarded Silver Second Service Clasp for rescuing on 21st November, 1916, sixteen of the crew of s.s. *Muristan*, of Swansea, which was wrecked in Blyth Bay, during a strong E. gale with a very heavy sea."

HENRY G. BLOGG, Coxswain, Cromer Life-boat. 1917.

"For conspicuous gallantry, tenacity and skilful seamanship in rescuing eleven of the crew of the s.s. *Fernebo*, of Christinehamn, which was wrecked off Cromer on the 9th January, 1917, during a strong N.N.E. gale and a very heavy sea.

"The work of rescue involved three trips to the wreck and occupied over nine hours."

JOHN HOWELLS, Ex-Coxswain, Fish-guard Motor Life-boat. 1920.

"For rescuing in circumstances of great peril seven of the crew of the motor schooner *Hermina*, of Rotterdam, which was wrecked in a N.W. gale on Needle Rock, off Fishguard, on the night of the 3rd December, 1920. To effect the rescue involved taking the Life-boat into a position of great danger among rocks.

WILLIAM G. FLEMING, Coxswain, Gorleston No. 1 Life-boat. 1922.

"For his intrepid conduct and skilful seamanship in endeavouring to save the crew of twenty-four of the s.s. *Hopelyn*. After nearly twenty-four hours' efforts in the Gorleston Life-boat, he put off in the Lowestoft Life-boat, and assisted to save the men in circumstances of great peril, on 21st October, 1922.

JOHN T. SWAN, ex-Coxswain, Lowestoft Motor Life-Boat. 1922.

"For his intrepid conduct and skilful seamanship in rescuing the crew of twenty-four of the s.s. *Hopelyn* in circumstances of great peril. The vessel was wrecked on the Scroby Sands during a strong N.E. gale on 19th October, 1922, and the rescue was effected on 21st, after the Gorleston Life-boat had made unavailing efforts to save the men.

"Awarded Silver Medal for rescuing the crew of nine hands of the minesweeper *Condor*, which was wrecked on Newcombe Sands, in a very heavy sea, on 22nd November, 1914.

"Also awarded Silver Second Service Clasp for rescuing nine of the crew of H.M. Sloop *Pomona*, which was totally wrecked five miles south of Southwold on the 30th September, 1918, during a whole N.E. gale with a very heavy sea.

"This wartime Life-boat crew was composed of fourteen men over sixty years of age and four over fifty."

The King expressed his great regret that Father O'Shea was prevented by illness from being present, and handed his Medal to Sir Godfrey Baring. This is the record of his gallantry :

Rev. JOHN M. O'SHEA, Ardmore, Co. Waterford, 1911.

"For his example and initiative in leading very gallant attempts, by means of a small boat, to save the lives of the crew of the schooner *Teaser*, which was lost, with her crew of three in Ardmore Bay on the 18th March, 1911, during a whole S.E. gale with a very heavy sea.

After the ceremony some of the men gave their impressions of meeting the King. Coxswain Swan, of Lowestoft, said :

"We all liked the friendly way in which the King shook hands with us.

We found the King a very nice gentleman to speak to, and very homely. I had been given a little hint before we got there by someone who knew. He said, 'Do you go to him in your ordinary way, and he will think more of you. If you don't he will come round on you for it.' . . . Of course, Mr. Smith got most of the talk, being the oldest, and having the most medals. The King talked to him quite a time."

Coxswain Robert Smith, who is now seventy-five years old, with failing sight, said: "The King wanted to know all

about my medals, and the presentation gold watch, and what they were given for. I told him all about them, and I told him how one was for saving the life of a bed-ridden old man from fire, and how I went in and carried him out in my arms. Then he wanted to know about this one, and I told him it was given for life-saving out of a fund started by an American gentleman. And I told him about the silver cup what the King of Norway gave me and this watch given by the people of Tynemouth 'for heroic life-boat services.'"

## International Conference on the World's Life-boat Service.

### The Presentation of Gold Medals and Addresses of Congratulation to the Institution.

AN International Conference on the World's Life-boat Service was held, in connexion with the Centenary of the Institution, on 1st and 2nd July, in the Council Chamber of the Westminster City Hall, which had been kindly lent to the Institution by the Worshipful the Mayor of Westminster.

Sir Godfrey Baring, Bt., Chairman of the Committee of Management, presided, supported by the Hon. George Colville, the Deputy-Chairman, and other members of the Committee of Management. The Institution was also represented by Mr. George F. Shee, M.A. (Secretary), Captain H. F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats), Commander Thomas Holmes, R.N. (late Chief Inspector and Acting Deputy-Inspector of Life-boats), Mr. J. R. Barnett, O.B.E., M.I.N.A. (Consulting Naval Architect), Mr. Felix Rubie, M.I.N.A. (Surveyor of Life-boats), Mr. Arthur F. Evans (Surveyor of Machinery) and the District Inspectors of Life-boats.

The Board of Trade was represented by Captain H. F. Aplin, R.N., and Captain Rundle, R.N., of the Mercantile Marine Department.

The delegates from the foreign Life-boat Societies were:—

#### HOLLAND.

*Noord-en-Zuid Hollandsche Redding-Maatschappij.* (The North and South Holland Life-saving Society. Founded 1824.)

Mr. P. E. Tegelberg, President.  
Mr. H. de Booy, Secretary.  
Captain D. H. Doeksen.

*Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen.* (The South Holland Society for the Saving of the Shipwrecked. Founded 1824.)

The Right Hon. A. A. Baron Sweerts de Landas Wyborgh, Vice-President.  
Mr. C. D. Julius, Secretary.

#### UNITED STATES.

*United States Coast Guard.* (Life-boat Service, established 1848.)  
Commander Harold D. Hinckley.

#### DENMARK.

*The Royal Danish Government Life-boat Service,* established 1852.  
Captain Jorgen Frederick Saxild,  
Ministry of Marine.

## NORWAY.

*Norsk Selskab Til skibbrudnes Redning.*  
(Norwegian Society for the Saving of the Shipwrecked. Stations established by the State 1854. Society founded 1891.)

Captain Klaus Reimers.  
Captain Ottar Vogt, Secretary.

## SWEDEN.

*The Royal Swedish Government.* (Life-boat Service, established 1855.)

Mr. Edvard Lithander, Member of the

## FRANCE.

*La Société Centrale de Sauvetage des Naufragés.* (The Central Society for the Saving of the Shipwrecked. Founded 1865.)

M. le Vice-Admiral Le Bris, G.C.V.O.,  
K.C.B., Member of the Committee.

M. Granjon de Lépiney, Secretary.

M. le Commandant Le Verger, Chief  
Inspector of Life-boats.



Photograph by]

**THE INTERNATIONAL LIFE-BOAT CONFERENCE.**

[Swaine.

Back Row, from left to right—Mr. Henry Fergus, Mr. J. J. Crosfield, Engineer Rear-Admiral Charles Rudd, The Hon. George Colville, Sir Godfrey Baring, Bt., The Worshipful the Mayor of Westminster, Mr. George F. Shee, Brig.-General Noel M. Lake, Major Sir Maurice Cameron, Commander F. F. Tower. Below Major Sir Maurice Cameron and Commander Tower are—Vice-Admiral Le Bris and M. Granjon de Lépiney. Front Row—Vice-Admiral the Marqués de Casinas, Commander Harold D. Hinckley, Captain Felix Bastarreche, Mr. Albert Isakson, Mr. Edvard Lithander, Commander Otto Stenberg, Count Kozo Yoshii, Mr. P. E. Tegeloerg, The Right Hon. A. A. Baron Sweets de Landos Wyborgh, Captain Jorgen F. Saxild, Mr. H. de Booy, Mr. C. D. Julius, M. le Commandant Le Verger, Captain D. H. Doeksen. (Captain Sten Isberg, Captain Reimers, and Captain Ottar Vogt are not in the Photograph.)

Riksdag, and Vice-President of the Swedish Society for the Saving of the Shipwrecked.

Mr. Albert Isakson, M.I.N.A., Chairman of the Life-boat Committee of the Swedish Shipping League.

*Svenska sällskapet för räddning af skeppsbrutne.* (Swedish Society for the Saving of the Shipwrecked. Founded 1904.)

Commander Otto Stenberg, President.  
Captain Sten Isberg, Secretary.

## SPAIN.

*Sociedad Española de Salvamento de Naufragos.* (Spanish Society for the Saving of the Shipwrecked. Founded 1880.)

Vice-Admiral the Marqués de Casinas.  
Captain Felix Bastarreche.

## JAPAN.

*Teikoku Suinan Kinsaikai.* (The Imperial Japanese Life-boat Institution. Founded 1889.)

Count Kozo Yoshii, President.

The Life-boat Societies of Germany (founded 1865) and Portugal (founded 1892) were unable to send representatives, and the Breton Life-saving Society (founded 1873) and the Humane Society of the Commonwealth of Massachusetts (founded 1785) had both appointed representatives who, at the last moment, were unfortunately prevented from coming to England.\*

Of these Life-boat Services, all are maintained by voluntary organizations (in some cases with a grant from the State), except those of the United States and Denmark, where the Life-boats are a State Service, while in Sweden there is both a State Service and a Voluntary Service.

The Mayor of the City of Westminster (Mr. EDGAR HORNE), by whose courtesy the Council Chamber had been placed at the disposal of the Conference, greeted the delegates in the following speech:—

Sir Godfrey Baring and Gentlemen, I am here as Mayor of the City of Westminster to welcome you to the hall, and to say how delighted we are, the citizens of Westminster, that you should have honoured us by coming here, and how much pleasure it has given us to put our Council Chamber at your disposal. I think all of us in Westminster realize the wonderful work which is done by the Life-boat Institution, and many of us, who have travelled thousands of miles by sea, recognize the perils that you struggle to alleviate. I know that you have the support and the good wishes of all in the splendid work which you have done for so many years. You have a long programme to deal with now, and I will not take up more of your time except formally to express the delight it has given us to have you here, and our best wishes for all good fortune in the future. (Cheers.)

Sir GODFREY BARING, Bt. : I am sure I am expressing the universal feeling of the Conference when I say how deeply we appreciate Your Worship's presence here at the commencement of our proceedings on this unique occasion. Mr. Mayor, if I may say so very respectfully, you are an old friend of the Life-boat Institution. You have always afforded

us the utmost help and support in your capacity as Mayor of the City of Westminster, and, indeed, in your private capacity as a citizen of this country. We feel that the Conference is opening under most auspicious circumstances when you have given us a few minutes of your valuable time to welcome the delegates, and when you have allowed us to meet in this beautiful hall under such very pleasant surroundings. It is my privilege to offer you the most respectful and most cordial thanks of this Conference for your great kindness and courtesy to it. (Cheers.)

Sir Godfrey Baring, Bt., Chairman of the Royal National Life-boat Institution, then took the chair, and read a telegram which had been received from H.R.H. the Prince of Wales, K.G., the Institution's President:—

"Please convey to those present at the International Conference which opens to-day my best wishes for a very successful meeting.

"EDWARD P."

To this telegram the following reply was sent:—

"The representatives of the Life-boat Services of Great Britain, United States, France, Spain, Japan, Holland, Denmark, Sweden and Norway most gratefully and respectfully acknowledge the telegram of welcome received from Your Royal Highness. They recognize the deep personal interest which Your Royal Highness, as President of the Royal National Life-boat Institution, takes in this great work which is done by the Life-boat Services of the world for humanity and the amity of nations, and we would assure Your Royal Highness that we, in this Conference, encouraged by your gracious interest, will leave nothing undone, which the exchange of ideas can do, to make the Life-boat Service of the world more perfect than it is.

"GODFREY BARING, *Chairman.*"

The CHAIRMAN: I should then like to read a telegram which I propose to send to H.M. the King on behalf of this Conference. It runs as follows:—

"The representatives of the Life-boat Services of Great Britain, United

\* For particulars of the Belgian Life-boat Service, see page 186.

States, France, Spain, Japan, Holland, Denmark, Sweden and Norway, assembled in conference for the furtherance of the efficiency of the Life-saving Service which they carry out for the seafarers of the world, send respectful greeting to H.M. the King, the Patron of the Royal National Life-boat Institution, in the knowledge that the work on which they are engaged has his warm sympathy and support."

The delegates unanimously expressed their pleasure at this proposal, and the telegram was despatched. Shortly afterwards the following reply was received from Buckingham Palace:—

"As Patron of the Royal National Life-boat Institution, I have received with much pleasure the message from the Chairman and foreign delegates assembled to celebrate the Centenary of the Institution.

"It must be a matter of satisfaction to all who are interested in this important movement that representatives from so many countries are meeting in conference to promote the noble work of life-saving at sea.

"I rejoice that the Prince of Wales succeeded me in the position of President of a Society, of which I am proud to be Patron, and which has, for upwards of one hundred years, provided, through voluntary support, a Service honoured by every maritime people and linking all nations in the chivalry of the sea.

"May all success attend your deliberations; and I pray that God's blessing may be vouchsafed to all brave men who risk their lives in the humane and heroic work of the Life-boat Services of the world.

"GEORGE R.I."

The CHAIRMAN: I should wish my first words at this very important Conference—I do not propose to detain you with a long opening speech—to be of the most cordial welcome to those gentlemen whom we are privileged to see here to-day. Our celebrations, and they are very important as far as we are concerned, would have lost half their significance and all

their grace if we had not been privileged to welcome the representatives of foreign Life-boat Societies and foreign Government Life-boat Services. We have looked forward to this week with great interest, and the special point of interest has been that we were going to have this Conference, and have the great benefit of your advice and help and experience in discussing and determining matters which affect the efficiency of the Life-boat Service. We know, and this makes our gratitude all the more sincere, that many of you gentlemen have come here at very great personal inconvenience, and have travelled many miles to be present. May I just mention in this connexion that Count Yoshii, representing the Japanese Life-boat Service, has travelled 11,000 miles to be here with us on this occasion, and we are deeply grateful for this most wonderful exhibition of his sympathy, and his desire to assist the Life-boat work throughout the world.

I could not help feeling yesterday, when I had the privilege of going with Admiral Sturdee round the splendid Life-boats moored on the Thames, what a wonderful display that was of the International Life-boat Service. I am, of course, only a humble layman, but to my inexperienced eye it seemed that each boat was a model of what a Life-boat should be. Each seemed designed to make the Life-boat Service in each particular country as efficient as it possibly could be.

During the course of this Conference there is to be submitted by Count Yoshii a suggestion that we should do our utmost at this Conference to impress upon the world the urgent necessity of providing Life-boats where there is any considerable traffic on the sea. I think our aims, as representing the Life-boat Services of the various countries, ought to be to secure the establishment of a Life-boat Service at each point of danger, as far as this can be done, in the world, so that under any circumstances sailors of all countries may take heart from the knowledge that there are in close proximity to them Life-boatmen with strong hands and warm hearts who are willing to risk their own lives to help those in danger on the sea. (Cheers.)

There were received by the King at Buckingham Palace yesterday (June 30th) seven of our Gold Medallists. All had been awarded the medal for particular deeds of valour. This medal is our supreme decoration, and it is only awarded for conspicuous gallantry. If I may so express it, it is the Victoria Cross of the Life-boat Service. But while I dwell with pleasure on the honour done to these men, I hope, gentlemen, that you will not think that I am claiming any pre-eminence in gallantry for our own Life-boatmen. I am sure that in every maritime country in the world there are a number of men who have rendered heroic services in saving life at sea. The whole of our Services depend upon the *personnel* of our Crews. If we cannot rely upon the bravery and skill of our Life-boatmen, all our Societies, Committees, Sub-Committees and organizations would be a hollow sham. It all comes down to the bedrock fact that we have to rely upon the seamanship, gallantry and devotion of the Life-boatmen of the world. And that gallantry has never failed. Even we, who are so closely associated with the Life-boat Service, I wonder if we realize the conditions under which its work has to be performed, while the public, I think, sometimes loses sight of what is demanded of a Life-boatman. He is asked, perhaps in the middle of the night, in the face of a frightful gale of wind or other awful climatic conditions, at a moment's notice, to leave everything he holds dear in the world to go out and rescue those who are in peril; and perhaps lay down his life in the cause of humanity. He is moreover not asked to save the lives of his relations or friends, but of absolute strangers. (Cheers.)

I wonder if we ever reflect upon the remarkable international aspect of the Life-boat Service. Our men have saved the lives of foreign sailors, and foreign Life-boatmen have many times saved English lives. What a remarkable effect that must have on the relations between the people of the various countries. Suppose, for instance, that country "A" has had strained relations with country "B." Politicians have perhaps been responsible for international complica-

tions. A ship of country "A" is wrecked on the coast of country "B," and very soon the whole country resounds with what has been done, and the gallantry displayed in that saving of life. The rescued men and their relatives are sure to talk about the work of the Life-boatmen of country "B" who, they will say, "Can't be such a bad lot of fellows." Surely this sort of thing must have a remarkable effect on international relations. (Cheers.)

I want now to thank you once again most warmly for your presence, to welcome you most sincerely to our country, to solicit your advice and assistance in this Conference which we are now commencing, and finally to assure you that when these celebrations are over we in this country shall return to our work encouraged, inspired and strengthened by your sympathy, by your good wishes and by your prayers. (Cheers.)

Mr. EDVARD LITHANDER (Member of the Riksdag, and Vice-President of the Swedish Society for Saving the Shipwrecked): As a representative at this Conference of the Royal Swedish Government I have the honour and pleasure to present an Address from the Government, and, Mr. Chairman, will you kindly allow me to read out the text:—

*"To the Royal National Life-boat Institution.*

"Gentlemen,—On the occasion of the celebration this year of the centenary of the Royal National Life-boat Institution

THE ROYAL SWEDISH GOVERNMENT representing a nation, seafaring as well as Great Britain, desires to transmit a cordial message of sincere congratulation.

"During the course of time a very large number of Swedish sailors have been rescued from mortal danger through the intervention of the Institution. Profoundly conscious of the indebtedness in which Sweden remains to all those Britishers, whose courage and self-sacrifice have saved the lives of Swedish men, thus preserving them for their country and their families, the Royal Swedish Government rejoices to seize

the opportunity, which now presents itself, of expressing its own and the nation's high appreciation of and gratitude for the inestimable services rendered by the Institution to humanity.

"The Royal Swedish Government ventures to express the hope that the Institution will long continue to carry out its humane work for the benefit of all seafaring nations.

"I have the honour, Gentlemen, to be your obedient servant,

"NILS WOHLIN,  
*Minister of Commerce.*"

Will you allow me, Mr. Chairman, to add to these words an expression of the pleasure and gratitude which I felt yesterday, when as a representative of a nation expressing its thanks for the services rendered, I had the privilege of meeting and shaking hands with the Gold Medallists the Chairman has referred to, and I am sure those feelings are shared by my colleagues. (Cheers.)

Mr. Lithander then handed the Address to the Chairman.

The CHAIRMAN: May I say on behalf of the Committee of Management how deeply we appreciate this presentation, and that we shall ever keep it and cherish it amongst our most valued possessions. The presentation has acquired additional grace by the charming words which have been addressed to us by the Swedish Government. We thank you most sincerely.

Commander OTTO STENBERG (President of the Swedish Society for the Saving of the Shipwrecked): The Swedish Life-boat Society presents its compliments to the Royal National Life-boat Institution, and has the honour of presenting an Address in humble recognition of the services rendered to humanity and as an expression of its admiration for the work done by the Institution.

Commander Stenberg then read the following Address:—

"Founded by men trained in the strenuous School of Life, by them gradually developed, and by them maintained, the Royal National Life-boat Institution has for a century constituted a sure safeguard for seafarers of all

nations who, in inclement weather, have approached the shores of Britain.

"In ever-increasing numbers and in Boats which are constantly being improved; the Institution's Life-boatmen carry on their ceaseless struggle with the elements in the service of humanity.

"The energy and determination, the sound judgment and good seamanship of these Crews have been, in the majority of instances, crowned with success.

"We gratefully salute your noble Institution and your brave Crews. Swedish seamen bear ungrudging witness to your self-sacrificing efforts, your invincible heroism and your beneficent activities.

"GOTHENBURG, 20th June, 1924.

SVENSKA SÄLLSKAPET FÖR RÄDDNING  
AF SKEPPSBRUTNE

"OTTO STENBERG, *Chairman.*  
"STEN ISBERG, *Secretary.*"

(Cheers.)

Commander Stenberg then handed the Address to the Chairman.

The CHAIRMAN: May I offer the Swedish Society for the Saving of the Shipwrecked also our most sincere thanks for this beautiful presentation. We shall place it amongst our treasures, and we deeply appreciate your kindness in making it.

Mr. P. E. TEGELBERG (President of the North and South Holland Life-saving Society): It is not a very remarkable coincidence that the same bright idea is borne in the brains of different minds at the same time. We in Holland had the same idea.

We have just heard from the Chairman that your Gold Medal is only given in cases of very exceptional valour. In Holland we thought that the British Life-boat Institution had done such splendid work for 100 years, and that the deed was so remarkable that we were entitled to hand to the Royal National Life-boat Institution our Gold Medal which we give to people who have done great service to our country. It is not an easy matter to keep up the standard of an organization during 100 years, always in first-rate condition, and as a token of our admiration of the work done by the British Life-boat Institution



I herewith present the President of the Institution with our Gold Medal. (Cheers.)

Mr. Tegelberg then handed the Gold Medal to the Chairman.

The CHAIRMAN: We are really overwhelmed by the kindness of these presentations. We had no idea that we should be privileged to receive this much prized Gold Medal. We have our critics in this country, and I wish that the speech which has just been made could be circulated throughout the country. It would do us more good than anything that has been said for many years past. We thank you most cordially.

The Right Hon. A. A. BARON SWEERTS DE LANDAS WYBORGH (Vice-President of the South Holland Society for the Saving of the Shipwrecked): Honourable President, Gentlemen. As representative of the South Holland Society for the Saving of the Shipwrecked it is for me, as Vice-President, indeed, a great honour to congratulate your Institution on the completion of its first century—a hundred years wherein numberless lives of every nation have been saved from a certain death; wherein men have been given back to their wives, children have been spared from becoming orphans. As a matter of fact such an extraordinary Centenary is worthy to be celebrated.

In the beginning of the marvellous and highly interesting book by Major A. J. Dawson, "The Story of a Century of Heroic Service," there is a captain that says, "Is there any more splendid organization in the world than the Royal Life-boat Institution?" and I myself—as belonging to the Committee of Management of a foreign Life-boat Society—I am very pleased to state I fully agree herewith, not knowing, indeed, any benevolent society that has done such work, has done so much for our fellow creatures as your Institution.

But, besides this, I wish to point out another great merit of your Institution, that your Committee of Management have always been prepared to assist your sister societies by placing your great experience in saving the shipwrecked at their disposal.

The South Holland Society was also founded in 1824, about nine months after your Institution, and we have always been in the most friendly contact with your Institution. Whenever we have wanted to know what your experience was of a certain class of boats, your Committee have always given us the most complete information. When our Society had decided to build a Steam Life-boat, it was again the Committee of your Institution who gave us particulars, with the result that the boat was built in England to our perfect satisfaction, and has saved hundreds and hundreds of lives. I profit from this occasion to thank your Committee for your everlasting and cordial friendship.

The South Holland Society has four medals to award to those singled out for special distinction, one of bronze, one of silver, a small golden medal, and the large golden medal, which, up to the present, has only been awarded twice.

At the last meeting of the Board of Directors it was unanimously decided to offer, on the day of the celebration of your Centenary, to your Institution this golden medal and diploma, in order to pay homage to the brilliant way in which the Institution accomplishes the humane and world-wide task of providing and maintaining the Life-boat Service for the benefit of the seafarers of all nations.

Baron Sweerts then read the Diploma.

"de Zuidhollandsche Maatschappij  
Tot Redding Van  
SCHIPBREUKELINGEN  
Rotterdam

deems it an honour to award its  
GOLDEN MEDAL  
to the

Royal National Life-boat Institution

on the occasion of the hundredth anniversary of its foundation, in order to pay homage to the brilliant way in which the Institution accomplishes the humane and world-wide task of providing and maintaining the Life-boat Service for the benefit of the seafarers of all nations.

"Rotterdam, 2nd July, 1924.

"SWEERTS, Vice-President.  
"C. D. JULIUS, Secretary."

May I present these in the name of my Society. (Cheers.)

The CHAIRMAN: May I most gratefully accept this beautiful presentation on behalf of the Royal National Life-boat Institution. Our Committee Room will be enriched with these presentations, and I hope they will remain there long after we have ceased our work, and that for many hundreds of years they will be regarded with pride and real esteem. We thank you most gratefully.

At the opening of the afternoon session on the first day Vice-Admiral LE BRIS, of La Société Centrale de Sauvetage des Naufragés, made the following speech: "Whoever deals with life-saving, and wishes to do so to good purpose should consider before anything the wonderful spectacle offered us by the coasts of Great Britain." Thus spoke, in 1866, one of the founders of the Société Centrale de Sauvetage de France. I wish to repeat the selfsame words to-day, because they are as true and as much to the point as ever.

During the festivities of the Centenary of your Institution, to which you were so considerate as to invite us, another than myself must have enlarged upon the course of your glorious history. I wish to admire chiefly your steadiness of mind and tenaciousness, both pre-eminently British qualities, which enable you to pursue your effort in spite of all drawbacks, until you have reached the goal you are aiming at. Besides, you never forget that making no headway is as bad as losing ground; therefore, you never fail to improve your Life-boats, year after year, so as to make them matchless life-saving engines.

Neither can I help mentioning the indomitable bravery of your Crews under all circumstances. I remember one case, almost as old as your Institution, and yet never forgotten in France, when the crew of the Life-boat of St. Ives, twice capsized and yet sticking to their task, managed to save the sailors of a French schooner stranded on Hayle Bar.

I also would wish to praise very highly, as it deserves, the liberal spirit with which you deal with associations similar to your own outside Great Britain. You have never made any progress in build-

ing your boats without at once informing us. Many a time have we thus been enabled to make use of your designs for the improving of our own apparatus. Therefore, in a truly brotherly spirit and with the utmost joy, do I convey to the Royal National Life-boat Institution my most heartfelt homage, wishing a long and prosperous life to the great work of maritime succour, which you carry on with such magnificent success.

On behalf of the Société Centrale de Sauvetage de France and of its President, Vice-Admiral Touchard, who was deeply sorry to find himself unable to be here to-day among you, and entrusted me with the great honour of representing him, I beg to thank Sir Godfrey Baring, the Hon. George Colville, the distinguished Secretary, George Shee, and the Committee of the Royal National Life-boat Institution, for calling upon us to partake in the celebration of this glorious Centenary. (Cheers.)

The CHAIRMAN: I am sure my colleagues on the Committee of Management will very much appreciate and be deeply touched by the kind words which the Admiral has used in that address which he has read to us, and in thanking him for what he has said, I should like to assure him that the recollection of French co-operation, which we have received in our work, will always be one of our most precious memories, and I hope we shall go on co-operating in our work of Life-saving for many years to come.

At the opening of the second day of the Conference, Captain JORGEN SAXILD, of the Danish Ministry of Marine, before reading his paper on the financial arrangements of the Danish Life-boat Service, made the following speech: Mr. Chairman and Gentlemen, with your permission I will take the liberty before I commence the reading of my paper to say a few words only indirectly connected with it.

Before leaving Denmark my people asked me to present the compliments of the Danish Life-boat Service to the British Life-boat Service. We are fighting the same enemy, and when we over there stand so well armed for the

struggle it is to our British companions that we have to address our thanks, not only for what we have learnt, but also for the gallant proofs of courage and endurance, which have been shining examples to us in our work. We have always followed in your track. But we were slow to start, and not until five years after the day when Sir William Hillary was brought to his last rest at St. George's Cemetery, Isle of Man, did we found our Life-boat Service. Since then we have carefully watched your progress. That progress has been set out in your history, now published on the occasion of your Centenary, and from this one gets an idea of how enormous has been the development of your activities. This splendid book not only gives you dry facts about everything relating to the British Life-boat Service. It contains reports more exciting that you can read in the most thrilling novel, and also tells about tragedies that will bring tears to your eyes. Who will ever forget the account of the disaster at Whitby, on 9th February, 1861, when the crew of the Life-boat, after having saved the men from six wrecked ships, found a heroic death, not a ship's length from the quay, when trying to save life from a seventh schooner. And who will ever forget the saving of the crew of the *Indian Chief*, in 1881, by the Ramsgate Life-boat? Better men than these to man the Life-boat do not exist throughout the whole world; and they are the type of the British Life-boatman. But all their courage, efficiency and readiness for death would have been of little use if they had not had boats they could trust against the powerful surf. And of what use would it all have been if the Service had not been properly organized so that men and boats were ready just at the moment they were needed? Your Institution has performed an enormous task in procuring this security. It has not only set at work this tremendous apparatus, but has kept it working for 100 years. The efficiency and energy that has been required cannot be described, it must be left to the imagination. I think, gentlemen, we have all admired you in silence, and when we now at last have an opportunity of expressing this admira-

tion we simply cannot find the words. Richer and warmer still are the feelings in many homes where the activity of the British Life-boat Service has meant husband, son or brother saved from a cruel death. Your Institution has not always had an easy task. It has had difficulties to face, but it has never lacked the right men at the wheel, and these men have succeeded in carrying the Institution to such a point of efficiency that it now stands better armed than ever before to serve the noble task to which it put itself 100 years ago. (Cheers.)

During the Conference the following telegrams of congratulation were received from abroad :—

“ Sincere congratulations on Centenary. Glad express our goodwill on this occasion.—*Officials of Imperial Japanese Life-boat Institution.*”

“ The Humane Society of the Commonwealth of Massachusetts, established in 1785, send to the Royal Life-boat Institution their respectful admiration and congratulations on this the Life-boat's Centennial celebration.

“ WILLIAM CALEB LORING, *President.*”

“ We beg you to accept our sincerest congratulations and best wishes on occasion of your centenary.—*Maatschappij tot Redding Van Drenkelingen, founded in 1767.*

“ *POUW, Chairman.*

“ *VAN EDEN, Secretary.*”

“ Our heartiest good wishes for your Centenary.—*German Life-boat Society.*”

Since the Conference concluded, the Institution has been presented with the Gold Medal of the Spanish Life-boat Society, accompanied by the following Diploma :—

“ SPANISH LIFE-BOAT SOCIETY.

(Under the Patronage of H.M. the Queen.)

GOLD MEDAL DIPLOMA

awarded to the British Royal National Life-boat Institution for the rescue of the crews of all the Spanish vessels

effected by it during the hundred years which have elapsed since its foundation.

Madrid, July 20th, 1924.

*The President :*

THE DUKE OF T'SERCLAES.

*The General Secretary :*

PEDRO DE NOVO Y COLSON.

Since the Conference, the Institution has been approached for help by the Latvian Life-saving Society, with its headquarters at Riga. It is a voluntary organization, and has taken over the Life-boats of the Imperial Russian Society. Of nineteen stations which were maintained by the Russian Society on the 200 miles of the Latvian coast, only four now remain, and they are in a

more or less damaged condition. The Imperial Russian Society, which was founded in 1874, was also a voluntary organization, although it received a grant from the State. In this connexion it is of interest to recall that the Central Life-saving Base of the Soviet Government of Russia approached the Institution in 1921, and was supplied with information of the developments made in the British Life-boat Service since 1914.

The technical papers read at the Conference, and the discussions which took place on them, are fully reported in a separate pamphlet entitled, "International Conference on the World's Life-boat Service."\*

### An International Life-boat Organization.

At the International Life-boat Conference the proposal was made by Count Yoshii, President of the Imperial Japanese Life-boat Society, that steps should be taken to form an International Life-boat Organization.

COUNT YOSHII spoke as follows: I suggest that the Conference declare:

- (1) That it is desirable to have some organization for saving life from sea casualties in all the maritime countries of the world.
- (2) That, in order further to improve the means and methods of saving life from sea casualties, an international association be formed like the Red Cross Society, with all the Life-boat Institutions or similar organizations of each country as its members. This international co-operation, in this great humane undertaking, will foster better feeling and goodwill all over the world, and bring peace and happiness to mankind.
- (3) That the declarations, resolutions, etc., of the Conference be sent to the League of Nations at Geneva, the League of Nations Unions of all countries, and the Governments and the Press Associations, etc., of all countries.

With regard to the first point I think it is most desirable that every maritime country in the world should have an organization similar to those represented by the members at this Conference. Sea casualties occur on the coasts of every maritime country, and we could do much to bring home to those countries which have not a Life-boat Service the necessity of immediately taking up the matter. The very nature of our work is international, and if this Conference declares its opinion that all maritime countries should have a Life-saving Association, and sends that declaration to the countries concerned, I think the people of those countries would at once organize such an Institution.

Then as regards the second point, this Conference is already an international one. We have such a unique occasion given to us by the British Institution. This is the first, and we can all see how instructive and how useful, and almost how necessary, it is that we should meet now and then to discuss the questions affecting this Life-saving Service. So with that purpose it would be very important to have some

\* Obtainable at Life-boat House, 22, Charing Cross Road, W.C.2. Price 1s.

international association. It would help to unify the Service in some ways by a discussion of the system and the methods of work of all countries. If even in certain points we could unify the work it would be most valuable. It would also be helpful in many other ways. For instance, if any association discovers or invents new means and methods they could be made known to the societies of other countries. In this kind of work, if we had a central bureau somewhere, I think it would be very useful and very good for the progress of life-saving. I include in those to be communicated with the League of Nations because this work is essentially a humane work. The League of Nations is the greatest humane-work bureau of the world, and it would attract the attention of the world.

These are my reasons for submitting to the Conference the formation of such an association, and if the Conference approves it would, I think, be best to appoint a committee or ask some organization to take up the question, and to report in, say, one month or six months' time. It is, however, only a suggestion.

SIR GODFREY BARING, Bt., the Chairman, said: We have listened with the utmost interest to the speech of Count Yoshii, and it has raised a matter of first-class international importance. We have ventured to draw up a resolution in the hope that it will commend itself to the Conference, and I should like to read it, and then to move it.

"That this International Conference on the saving of life from shipwreck, representing the Life-boat Services of Great Britain, Holland, the United States, Denmark, Norway, Sweden, France, Spain, and Japan, desires to urge upon all maritime countries which have no organized Life-boat Service, the importance of forming such a Service, both because of the need for protecting the seafarers and ships which visit or pass their shores, and because the countries which already possess such Services have found in this common task for humanity an enduring link of goodwill and friendship; that an international Life-boat organization be

formed on the lines of the Red Cross Society, with all the National Life-boat Societies as its members, and that copies of this resolution be sent to all maritime countries, the headquarters of the League of Nations at Geneva, and the League of Nations Unions of all countries."

(The names of the countries in this resolution are in the order in which they, respectively, established a Life-boat Service.)

MR. EDVARD LITHANDER, representing the Swedish Government, seconded the resolution in the following speech: There lies a lot in the proposal made by Count Yoshii. I agree with his desire to unify—I would not say make uniform because it is most necessary that the individuality of each country and of each Society should be guided by those conditions under which each one has been built up and found suitable to that particular country. I should not like it to be aimed at as being uniform in this respect all the world over. But it is undoubtedly most desirable that the experiences which have been gained by those who are devoting their life to solving these problems, and that what has been found to be best in one country, should be handed on as knowledge to the other countries. There are sandbanks alike, rocks and heavy seas alike, all round the world. What is found in one country to be the means of overcoming these dangers is bound to be useful to other countries.

There is one point in the proposal which makes a special appeal, and that is that the work done by the nations which already have a system shall be communicated to those countries which have not. Personally I believe that this proposal for an International Life-boat Service is a matter on which a real League of Nations could be formed with a practical purpose to the benefit of the whole world, and on which, apart from all differences and points of view in politics, mankind for once could unite.

I beg, Mr. Chairman, to be allowed to second the resolution.

The resolution was carried unanimously, and copies of it have been sent to the Ambassador, Minister, or other

chief representative in this country of the following States with a request that he should forward it to his Government : Albania, Argentine, Austria, Belgium, Brazil, Chile, China, Colombia, Costa Rica, Cuba, Denmark, Ecuador, Esthonia, Finland, France, Germany, Greece, Guatemala, Honduras, Italy, Japan, Latvia, Mexico, The Netherlands, Nicaragua, Norway, Persia, Peru, Portugal, Rumania, Russia, Salvador, Siam, Spain, Sweden, Turkey, The United States of America, Uruguay, Venezuela, Yugo-Slavia.

Copies of the resolution were also sent to the High Commissioners of the British Dominions, to the League of Nations Union at Geneva, to the International Federation of League of Nations Societies at Brussels, with a request that the Federation would forward it to the individual societies, and to the Under Secretary of State for Foreign Affairs with a request that it might be brought officially to the notice of the League of Nations Council by the British Government, in order to ensure its fullest possible consideration.

### The Belgian Life-boat Society.

No invitation had been sent to the Belgian Life-boat Service to attend the International Conference, because recent personal inquiries in Belgium had unfortunately failed to discover the existence of such an organisation, and because no trace could be found in the records of the Institution (or in *The Lifeboat*, which has been published since 1852) that we had ever been in communication with it, while, on the other hand, the correspondence and interchange of information and official reports with other countries has been carried on almost from the date of the establishment of their respective Life-boat Services. As a result of the Conference, and the reports of it which appeared in the Press, the Institution is now in friendly touch with the Belgian Ministry of Marine, by which the Life-boat Service in Belgium is maintained. Like the American and Danish, it is a State Service. Its fleet consists of nine Life-boats of British pattern, two steam tugs, and two motor tugs. In addition, it is provided with rocket apparatus and other life-saving appliances. It has 116 Life-boatmen.

We hope, in a later number of *The Lifeboat*, to publish a full account of the Service, which has, with great courtesy,

been written for us by the Belgian Ministry of Marine. Meanwhile, we are very glad to be able to give the above particulars, and to add to the other tributes which the Institution has received the following, addressed to the Secretary of the Institution by the Director-General of the Belgian Service :

" I would ask you to believe that I shall always feel the liveliest satisfaction in collaborating with those bodies which, like the Royal National Life-boat Institution, devote their ceaseless efforts to the generous work of saving human life. It would have been a special pleasure to me to express to you, on the recent occasion of the Centenary of your noble work, the gratitude and admiration of my fellow-countrymen in general, and of the Belgian sailors in particular, for the valiant Life-boatmen of the British coasts, and of the generous founders and supporters of the Royal National Life-boat Institution. The expression of these feelings, although delayed by the want of contact between our two Services in the past—a contact which, like yourself, I should have been delighted to maintain, for the mutual benefit of our common work—is not, believe me, for that reason any less deep and sincere."

## The Prince of Wales's Centenary Appeal to the Empire.

ST. JAMES'S PALACE, S.W.

May 10th, 1924.

"THERE is not a country with a sea-board whose vessels 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."

EDWARD P., *President.*

## Life-boats of Six Countries on the Thames.

LIFE-BOATS have already been seen on the Thames. In the Pageant of the Sea Services of the War, which was held on the Thames, in 1919, with the King in his Royal Barge at the head, two Life-boats took part, the steam Life-boat *James Stevens No. 3*, which is now at Holyhead, and the Watson Motor Life-boat *Shamrock*, which had just been built for Baltimore. Last summer the Tenby Motor Life-boat *John R. Webb*, the first of the new Watson cabin type, visited the Thames, was inspected by Members of Parliament off the Terrace of the House of Commons, and took part in the meeting of the British Motor-boat Club.

But this year London had such an opportunity as it never had before of seeing what an intricate and marvellous piece of work a Life-boat is, for six of the nine countries taking part in the International Conference had Life-boats stationed on the Thames. There were eight Boats in all. Two were British, two were Dutch—one from each of the Life-boat Societies of Holland, while France, Denmark, Sweden and Norway each sent one. The greater distance prevented Spain, the United States, and Japan from sending Life-boats, although they sent delegates to the Conference. These were the Boats:—

### GREAT BRITAIN.

The Barnett Twin-screw Motor Life-boat *William & Kate Johnston*, of New Brighton, 60 feet by 15 feet by 4 feet 7 inches with two 80 h.p. engines, and a crew of six.

The Watson (Cabin) Motor Life-boat, *J. W. Archer*, of Teesmouth, 45 feet by

12 feet 6 inches by 4 feet, with one 80 h.p. engine, and a crew of four.

### HOLLAND.

The North and South Holland Life-saving Society: The Twin-screw Motor Life-boat *Brandaris*, 60 feet 2 inches by 15 feet 7 inches by 4 feet 7 inches, with two 45 h.p. engines, and a crew of four.

The South Holland Society for Saving the Shipwrecked. The Steam Life-boat *Prins der Nederlanden*, 55 feet by 16 feet by 3 feet 3 inches, with a 250 h.p. engine and a crew of four.

### DENMARK.

The Auxiliary Motor Life-boat *Anholt Havn*, 34 feet by 9 feet 4 inches by 1 foot 6 inches, with a 12 h.p. engine, and a crew of three.

### NORWAY.

The Sailing Life-boat, *Christian Børs*, 46 feet 9 inches by 15 feet 10 inches by 7 feet 6 inches, with a crew of four.

### SWEDEN.

The Full-sail and Motor Life-boat *Justus A. Waller*, 62 feet by 18 feet by 8 feet, with a 90 h.p. engine, and a crew of four.

### FRANCE.

The Twin-screw Motor Life-boat stationed at Calais, 36 feet by 9 feet 5 inches by 3 feet, with two 10-12 h.p. engines, and a crew of five.

The numbers of the crews as given is for the visit to London only, and not for service.

Great Britain, as will have been seen, was represented by its two latest types of Motor Life-boats; Holland by its latest and most powerful type of Motor Life-boat, and by one of the steam Life-

boats from the Hook of Holland, built by the South Holland Society for Saving the Shipwrecked, on the lines of the Institution's first Steam Life-boat, *Duke of Northumberland*; France by one of its latest types of Motor Life-boat, stationed at Calais in 1922; Denmark by one of its light Motor Life-boats, specially built to be transportable on carriages, and Sweden and Norway by large cruising Life-boats which patrol the coast to warn ships of their danger, and accompany the fishing fleets.

The New Brighton Boat came round from her station, calling at Fishguard, Falmouth, Plymouth, Cowes, and Ramsgate on the way, and the Teesmouth Boat came from Cowes, where she had just finished her trials. All the foreign Life-boats, except the Danish, came on their own bottoms across the sea.

The Boats were berthed at East India Dock, and then came up the Thames to their moorings by the Training Ship *President*, off the Temple Steps. Here they took up their position in two lines and dressed over all, rainbow fashion, on the morning of 30th June. In the afternoon, Admiral of the Fleet Sir Doveton Sturdee, Bt., inspected them. He was received on the Embankment, at the landing stage of the *President*, by Sir Godfrey Baring, Bt. (Chairman), the Hon. George Colville (Deputy Chairman) Members of the Committee of Management, Mr. George F. Shee, M.A. (Secretary), and Captain Rowley, C.B.E., R.N. (Chief Inspector of Life-boats). There was a crowd of many hundreds along the Embankment, watching the ceremony.

Admiral Sturdee went round the "Fleet" in a launch, going on board each Life-boat, on which both the crews and the foreign delegates were waiting to receive him. With him were the Chairman and Deputy Chairman, the Secretary and the Chief Inspector. Members of the Women's Committee, and representatives of the Press then visited the Life-boats, after which they were open to the public, their crews remaining on board while the delegates were taken to see the Institution's Storeyard at Poplar.

We cannot do better than quote the description of the Boats and the inspec-

tion which appeared next day in *The Manchester Guardian*:—

"The little international fleet of Life-boats anchored in the river off Temple Steps made a gay picture to-day on the dull water and against the heavy curtain of cloud. They rode the river like gulls come in from stormy waters to rest in harbour, but daintier and brighter than any gulls in their holiday rig of flying streamers and new paint. The Life-boats had a false air of never having done a day's work in their lives, as they danced, all bright and shining, against the background of barges and warehouses and all the romantic ugliness of the south shore.

"There are all types of Life-boats, from Denmark's crimson Motor-boat, little bigger than a ship's Life-boat, to the 60 foot long *William & Kate Johnston*, of New Brighton, the very latest thing in the British fleet. There are two of our best boats, a couple from Holland, and one each from Denmark, Sweden, France, and Norway. Life-boats have never been seen moored at London's back door before, within a few yards of the indifferent trams, and there was a great crowd on the Embankment to watch the Admiral paying a call from Life-boat to Life-boat.

"He boarded the sturdy-looking twin motor-boat from Calais, and chatted with its well-seasoned skipper, whose jersey was plastered with medals. The Scandinavian boats, both wooden sailing ships, the Swedish one with auxiliary motor, were the beauties of the show. The snow-white *Christian Børs*, from the Norwegian fjords, cruises in Norwegian fishing fields for weeks at a time, and the light-blue Swedish boat, painted the blue of the sky, also leads a roving life instead of the normal peaceful shore existence varied by violent excitement.

"The Dutch steam Life-boat, the famous *Prins der Nederland*, has saved many an English sailor from the rough seas round the Hook of Holland. The other Dutch boat, the *Brandaris*, has a tablet on board recording the gratitude of the German Government.

"Nothing could be farther from the old-fashioned Life-boat picture than the two brand-new British boats with their up-to-date devices. The boat which



has come up from the Mersey station has two 90 h.p. engines and has rigged upon deck a net like the nets which are put under acrobats at the theatre, an arrangement copied from the Dutch, so as to enable sailors on a wreck to jump straight into the Life-boat. It has a new B.S.A. Gun which fires a line instead of a rocket, and many other ingenious gadgets, such as a 'wave subduer,' which will squirt twenty gallons of oil from the valves on the troubled sea, and a powerful search-light. The *J. W. Archer*, of Teesmouth, is the well-equipped infant among British Life-boats, and she and the *William & Kate Johnston* form an epitome of Life-boat science."

During that evening, the following day, and the morning of the next, the Boats remained open to the public. Crowds lined the Embankment watching them, and many went on board.

On the Wednesday afternoon all the Boats went up the Thames in procession to Fulham, with the exception of the Swedish and the Norwegian, the masts of which would have had to be unstepped to get under the bridges. All the delegates were on board, and with them were the Deputy Chairman and other members of the Committee of Management, the Secretary, the Chief Inspector, and the District Inspectors. The Norwegian and Swedish crews were taken on board the *J. W. Archer*.

The Boats went as far as Bishop's

Park Steps, where the delegates and crews landed, and were received by the Mayor and Mayoress of Fulham (Mr. and Mrs. W. J. Waldron), with whom were the Bishop of London, Sir Henry Jackson (Mayor of Wandsworth), Colonel K. P. Vaughan Morgan, M.P. for Fulham East, the Archbishop of Regina (Canada), and the Bishop of Rangoon.

The Mayor of Fulham made a speech of welcome to the delegates and crews, and the Bishop of London spoke of the Life-boat Services of the world as a practical example of the spirit of the League of Nations. The Hon. George Colville replied on behalf of the Institution and the delegates. After the ceremony, which was witnessed by several thousands of people along the riverside and on the bridge, the crews of the Life-boats were entertained to tea by the Mayor. The Life-boats then returned to their moorings off the Temple Steps.

On the following day, the Life-boat Fleet dispersed, but the *William & Kate Johnston* and the *Brandaris*, the two largest Motor Life-boats in the world, went up first to the House of Commons, where Captain the Viscount Curzon, R.N.V.R., M.P. (a member of the Committee of Management) had arranged for them to be inspected by Members of Parliament. The Boats were moored alongside the Speaker's Steps, and a number of Members of Parliament, including members of the Government, went on board them.

### Entertainment of Gold Medallists and Crews.

APART from the inspection of the Life-boats on the Thames and the visit to Fulham, everything was done by the Institution, with much generous help from others, to give the British and foreign Life-boatmen a good time while they were in London. On the first night, the seven Gold Medallists attended the performance at the Coliseum, where they were the guests of the management. They sat in the Royal Box, and during the interval were given refreshments in the Royal Ante-room. A notice was also thrown on the screen, telling the audience who they were, and asking it to welcome them, which the audience

did by loudly cheering them. In entertaining the Gold Medallists in this way the Coliseum was following its very pleasant and generous practice each year of inviting to a performance those Lifeboatmen who come up to the Annual Meeting to receive their decorations.

On the following day the Gold Medallists and the crews of the British and foreign Life-boats were taken in the morning to the Houses of Parliament, and were shown over them by Captain the Viscount Curzon, C.B.E., R.N.V.R., M.P. (a member of the Committee of Management).

From Westminster, the whole party, of nearly forty, was taken in a 'bus to the British Empire Exhibition, where they spent the rest of the day, Messrs. Lyons entertaining them at both lunch and tea.

On the following evening the Gold Medallists were the guests of the Institution at the Life-boat Centenary Dinner, and the crews of the British and foreign Life-boats went to the Hippodrome as the guests of the management.

We take this opportunity of expressing the sincere thanks of the Committee of Management to Sir Oswald Stoll, Managing Director of the Coliseum Syndicate, and Mr. Arthur Croxton, Manager of the Coliseum; Major Isidore Salmon, C.B.E., M.P., Chairman of Messrs. Lyons; and Mr. R. H. Gillespie, Managing Director of Messrs. Moss Empires; and Mr. Frank Beer, Manager of the Hippodrome, for the generous help thus given.

## The Centenary Dinner.

A DINNER in celebration of the Institution's Centenary was held at the Hotel Cecil, on 2nd July, 1924. H.R.H. the Prince of Wales, K.G. (the Institution's President) presided, and those present numbered 478, among them being Life-boat workers and supporters from all over the country. A list of the principal guests is given after the report of the speeches. They included the Prime Minister, the Ambassadors of Spain, Japan and France, the Ministers for Norway, the Netherlands, Sweden, and Denmark, the representatives of the Life-boat Services of eight foreign countries, and the seven Gold Medallists.

The toast list was as follows:—

"The King." H.R.H. the Prince of Wales, K.G., the President of the Institution.

"The Foreign Life-boat Societies, their Life-boatmen, and their Delegates." The Prime Minister.

Reply by His Excellency the Spanish Ambassador (Señor Don A. Merry Del Val).

"The Royal National Life-boat Institution and the Life-boatmen of Great Britain." The Right Hon. Winston Spencer Churchill, C.H.

Reply by Major H. E. Burton, R.E., Hon. Superintendent of the Motor Life-boat at Tynemouth.

"The President of the Institution." The Minister for the Netherlands (Jonkheer R. de Marees van Swinderen).

Reply by the President.

### The Prime Minister.

The PRIME MINISTER: Your Royal Highness, Your Excellencies, my Lords, ladies and gentlemen, we have met to-night to celebrate the centenary of THE ROYAL NATIONAL LIFE-

BOAT INSTITUTION. I am not quite sure why I have been selected to speak to-night. At first I confess I thought that there might have been in the minds of those who were good enough to invite me some sort of idea of the political symbolism; I am so often "In distress." There is, for instance, on my right, an old friend of mine (Mr. Winston Churchill) whose function seems to be that of attempting to raise the sea against me, and it sometimes appears to me as though the best thing I could do would be to become a great expert in "getting off the rocks" and in "saving the crew." (Laughter.) But, Your Royal Highness, there is perhaps a more serious and a more real reason for my being invited to speak, and it is this: I was born and brought up on the shores of a firth which is frequently lashed into the wildest furies by north-easterly gales. I have seen again and again the gallant men of the Life-boats in action. In the churchyard where our people lie there are long lines of graves, where men lie from all parts of the earth, whose bodies have been washed up on that shore, and near by them are the bodies of Life-boatmen who, in the course of their glorious work, have lost their lives. The churchyard, the seashore, the rocks in the offing, all rise up in my mind to-night, and they are associated with the magnificent work of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. I never think of those seas without some memory of that extraordinarily romantic blue and white boat, with the red stripe on it, surrounded by men in oilskins and life-belts. (Cheers.) I have seen them battling with and battled by the waves. I have seen them go out tossing and rolling, and bringing back men, and not only men, but women, whom they have rescued from a stricken ship. To-night in these circumstances, in this hall, my mind wanders back to those sandy shores, to those wild waves, and to those treacherous rocks just out in the offing.

The founder of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION said in 1823 that he proposed to found an institution which "contemplates the rescue of thousands of human beings now in existence and an incalculable number yet unborn from one of the most tremendous of all perils. It is a cause which extends from the palace to the cottage, in which politics and party

cannot have any share, and which addresses itself with equal force to all the best feelings of every class in the State." Those are very fine words, and those words were a wonderful prophecy. Your Royal Highness knows how amply that prophecy has been fulfilled during the past century. It has always been a source of great satisfaction to me to feel that Great Britain pioneered the Life-boat movement; it would be a great disgrace to this country if we had not done so. We are the leading maritime power of the world; our history is the history of ocean adventure; our position is in the seas and on the seas. The sea is in our blood. The waves belong to us, not in the narrow and small-minded sense, but in that mysterious spiritual way—those wild, restless, dashing waves, sometimes sleeping like a child, presently raving like a wild, untameable beast, belong to us, in a sense. We share in their restlessness, and we belong to them in their adventure. Ill enough would it become us if we had not pioneered in this movement. (Cheers.)

During the last day or two the Life-boat Institution has been celebrating its Centenary; has gathered together representatives of all the nations, with two or three exceptions, where similar institutions exist. We welcome here to-night the representatives of the United States of America, Japan, France, Spain, Holland, Norway, Sweden and Denmark. (Cheers.) We regret most sincerely that that old-fashioned and much experienced reason in these days, financial difficulties, has kept away Portugal and Germany; and I venture to hope that before long, as I understand these international conferences are to be continued, other countries will both have established institutions such as this, and be able to send their representatives to London.

Your Royal Highness, I add most sincerely my appeal to the public to respond, with the generosity that the Institution deserves, to its appeals. (Loud cheers.) It is a great comfort to feel that when those storms come there are vigilant eyes, there are strong and skilled hands, and there are brave hearts watching for the storm-stressed mariner to aid him and to succour him in his need. Indeed, it is an epic, it is one of those great romances of humanity struggling with the wild elements of nature. I never think of those seas, I never think of the little bodies of fishermen standing in the sheltered corners of houses watching the waves, waiting for orders, without something stirring in my heart that makes me feel akin to the elements of nature themselves. And the men who man the Life-boats, the men who go out, the men who with alacrity launch them, as I have seen them, run into the sea after them, jump on board and out over the tossing waves—who are they? Men who live in little, whitewashed, thatched cottages, who go to sea day by day with their lines and with their nets, earning by the sweat of their brow a small pittance in order to keep body and soul together, and to keep a watch over the sea. Out at night, in the dawn. Those men catch from the circumstances of their lives a

fully fascinating character. How well I know them, and how much I love them! Those are the men who rescue.

I beg of you all to remember this, that whilst our sympathies go out to the broken, to the old, to the wretched, whilst we are willing to help to establish institutions of charity in order that their declining years may be passed in peace, how much more important it is that the strong men, men in the prime of their life, men still vigorous, in the midst of danger, should be rescued by the heroic efforts of the Life-boatmen! The sailor has to be rescued, the head of the family, the bread winner, the man to whom the wife and child look for assistance. So that by rescuing those men we do not rescue only individuals, we rescue homes, and it is of infinite importance that every care should be taken that that should be done. (Cheers.)

I am never quite certain that we imagine with sufficient accuracy the extraordinary work the mariner does in the life of the world. There he is, going or coming, from land to land, across sea after sea, binding us all together, exchanging the products of the temperate climes for those of the tropical climes, helping us in a thousand and one ways to enjoy standards of life and comfort that never could be ours but for the dangers which he is willing to face. The obligations under which he puts us by his services can never be adequately recognized, and there is no better way of recognizing those services than by supporting this Institution. (Cheers.)

There is one thing especially that I should like to refer to, and that is the international character of it all. It is a very providential arrangement that the men who face dangers, independent of language, independent of history, independent of race, are always drawn together by the common danger. The Life-boatman on shore never asks what flag the ship in distress is flying; it is enough for him that she is in distress; it is enough for him that his fellow-mariners are in jeopardy; he goes willingly to their rescue. I venture to hope that as these Institutions increase in number, as these conferences become more common, they in their turn will contribute something substantial to that great international understanding which all true men and women are doing their best to create at the present moment. (Cheers.)

Your Royal Highness, I have the greatest pleasure in giving the toast of the "Foreign Life-boat Societies, their Life-boatmen, and their delegates," and I couple that toast with the name of His Excellency the Spanish Ambassador. (Loud applause.)

#### The Spanish Ambassador.

HIS EXCELLENCY THE SPANISH AMBASSADOR: Your Royal Highness, Your Excellencies, Mr. Prime Minister, my Lords, ladies and gentlemen, whether we row stroke, whether we row bow, whether we are the cox standing in the stern sheets and bossing the whole show, or whether we are just one of a bunch tugging at an oar, we all have our work cut out; we all have our part in the boat of life, and although

it is not the same thing as a Life-boat, still in both cases the whole crew, every man jack of them, must pull his weight and something more, that is to say, he must do his level best. Every one must row in time; he must put the general interest before his own, and all must keep their weather eye on the coxswain, blow high, blow low, ready to carry out his behest in the snuffing of a candle. In other words, discipline must be observed, whatever occurs, otherwise sooner or later over the gunwale we go, and unless there is some friendly hand to give us board and lodging for three days and three nights, we sink "full fathom five," down into Davy Jones' bottomless locker, there to lie and drown. (Laughter and cheers.) I do not know whether it is this similarity between the adventure of every man on the surf of life and the fortunes of the Life-boat, or whether it is the compelling spectacle of human pluck and endurance in one of its highest and most splendid forms, that makes the saving of life at sea dear to every man and every woman too, who has his or her heart in the right place. We have the greatest respect, sympathy and admiration for the Life-boat, for the Life-boat's crew, and for their parent, THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. All of us here to-night, I make bold to say, from His Royal Highness downwards (and the Prince has shown us time and again where his heart is) —(cheers)—are delighted to find ourselves here at the table of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. I, for my part, deem it one of the greatest honours of my life to respond to the toast which has been so eloquently proposed by the Prime Minister. (Cheers.)

When we stop and think that 1824 years of Christianity rolled over the world before an obscure Englishman, obscure no longer, and not a very successful one at that, had the mind to visualize the idea, and the courage to carry it out—although perhaps it had been practised individually and spasmodically before; when we remember that before that day shipwrecked fishermen, sailors and passengers, were left to their own resources, that is to say, to chance, and that the ghoulish practices of the wrecker were almost a recognized trade, then must we marvel indeed that the establishment of Life-saving Apparatus and Life-boats, in some form or other, was not considered a paramount duty from the moment that the Cross was first planted on the shore of any land. To his imperishable glory an Englishman it was, Hillary, who first saw this, one of the brightest, one of the most beautiful and one of the purest jewels in Britannia's crown; honour to the mother, honour to the son. (Loud cheers.) But hardly had he given this lead than it was taken up the world over, so that to-day states and peoples vie in the establishment of Life-boat stations, in the launching of craft, in the recruiting and drilling of crews, and a thousand hands stretch forth not only to give without stint, but, better still, to grasp an oar; and this we owe first and last to Sir William Hillary. (Cheers.)

So loaded are our rolls of honour with names that there are enough to man the bright, white, shining fleet which certainly

sails in heaven, for what can a man do more than lay down his life for his brother? Here again Britain, the land of Grace Darling, leads the van, but not alone. From Spain and Britannia's iron-bound shores, from the fog-enshrouded cliffs and sand dunes and sand spits of the north, from where the Atlantic rollers crash on the coast year in and year out, from the surf-ridden shores of Africa, of South America, of Asia, of Oceania, they come at Hillary's call, an ever swelling host. (Cheers.) I know a little port on the northern coast of Spain, nestling at the foot of an elm-covered hill, where lie a few English graves looking out towards the bay. There, as in Longfellow's smithy, year in and year out you can hear the clang of the riveter's hammer, the thud of the caulker's mallet. There the boats, like greyhounds in a line, dance on every ripple of the waves. There the fishwives' wares are garnered from the sea at the price—how often—of men's lives and women's tears. Above them, ensconced in the sea-wall, stands the bronze bust of a rude fisherman in his simple local seafaring dress, and underneath is this inscription: "To Father Mari," the man who spent his life saving the lives of others, until one day, when the Bay of Biscay took its revenge, there was one life he could not save, and that was his own. Again, as this scene fades before my eyes, I see in the distance the statue which Spain reared to one of her noblest sons, a negro, whose soul was whiter than the whitest, Victor Rojas, the man who saved two hundred lives.\* (Cheers.)

Ladies and gentlemen, I have mentioned these Spanish names because I am a Spaniard. I am happy to see that my country appreciates, as it deserves to be appreciated, THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, by sending here two distinguished officers of our Royal Navy, a Navy, which I may say in passing, does much in Spain for the Life-boat Service. Still, every country, whether represented here or not, could say the same, because in this work of rescuing life at sea all the world over we are but one. Thus is expressed in one of its highest and noblest forms the brotherhood of humanity by the brotherhood of the sea. (Cheers.) I trust that this may be the means of restoring man again to his natural state, the state of peace, the peace of a contented world, the peace of action, and the gratitude of one people towards another, the peace and goodwill of the heart. Even if we are disarmed something will always be left to fight; we shall always have to fight the elements, we shall always have to fight the sea. (Cheers.)

The foreign Life-boat Societies are proud to see themselves here in England to-day. They recognize that Britain went before and gave the example; she was the model; she was the first to tread the path when, on 4th March, 1824, in the London Tavern, the first Life-boat Society was modestly founded by Sir William Hillary. We recognize in THE ROYAL NATIONAL LIFE-BOAT INSTITUTION not only the model, but also the helper, the adviser,

\* For an account of the life of Victor Rojas, see THE LIFEBOAT for June, 1923.

which, by its help and advice, has saved many thousands of lives beyond the shores of Britain. We recognize in the Institution one of Britain's noblest glories, and we turn towards that Institution as the object of our greatest admiration, our deepest sympathy, and our warmest affection. (Loud cheers.)

Mr. Prime Minister, I thank you for the words you have so kindly addressed to the foreign Life-boat Societies. You may be certain that your friendly sentiments are reciprocated by one and all, with the same sincerity and the same kindness with which you spoke to us just now. (Applause.)

#### Mr. Winston Churchill.

Mr. WINSTON CHURCHILL: Your Royal Highness, Your Excellencies, my Lords, ladies and gentlemen, I have been entrusted with the duty of proposing the toast of "THE ROYAL NATIONAL LIFE-BOAT INSTITUTION and the Life-boatmen of Great Britain," but when I survey the situation at the present moment, it seems to me that the Prime Minister has said almost all that could be said upon the subject, and that his great and eloquent address has been reinforced by the marvellous exhibition of mastery of the English language (loud cheers) for which we are indebted to the Spanish Ambassador. There are, nevertheless, a few gleanings from this wide field. One looks back to Sir William Hillary. He was a soldier—like General Seely, who has the Gold Medal of the French Republic for saving life at sea. (Cheers.) Sir William Hillary was a soldier—like Major Burton, who responds to this toast. (Cheers.) He preached a gospel which is preached to-day; he practised a gospel which is practised to-day. All his life he was a Life-boatman. At the age of sixty he still went out in the Life-boat. Three hundred and five persons were saved in Life-boat efforts in which he took a personal part, and three times he received the Gold Medal of the Institution. (Cheers.)

It is a remarkable fact that this great Institution has subsisted for 100 years without the slightest financial assistance from the State. (Cheers.) All the enthusiasm of my right honourable friend (the Prime Minister), all the vivid and intimate knowledge which he at this day possesses of the conditions of life, may be enlisted by me in further eulogy of the self-reliant spirit of this great Institution. It has never taken a penny from public funds, this Institution whose brave volunteers earn their living in their own way, and only come out when they are called, whose funds are maintained entirely by subscriptions, and whose administration is conducted by Committees and Honorary Secretaries who work for nothing. Is it not a marvellous achievement? (Loud cheers.)

When Sir William Hillary started the Life-boat Service a Life-boat cost £149, it now costs £10,000. The Motor Life-boat, fitted with all the apparatus that is necessary, with all that modern science can bestow on the structure, costs £10,000, and the slipway and the shed and appliances which are required for running her, I am credibly informed, are matters of

almost equal expense. Whereas the Life-boat Institution started with thirty-nine boats, ill equipped, ill organized, it now has 230—including forty-four of these great and costly Motor Life-boats—which have been overwhelmingly proved to be the most effective means of saving life. It is certainly one of the glories of our nation that we have been able to achieve the whole of this immense development, and that there are to-day 4,000 trained Life-boatmen standing ready round the coasts of this Island to go at any moment on their errand of duty—simply by the exercise of voluntary efforts and goodwill. That is a great achievement. The Prime Minister has pointed out that as the leading maritime power, as an island people, this was a matter in which we should have taken the lead, and I join myself with him in a tribute to the spontaneity and the gallantry with which this idea, of which we are entitled to claim the authorship, has been sustained and responded to and developed by the great seaboard nations of the world. (Cheers.)

The achievements of the Institution have been remarkable. In 100 years 60,000 lives have been saved from the seas. (Cheers.) I am told (though I have not made the calculation, but I am assured on credible authority) that that works out at eleven lives a-week. In the War 5,300 people were saved by the British Life-boats. Friend or foe were brought to shore and relieved, and delivered from danger. No call has been unanswered, and no service has been unnoticed by the Life-boat Institution; rewards and recognition have lighted upon those who have done worthy and courageous service, but a great distinction has been observed. The highest reward of the Institution has only been given in 95 cases during the whole century—only 87 persons have received the Gold Medal. Of those 87 persons, only eight are alive, and of those eight, seven have accepted the invitation to our banquet to-night, and of those seven, one, Major Burton, is to reply to the toast I have the honour to propose. He earned his Gold Medal in the rescue of a third—for the rest perished—of the survivors of the hospital ship *Rohilla*, which in October, 1914, was cast away. He voyaged in his Life-boat through the storm for fifty miles before he could reach the wreck. He pushed out again when he reached the port which was in the neighbourhood; for hours and hours they were at sea, and again and again they were nearly capsized by the enormous waves which broke over the wreck and broke over the Life-boat. Fifty survivors were brought safely to shore by him and his Coxswain, Robert Smith, and Major Burton is fittingly chosen to reply to the toast of the Life-boatmen. (Cheers.)

We live in a valiant age, an age which, although peculiarly a nervous age, nevertheless has proved capacities of daring, of self-abnegation, self-sacrifice, dauntless defiance to the brute powers of nature and of death, which no former age has excelled, which we may perhaps reasonably contend no former age has equalled; but there is something about the work of saving life which raises it, in certain aspects, above

any form of peril and self-sacrifice which is combined with taking life. It is a great problem to balance the self-sacrifice of the soldier and the self-sacrifice of the Life-boatman. Still, one feels that the Life-boatman may plead that he represents the cause of humanity, and not that of any single nation or any single cause which may in the march of events from time to time arrive. (Cheers.)

"Man the Life-boat!"—it is an inspiring call. It may, as the Spanish Ambassador has suggested to us, have other applications in daily life. When a friend is in trouble or in sickness "Man the Life-boat!" If a class is submerged, ill-treated or exploited, "Man the Life-boat!" If a small nation is fighting for its life, "Man the Life-boat!" All these are applications of the same idea, but the finest of all is the simple actual sphere by the sea-shore. There is the glorious sphere of heroism and chivalry in human nature. The wreck lies on the reef, great waves are breaking over it, the timbers are going to pieces, the plates are buckling every hour, the crew and the passengers, women and children, are lashed to the rigging, clinging on to any coign of vantage which gives them shelter, or huddled in some structure which has survived the fury of the elements. There they are, out in the night, in the sea, in the tempest. They have no hope in this world except the Life-boat, but their signals have not been unperceived. The order has gone forth "Man the Life-boat!"—an order which is never disobeyed. Great waves may thunder on the shore, winds may drive and beat with their utmost fury, the boat goes out, thrusts its way ahead to the wreck, it is twisted and turned by the convulsions of the sea, it is swamped with water, it is driven back, again and again it returns, it pursues and perseveres on its mission of rescue, of salvation, to those who are in peril, it drives on with a courage which is stronger than the storm, it drives on with a mercy which does not quail in the presence of death, it drives on as a proof, a symbol, a testimony, that man is created in the image of God, and that valour and virtue have not perished in the British race. (Loud cheers.)

Your Royal Highness, Your Excellencies, my Lords, ladies and gentlemen, I give you the toast of "THE ROYAL NATIONAL LIFE-BOAT INSTITUTION and the Life-boatmen of Great Britain." (Loud applause.)

#### Major H. E. Burton.

Major H. E. BURTON: Your Royal Highness, Your Excellencies, the Right Hon. the Prime Minister, the Right Hon. Mr. Winston Churchill, my Lords, ladies and gentlemen, I feel it a very great honour indeed to have been asked to respond to the toast of "THE ROYAL NATIONAL LIFE-BOAT INSTITUTION and the Life-boatmen of Great Britain," which has been proposed with such eloquence by Mr. Winston Churchill, and I feel my inadequacy for the task. It is not only his speech and the other eloquent speeches to which we have listened which make me feel this. It is rather the thought of those for whom I speak. There are seven of us here to-night whose honour it

is to wear the Gold Medal of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and we had the honour of being received by His Majesty on Monday—Captain Thomas McCombie, of Kingstown, Coxswain Robert Smith, of Tynemouth, Coxswain Henry Blogg, of Cromer, Coxswain John Howells, of Fishguard, Coxswain William Fleming, of Gorleston, and Coxswain John Swan, of Lowestoft. (Cheers.) England, Wales and Ireland are all represented, and I am proud to think that five of the seven of us here to-night come from the East Coast. It was on the East Coast, at the mouth of the Tyne, that the first Life-boat was built and the first Life-boat Station established, and the East Coast has a record second to none round all the coasts of Great Britain and Ireland. But it is not only for the seven that I speak. There are the members of our own Crews who shared the dangers with us, and should share the honours also. I wish that it had been possible for them all to have been here to-night. (Cheers.) Then there are nearly 6,000 more round the 5,000 miles of coast of these islands, trained and tried Life-boatmen. I know what a great organization the service is. I remember how it is maintained by the help of thousands who volunteer to work for it in raising its funds, and of tens of thousands who subscribe to it. All these are included in this toast of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. But surely the rock on which the Service is built is these men who man its boats! Without them no generosity of workers or of subscribers would be of any use, and it is in their names that I feel I am speaking, for the 4,000 Life-boatmen and the 4,000 more, many of them women, who launch the boats. It is in their names that I thank Mr. Churchill for the tribute which he has paid them; a splendid tribute—but it is deserved. (Cheers.) No one who has not been afloat with them knows what great seamen and what great-hearted men the Crews of the Life-boats are. (Loud cheers.)

And how shall I thank you for this tribute which you have paid them to-night? I think that all they would wish me to say is this: "We have manned your Life-boats for a hundred years. Go on giving us the boats, the best you can—as always—and we will carry on." (Loud applause.)

#### The Minister for the Netherlands.

THE MINISTER FOR THE NETHERLANDS: Your Royal Highness, Your Excellencies, Mr. Prime Minister, my Lords, ladies and gentlemen, the privilege of this toast has been placed in my hands as a recognition of the fact that my country was the first one to follow Britain's guide in establishing and organizing a Life-boat Service. A hundred years since have passed. Age is very often only of very problematical value, but when one sees your society and our society in the full strength of their youth, with an undiminished enterprising and organizing capacity, ripened only by the vast experience which they have had, then I daresay it is a subject of pride for the Dutch people, who have always been so intimately associated with the sea, that they borrowed so closely from

their powerful neighbour—with whom they have been competitors so often in the glorious days of the past—in establishing the humane and self-sacrificing principles of a Life-boat Service on their coasts. I trust that my colleagues, the representatives around this hospitable board of the other seafaring nations, will feel no jealousy because I have been invited to be the broadcaster of our collective admiration for this Institution, and to present again our wishes for the prosperity of its work, and the continuance of its work as the pioneer in this service of humanity. (Cheers.) I trust that you will admit that if there is anywhere a place where Holland's voice may be heard in the concert of nations, it may be on an occasion like this, where we are celebrating the heroic efforts of men to wrest from the sea what she so often already has claimed as a victim of hers. (Cheers.)

In this respect I would like to remind you of what in my youth was a common theory, which we heard in the Sunday Schools, taken from a chapter of Genesis: "God has created the earth with the exception of Holland, which had to create herself." (Loud laughter.) Century after century the Dutch people have been, and year after year they still are, indefatigable in their battle against the sea. They have pushed the waters back until—excuse this expression for alliteration's sake—"Holland is dyked and dammed all round." (Laughter and cheers.) We have had many glorious pages in common in our history, pages by which we can show how we were fighting, very often side by side, very often also against each other, and though I will not say that every Dutch boy is enthusiastic about the hours he has to spend at school to learn details of the admirals' names in English wars, still it is for all of us the most glorious chapter of our history. (Laughter and cheers.)

We are always taught that we have to be as proud of the battles which we lost as of the battles which we won, and we had men in those days a few of the most gallant we could have met. Allow me to remind you of a story which is nowadays told in Holland, and I cannot resist the temptation to mention it here, because after all it gives the greatest credit to the British race. A young Dutchman found himself with an Englishman, and he was boasting of those glorious deeds of his forefathers. He said "Remember how De Reuter came up the Medway to Chatham," and, with his delightful calmness and laconic spirit, of which you all possess the secret in a very high degree, the Englishman only answered "Try it again!" (Cheers and laughter.) Certainly there is no danger that we will ever follow up his very sound advice. But what we have followed, and we were proud to do so, was the hint which we got from the glorious founder of this Society, Sir William Hillary; and, only six months after your Institution was established, we established in Holland a similar society to this. Therefore it gives me very lively satisfaction to see amongst the honoured guests here the representatives of the two Dutch Societies, founded in 1824, which now, in the

fullest and most complete co-operation, provide the Life-boat Service along our dangerous coasts. The cordial welcome with which you have greeted us, and the sumptuous banquet which you have offered us to-night are very highly appreciated. (Cheers.)

I now have very great pleasure in proposing the toast of "His Royal Highness," both in his capacity as our host and as your President. We are living in these days in an atmosphere of competition in every possible field of human activity. We read about competitions: Who is the prettiest woman? Who is the fattest baby? Who is the most popular poet? Or the most advanced author? (Laughter.) And I think that if moved by that same spirit we could submit at this moment to the world in its entirety this simple question: "Who is the happiest man now living?" I think that the overwhelming majority would answer "The Prince of Wales." (Loud cheers.) You, Sir, though young in years, have seen more aspects of the activities of life, both in war and in peace, than has come to the lot of any of your contemporaries. In your knightly acceptance of your duties as sailor and soldier, and your splendid participation in every kind and form of sport, in your sympathy with the cause of charity and your activity in furthering the welfare of ex-Service men, and of the industrial masses, you have shown yourself a Prince among your people. (Cheers.) By your presence to-night you have given again a fresh proof of the keen and personal interest that you take in the great work of this great Institution, a work which I venture to suppose appeals to you more than any other, because it shows your people in their noblest aspects. We find here courage at its highest and self-sacrifice of the most generous and unselfish kind, at the call of every seafarer, no matter to what nation he belongs; a body of thousands of fisherfolk carrying on day by day along the coasts of your island their glorious work, and representing in themselves the very type of Britain's best men. With your inspiration and your leadership, Your Royal Highness cannot fail to prosper in a country like England. (Loud cheers.)

I have now the honour to propose the toast of the health, long life and happiness of His Royal Highness, and I venture to suggest to you that it should be concentrated in the words of that beautiful song, which I think is second only to your National Anthem, "God bless the Prince of Wales." (Loud applause.)

### The Prince of Wales.

H.R.H. THE PRINCE OF WALES: Your Excellencies, my Lords, ladies and gentlemen, I am very grateful indeed for the kind way in which my health has been proposed to-night, and for the very cordial way in which you have drunk it. I am very proud indeed to be in the chair this evening, and as Chairman I have to say that I am grateful to all those eminent speakers who have come here to-night to support me, although, when it falls to the lot of a man to have to make the last speech, he is not always very pleased, for very often the words have been taken out of his mouth. I

must say that I am very privileged to preside on this memorable occasion, particularly because the last dinner held was in the year 1899, when King Edward, then Prince of Wales, was in the chair.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is celebrating its Centenary Dinner, and I think it is impossible for any one who knows the instincts and the ideals of our race, not to be impressed with the importance of the service rendered by this Institution, the service that it is rendering, and, I venture to say, will continue to render, not only to British seafarers, but to the seafarers of the whole world. (Cheers.)

The Institution has held a Centenary Conference, which has been sitting for the last two days, in the course of which representatives of no less than nine nations have been taking part. We welcome those foreign representatives most cordially. They have been discussing how best to further the interests of saving life at sea, and Count Yoshii, the Japanese representative, made the splendid proposal that all maritime countries should establish and organize a Life-boat Service. I think, in fact I am sure, that by this Centenary Conference the Life-boat Institution will prove to be once more the indirect means of providing for the safety of thousands of people now living and of an incalculable number yet unborn all the world over. (Cheers.)

Ladies and gentlemen, the King has been pleased to mark his appreciation of the importance of the service rendered, not only to Britain but to the whole world, by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, by conferring on its Gold Medallists, seven of whom are here this evening—and I am going to ask those gentlemen to stand up—the seven Gold Medallists then stood up and were received with long and loud applause) the King has conferred on these splendid men the honour of the British Empire Medal for conspicuous personal gallantry. (Loud cheers.) Unfortunately, one of them, Father O'Shea, from Ireland, has been prevented by illness from being with us this evening, but we are very proud, and I particularly as Chairman, am very proud, to honour these men to-night. (Cheers.) They are men who have done very big things, and one cannot help wondering what they must think of all our speeches to-night and of all our conferences. Our excuse is that we are doing it on behalf of the Life-boat Service, on behalf of these men and of their mates, and as President I should like to assure you how very keenly I appreciate the services of all the Coxswains and the Crews of the Life-boats, and, I must add, of the thousands of men and women who make their work possible by presenting the claims of this Institution throughout the country, throughout the Empire, and throughout the world. (Cheers.)

We are not, as an Institution, out to make money to-night at this banquet, and perhaps the Committee of Management were wise in deciding not to do so, because it might have frightened away some timid people who would have lost the opportunity and the pleasure of

greeting these Gold Medallists, and of welcoming our foreign delegates on this most auspicious occasion in London; but I trust that it is not out of place for me, as President of the Institution, at the Centenary Dinner, to make a most earnest appeal to the British people to support this Service in a generous and whole-hearted way. (Loud cheers.) We must not forget that the Life-boat Service is always mobilized; it is mobilized in peace time just as it was during the War, mobilized for the great struggle with the sea for the lives of those in peril. Another thing that we must remember, and I am rather repeating what Mr. Churchill said to-night, is that this Institution is not helped at all by the State. It is a Service of which we of this great nation may well be proud, and it is a Service which belongs to the nation in a very intimate way. It is the Life-boat Service, provided by this great Institution, which we are honouring to-night, and the centenary of which we are celebrating, and I desire to commend it to everybody. (Loud applause.)

Among those present at the Dinner were:—

H.R.H. the Prince of Wales, K.G.; the Prime Minister (the Rt. Hon. J. Ramsay MacDonald, M.P.); His Excellency the Spanish Ambassador (Señor Don A. Merry del Val); His Excellency the Japanese Ambassador (Baron G. Hayashi); His Excellency the French Ambassador (Comte de Saint-Aulaire); the Minister for Norway (Mr. M. B. Vogt); the Minister for the Netherlands (Johnkeer Dr. R. de Marees van Swinderen); the Minister for Sweden (Baron E. K. Palmstierna); the Danish Minister (Count Preben Ahlefeldt Laurvig); the Rt. Hon. F. O. Roberts, M.P. (Minister of Pensions); Mr. A. V. Alexander, M.P. (Parliamentary Secretary to the Board of Trade); the Rt. Hon. Winston S. Churchill, C.H.; the Worshipful the Mayor of Westminster (Councillor E. Horne); Capitaine de Vaisseau de Ruffi de Pontèves (Naval Attaché to the French Embassy); Captain C. L. Hussey (Naval Attaché to the United States Embassy); Commander Prestrud (Naval Attaché to the Norwegian Legation); Commander de Bahr (Naval Attaché to the Swedish Legation); Commander Evers (Naval Attaché to the Danish Legation): the representatives of the foreign Life-boat societies, whose names have already been given: the seven Gold Medallists, whose names have already been given: the following members of the Committee of Manage-



ment: Sir Godfrey Baring, Bt. (Chairman); the Hon. George Colville (Deputy Chairman); the Earl of Albemarle; the Earl of Hardwicke; Major-General the Rt. Hon. J. E. Bernard Seely, C.B., C.M.G., D.S.O., M.P.; Captain the Viscount Curzon, C.B.E., R.N.V.R., M.P.; Colonel Lord William Cecil, C.V.O.; Sir William Corry, Bt.; Rear-Admiral Frederick C. Learmonth, C.B., C.B.E. (the Hydrographer of the Admiralty); Vice-Admiral Sir H. H. D. Tothill, K.C.B., K.C.M.G., K.C.V.O. (the Admiral Commanding Reserves); Sir Herbert Acton Blake, K.C.M.G., K.C.V.O. (the Deputy Master of Trinity House); Engineer Rear-Admiral Charles Rudd; Brigadier-General Noel M. Lake, C.B.; Commander Sir Harry Mainwaring, Bt., R.N.V.R.; Major Sir Maurice Cameron, K.C.M.G.; Sir John G. Cumming, K.C.I.E., C.S.I.; Mr. H. Hargood, O.B.E., J.P., D.L.; Captain S. M. Day, C.B., D.S.O., R.N.R.; Captain G. C. Holloway, O.B.E., R.D., R.N.R.; Captain J. P. Cave; Mr. Henry Cavendish-Bentinck; Mr. John F. Lamb; Mr. H. D. Clayton; Mr. Herbert F. Lancashire; Mr. Henry R. Fergus; Mr. J. J. Crosfield; Mr. J. Beville Fortescue; Mr. B. A. Glanvill.

Lady Baring; Lady Cynthia Colville; Miss Ishbel Macdonald; Lady Florence Pery; the Marquess of Tweeddale, C.B.E., and the Marchioness of Tweeddale; the Earl of Plymouth; the Earl of Yarborough; the Earl of Normanton; the Rt. Rev. the Lord Bishop of Pella; Lord and Lady Brownlow; Vice-

Admiral Sir H. F. Oliver, K.C.B., K.C.M.G., C.B., M.V.O. (Second Sea Lord), and Dame Beryl Oliver, D.B.E.; General Sir Reginald Wingate, G.C.B., G.C.V.O., G.B.E., K.C.M.G., D.S.O.; Vice-Admiral Sir Lionel Halsey, G.C.V.O., K.C.M.G., K.C.I.E., C.B.; Major-General Sir Andrew Russell, K.C.B., K.C.M.G., and Lady Russell; Sir Charles Wakefield, Bt.; Sir Sven Hansen, Bt. Sir Alan Garrett Anderson K.C.B. (Chairman of the Chamber of Shipping); Sir Hardman Lever, K.C.B., and Lady Lever; Colonel Sir Wyndham Murray, K.C.B.; Lieut.-Colonel Sir R. D. Waterhouse, K.C.B., C.M.G.; Sir H. E. Bruce-Porter, K.B.E., C.M.G., and Lady Bruce-Porter; Sir Alfred and Lady Rice-Oxley; Sir Herman Gollancz; Mr. Charles Hipwood, C.B. (Marine Department of the Board of Trade); Lady Blake; Lady Cameron; the Rev. A. W. Gough (Prebendary of St. Paul's); the Hon. Mrs. Seely; Mr. S. R. Preston-Hillary; Mrs. Fergus; Mrs. Lamb; Mrs. Day; Mrs. Glanvill; Mrs. Crosfield; Miss Alice Marshall (Hon. Secretary of the Oxford and District Branch); and the following officials of the Institution: Mr. George F. Shee, M.A. (Secretary); Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats); Mr. J. R. Barnett, O.B.E., M.I.N.A. (Consulting Naval Architect); Commander Thomas Holmes, R.N. (late Chief Inspector of Life-boats); Mr. P. W. Gidney and Mr. Charles Vince (Assistant Secretaries).

### Government Banquet to the Delegates.

ON 1st July His Majesty's Government gave a dinner at Lancaster House in honour of the Delegates to the Conference. The Right Hon. Sidney Webb, M.P., President of the Board of Trade, presided, supported by the Right Hon. F. W. Jowett, M.P., First Commissioner of Works, and Mr. A. V. Alexander, M.P., Parliamentary Secretary to the Board of Trade. Among the guests, in addition to the Delegates from the foreign Life-boat Societies, were Sir Alan Garrett Anderson, K.B.E. (President of the Chamber of Shipping), Sir Ernest Glover, Bt. (President of the Chamber of Shipping in 1923), Vice-Admiral Sir

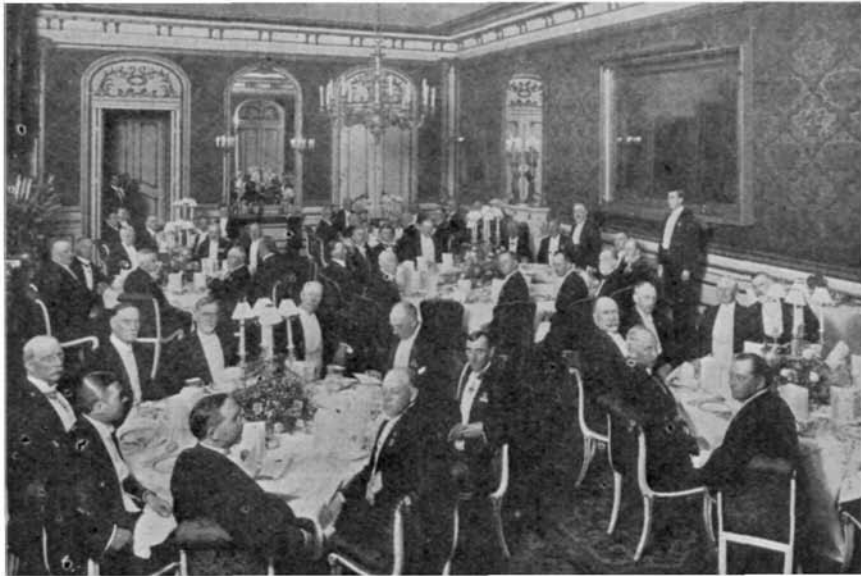
Hugh Tothill (Admiral Commanding Reserves, and a member of the Committee of Management of the Institution), Captain Sir Herbert Acton Blake, K.C.M.G. (Deputy Master of Trinity House, and a member of the Committee of Management), Sir Sydney Chapman, K.C.B. (Permanent Secretary to the Board of Trade), Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Hon. George Colville (Deputy Chairman), and other members of the Committee, Sir Arthur Norman Hill, Bt. (Chairman of the Board of Trade Advisory Committee on Merchant Shipping), Mr. C. Hipwood, O.B. (Mer-

cantile Marine Department, Board of Trade), Captain J. D. Daintree, C.B.E., R.N. (Inspector-General of Coast Guard), Mr. George F. Shee, M.A. (Secretary of the Institution), and Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats).

In addition to the toasts of "The King" and "The Sovereigns of the Kingdoms and Presidents of the Republics Represented," the only toast was "Our Guests," which was proposed by Mr. Sidney Webb. In the course of his speech Mr. Webb paid the following tribute to the Institution, which is all the more interesting when it is remembered that Mr. Webb is, and has been

work without Government assistance. One of the advantages of voluntary organization is that it can initiate and experiment, which is very difficult for a Government Department. But there are drawbacks. It is difficult for a voluntary association to have continuity—but the Institution has managed to do it. It is another of the drawbacks of voluntary associations that they seldom manage to be equal to the whole of their tasks—but here again the Institution has succeeded."

The toast was responded to by Mr. P. E. Tegelberg, President of the North and South Holland Life-Saving Society,



Photograph by]

[Kamra Press Studios.

#### THE GOVERNMENT BANQUET AT LANCASTER HOUSE.

for many years, one of the most influential and distinguished intellects in the Socialist movement:—

"Great Britain happens to be the oldest in the beneficent enterprise of saving life from the sea, as befits the country which has the largest amount of shipping, and the largest coastline in proportion to its size, and we have all been struck by the enormous increase, during the past hundred years, in the size of the Institution and the scope of its work. It is one of its glories that it is entirely voluntary, carrying on its

who spoke as the representative of the younger brother, though not quite the twin brother, of the Institution, for his Society was founded in the same year as the British, eight months later. Mr. Tegelberg paid a tribute to the British Service, and acknowledged the readiness which it had always shown to help the Life-boat Services of other countries.

Sir Godfrey Baring also replied to the toast, and Major-General the Right Hon. J. E. B. Seeley, C.B., C.M.G., D.S.O., M.P., proposed the health of Mr. Sidney Webb.

### Life-boat Dinner at the Authors' Club.

THE first of the Life-boat Centenary celebrations in London was a dinner at the Authors' Club on 29th January, at which Mr. George F. Shee, M.A., the Secretary of the Institution, an old member of the Club, presided, and at which Sir Godfrey Baring, Bt., the Chairman of the Committee of Management, was the principal guest. *Lloyd's List* published next day the following account of it:—

“Nothing could have been more cordial than the welcome given by the members of the Authors' Club to their principal guest at Monday night's house dinner, and never did the eloquent exponent of a good cause better deserve such a welcome; for the subject of the evening's discussion was the Royal National Life-boat Institution, and if any man could do justice to such a theme, that man was assuredly Sir Godfrey Baring. In his speech, which

was a masterly exposition of the subject, he mentioned the interesting fact that his great-grandfather moved one of the principal resolutions at the historic meeting held in the City on 4th March, 1824, which provides the occasion of this year's centenary. Mr. George Shee, Secretary of the Institution, made an excellent Chairman, and among the other speakers were Viscount Curzon, one of the Committee of Management; Mr. J. R. Barnett, of Glasgow, who is responsible for the design of the Institution's latest motor-boat; Sir H. Acton Blake, who, as Deputy Master of the Trinity House, had something to say about lightships; and Mr. Charles Hipwood, of the Marine Department of the Board of Trade, who echoed the pious hope that the Royal National Life-boat Institution would never become the appanage of a Government Department.”

### The Help of the Churches.

#### The Presbyterian Church of England and the Society of Friends.

IN addition to the numerous thanksgiving services which were arranged individually by Branches, two Churches, the Presbyterian Church of England, and the Society of Friends, gave the Institution the help of their central organization.

At the meeting of the General Assembly of the Presbyterian Church, in May, the following resolution was passed:

“The Assembly congratulates THE ROYAL NATIONAL LIFE-BOAT INSTITUTION on the fine record of valuable work which it has achieved on our coast for 100 years, and authorizes a special collection to be taken throughout the Church on Life-boat Sunday, in celebration of the Centenary of the Institution.”

It was decided to make 29th June Life-boat Sunday in the Presbyterian Churches, as being the Sunday immediately preceding the International Con-

ference, and with the help of the General Assembly and the support of their resolution, the 400 Presbyterian churches of England were asked to give thanks on that day, for the work of the Life-boat Service during a hundred years.

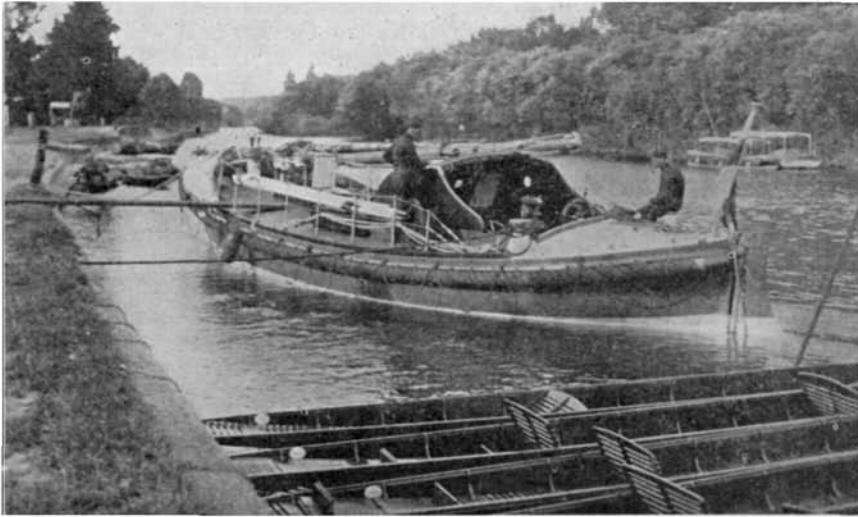
The Society of Friends, while unable to set aside one Sunday as Life-boat Sunday, gave the Institution their approval and help in inviting the 400 Meetings of Friends to give thanks for the work of the Life-boat Service on either 2nd March or 9th March, the Sundays immediately preceding and immediately following the Institution's hundredth birthday on 4th March. The *Journal* of the Society of Friends also published an appeal in February “heartily commending to Friends that one Sunday might be set apart for remembrance of the work of our Life-boat organization, and for some practical recognition of our appreciation of and indebtedness to the Life-boat Service.”

## Journey up the Thames of the Teesmouth Motor Life-boat.

ON the day on which the International Life-boat display on the Thames finished, and the foreign Life-boats went down the river and out to sea, the Teesmouth Motor Life-boat started on a six weeks' cruise up the Thames. She was in charge of an officer with a crew consisting of a coxswain, a motor mechanic, and two men. She went as far as Oxford, a distance of 113 miles, and among the

never before given except to Royalty, was granted in honour of "such a special event and so magnificent a cause."

At Shiplake, where the Boat arrived on 16th July, in heavy rain, a Life-boat Day was held in connexion with her visit, and over £40 was raised. On her return journey she reached Henley on August 8th, where she was received by



Photograph by]

[R. Clement, Maidenhead.

### THE TEESMOUTH LIFE-BOAT AT MAIDENHEAD.

other places where she stopped were Richmond, Kingston, Maidenhead, Windsor, Staines, Weybridge, Shepperton, Henley, Wallingford, Pangbourne, Great Marlow, and Reading. Altogether, nearly forty different places were visited, and a number of collections were made, the largest sums being received from Kingston, Maidenhead and Reading.

At Oxford, the Boat remained for three days, making a trip one day to Iffley. The Vice-Chancellor of the University (Mr. J. Wells) and the Mayor of Oxford visited the Boat together on the first day, the Dean of Christ Church allowing the car which took them and other visitors to the river to go down the New Walk. This privilege,

Admiral Sir Martyn Jerram, G.C.M.G. (a member of the Committee of Management and chairman of the recently-formed Henley and District Branch), the Mayor of Henley (Vice-Chairman), the members of the Committee and representatives from many places in the district. The following day the Town and Visitors' Regatta took place; the Life-boat made several trips with passengers on board, and the day was held as Life-boat Day, nearly £90 being raised.

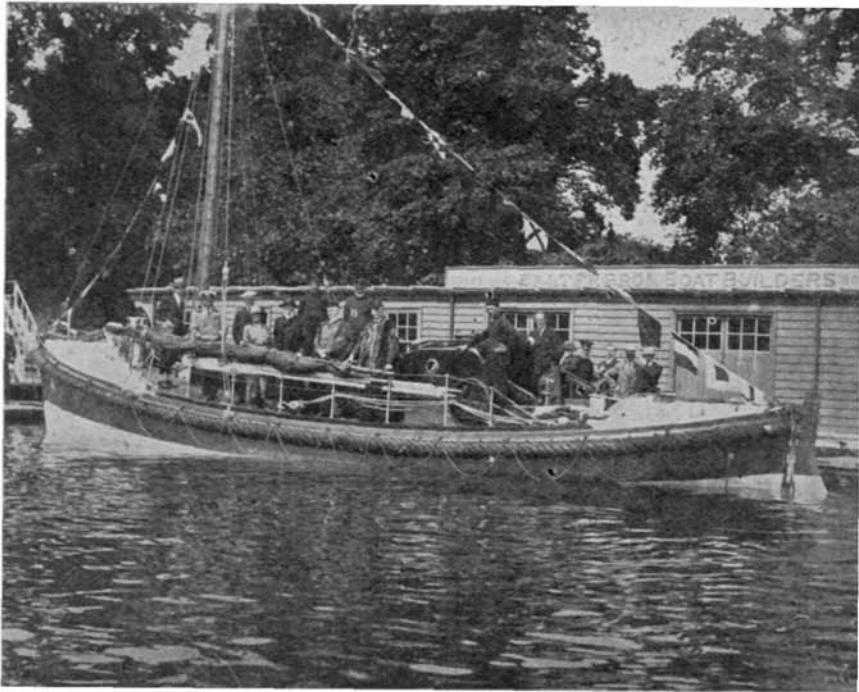
The navigation of so large a boat on the Thames was no easy matter, and on account of the wash which she made, and the inconvenience of it to small boats and punts, she could only go very slowly. Often she simply drifted, with

two or three occasional revolutions given to the engine.

There are dangers for a Life-boat even in the quiet waters of the Thames. While she lay at Walton, and the crew were on shore for breakfast, about 18 inches of water was let out of the reach, and the crew returned to find the boat aground. A rope was made fast

fifty, so the officer in command reported, knew the Boat to be a Life-boat, and one lady thought she was the Royal Barge. A small child was overheard to ask her mother what the Boat was. She was told, a Life-boat. "What is a Life-boat for?" "For saving lives." "Why should they save lives?"

To many on the Thames who evidently



Photograph by]

[Oxford Journal.

### THE TEESMOUTH BOAT AT OXFORD.

On board are the Mayor, the Vice-Chancellor of the University, Miss Alice Marshall (Hon. Secretary) and the Rev. Mansell Merry (Hon. Treasurer).

to a tree on the opposite bank and brought to the capstan, but all efforts failed to move her, and in the end the officer in command went down to the next lock by taxi, three miles away, and got the lock-keeper to shut down some of the weirs. The river rose, and in an hour the Life-boat was afloat.

Many thousands saw the Boat passing up and down the river, and many hundreds visited her. They had never seen such a queer craft on the river before, and it was astonishing how many there were, living on the lower reaches of the Thames, who had never seen the sea and had no idea what it was like. Not one in

knew nothing of the sea, let alone the Life-boat Service, the visit of this "queer-looking boat" will have brought some knowledge. We hope, too, that it will have awakened a permanent interest in what is going on round our coasts, in their many dangers, and in the work of the Life-boat service.

As an example of the value of the tour, a gentleman who visited the Boat at Iffley, and who had previously informed the Institution that he intended to leave it £1,000 in his will, was so impressed that he has decided to increase the legacy, and hopes, should he live long enough, to leave a sum sufficient to build a Motor Life-boat.

### Life-boat House, Wembley.

THE Institution took advantage of the fortunate coincidence that the British Empire Exhibition has been held in its Centenary Year, to erect its own house in the Exhibition grounds. Life-boat House, Wembley, was very appropriately placed (when one remembers that the Institution was founded in the

Hillary, Bt., and Mr. Thomas Wilson, M.P., its founder and first Chairman ; its collection of paintings of Life-boat scenes ; a moving picture machine with a series of coloured pictures, showing a number of Life-boat Stations, different types of Life-boats, different types of Life-boat houses, the different methods



LIFE-BOAT HOUSE, WEMBLEY. (Exterior.)

City of London), just at the corner of old London Bridge, looking across the gardens to Government Building. Here was got together as complete an exhibition of Life-boat work as possible, certainly more complete than has appeared in any previous exhibition. There were models, some lent by the Science Museum, at South Kensington, but the majority the Institution's own, showing the development of the Life-boat, from Wouldhave and Greathead's *Original*, built in 1789, to the latest type of Cabin Motor Life-boat. There were the Institution's portraits of Sir William

of launching, and famous Coxswains ; a scenic model of the service to the hospital ship *Rohilla* at the beginning of the war ; a working model showing how a Life-boat is launched down a slipway ; another working model showing a Life-boat taking men off a wreck by means of a breeches buoy, and yet another showing a Life-boat launched to a steamer in distress, the sinking of the steamer, just after the Life-boat reaches her and takes off the crew, and the Life-boat's return.

There were wax figures of Life-boatmen dressed in oilskins and belts, one of the Institution's D. E. engines, which,

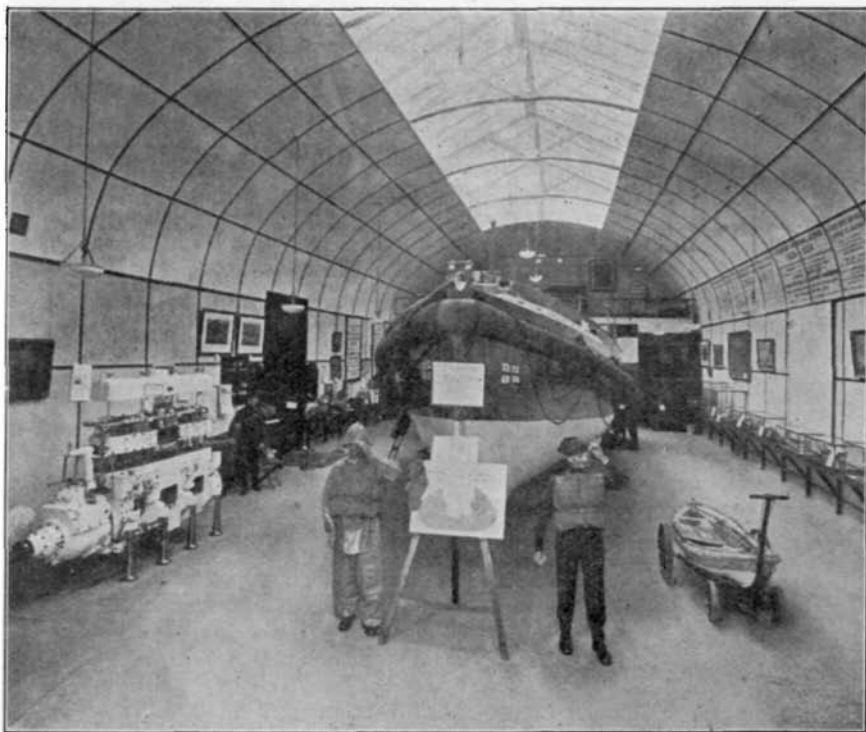


for the purpose of the Exhibition, was opened out and made to work by electricity; a line-throwing gun, acetylene and electric searchlights, blocks, different kinds of ropes, and a pillar of wood, which showed the exact proportions of the different kinds of wood—oak, rock-elm, Honduras mahogany, teak, Christiania fir, and Norway spars (fir)—used in the construction of a Life-boat.

Finally, in the centre of the house, was

seen one at close quarters. Many were the strange questions asked, and the strange comments made.

A foreigner, who spoke good English, when he saw the Boat said "What is it?" He was told, "a Lifeboat." "And what," he said, "is that?" But most of the questions were with regard to details. None of the others showed quite so complete an ignorance. One old gentleman, seeing the name *Grace*



LIFE-BOAT HOUSE, WEMBLEY. (Interior.)

one of the Institution's latest types of Motor Life-boat—the Watson cabin. This boat had been specially built for the Exhibition, and is to be stationed at Margate. The Boat was open to visitors, who were able to walk round her deck, see the cabin and engine-room, and inspect the many details of the equipment of a modern Life-boat.

During the six months of the Exhibition something like three-quarters of a million people have been over the Boat. The majority of them, even if they had seen Life-boats, had, of course, never been on board one before, nor

*Darling* on the bows of the Boat, asked if this really was the Boat in which *Grace Darling* had gone out to the *Forfarshire*. He had always thought that it was quite a small boat.

The water barricoes, perhaps, caused more confusion than anything else. They were mistaken for various things, including buoys, life-buoys, fenders and *hot-water bottles!*

A Visitors' Book was kept, and among the countries beyond the British Isles which were represented in it were Australia, Canada, New Zealand, South Africa, India, Malta, Nigeria, the Gold

Coast, Bermuda, the United States, France, Italy, Sweden, Finland, Belgium, Norway, Switzerland, Portugal, Holland, Spain, China and Japan.

Besides the distribution of literature—leaflets and a short illustrated history of the Service—a number of Life-boat Souvenirs were on sale—metal pin-cushions, in the form of a Life-boat, small figures of Life-boatmen, statuettes

of Life-boatmen, motor mascots in the form of Life-boatmen, and ash trays with a Life-boatman in the centre. Of these souvenirs, in all 11,758 were sold. Not only did they bring a substantial contribution to the Institution's funds, but—more important still—thousands of houses have, in these souvenirs, daily reminders of the Life-boat Service.

### In Honour of Lionel Lukin.

THOUGH the honour of designing and building the first Life-boat to be permanently stationed on our coasts belongs to William Wouldhave, of South Shields, and Henry Greathead, and the initiative of establishing the first Life-boat Station and getting the first Boat built belongs primarily to Mr. Fairles and Mr. Rochwood, of South Shields, Lionel Lukin, the coachbuilder of London, was the first Englishman to devote his energies systematically to the work of devising means for increasing the stability and buoyancy of small boats. He was thinking of all small boats, and not of a special boat for life-saving, but one of his "immensible" boats, as he called them, was actually the first Life-boat on the British coasts. It was a coble, which he converted in 1786; and for some years it was used at Bamburgh, on the Northumbrian coast, for saving life from shipwreck. Though a coachbuilder by profession, and Master of the Coachbuilders' Company, Lionel Lukin had

sea-blood in his veins, being descended from Lionel Lane, one of Blake's captains. He was born at Dunmow, Essex, in 1742, and was an old man, but still with ten years of life before him, when the Institution was founded, the only one then alive of those who had been concerned in the first Life-boat experiments, nearly forty years earlier. His letter of congratulation to the Chairman is still preserved by the Institution.

It is right that Lukin's name should be remembered with honour in the Centenary Year of the Life-boat Service, and a special service in memory of him was held at Little Dunmow Church. "You will like to know," so wrote the Vicar on 4th March, "that yesterday in the ancient Priory Church of Little Dunmow, Lionel Lukin's birthplace, special commemorative services were held, and thanks duly rendered to Almighty God for the village-boy's invention."

### The National Service for Seafarers.

THE National Service for Seafarers, which is held each autumn, in St. Paul's Cathedral, took place on 15th October.

At this Service the Institution is, of course, always represented, but this being the Centenary Year, the Institution was represented in a very special way. The Chairman, the Deputy-Chairman and eleven members of the Committee of Management, the Secretary and members of the Institution's staff, all attended to give thanks for the completion of a

century of work, and the Life-boat crews were represented, by the Coxswain or Second Coxswain, and a member of the crew of five of the Stations which are nearest London—Southend, Margate, Ramsgate, Deal, Folkestone and Worthing.

Among them were two Silver Medalists: Coxswain Read, of Ramsgate; and Coxswain Clayson, of Margate. The Life-boats of these five Stations have rescued from shipwreck nearly 3,000 lives.



### Century Life-boat Day in London.

CENTURY Life-boat Day was held on 20th May, in nearly eighty of the main boroughs and urban districts of Greater London, and the Institution had the generous help of both the Duke and Duchess of York and of the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild. Last year, on Prince of Wales' Day for the Life-

year in succession that he has helped on London Life-boat Day, and, once again, he collected in his diving dress.

In Acton, Chelsea, Paddington, Deptford, Fulham, Greenwich, Shoreditch, Woolwich, Stepney, Islington, Bermondsey, Lambeth, Wandsworth, Ealing, Richmond and Stoke Newington, the appeal was either directly organized by



Photograph by]

[Sport and General.

#### CENTURY LIFE-BOAT DAY: THE COXSWAINS OF WALTON-ON-THE-NAZE AND RAMSGATE COLLECTING IN TRAFALGAR SQUARE.

boats, the Prince drove round the East End and South London, visiting the chief depôts. This year the Duke and Duchess of York made a tour of Kensington, Fulham, the City, and the West End, and this year, as last, the Princess Louise visited the depôts in Kensington.

In the City the appeal was organized by the Duchess of Norfolk, President of the Ladies' Life-boat Guild, helped by Mrs. Alington. Among those who collected in the City was Captain Lawson Smith, the diver. This is the second

the Mayor or Mayoress, or with their active help, and in the West End the theatrical companies appearing at Daly's, the Strand, and the Hippodrome had depôts outside their theatres. Among the many who helped as organizers or collectors were:—Lady Baring, The Dowager Lady Queensberry, The Lady Florence Pery, The Lady Brownlow, Lady Fisher, The Dowager Lady Raglan, The Hon. Mrs. Seely, Lady Struthers, Mrs. Austin Farleigh, Lady White, Miss Silvester and Mrs. Cecil Harmsworth.

In view of the fact that it was the

Centenary Year of the Institution, the First Commissioner of Works gave special permission for Life-boats to be stationed in public places. Two were in Trafalgar Square, one at Finchley, and one at Brixton, and on board each boat was a Coxswain from a South Coast Station—all four men with long and distinguished records in the Service. At Brixton was Coxswain W. Blann, of Worthing, who has served in the

the gallant but unsuccessful attempts of the Ramsgate Boat to rescue the crew of the s.s. *Sibiria*, of New York—ultimately rescued by the North Deal Life-boat—which was wrecked on the Goodwin Sands in one of the heaviest gales ever experienced on that stormy coast.

The Day raised a sum of £5,675. This includes the result of the day at Kingston-on-Thames, which took place on 20th September, and is a slight



Photograph by]

[L.N.A. Photos.

#### CENTURY LIFE-BOAT DAY IN LONDON: THE DUCHESS OF NORFOLK AND SOME OF HER HELPERS IN THE CITY.

Worthing Boat for thirty years. At Finchley was Coxswain W. Hammond, of Walton-on-the-Naze, who was awarded the Silver Medal of the Institution during the War when, in December 1917, the Walton Life-boat rescued ninety-two lives from the s.s. *Peregrine*, of London.

Both the Coxswains in Trafalgar Square were also Silver Medallists. Coxswain Clayson, of Margate, who won the Medal in 1905 for rescuing the crew of a ketch wrecked in a whole gale twenty-three miles away, and Coxswain T. W. Read, of Ramsgate, who won his medal as Second Coxswain in 1916, for

increase on the amount collected in the streets on Prince of Wales' Day last year; but a much larger number of people contributed, for while the total was nearly the same, there was a much greater proportion of copper and small silver coins. This interesting fact has been noticeable not in London only, and not only this year. The public support on which the Institution is based is wider than ever. There have never before been so many contributing to its funds, but everywhere the effect of post-war conditions is noticeable in smaller contributions.

## The Ladies' Life-boat Guild.

H.R.H. the Princess Louise, Duchess of Argyll, Patron.

At the end of 1923, H.R.H. the Princess Louise, Duchess of Argyll, who had already shown her personal interest in the Life-boat Service by becoming President of the Kensington Branch on its formation in 1922, accepted the invitation of the Committee of Management to become Patron of the Ladies' Life-boat Guild. At the same time the Duchess of Portland, who had been the Guild's President since its formation in 1921, and taken a most kind and active part in its work, became Vice-Patron, the Duchess of Norfolk accepted the Presidency, and the Marchioness of Milford Haven the Vice-Presidency. In spite of the many other claims on them, both the Patron and the President took an active part in Centenary Life-boat Day in London, of which an account is given elsewhere in this issue, and the Princess Louise had already taken the earliest opportunity to become personally acquainted with Life-boat workers by attending the Conference of Life-boat workers of London and the South-Eastern District—one of the Conferences, preliminary to the Centenary celebrations, held at a dozen of the chief centres of Life-boat work—which took place in London on 22nd November, 1923. At this Conference the Princess made the following speech:—

"I have the greatest pleasure in meeting so many of the ladies who are working for the Ladies' Guild of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, one of the finest, I might say the finest, Institutions which exist. I am indeed proud to meet so many workers and to know that I am personally identified with them, for I have had the great pleasure and distinction of being nominated as Patron of the Ladies' Life-boat Guild, an honour, I assure you, of which I am deeply sensible.

"No Institution has the same common interest. Its aims are the same to all nations, all creeds, to all, no matter in what station of life they may be. No Institution can go nearer the hearts of our women with more penetrating interest, love and sympathy. Are not

father, husband, brother or son almost in every family of our nation associated with the sea? It is close and it is perilous.

"We can indeed be proud to know that our women often take an active part in the actual work of the launching of Life-boats. We are rather used to thinking of the Life-boat Service as being the province of men, and it is delightful to realize that we can be of such practical use.

"It is with sincere pleasure and deep appreciation that I recognize the great work which our women have done, and can do, for this great cause, and I know that their interest and devotion to this splendid Institution will never flag."

Up to the present no attempt has been made to give the Guild any central organization. While there has been a President of the whole Guild, each Branch has formed its own Guild, electing its own President and officers. This autonomous arrangement has worked so well, and is so fully in accord with the whole spirit of the Institution's work, that the Committee of Management consider that it should be permanent. At the same time they feel that the work of the Guild would be strengthened, and the feeling of co-operation between Life-boat workers increased, if there were a General Council of the Guild, in addition to the present Women's Committee in London and the local Guild Committees throughout the country. It has therefore been decided to form a General Council of the Ladies' Life-boat Guild, and to elect to it the principal Guild workers of the Branches.

The Ladies' Life-boat Guild has already proved of great value as a means of bringing together in a spirit of enthusiastic service to the Life-boat cause the thousands of women of all classes who have so generously devoted their time, energies and talents to the work of the Institution during the past century, and especially during the last twenty years. Everywhere there are signs that the Guild is taking root and flourishing, so that an ever-increasing

number of women are becoming linked to a Service in which their sisters have many a time rendered actual personal help by acting as Launchers of the Boats in which their husbands, brothers or sons have gone forth on their errand of mercy. The Committee of Management feel confident that under the distinguished leadership of its Royal Patron,

the Princess Louise, and of the Duchess of Portland, the Duchess of Northumberland and the Marchioness of Milford Haven, the Guild will steadily increase both in numbers and in influence and thus carry the ideals of the Life-boat Service and its claims on our fellow-countrymen and women into ever-widening circles.

### Life-boat in the Lord Mayor's Show.

THE Institution was represented in the Lord Mayor's Show, on 10th November, by a Life-boat and crew drawn by a

the self-righting type, 54 feet by 8 feet 6 inches, mounted on a launching carriage, manned by Coxswain Read (a



Photograph by]

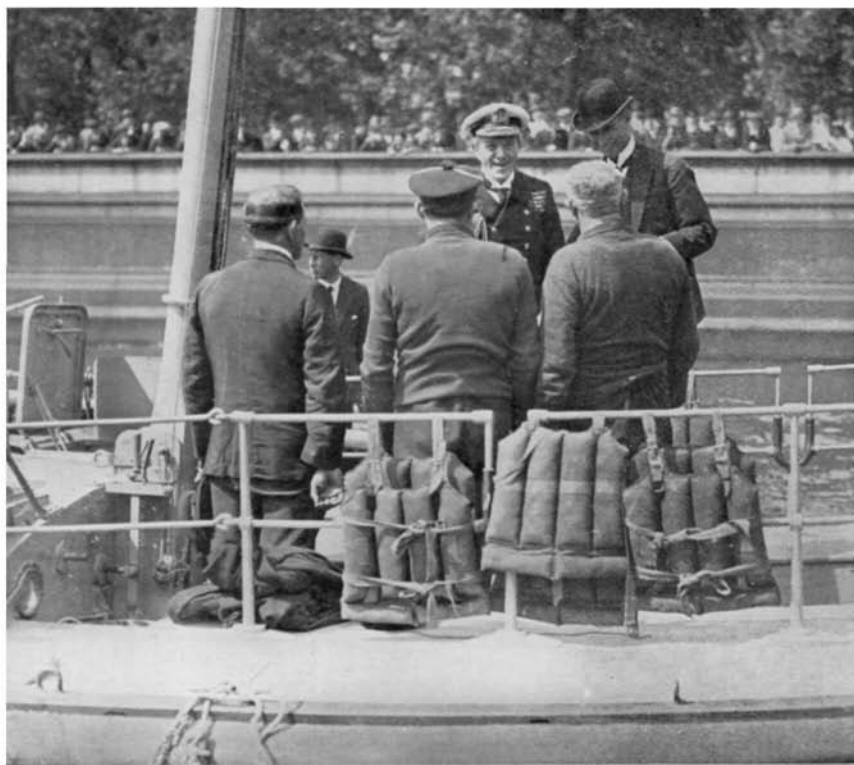
**LIFE-BOAT IN THE LORD MAYOR'S SHOW  
PASSING ST. PAUL'S.**

[Central News.

tractor. The description as it appeared in the programme of the show was:—

“The *Ellen & Margaret of Seattle* Life-boat, at one time at the Hornsea Station, and now a reserve Life-boat, of

Silver Medallist of the Institution) and twelve men of the Ramsgate crew, and drawn by a 35 h.p. motor caterpillar tractor, as used for launching Life-boats on flat sandy beaches.”



Photograph by]

[Keystone View Co.

**ADMIRAL OF THE FLEET, SIR DOVETON STURDEE, BT.,  
ON BOARD THE FRENCH LIFE-BOAT.**



Photograph by]

[Central Press.

**LIFE-BOATS GOING UP THE THAMES TO FULHAM.**



Photograph by

**CROWDS ON THE EMBANKMENT WATCH THE LIFE-BOATS TAKE UP THEIR MOORINGS.**

First Row, left to right — Danish, French, Dutch, South Holland Society (in the Service of the Shipwrecked), British (Teesmouth), British (New Brighton).  
Second Row, left to right — Swedish, Norwegian, Dutch (North and South Holland Life-Saving Society).

[Graphic Photo Union.]



Photograph by

**THE LIFE-BOAT CENTENARY DINNER AT THE HOTEL CECIL.**

High Table, left to right — Vice-Admiral Sir Lionel Halsey, K.C.M.G., K.C.V.O., C.B., Mr. M. V. Vogt (Norwegian Minister), Hon. George Cobble (Deputy Chairman of the Committee of Management), Major-General The Rt. Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Baron Hayashi (Japanese Ambassador), The Rt. Hon. Winston Churchill, C.H., M.P., Swede, The Rt. Hon. J. Ramsey MacDonald (Prime Minister), Lady Cavell Cavell, W.E.H. THE PRINCE OF WALES, K.C. (President of the Institution), Lady Baring, Senor Don A. Merry del Val (Spanish Ambassador), Miss Isabel MacDonald, Sir Geoffrey Hiving (Chairman of the Committee of Management), Comte de Saint-Aulaire (French Ambassador), The Rt. Hon. F. O. Robinson (Minister of Pensions), Jonkunn E. de Meuse van Swinderen (Minister for the Netherlands), The Earl of Albemarle, Comte P. Albertich Leving (Danish Minister), The Earl of Harcourt, The Hon. Frederick George, Col. Lord William Cecil, C.V.O., Mr. S. H. Postan-Hillary, Commander Sir A. Henry Milne-Waring, Bt., R.N.V.R., Lady Louisa Cecil, Rear-Admiral Frederick C. Latham, C.B., C.R.E., Councillor E. Harve (the Mayor of Westminster), Major H. E. Burton, Engineer Rear-Admiral C. Rudd, Captain C. L. Huxley (American Naval Attaché).

[Continued.]





*Photograph by]*

*[L.N.A. Photos.*

**THE INTERNATIONAL LIFE-BOAT FLEET ON THE THAMES.**



*Photograph by]*

*[Central News*

**THE DUTCH "BRANDARIS" AND THE ENGLISH "WILLIAM & KATE JOHNSTON," LYING AT THE SPEAKER'S STEPS.**





### St. Albans.

St. Albans made a very special effort to make Century Life-boat Day, which was held on 19th July, an outstanding success. A Life-boat was stationed in the Market Square during the forenoon, and it toured the outer areas of the city during the afternoon and evening. In connexion with the Day, a Query Election was organized, in which the nominators of candidates had to pay a small fee for their nomination, and those who voted for a candidate had to pay a penny for each vote recorded. This election, for which there were several prizes, turned out to be a very great success, and produced over £200. Besides this, Lady Grimston, the President of the Branch, organized a stall in the Market, where garden produce was sold just as on other stalls. A Thé Dansant was held in the Town Hall, a theatrical performance was given, which consisted of the trial of a leading councillor on a charge of sedition, and a special paper, called "The Life-boat News," was published and sold during the afternoon. Another Dance was

given in the course of the evening. The total result of the Day was £413, or a trifle over 3½d. a head of the entire population.

### Other Celebrations in Greater London.

Ashford held a Concert.

Barnes held a series of Dances, which were a great success. East Sheen held a Dance, and a Dance was organized at Erith by the local sea scouts.

Greenwich held a Whist Drive and Dance, at which H.R.H. Prince George presented the prizes.

Appeals to the churches were made at Dulwich and Hounslow, and at Hounslow a Dance was also held.

Hendon and Kingston had Garden Fêtes; the fête at Kingston being opened by the Bishop.

At Highgate, the North London Group of the British Drama League gave a performance of "Twelfth Night."

Whist Drives were held at Surbiton and Woodford; and Chingford held an open-air Whist and Bridge Drive.

### Foreign Decorations for British Life-boatmen.

#### Longhope

IN Kirkwall Town Hall, in the Orkneys, on 22nd July, with the Provost in the chair, Captain J. D. Daintree, C.B.E., R.N. (Inspector-General of Coast Guard), presented to Second Coxswain W. Mowat and the Crew of the Longhope Life-boat inscribed Silver Cups of Honour, which had been awarded them by the King of Sweden and the Swedish Government, in recognition of their courage and seamanship in rescuing the master and seven members of the crew of the s.s. *Citos*, of Helsingborg, on 12th September, 1923. The *Citos* had lost her propeller, and was helpless in a whole west gale with a very heavy sea, drifting towards a dangerous reef which she actually touched. When the Life-boat arrived she found the vessel on her beam

ends, with a destroyer standing by her. Fifteen of the crew had already attempted to make for land in the ship's boat, but she had capsized and six of the men were drowned, nine being rescued by the destroyer. The remaining eight of the crew were still on board and were taken off by the Life-boat.

After the presentation of the cups, the Rev. L. C. D. Douglas, Chairman of the Branch, presented a Barometer to Coxswain Swanson, from the members of the Committee, to mark their appreciation of his forty years of service with the Longhope Life-boat, and their great regret that he did not share in the honour which the Swedish King and Government had conferred on his Crew. He had been asked by the District Inspector of Life-boats if he would like



*Photograph by]*

*[Gibson, Penzance.*

**THE LAUNCH OF THE LIFE-BOAT AT THE LIZARD TO THE S.S. "BARDIC."**



*Photograph by]*

*[Gibson, Penzance.*

**THE LIFE-BOAT RETURNING FROM THE "BARDIC."**

to accompany him to Stromness in the New Brighton Motor Life-boat, then on her tour round the British Isles and was away on this Boat on the day of the service to the *Citos*.

#### North Deal.

At Deal Town Hall, on 9th August, in the presence of a large gathering, Mr. Arthur J. Matthews, J.P., Chairman of the Branch, presiding, Captain G. A. Raineri-Biscia, Naval Attaché to the Italian Embassy, presented the Italian Silver Medal for bravery at sea, to ex-Coxswain William Adams, and the Bronze Medal to each of the fourteen members of the North Deal crew, who took part in the service to the Italian steamer *Val Salice*, in November, 1916. These medals had been conferred on Coxswain Adams and his crew by the Superior Council of the Italian Navy.

On 17th November, 1916, a terrible gale sprang up on the Kentish coast, which lasted for four days, with mountainous seas breaking on the Goodwin Sands. On the evening of the third day,

when the gale was at its height, an Italian steamer, the *Val Salice*, ran on the Goodwins. The Deal Life-boat was launched at ten at night, and reached the steamer at midnight. There were blinding rain storms, and the seas were so tremendous that at times the Life-boat was lifted as high as the steamer's mastheads. Yet the whole crew of thirty were got safely into the Life-boat and brought ashore. It was described at the time as a rescue "little short of miraculous."

In making the presentation, Captain Biscia said that his Government had asked him to express its heartfelt appreciation of the services of the Royal National Life-boat Institution, and its gratitude to the Life-boatmen of Deal, who, by saving these Italian lives had added another link to the golden chain of friendship which had long connected Great Britain and Italy.

Altogether since 1873, on sixty-eight occasions decorations or special records of thanks have been received by our Life-boat crews from foreign Governments or Life-Saving Societies.

### Ninety-three Lives Rescued from a White Star Vessel.

About 1.30 in the morning of 31st August, in very thick weather, with a moderate sea, the White Star cargo vessel, the *Bardic*, of 7,000 tons, ran on the Maenheck Rock, about half a mile south-west of the Life-boat Station at The Lizard. The vessel was going at half-speed at the time, but when she struck she was so badly holed that the stoke-hold and engine-room were flooded. She sent out a wireless S O S, and fired rockets of distress, which were seen ashore, and at 2.10 the Lizard Motor Life-boat was launched. When she reached the *Bardic*, two of the ship's boats had been launched and were alongside her with part of the crew on board. A member of the Life-boat's crew was put on board each of these boats, and the Life-boat piloted them into Polfear Cove. The Life-boat then returned to the vessel, and took off the

Captain, officers, and engine-room staff, reaching shore again at 10.45 in the morning. The whole of the crew of ninety-three had been brought safely ashore.

This part of the coast is unlucky for the White Star Line. The *Bardic* went ashore only a few hundred yards from the spot where, in March 1907, the Life-boats of the Institution took off 456 persons from the stranded White Star liner *Suevic*.

The thanks of the White Star Line were sent in the following letter, signed by Colonel Concanon, one of the Joint Managers, to the Hon. Secretary of the Station at The Lizard:—

"Captain Graeme, the commander of the *Bardic*, has written to us an account of the valuable assistance given to him on the night of 31st August by the

Lizard Life-boat, whereby the crew were landed and, later, the Life-boat placed at the commander's disposal to enable communication to be maintained with the steamer. We feel that the prompt action taken, which was in keeping with the highest tradition of the Life-boat Service, was the means of removing any possibility of a disaster of greater magnitude, and we desire, on behalf of the White Star Line and Commander Graeme, to tender to you and to all concerned our thanks for services so efficiently rendered."

Only two months after this misfortune, Commander Graeme met his death on land in a tragic but most

heroic way. He was in the express train from Liverpool to Lytham and Blackpool, which was wrecked at Moss Side on 3rd November. Commander Graeme was very severely injured, both his feet being nearly cut off, but he refused all aid until the other injured had been attended to. All he asked for was a cup of tea, and to be remembered to his people in Blackpool. Six hours later he died in Lytham Hospital, after having one foot amputated. One of the witnesses of the scene at Moss Side said afterwards, "If ever there was a brave man, that man was Commander Graeme."

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### Silver Medal for a Shore-boat Case.

ON 30th May, at Whitby, five boys, from eight to seventeen years of age, were coming into the harbour, just before seven in the evening, in a small pleasure boat. There was a light breeze blowing and the sea was smooth, but there was a swell on the Bar. As she was crossing the Bar the boat put her nose under, began to fill, and then turned over, all the boys being thrown into the water from 10 to 15 yards from the end of the Old West Pier End. John William Storry, a fisherman, and three other men were on the pier at the time. Mr. Storry at once climbed down the pier side and, from 20 feet above the water, jumped in, fully dressed. Two of the boys were able to swim, and safely reached the pier-side, where they held on to life-buoys fastened to ropes which the three men had thrown to them. Mr. Storry meanwhile struck out for the other three who were struggling in the water, being unable to hold on to the upturned boat as it had no keel. He got one boy in his arms, and swam back with him to the pier, where he left him clinging to a ledge.

He then swam out to the second boy, brought him in, and swam out for the third time to the last boy, the youngest, who by this time was nearly drowned. He brought him also safely to the pier, and then got hold of a line which had been lowered to him. Twisting this round his arm he held up the three boys, who, but for his help would have been swept off by the waves, until help should come. The men on the pier meanwhile had signalled to a fishing coble which was working off the West Beach, and a quarter of an hour later it crossed the Bar and reached the pier. Mr. Storry and the boys were taken on board and brought to shore. Mr. Storry was not only exhausted, but he had sprained the muscles of the arm which had held on to the rope. He had carried out the rescue at great risk to himself, and but for his prompt heroism there is no doubt that the three boys would have been drowned. In recognition of this very gallant rescue the Institution has awarded him its Silver Medal.

## Heroic Women of Boulmer.

ON the morning of 24th March, a very cold morning, with a heavy sea running, the Boulmer Life-boat was launched to stand by seven returning fishing boats of Craster, which, owing to the heavy seas breaking right across the Bar, would find it very dangerous to make their harbour. Many of the Boulmer men were out in their boats, and the ex-Coxswain took charge of the launch. With the sea breaking, and the spring ebb tide nearly at low water, the launching of the Boat was extremely difficult. The crew and all the women that Boulmer could muster went into the mud up to their knees, and many of them into the water up to their waists. By their courageous efforts

the Boat was launched, but two of the women had to be carried home, overcome with cold and exhaustion. The Life-boat arrived off Craster to find that two of the seven fishing boats had made the harbour, and four more were being helped to land in Embleton Bay by people ashore with ropes. The seventh had made a desperate effort to get across the Bar, but had been forced to put out to sea again. This boat was ultimately got safely into Boulmer, the Life-boat taking her in tow at the most difficult place. Besides special awards, a Letter of Thanks was sent to the men and women of Boulmer.

## Launching Ceremonies of New Motor Life-boats.

Scarborough, Humber (Spurn Point), Hartlepool, Selsey and Bognor, Sennen Cove, New Brighton.

DURING the summer of this year the launching ceremonies have taken place of six Motor Life-boats.

1. The Humber (Spurn Point) Boat, of the Watson type (45 feet by 12 feet 6 inches, with an 80 h.p. engine), built out of a special fund of £10,000 raised by the Institution's friends in Bradford, and named *City of Bradford*. This is the fourth Life-boat to be built out of special funds raised in Bradford, and the fifth to bear the city's name. The other four, of which the last was built out of the general funds of the Institution and named *City of Bradford* in recognition of the city's generosity, were stationed at Ramsgate.

2. The Scarborough Boat, of the new light type of self-righting Motor Life-boat, designed for launching from a carriage (35 feet by 8 feet 9 inches, with a 35 h.p. engine), built out of a gift from Mr. Alexander O. Joy, of London, in memory of his brother who was drowned at Scarborough, and named *Herbert Joy*.

3. The Hartlepool Boat of the Watson type (45 feet by 12 feet 6 inches, with an 80 h.p. engine) built out of a gift from the late Mr. B. Newton, of Darlington, and named *Elizabeth Newton*.

4. The Selsey and Bognor Boat, of the self-righting type (40 feet by 10 feet 6 inches, with a 45 h.p. engine), built out of a legacy from the late Mr. W. H. Clarke, of London, and named *Jane Holland*.

5. The Sennen Cove (Land's End) Boat of the self-righting type (40 feet by 10 feet 6 inches, with a 45 h.p. engine), built and endowed out of a legacy from the late Mr. R. A. Newbon, of Islington, commemorating Ann, Betsy, Lucy and Nancy Newbon, and named *The Newbons*.

6. The New Brighton Boat, the first of the Barnett twin-screw type (60 feet by 15 feet, with two 80 h.p. engines), built out of a gift from Mr. W. Stewart Johnston, and his sister, Mrs. W. H. Kendall, of Liverpool, the balance being defrayed from the special Motor Life-boat Fund raised by the Chairman and Committee and the Ladies' Life-boat Guild of the Port of Liverpool Branch, and the citizens of Liverpool, and named *William & Kate Johnston*.

**Scarborough, Humber (Spurn Point).**

Owing to the remoteness of the Humber Station at Spurn, the launching ceremony of the *City of Bradford* took

place at Scarborough on the same day, 25th May, as the launching of the *Herbert Joy*. The Motor Life-boat from Whitby and the Filey Pulling and Sailing Boat were present. A special train was run with visitors from Bradford, and the Institution was represented by one of its Vice-Presidents, the Marquess of Graham, Naval A.D.C. to the King.

The two ceremonies were held at the West Pier, the first being the naming of the Scarborough Boat. The Mayor of Scarborough (Councillor George Whitfield) presided, and the Boat was formally presented by Mr. Alexander Joy, the donor, to the Marquess of Graham, who received her, in the name of the Institution, and presented her to Captain J. Helm Wilson, the Chairman of the Scarborough Branch. The Boat was then dedicated by the Vicar of Scarborough (the Rev. J. Wynyard Capron), and named *Herbert Joy* by Mrs. Alexander Joy.

At the Bradford ceremony the Right Hon. the Lord Mayor of Bradford (Alderman H. M. Trotter), President of the Branch, presided. Sir Henry Whitehead, a Vice-President of the Branch, delivered an address on Bradford's long connexion with the Life-boat Service and on the distinguished record of the Bradford Life-boats at Ramsgate which, between them had saved nearly 900 lives; and he described how the present *City of Bradford* was the result of the visit of the Secretary of the Branch to the launching ceremony of the Whitby Motor Life-boat. It was after that visit that the Bradford Branch determined that their city should provide a similar Boat, and that it should bear their city's name.

Sir William Priestley, Chairman of the Branch, formally presented the Boat to the Marquess of Graham, and in doing so, said: "We of Bradford seldom see the sea, but we can raise £10,000 in three years for a Life-boat, a proof that we have great imagination, and great sympathy with the magnificent men who are manning the Boats."

In accepting the gift on behalf of the Institution, the Marquess of Graham said that Bradford stood out pre-eminently among all cities for its generosity to the Life-boat cause, and spoke of the second

fund which the city was raising, to provide the Boat-house and Slipway at the Humber Station. The Right Rev. the Lord Bishop of Bradford (Dr. Perowne) then dedicated the Boat, and she was named *City of Bradford* by Lady Priestley.

After the two launches there was a "rescue" from a ship lying in the bay. She was manned by Scarborough Sea-Scouts, and as the Bradford ceremony concluded a rocket went up from her, and then dense clouds of smoke. All four Boats dashed off to her help, and the rescue was watched by a great crowd on the shore, the promenade and the piers. Conspicuous in the Spurn Boat was Dr. Perowne, wearing his Bishop's robes, the only civilian to take part in the service.

#### Hartlepool

The ceremony at Hartlepool took place on 2nd August, in the presence of a very large gathering, on the quayside opposite the Life-boat House. The naming ceremony was performed by the Marchioness of Londonderry, and not only the two Hartlepoons, but the towns of Darlington and Middlesbrough were officially represented. Among those present was Mrs. Newton, the widow of the donor of the Boat. The ceremony opened with a procession from the Borough Buildings to the quayside. It was headed by a band and the Life-boat crew. Then came the choir of St. Hilda's Church in their robes, members of the police force, under the Chief Constable, and the mace bearers, preceding the Mayors of Hartlepool, West Hartlepool, Middlesbrough and Darlington. After the Mayors, came the Chaplains, the Aldermen, Councillors, and Town Clerks and other officials of the two Hartlepoons, the Justices of the Peace of both boroughs, the Life-boat Committee, and the clergy and ministers of the various denominations.

The Mayor of Hartlepool and other of the principal guests then crossed the channel to the Boat-house, and the firing of a rocket announced that Lady Londonderry had named the Boat *Elizabeth Newton*. A moment later the Boat glided into the water, and the Mayor and his party returned across the channel. The rest of the ceremony was

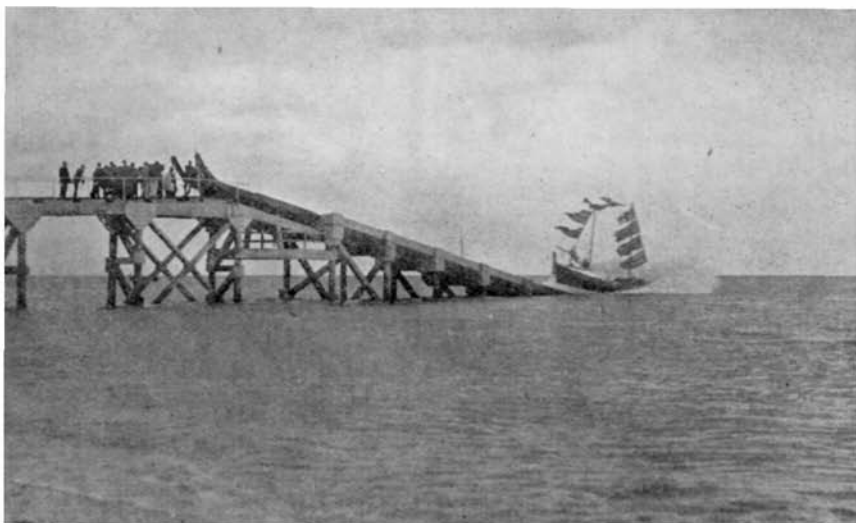
then performed. Mr. W. Adamson, one of the executors of the late Mr. Newton, presented the Boat to the Institution, and in doing so said that Mr. Newton, who was well known in the Hartlepoons, knew the hardships which seafarers had to undergo, and that was why he and Mrs. Newton had chosen a Life-boat when they decided that they wanted to show their gratitude for mercies which they had received.

Captain Carver, R.D., R.N.R., Inspector of Life-boats for the East Coast, received the Boat on behalf of the

won in the Centenary Life-boat Essay Competition.

#### Selsey and Bognor.

The ceremony at Selsey and Bognor took place on 2nd August, the naming of the Life-boat being performed by the Duchess of Norfolk, President of the Ladies' Life boat Guild, while the Institution was represented by Mr. Harry Hargood, O.B.E., one of its Vice-Presidents, a member of the Committee of Management, and for many years President of the Worthing Branch. The



Photograph by]

[Malcolm McNeille, Chichester.

#### THE LAUNCH OF THE SELSEY MOTOR LIFE-BOAT.

(Note the Trolley, at the Head of the Slipway, by means of which the Boat is run along on Rails from the Boat-house.)

Institution, and presented her to Alderman J. R. Butterwick, J.P., who received her on behalf of the Hartlepool Committee. The Boat was then formally dedicated by the Rector of Hartlepool (the Rev. F. T. Salter, B.A.) and a prayer was said by the Rev. C. L. Wilson, B.D., of the Hartlepool Independent Church.

The Mayor of Hartlepool proposed, and the Mayor of West Hartlepool seconded the vote of thanks to Lady Londonderry, and Lord Londonderry replied. Lady Londonderry then presented to Miss Jenny Angus, of Galley's Field School, the prize which she had

Boat was formally presented to the Institution by Mr. G. Bracey on behalf of the executors of the donor. Mr. E. G. Arnell, J.P., Chairman of the Selsey section of the Branch, presided, and Mr. W. H. B. Fletcher, J.P., Chairman of the Bognor Section, accepted the Boat on behalf of the Station. She was dedicated by the Rev. K. H. McDermott, Honorary Secretary of Selsey. In accepting the Boat, and entrusting her to the Branch, Mr. Hargood said that Mr. Clarke had given £10,000 to the Institution. This legacy had not only provided the Boat, but had left a sum over, which would go to the cost of the Slipway, the

construction of which had been a long and difficult business, owing to the encroachments of the sea. These had made it impossible to have the Boat-house at the top of the Slipway, and the two had to be connected by rails, along which the Boat was drawn on a steel trolley.

#### Sennen Cove.

The ceremony at Sennen Cove took place on 28th August, the Boat being presented to the Branch, on behalf of the Institution, by the Hon. George Colville,

Launching Slipway. It was expensive, but there was one item in the Institution's expenditure which was never curtailed—the money spent on the Boats and their gear. The Institution asked its men to face the sea at its worst and cruellest moments, and because of that it was not content to give them anything less than the best that care and money could provide.

The Boat was received on behalf of the Branch by Mr. G. B. Hicks, J.P., and after she had been dedicated by the



Photograph by]

[Sutcliffe, Boole.

#### LIFE-SAVING DISPLAY BY THE "WILLIAM & KATE JOHNSTON" AT THE INAUGURAL CEREMONY.

Deputy Chairman of the Committee of Management. In making the presentation Mr. Colville said that, through the generosity of the late Mr. R. A. Newbon, no fewer than five Pulling and Sailing Life-boats had been built and endowed, each bearing the name of a member of his family. One of them for many years had been stationed at Sennen Cove. All these five Boats had now been withdrawn, and one Motor Life-boat had been built and endowed in place of four of them. This was the Boat now stationed at Sennen Cove, and named *The Newbons*. Besides the cost of the Boat, built out of Mr. Newbon's legacy, it had cost the Institution £11,000 to provide a suitable Boathouse and

Rev. Trevor Lewis, Sub-Dean of Truro Cathedral, she was launched.

#### New Brighton.

The Inaugural Ceremony of the New Brighton Boat took place at Prince's Landing Stage, Liverpool, on 24th September. Mr. Stewart Johnston himself presented the boat to the Institution, which was represented by the Hon. George Colville (Deputy Chairman), Mr. George F. Shee, M.A., (Secretary) and Captain Howard F. J. Rowley, C.B.E., R.N. (Chief Inspector of Life-boats); and the naming ceremony was performed by Mrs. Stewart Johnston.

Mr. Samuel S. Jerrett (Chairman of the New Brighton Station) who presided, spoke of the twenty-five years' of service



of the Steam Life-boat *Queen*, now replaced by a Motor Life-boat; of the generosity of Mr. Stewart Johnston and Mrs. Kendall, whose gift, five years ago, had been invested so that, when the boat was built, it amounted to over £9,000; and of the steps which the Port of Liverpool took to add to this sum, so that the Mersey had now been provided with the most powerful Motor Life-boat in the world, without costing the Institution a penny.

Mr. Stewart Johnston then formally presented the Boat to the Institution. In receiving her and handing her over to the New Brighton Station, Mr. Colville expressed the deep gratitude of the Life-boat Service to Mr. Johnston, Mrs. Kendall, and the citizens of Liverpool. It was a Boat, he said, worthy of that great port—the latest and most powerful type which the Institution had designed, and it would, he knew, carry on the fine tradition of the New Brighton Station with its record, since it was established in 1863, of 219 launches, and 543 lives rescued from shipwreck.

Mr. Jerrett accepted the Boat, and she was dedicated by the Rev. C. Hodge (Hon. Chaplain of the New Brighton Station).

After Captain Rowley had given full

particulars of the Boat, Mrs. Stewart Johnston named her *William & Kate Johnston*.

The vote of thanks to Mrs. Johnston was proposed by Mr. H. D. Bateson (Chairman of the Port of Liverpool Branch), and seconded by Mr. J. F. Jellico, its Hon. Secretary. Mr. Shee then proposed a vote of thanks to the Officers, Committee and Crew of the New Brighton Station. In doing so he said that no county in Great Britain gave the Institution more generous help than Lancashire. From the earliest days of the Service Lancashire had shown its interest in the work, and in the past ten years had contributed to it over £40,000. Mr. W. E. Mounsey (Honorary Treasurer of the Port of Liverpool Branch) seconded this vote of thanks, to which Mr. B. J. Kirkham (Honorary Secretary of the New Brighton Station) replied. Mr. Charles Livingston (President of the New Brighton Station) proposed the vote of thanks to the Chairman.

After the ceremony the *William & Kate Johnston* went for a short trip with over eighty people on board, and then with the help of the steam tug, *Flying Breeze*, gave a life-saving display, in which both the line-throwing gun and the jumping net were used.

### Three Examples of Practical Gratitude.

ON 3rd October, 1923, in a whole N.N.W. gale with a terrific sea, the trawlers of Brixham, were in danger in the harbour from a steamer, the *Tuscarora*, of Sunderland, which had come into collision with another steamer, the *Torvald*, of Sweden, and was drifting on to them. The Torbay Motor Life-boat went out at mid-day to their help, landed men from a number of them, put pilots on both steamers, and finally went to the help of a ketch, some way out, which was believed to be in distress. It was not until 6.30 that her crew were able to return for food and dry clothing, and they then stood by until eleven at night in case they should again be required. Coxswain W. G. Sanders was awarded the Thanks of the Institution inscribed on Vellum, and he

and his crew received additional monetary awards. The pilots of Brixham sent a donation to the Branch as a mark of their appreciation of the skilful handling of the Life-boat when they were put on board the two steamers, and a letter of thanks for the "valuable services" rendered by the Life-boat to the trawlers was received from the Brixham Fishing Vessels Insurance Society. The Society has now made a donation to the Coxswain and crew in gratitude for their services.

On 17th August last the Hoylake Life-boat was launched, late at night, to the yacht *Dart*, anchored off Hilbre. A gale was blowing, with a heavy sea, the weather showed every sign of getting worse; and the yacht, unable to slip her anchor, and run for a safer place

in the dark, was in grave danger. At the second attempt the Life-boat succeeded in taking off the two young men who were on board. One of the young men, his father and mother and an uncle, have all shown their gratitude by donations, or by becoming regular subscribers to the Hoylake Branch.

On 7th September, the Swedish steamer *Kalix*, of Stockholm, on her way from Norvic to Middlesbrough,

stranded near Teesmouth. She was badly damaged; one of her holds was full of water, and her crew got ready to abandon her. When the Teesmouth Life-boat arrived on the scene she found the *Kalix* being towed away stern first, and stood by with the Hartlepool Motor Life-boat until the vessel was beached just inside the breakwater. The Teesmouth Branch has since received a letter of thanks and a cheque for £5 from the owners.

### A Grateful German Skipper.

In *The Lifeboat* for March, 1923, appeared an account of the wreck of the *Adolf Vinnen*, a German five-masted sailing ship, which ran ashore near The Lizard on 9th February of that year, and of the gallant attempts to rescue her crew made by the Life-boat at The Lizard, which persevered, at imminent risk of being flung on the deck of the wreck and smashed to pieces, until the Life-Saving Apparatus got to work from the shore. The *Westminster Gazette's* Falmouth

Correspondent records that "the captain, named Müller, has now been given command of a sister ship to the *Adolf Vinnen*, and has since frequently passed the scene of his earlier disaster. On such occasions he brings his ship as close inshore as possible, and dips his flag in appreciation of the warm-hearted hospitality and kindness of the Cornish folk to men who were their enemies a short time before."

### Gifts from Crews.

WHEN Century Life-boat Day was held at Montrose the crews of the two Boats presented £8, and in addition to this returned the sum of £5 13s., which was due to them as payment for a practice launch, thus contributing nearly £14 to the funds of the Institution. Again, at Palling, Norfolk, where

Century Life-boat Day was held on 4th August, the Crew and Helpers contributed £12 5s. These are two more of the many examples of the generosity of the crews, examples which should make others, whose only way of serving the Life-boat Cause is by contributions, still more generous in their help.

### A Launching Accident.

ON August 16th, a Centenary Demonstration was to be held at Whitby, the Motor Life-boat and one of the Pulling and Sailing Life-boats to be launched, and an exhibition of Life-boat models to be held in the Life-boat House, but it was brought to a sudden and early close by an accident which caused the death of the Shore Signalman of the Station, James Harland. Harland was with the No. 2 Life-boat, when she was being taken down the shore to be launched. He slipped and fell beneath the carriage, and before it could be stopped a wheel had passed over him. He died shortly after-

wards. At the inquest, a verdict of accidental death was returned. Harland has left a widow and four children, one only three months old. A fund was immediately opened and has raised nearly £400, and Mrs. Harland has been granted a pension by the Institution, of 22s. 6d. a week, on the same scale as if she were the widow of a Bowman, with extra allowances for each of her four children, of whom the oldest is eleven and the youngest was born this year. These allowances will be continued until the two boys are fourteen and the two girls sixteen.

## The Centenary: In the North of England.

### CESHIRE.

Century Life-boat Days were held at Crewe, Hollingworth, Nantwich, Sandbach and Whaley Bridge.

Poynton had a House-to-House Collection.

Congleton had a Garden Party.

Hyde a Swimming Gala and Dance.

### CUMBERLAND AND WEST-MORLAND.

Carlisle and Maryport held Thanksgiving Services and Century Life-boat Days.

Kendal, Kirkby-Stephen and Seascale held Century Life-boat Days.

At Penrith the President of the Branch issued a special appeal.

### DURHAM.

The principal Life-boat event was the launch of the Hartlepool Motor Life-boat, *Elizabeth Newton*, which is described elsewhere. Hartlepool and West Hartlepool both held Century Life-boat Days, as also did South Shields and Sunderland.

Ryton-on-Tyne carried out a collection in the Picture Houses.

### LANCASHIRE.

#### Blackpool.

#### *A Life-boat "Rescue."*

On September 6th, Blackpool held its Century Life-boat Day, and a demonstration in life-saving at sea was given by four Life-boats—the new Motor Life-boat from New Brighton and the Pulling and Sailing Life-boats stationed at Blackpool, Lytham and St. Anne's. The following account of the demonstration appeared next day in the *Manchester Sunday Chronicle*: "Thousands of visitors to Blackpool to-day saw the exciting spectacle of life-saving at sea. Some distance out from North Shore, a boat was seen to send out with her flags the message: 'In distress; want assistance.' New Brighton Life-boat, which was cruising in the distance, at once raced to her assistance, and when

nearing the vessel fired a life line to her. With the Life-boat close to the vessel in distress, rescue work was immediately started. Some of the crew were ordered to jump from the deck of their boat to a jumping net on the Life-boat. Then the Life-boat backed some distance, and a few others were rescued by means of the breeches buoy, a cone-shaped canvas bag, in which the men were hauled across a life-line. The remainder of the crew, equipped with lifebelts, jumped into the water, and were picked up by the Blackpool, Lytham and St. Anne's Life-boats, which were standing by. But actually the boat, which was the *James Fletcher*, of Preston, was never in distress. The 'rescue' was a side-show to help Blackpool's Life-boat Day, but at any rate, if it had not the 'catch in the throat' tenseness of an orthodox rescue at sea, it gave one, by this close up, a better idea of how the thing is done when lives really are at stake."

In the evening the Mayor of Blackpool entertained the crews to dinner.

#### *Thanksgiving Service.*

On August 31st a Thanksgiving Service was held at the Palace Theatre, attended by the Mayor and members of the Town Council, special collections were made in the churches, and 200 collecting boxes were distributed to the hotels and boarding houses. Blackpool's aim was to raise £1,000 as a special centenary gift, and this aim was achieved.

#### Manchester, Salford and District Branch.

#### *The Thanksgiving Service.*

THE Manchester and Salford Thanksgiving Service was held on 4th May. It was held in the Royal Exchange, because there was no other building in Manchester large enough for the great congregation which the occasion brought together. Manchester has had a Cotton Exchange for the past two hundred years, but it had never before been used for a religious service, for a public meeting, or for anything but the business for

which it was built; and when it was first proposed that it should be the scene of a great Life-boat Thanksgiving Service, the idea was laughed at as impossible. But the service was held there, and Manchester was struck first by surprise, and then by a feeling of its singular appropriateness.

The *Manchester Guardian* wrote on the day after: "That great expanse of floor which Lancashire business men tread so confidently every Tuesday and

commercial correctitude gleam in letters of gold."

And the *Manchester Evening News*: "A vast congregation; thin uniformed lines of colour—blue and scarlet, yellow and white and gold, interspersed with serried ranks of khaki—with a ten-thousand-pieced kaleidoscope of humanity standing reverently in between. High up, near the roof, the prices board caught the eye—'Alexandria; Last close: First report: May, June, July,



Photograph by]

[Blackpool Gazette and Herald.

#### LIFE-SAVING DISPLAY BY THE NEW BRIGHTON MOTOR LIFE-BOAT AT BLACKPOOL.

Friday in the very mundane cause of cotton was trodden yesterday by a great multitude of folk gathered for a religious service in commemoration of the Centenary of the Royal National Life-boat Institution. It might have struck one of the confident business men as a very novel sight, but to one who knows nothing of the bi-weekly mysteries performed within its walls this use of the great building did not appear in the least odd. Prayers and hymns ascended appropriately enough into the high domes where scriptural exhortations to

October—45·25, 43·90, 44·23'—telling mutely of a miracle; the miracle of the largest congregation Manchester has probably ever known, of all creeds and beliefs, drawn into this Temple of Finance to thank the God of All and of all things—yes, Finance included—for the strong saving arm He has extended, through these gallant Life-boatmen, to His shipwrecked; to give thanks for the bounty of sixty thousand lives saved in the course of a hundred years."

The whole of the many-sided life of Manchester was represented. The Lord

Mayor of Manchester and the Mayor of Salford attended in state, and all religious denominations took part in the service except the Roman Catholic Church, which does not see its way to participate in such joint services, but which held, instead, a special High Mass in Salford Cathedral on the same day.

Addresses were delivered in the Exchange by the Very Rev. Dr. Joseph

this unique occasion was the congregation. There were no seats. Fifteen thousand people had come to the service. The doors were open to them at 2.30; the service concluded at 4. During that time the congregation stood, close-packed, on the great floor of the Exchange, which was divided into four parts by Boy Scouts forming a light barricade with their poles. Loud



*Photograph by]*

*[Manchester Guardian.*

**THE LIFE-BOAT THANKSGIVING SERVICE IN THE ROYAL EXCHANGE, MANCHESTER.**

Gough McCormick, the Dean of Manchester; by the Rev. Dr. J. E. Roberts, one of the leading Nonconformist ministers, and by Miss Mary B. Booth, C.B.E., Divisional Commander, Salvation Army; while the Rev. Dr. Berendt Salomon, the Chief Rabbi, read as the lesson the 107th Psalm.

The singing was led by the Hallé Choir. The Manchester Police Band and the Blackpool Life-boat Silver Band, the members of which are the Life-boat crew, provided the instrumental music.

But the most remarkable feature of

speakers and amplifiers carried the voices of the speakers throughout the hall. They carried them beyond to a great crowd which filled the street outside, and which stood during the whole service in a downpour of rain, joining in the hymns as the loud speakers brought the sound of the singing to them from the hall.

"I do not know," writes one who was present, "which was most impressive—the sight of the crowd outside in the rain taking a reverent part in a ceremony which they could not see, or the scene

in the hall itself when the conductor of the Hallé Choir lead that vast audience in the singing of 'O God our help in ages past.' No appeal for money was made, but purely voluntary contributions amounted to £100.

There have, this year, been many great tributes to the universal appeal of the Life-boat cause, but none so profoundly impressive as this great gathering of all who make up the life and activity of one of the greatest cities and sea ports of the Empire.

been four *City of Manchester* Life-boats, all stationed at Carmarthen Bay, and a *Manchester & Salford Sunday School* Life-boat, stationed at Douglas, Isle of Man. In addition the Institution has owed a number of Life-boats to the generosity of individual citizens of Manchester.

The Bazaar was held in the Free Trade Hall, and was designed as an old English village. The Lady Sheffield, C.B.E., J.P., Honorary Secretary of the Manchester and Salford Ladies' Life-boat



Photograph by]

[Lafayette.

#### THE "OLD ENGLISH VILLAGE" BAZAAR AT MANCHESTER.

##### *The Centenary Bazaar.*

The Thanksgiving Service was followed, on 15th, 16th and 17th May, by a Centenary Bazaar, at which the Manchester and Salford Branch achieved its aim of raising, in addition to the ordinary contribution of the Branch to the general funds of the Institution, a special Centenary gift of £10,000, for the building of a Motor Life-boat. This Boat is being built for Ramsey, Isle of Man. She will be of the latest type—the Watson Cabin, with an 80-h.p. engine, and she will be named *The Manchester and Salford*. In the past there have

been four *City of Manchester* Life-boats, all stationed at Carmarthen Bay, and a *Manchester & Salford Sunday School* Life-boat, stationed at Douglas, Isle of Man. In addition the Institution has owed a number of Life-boats to the generosity of individual citizens of Manchester.

Guild, was President of the Bazaar Committee, with Sir William Milligan, M.D., J.P., Chairman of the Branch, as its Chairman, Sir Percy Woodhouse, J.P., as its Honorary Treasurer, and Mrs. H. J. Wilson as its Honorary Secretary. On the Committee sat, among others, all the civic and religious leaders of Manchester and Salford: the Lord Mayor and the Lady Mayoress of Manchester, the Mayor and the Mayoress of Salford, the Very Rev. the Dean of Manchester, the Very Rev. Mgr. Canon A. Pooek, D.D., R.D., the Rev. Dr. Roberts, M.A., and the Rev. Dr. Berendt Salomon.

On the first day the Bazaar was opened by Field-Marshal Sir William Robertson, Bt., G.C.B., G.C.M.G.; on the second day by His Excellency the Governor of the Isle of Man, Major-General Sir William Fry, K.C.V.O., C.B.; and on the third by Mr. Robert Smith, Coxswain of the Tynemouth Life-boat from 1910-1920, and one of the Institution's Gold Medallists.

A Centenary Souvenir Handbook was published, in which appeared messages of goodwill and congratulation from H.R.H. the Prince of Wales, K.G. (President of the Institution), the Prime Minister (the Right Hon. J. Ramsay MacDonald, M.P.), the Right Hon. David Lloyd George, O.M., M.P., Admiral of the Fleet the Earl Beatty, G.C.B., O.M. (First Lord of the Admiralty), and the Earl of Derby, K.G.

The Prince of Wales had telegraphed to the Lord Mayor of Manchester, in response to a message sent him when he was presiding at the Centenary Meeting in the Mansion House, on March 4th:—

“Your telegram of congratulation on the Centenary of the Life-boat Service and splendid offer to mark Manchester and Salford's long and intimate association with this national and heroic cause by gift of best and most modern Motor Life-boat was received and read by me to meeting at Mansion House, Lord Mayor presiding. Announcement warmly appreciated. On behalf of the Institution and all its hundreds of thousands of supporters, I thank you, the Mayor of Salford, and the Chairman of our Manchester Branch for this new and striking proof of Manchester and Salford's proverbial generosity towards good and noble objects.”

The Prime Minister wrote:—

“I am glad to hear that Manchester—so sensitive to the appeal of all great causes—has identified itself with the Centenary of the Royal National Life-boat Institution. For one hundred years the National Life-boat Institution has pursued its mission to help those who, within sight of our shores, were in danger of shipwreck and disaster. Though many of us live in towns far more remote than Manchester from its dangers, yet the sea, with its tale of

enterprise and tragedy, cannot fail to stir the imagination of an island people. The traffic of the sea has made our history. Up and down our coasts our Life-boats have watched our sea-folk in danger, and have rescued them. I, who have seen the boats in action, know what it means. Every citizen who feels pride in reading the record of shipwreck and rescue should respond to this new appeal and feel that, in whatever measure it may be, he has some share in the launching and in the work of the Boat which Manchester is sending to join this gallant company.”

Two days after the Bazaar the cost of the Life-boat, £10,000, was sent to the Institution, and a further cheque for £1,003 16s. 8d. has since been added to the Branch receipts!

### Other Celebrations.

Liverpool held a Centenary Meeting at which the Lord Mayor presided, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, delivered an address. Liverpool also carried out a Century Life-boat Day.

At nearly all the other Lancashire Branches Centenary Meetings were held, and the following other celebrations took place:—

Colne, Lytham, Newton-in-Makerfield, Preston, Southport and St. Anne's held Thanksgiving Services and Century Life-boat Days.

Hoyle held a Carnival and a Century Life-boat Day.

Lancaster and Stockport held Thanksgiving Services and House-to-House Collections.

Bury, Bacup, Carnforth, Farnworth, Fleetwood, Haslingden, Heywood, Hindley, Irlam and Little Hulton, Middleton, Morecambe, Rishton, Turton, Ulverston and Warrington held Century Life-boat Days.

Ramsbottom, Rawtenstall and Widnes made House-to-House Collections.

Stalybridge had an American Tea.

Grange-over-Sands had a Sale of Work.

### NORTHUMBERLAND.

Alnmouth held a most successful Garden Party.

Blyth held a Thanksgiving Service and a Century Life-boat Day.



Holy Island had a Collection.

Newcastle-on-Tyne held a Centenary Meeting and a House-to-House Collection.

Cullercoats, Cresswell, Hauxley, Newbiggin and Tynemouth held Century Life-boat Days.

### YORKSHIRE.

#### Bradford.

#### *A Centenary Gift of a Motor Life-boat.*

Before the Centenary Year opened, Bradford, as a special centenary gift,

and the fifth to bear the city's name. The others have all been stationed at Ramsgate.

#### *Thanksgiving Service.*

A Thanksgiving Service was held on May 25th in the "Alhambra," lent for the occasion by Mr. Francis Laidler, who for many years past has held there an annual Life-boat Matinée in aid of the Bradford Branch. Sir William Priestley, Chairman of the Branch, presided in the absence of the Lord Mayor. The Service was conducted by the Rev. Gilbert Nair, and addresses were de-



Photograph by]

[Topical Press Agency.

#### THE SCARBOROUGH THANKSGIVING SERVICE.

had already raised a fund of £10,000 to provide a Motor Life-boat, to be stationed on the Humber, and had started a second fund to pay for the Boat-house and Slipway. The Inaugural Ceremony of this Boat, which, owing to the remoteness of Spurn, took place at Scarborough, is described elsewhere. This is the fourth Life-boat to be presented to the Institution by Bradford,

livered by the Bishop of Bradford (Dr. Perowne), the Rev. Sam Rowley (President of the Bradford Free Church Council), the Rev. J. W. Hind and the Rev. W. Bowker. In the course of his address the Bishop said: "True courage, true comradeship, and true discipline, are God-given, and this great trinity finds expression in the Life-boat Service. The courage which braves death for



people unknown, the comradeship which may involve the supreme sacrifice, the discipline which subordinates selfish interests for a self-imposed task of heroism and danger, spring from the spirit of Christ."

Bradford also held a Century Life-boat Day.

### Scarborough.

#### *Thanksgiving Service.*

A Thanksgiving Service was held on August 25th, from the new Motor Life-boat, *Herbert Joy*, which was taken on its carriage to Peasholm Gap. The Service was conducted by the Rev. George Carver, representing the Inter-denominational Union, and he was supported by the Vicar of Scarborough (the Rev. J. W. Capron), who delivered the address, ministers of the Primitive Methodist Church, and a representative of the Free Church Council.

At Scarborough there was a double launching ceremony on May 25th, described elsewhere, of the new Scarborough Motor Life-boat, *Herbert Joy*, and the new Motor Life-boat for the Humber Station at Spurn Point, *City of Bradford*. Scarborough also held a Century Life-boat Day.

### Other Celebrations.

In most of the Yorkshire Branches, Centenary Meetings were held.

Bridlington, Darlington, Scarborough, Filey, Goole and Redcar, all held Thanksgiving Services and Century Life-boat Days.

In Sheffield, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O. (a member of the Committee of Management), attended the Annual Meeting and on the same day a special meeting of the Chamber of Commerce.

Leeds had a special appeal issued by Lord Airedale, and a Century Life-boat Day.

Middlesbrough's Centenary Meeting was addressed by the Lord Lieutenant of the County (Sir Hugh Bell) and a Century Life-boat Day was held.

Normanton held a Carnival.

York had a Garden Party.

Century Life-boat Days were held at Barnsley, Castleford, Dewsbury, Harrogate, Hull, Keighley, Mytholmroyd, Mirfield, Marsden, Slaithwaite, Northallerton, Noiton, Rotherham, Robin Hood's Bay, Saltburn, Sedburgh, Sheffield, Saddleworth, Staithes and Runswick, Settle, Sowerby Bridge, Trawden, Thirsk, Todmorden, Whitby.

### ISLE OF MAN.

#### Douglas.

#### *Concert and Thanksgiving Service.*

The Centenary Celebrations in Douglas were held on Saturday and Sunday, May 22nd and 23rd, the Chairman of the Committee of Management, Sir Godfrey Baring, Bt., going to Douglas specially to take part in them. On the Saturday afternoon the Life-boat was launched, and in the evening an entertainment was held in Villa Manna. His Excellency the Lieutenant-Governor, who had just returned from opening the third day of the Manchester Life-boat Bazaar, was present, and Sir Godfrey Baring delivered an address.

On the Sunday afternoon there was a procession to St. George's Church, in the graveyard of which Colonel Sir William Hillary, Bt., the founder of the Institution, is buried. A number of wreaths were laid on his grave, among them wreaths from the Norwegian Government, and the Life-boat Stations of Douglas, Ramsey and Peel. Hundreds watched the procession from the roadside, and the church was filled to overflowing for the Thanksgiving Service. Among those present were representatives of the House of Keys, the Mayor and Corporation of Douglas, and representatives of various public bodies, and of the Isle of Man Life-boat Stations. The sermon was preached by the late Bishop of Sodor and Man (Dr. Denton-Thompson), who paid a tribute to the memory of Sir William Hillary—a man who sought first, not what many are first seeking, wealth or ease, pleasure or comfort, but to do his duty to please God, to serve his country, and, especially, to save the shipwrecked sailor. In the course of the sermon he said: "There is no experience in life

which demonstrates more fully human weakness than a ship in a storm. All that science and skill can do—and they are doing more and more—cannot subdue the winds and the waves. Yet let it be remembered that as darkness reveals some things which the light conceals, and millions of stars, that are hid by day, are seen at night, so storms

and shipwrecks disclose undreamed of courage, endurance, resourcefulness, sacrifice and heroism which we could never see but for these tragedies on the sea."

Thanksgiving Services and Century Life-boat Days were held at Ramsey, Peel and Port Erin, and a Century Life-boat Day was held at Port St. Mary.

## The Centenary: In North Wales.

### ANGLESEY AND CARNARVONSHIRE.

#### Colwyn Bay.

Colwyn Bay had a Life-boat Procession and Carnival on 24th August, when the town was full of visitors. The Life-boat from Llanddulas, drawn by a tractor, took part in the procession, and was launched in the presence of many thousands of spectators. She returned to her Station by sea, taking on board the Lord Mayor and Lady Mayoress of Liverpool (Alderman and Mrs. Rushton), and the King and Queen of the Carnival. When the Boat reached Llanddulas a heavy sea was breaking on the beach, and the Boat, in landing, was swept broadside on, with waves breaking right

over her. Her passengers were drenched, and were hurried back to Colwyn Bay in motor cars. The Lord Mayor went to the Theatre the same evening, and made a Life-boat speech between the acts, saying that now he had real first-hand information of the perils of the Life-boat Service.

#### Other Celebrations.

In Anglesey, Llandudno and South Carnarvonshire excellent work was done during the year by the Ladies' Life-boat Guild, and Century Life-boat Days were held at Flint and Connaught Quay, Prestatyn, Llanddulas, Pensarn, Abergele and Rhyl. Menai Bridge, Beaumaris, Cemaes and Amlwch had Life-boat Collections, and Llandudno both a Day and a Collection.

## The Centenary: In the Midlands and South Wales.

### A Life-boat Tour Through Sixteen Counties.

In the Midlands and Wales the Centenary was celebrated by a road tour of one of the Institution's reserve Life-boats, the *Robert & Catherine*, which for a number of years was stationed at Appledore. The tour lasted five and a half months, and in that time the Boat travelled 2,400 miles, and visited 160 cities and towns and hundreds of villages in sixteen counties—the shires of Leicester, Lincoln, Nottingham, Derby, Northampton, Rutland, Warwick, Stafford, Worcester, Salop, Hereford, Montgomery, Radnor, Gloucester, Monmouth, and Glamorgan.

The Institution was fortunate in being able to carry out this tour at small cost to itself, as the firm of Messrs. Foden, Ltd., of Sandbach, Cheshire, generously undertook the whole cost of transport, providing a tractor to draw the Boat, paying the wages and expenses of the driver, and supplying the fuel for the whole tour. This they did as their Centenary Gift. The tour was carried out with the approval and help of the local authorities, and in a very large number of the places visited the Boat was given an official welcome. Among those who welcomed the

Boat in this way, and made speeches on behalf of the Life-boat cause, were the Lord Mayors of Birmingham and Bristol.

The tour began on 12th April at Leicester, Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), being present to inaugurate it. The Annual Life-boat Day was held on the same day, and a record sum was raised. The tour concluded at Cardiff on 24th September.

In five places the Boat was not only

wreck, and the public taken for trips in the Boat, she was manned by the Coxswain and the Crew of Rhyl. The carnival was opened by the Rt. Hon. F. O. Roberts, M.P., the Minister of Pensions, and presided over by the Lord Mayor. The visit of the Life-boat and the Carnival inaugurated the special effort which is being made to raise £10,000 for a City of Birmingham Motor Life-boat.

At other towns, where a launch was impossible, street processions were organized, and Life-boat Days and Life-



[Photograph by]

[F. Lumbers, Leicester.]

#### THE LIFE-BOAT SETTING OUT FROM LEICESTER ON HER 2000-MILE ROAD TOUR.

taken in procession through the streets, but was launched—at Northampton, on the River Nen; at Stratford, on the Avon; at Worcester, on the Severn; at Cheltenham, on the Pittville Lake; and at Birmingham, on the Edgbaston Reservoir. The Boat herself, during the tour, was in charge of one of the riggers from the Institution's Storeyard, and at the first four places he had amateur crews to man the Boat. But at Birmingham, where a water carnival was held, and a Life-boat display was given with a rescue from a burning

boat Thanksgiving Services were held in connexion with the Boat's visit. In these services the clergy of all denominations took part, among them the Bishops of Lichfield and Peterborough.

In thus touring the Midlands the *Robert & Catherine* visited those parts of England most remote from the sea. Probably the majority of the tens of thousands of people who saw the Life-boat had never before seen one, and of the thousands who went over her, few, if any, can ever have been in a Life-boat.

At Cheltenham one young man, who had come in from a village four miles away, asked what the fare was, and when told that no passengers were carried said that he thought the Boat was a new kind of charabanc!

So much for the ignorance in the inland villages of the Life-boat Service and of the sea, which this tour may have helped to dispel.

The following places, visited by the Life-boat, held Centenary Meetings,

A number of towns had illustrated lectures in place of the Centenary Meeting, and also held Thanksgiving Services and Century Life-boat Days:—

Oakham, Brigg, Long Eaton, Wellington (Salop), and Tewkesbury, while Sutton Coldfield had a Drawing-room Meeting in place of it, and Lichfield a Whist Drive.

Centenary Meetings and Century Life-boat Days were held at:—

Peterborough, Nottingham, Rugby,



Photograph by]

[F. Lumbers, Leicester.

#### LIFE-BOAT COLLECTING IN THE STREETS OF, LEICESTER.

Century Life-boat Days and Thanksgiving Services:—

Leicester, Sleaford, Spalding, Melton Mowbray, Lincoln, Retford, Worksop, Chesterfield, Sutton-in-Ashfield, Ilkeston, Derby, Loughborough, Burton-on-Trent, Stafford, Coventry, Northampton, Hinckley (where there was also an illustrated Lecture), Kettering, Birmingham, Warwick, Leamington, Wolverhampton, Bilston, West Bromwich, Walsall, Leominster, Droitwich, Worcester, Bromsgrove, Evesham, Cheltenham, Bristol and Newport (Mon.). A number of these places also had Life-boat films shown at the Picture Houses.

Rushden, Hereford, Kidderminster (which also held a Ball), Stourbridge, Gloucester (which also held a Ball and Whist Drive), Cardiff, Aberdare, Mountain Ash.

Centenary Meetings and Thanksgiving Services were held at:—

Tamworth and Oldbury (which also held two Whist Drives).

Thanksgiving Services and Century Life-boat Days were held at:—

Woodhall Spa, Alfreton (where a Sale of Work and Dance were also held), Belper, Etwell (where a Garden Party was also held), Ashby-de-la-Zouch, Uttoxeter, Stone, Wellingborough, Soli-

hull, Knowle, Oswestry, Shrewsbury, Ludlow (where there was also a Dance), Bewdley, Stratford-on-Avon, Cirencester, Stroud, Earl Shilton.

Centenary Meetings were held at :—  
Market Harborough, Mansfield, Smethwick, Newark.

A Thanksgiving Service and Lecture was held at Church Stretton.

Shifnal had an illustrated Lecture.

Century Life-boat Days were held at :—

Horncastle, Louth, Grantham, Boston, Radcliffe-on-Trent, Stamford, Bedworth, Weedon, Raunds, Coleshill, Welshpool, Newtown, Montgomery, Llandrindod Wells, New Radnor, Kington, Redditch, Alcester, Pontypool, Maesteg, Dowlais, Atherstone, Burton Latimer, Rothwell, Desborough, Newport (Salop) Bishop's Cleeve.

#### Other Celebrations.

Centenary Celebrations in the Midlands and South Wales were also held at a number of places not visited by the Life-boat.

#### Derbyshire.

Century Life-boat Days were held at Buxton, South Normanton and Ripley.

#### Lincolnshire.

Grimsby held a Centenary Meeting, a Life-boat Day, and a Ball.

Mablethorpe and Skegness held Century Life-boat Days.

#### Monmouthshire.

Ebbw Vale held a Century Life-boat Day.

#### Shropshire.

Bridgnorth held a Century Life-boat Day.

#### Staffordshire.

Cradley Heath held a Century Life-boat Day.

#### Brecknockshire.

Llanwrtyd Wells held a Century Life-boat Day.

#### Cardiganshire.

Lampeter held a Thanksgiving Service, a Centenary Meeting and a Century Life-boat Day.

Aberystwyth, Cardigan, and New Quay held Century Life-boat Days.

#### Carmarthenshire.

Llanelly and Ferryside held Century Life-boat Days.

#### Glamorganshire.

Swansea held Thanksgiving Services, a Lifeboat Day, and a Ball.

Abercynon, Barry, Penrhiwceiber and Porthcawl held Century Life-boat Days.

#### Merionethshire.

Aberdovey and Barmouth held Century Life-boat Days.

#### Pembrokeshire.

Fishguard, Haverfordwest, Pembroke and Tenby held Century Life-boat Days.

#### Radnorshire.

Knighton held a Century Life-boat Day.

## The Centenary : In the South-East of England.

### BEDFORDSHIRE.

Hitchin held a Centenary Meeting, which was addressed by Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management.

Bedford held a successful Century Life-boat Day in October.

At Luton, Lady Helen Cassel gave

a Garden Party, at which Sir Godfrey Baring, Bt., Chairman of the Committee of Management, spoke.

### BUCKINGHAMSHIRE.

Century Life-boat Days were held at Gerrard's Cross, and at Slough, Windsor and Eton, where a record sum was raised.

**CAMBRIDGESHIRE.**

Century Life-boat Days were held at Ely and Wisbech.

**ESSEX.****Brightlingsea.**

Brightlingsea organized a most successful Carnival on 2nd August, in which very diverse characters took part, from "Grace Darling" to a company of pirates, but all were united on this occasion in helping only the Life-boat cause. The Carnival was followed by a Dance. Previous to this, on 2nd March, a Thanksgiving Service was held at the Wesleyan Church. Altogether Brightlingsea, where a Branch of the Institution was formed only this year, raised £121—a magnificent sum for so small a place, and equivalent to over 6*d.* a head of the population.

**Clacton-on-Sea.**

Clacton-on-Sea held an open-air Thanksgiving Service on 17th August, on the Greensward, Marine Parade, which was conducted from the Boarding-boat by the Rev. C. R. S. Finch, the Vicar of St. James's Church. The address was delivered by the Rev. W. H. Roseveare, of St. Catherine's, Mitcham, S.E. Before the Service there was a procession from the Life-boat House. A Century Life-boat Day was also held on 2nd August.

**Colchester.**

Colchester held a Centenary Meeting, at which the Mayor (Mrs. C. B. Alderton) presided, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, delivered an address.

**Other Celebrations.**

Walton-on-the-Naze held a Life-boatmen's Procession on 16th August, and raised by it over £230. The procession also visited Frinton, which made an appeal on the same day.

Chelmsford, Southend-on-Sea, Leigh-on-Sea, and Rochford and district (including Hadleigh, Shoeburyness, Hawkswell, Ashingdon, and Canvey Island) held Century Life-boat Days.

**HERTFORDSHIRE.**

A Century Life-boat Day was held at Hertford.

**HUNTINGDONSHIRE.**

A Century Life-boat Day was held at St. Ives.

**KENT.****Canterbury.**

Canterbury held a Centenary Meeting in May, at which the Mayor presided, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, delivered an address. This was followed in June by a Century Life-boat Day.

**Folkestone.**

Folkestone held its Life-boat Day on 16th August, in connexion with a Festival of the Sea which was taking place during the same week at Calais. At this festival a number of Kentish Life-boatmen were among the English representatives. They returned from Calais on the 16th, and with them came some hundreds of the French and Belgian visitors to the festival, who were given a civic reception on arriving at Folkestone. In the morning the Life-boat was launched, and in the afternoon there was a procession through the town, in which Kentish, French and Belgian Life-boatmen took part. A record sum was raised.

**Margate.**

Margate held a Centenary Meeting in March, at which the Mayor presided, and Sir Godfrey Baring, Bt., delivered an address.

This was followed by a Century Life-boat Day in August.

**Other Celebrations.**

Cranbrook and Hawkhurst, Deal and Walmer, Dover, Gravesend, Lydd, Penshurst, Ramsgate, Rochester, Sevenoaks, Sittingbourne and Milton Regis, Tonbridge, Tunbridge Wells, Westgate and Whitstable all held Century Life-boat Days.

**NORFOLK.****Cromer.**

A Century Life-boat Day was held at Cromer on 21st August. Both the Life-boats of the Station were launched, the new Motor Life-boat, *H. F. Bailey*, and the Pulling and Sailing Life-boat, *Louisa Heartwell*, and a record sum was raised.

**Other Celebrations.**

Century Life-boat Days were held at Brancaster, Diss, Great Yarmouth,

as described elsewhere, and Century Life-boat Days were held at Farnham, Guildford—where a record sum was raised—Haslemere, Redhill, Reigate, Walton-on-Thames, and Weybridge and Oatlands Park.

**SUSSEX.****Eastbourne.**

Eastbourne celebrated the Centenary with a Ball, a Meeting, a Thanksgiving Service, and a Century Life-boat Day.



Photograph by]

[Frederick A. Bourne.

**THE 1824 LIFE-BOAT BALL AT DEVONSHIRE PARK, EASTBOURNE.**

King's Lynn, Hunstanton, Norwich, Palling, Sheringham and Wells.

**SUFFOLK.**

Century Life-boat Days were held at Aldeburgh, Bury St. Edmunds, Felixstowe, Lowestoft, Southwold and Sudbury.

**SURREY.**

A number of places on the Thames were visited by the Teesmouth Life-boat,

**Centenary Ball.**

The Ball was the first function, and was held on 4th March, at Devonshire Park. It was organized by Mrs. Astley Roberts, the President of the Eastbourne Ladies' Life-boat Guild, and Mrs. Edgar Allan Brown, and was a great success. One of its most attractive features was the dancing of the quadrille by ladies and gentlemen in the costumes of 1824.



### **Centenary Meeting.**

The Centenary Meeting was held in the Town Hall on the afternoon of 18th March, and the Mayor and Corporation attended it in state. The Mayor presided, and paid a tribute to the splendid work of the Ladies' Life-boat Guild in Eastbourne. Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, delivered an address, in the course of which he said that women not only gave the Institution invaluable help in raising

and the Hippodrome. The Deputy Mayor and members of the Eastbourne Council were among the congregation. Outside the grounds was stationed the Eastbourne Pulling and Sailing Life-boat.

### **Century Life-boat Day.**

A Century Life-boat Day was held on 2nd August, and raised nearly £500.

### **Hastings.**

Hastings held a Centenary Meeting on 28th March, at which the Mayor



Photograph by]

[Douglas Went.

### **"PIRATES" HELP THE LIFE-BOATS AT BRIGHTLINGSEA.**

money, but did magnificent and courageous work as launchers on the coast. In the morning there was a launch of the Motor Life-boat.

### **Thanksgiving Service.**

The Thanksgiving Service was held in the grounds of Devonshire Park on Sunday, 13th July, and nearly 3,000 people were present. The service was conducted by Canon Streatfeild, R.D., Vicar of Eastbourne, supported by ministers of other denominations. The singing was led by a choir of several hundred voices, and the orchestra was composed of players from the Municipal Orchestra, the Devonshire Park Theatre,

presided, and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, delivered an address.

A Century Life-boat Day was also held.

### **Worthing.**

Worthing had a special ceremonial launch of the Life-boat on 2nd August, preceded by a procession through the town, in which three bands and detachments of Territorials took part. Many hundreds of visitors on the front watched the launch, and as the Boat took the water the troops presented arms, and the National Anthem was played.



### Other Celebrations.

Arundel, Bexhill—where a record sum was raised—Brighton and Hove, Bognor, Chichester, East Grinstead, Horsham,

Lewes, Littlehampton, Newhaven, Rye, Seaford, Selsey and Shoreham.

Altogether, Century Life-boat Days in the south-east of England raised a record sum.

## The Centenary: In the South-West of England.

### BERKSHIRE.

#### Reading.

A ROYAL CENTENARY MATINEE was held on 10th May, which was a great success, and was attended by H.R.H. the Princess Louise, Duchess of Argyll, Patron of the Ladies' Life-boat Guild, Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), and Lady Baring and Sir Stewart and Lady Abram. Reading, also held a Tennis Tournament, and was visited (as described elsewhere) by the Teesmouth Motor Life-boat.

Maidenhead held a Century Life-boat Day, and was visited by the Teesmouth Motor Life-boat, as described elsewhere.

Newbury held a Century Life-boat Day.

### CORNWALL.

#### Newquay's Life-boat Week.

Newquay held a Centenary Life-boat week in August which included a launch of the Life-boat and a Life-boat Procession, special collections, and entertainments by local concert parties, and which concluded on the Sunday afternoon with an open-air Thanksgiving Service. The service was conducted from the Life-boat, ministers of the different Churches taking part in it, and was attended by a large congregation of residents and visitors. In his address, the Rev. James Ninnis spoke of his pleasure at seeing the Churches united to bless the great work of the Life-boat Service, and described that work as a strong support to the idea of a League of Nations.

### Other Celebrations.

Century Life-boat Days, with a launch of the Life-boat, were held at The Lizard and Penzance. The Lizard also had a Life-boat Concert.

Padstow held a Century Life-boat Day with Aquatic Sports and an open-air Concert.

Falmouth held a Meeting and a Cen-

tery Life-boat Day, and at a number of outlying places it was decided to form sub-guilds of the Ladies' Life-boat Guild.

Bude held a Century Life-boat Day, with competitions and a display of Life-boat films; and days were held also at Looe, Port Isaac, St. Ives and Truro.

### The Isles of Scilly.

A Century Life-boat Day was held in August, with a Concert and Dance, and a Life-boat Demonstration by the St. Mary's Motor Life-boat. It was well described by the *Western Morning News and Mercury*: "This year the Isles of Scilly kept half-holiday on Life-boat Day to witness a series of manoeuvres to display methods for saving life from a wreck at sea. A vessel was moored as a wreck a little way off the pier, and some lads were to be seen further off floating on a raft. Another shipwrecked wretch was to be seen on a movable rock. Alarm guns called the ever-ready crew to boat, and ten minutes later the craft was breasting the waves to the scene of the 'disaster.' She proceeded to negotiate the supposedly dangerous Bacon Ledge and some unknown and invisible reefs, and to steady her in such a gale as never blew on land or sea she hoisted masts and sails and made a couple of tacks in a vain endeavour to approach safely the fast sinking wreck. The whole of the idle inhabitants of St. Mary's and others from the off islands were congregated on the shore watching. The boat lowered sail and, under motor power only, carefully approached the doomed ship. As the ocean shallowed sufficiently at this unknown ledge, the Lifeboat dropped anchor and veered down cautiously on the wreck. As such a sea as was never seen was running over the battered and shattered craft, getting alongside was impossible, so a line and 'breeches buoy' was fired correctly well over her, and several men were successfully got aboard

the Lifeboat. But one poor fellow was seen to be badly injured, and he had to be helped down into the water and held up as he was drawn across to the Lifeboat. After this the Boat went out to discover the raft which had floated away to sea. Finally, the man on the floating rock was pulled to safety with a hand line."

## DEVONSHIRE.

### Appledore.

#### *Thanksgiving Meeting and Service.*

A Thanksgiving Meeting and Service was held on Bideford Quay, close to the Kingsley Memorial, on the evening of 19th June, and there were upwards of 2,000 people present, although rain was falling almost continuously during the ceremony. The Appledore Life-boat was lying in the river, and among those present were the Rev. J. B. White, President of the Branch, who presided; the Mayors of Bideford, Barnstaple and Torrington, the Chairman of the Northam Urban District Council, the Rector of Bideford, the Vicar of Appledore, and the President of the Bideford Free Church Council. The civic party marched from the Town Hall, headed by the Bideford Town Band, and accompanied by the Police, the Fire Brigade, the Church Lads' Brigade, the Boy Scouts and the Girl Guides.

### Plymouth.

Plymouth celebrated the Centenary in a number of ways. Several Centenary Meetings, arranged by the Mayor, were held. Century Life-boat Day took place on May 17th and included a Pageant, witnessed by thousands of people, through the streets of Plymouth, Devonport and Stonehouse. A Centenary Service was held in St. Andrew's Church with the Mayor and Corporation attending in state. On 10th September there was a Life-boat Fête and Gala, during which the Life-boat went up the Laira for the first time, and gave a demonstration of rescue by means of the Line-throwing Gun, and in November there was a Life-boat Ball. These special attractions were organized by Mr. Sydney Clarke, and it was due to his

great energy that they were such a success.

## Other Celebrations.

Axminster held a Century Life-boat Day and a Ball.

Barnstaple held two Centenary Balls. Brixham held a Century Life-boat Day and a Concert.

Budleigh Salterton and Dawlish both held Century Life-boat Days.

At Cullompton a new branch was established, and a Life-boat Day and Fête, and a Life-boat Ball were held.

Dartmouth held an open-air Centenary Meeting and a Century Life-boat Day, at which a record sum was raised.

Exeter held a Century Life-boat Day.

Exmouth held a Century Life-boat Day which was a great success.

Ilfracombe held a Century Life-boat Day and a Concert.

Lynmouth celebrated the Centenary for two consecutive days, with sports on the first day and a launch of the Life-boat, and a Ball on the second.

Salcombe held a Century Life-boat Day, a Dance, and issued a special appeal.

Seaton and Beer held Century Life-boat Days, and a Dancing Display at the Town Hall.

Sidmouth held a Century Life-boat Day, an open-air Whist Drive, three Dances and two Theatrical Performances.

Teignmouth held a Century Life-boat Day, supplemented by a Carnival, at which a record sum was raised.

Torquay and Paignton both held Century Life-boat Days.

## DORSETSHIRE.

Dorchester held a Century Life-boat Day, at which a record sum was raised, and a Whist Drive and Dance in the spring, followed by another in the autumn; and the Lord Lieutenant of Dorsetshire issued a special appeal.

Lyme Regis held a Century Life-boat Day and a special demonstration of life-saving.

Poole and Bournemouth held Centenary Meetings and a Century Life-boat Day, and special appeals were made in the churches.

Shaftesbury held a Centenary Meeting,

a Whist Drive and Dance and a Century Life-boat Day.

Sherborne had a Life-boat Lecture and a Century Life-boat Day.

Swanage held a Century Life-boat Day, a Life-boat Demonstration and a Whist Drive.

### Weymouth.

The new Life-boat House, built for the Motor Life-boat, which has been

special gift which the Institution owes to the Cinema, and for this it is indebted to Mr. Albany Ward (unfortunately prevented by illness from being present at the ceremony). The record of his help is inscribed on a tablet on the wall of the house :

"This Life-boat House has been presented to the Royal National Life-boat Institution through the generous initiative of Albany Ward, Esq., in



**THE LIFE-BOAT HOUSE AT WEYMOUTH.**

**Presented to the Institution by the help of Mr. Albany Ward in appealing to the patrons of Picture Palaces under his control.**

stationed at Weymouth, was opened on 10th September by Lady Ilchester, and the Boat was launched. Among those present were the Mayor and Mayoress, Mr. A. E. Newbold, of the Albany Ward Theatres, and Mr. Norris, the Hon. Secretary of the Branch, and the chair was taken by Major J. H. C. Devenish, J.P., the President of the Branch. On many occasions the cinemas have helped the Institution by allowing collections to be made during their performances, by showing films of Life-boat work, and by announcing Life-boat Days. But the Weymouth Life-boat House is the first

bringing the claims of the Life-boat Service before the Patrons of the Albany Ward Theatres, Ltd., Jersey and Guernsey Amusements Company, Ltd., and Albany Ward's Theatres."

### HAMPSHIRE.

#### Portsmouth.

The Navy joined very heartily in the celebration of the Centenary at Portsmouth. Several Centenary Meetings were held, a Centenary Dance arranged by the wife of the Commodore, and a Century Life-boat Day, which was an immense success. There was a special

pageant and procession, which travelled five miles through the streets, and was witnessed by thousands of people. For this procession one of the Institution's reserve Life-boats was sent down, and the Naval Authorities supplied the bands and arranged cars with special tableaux.

In Havant a special appeal was made and a Century Life-boat Day was held.

Emsworth held its first Life-boat Day.

Andover held a Century Life-boat Day. Basingstoke held a Centenary Meeting, a Century Life-boat Day and a Bazaar, and a Special Appeal was issued by the Mayor.

Fareham held several meetings and a Century Life-boat Day with a procession, and a Century Life-boat Day was held in the neighbouring villages.

Lymington held a Centenary Meeting, a lecture with films at the theatre and a Century Life-boat Day.



Photograph by]

[Stephen Cribb, Southsea.

### THE NAVY HELPS THE LIFE-BOATS AT PORTSMOUTH.

#### Southampton.

Southampton, like Portsmouth, celebrated the Centenary in a variety of ways—a Century Life-boat Day, a Dance Matinée at the Grand Theatre, which was given to a crowded house, an Invitation Concert at the Palace Theatre, a Sale of Work and a Life-boat Fête at Rownhams.

#### Other Celebrations.

Aldershot held a Centenary Ball, under the patronage of the Commander-in-Chief, and a Grand Assault at Arms.

Ringwood held a Bazaar and a Dance. Romsey held a Century Life-boat Day and a Centenary Fête, which was a great success.

Winchester held a Century Life-boat Day, and a Special Centenary Appeal was issued by the Mayor, resulting in £100 being raised.

#### Isle of Wight.

Cowes, Ventnor, Shanklin, Sandown and Newport all held Century Life-boat Days, which were a great success. In addition, Cowes had a Children's Party and Entertainment, and a Centenary

Ball organized by the Ladies' Life-boat Guild.

Shanklin held a Centenary Meeting and special services in the churches.

Ventnor held a Centenary Dance.

Lake held a Century Life-boat Day which raised a record sum for villages in the South-West of England.

## OXFORDSHIRE.

### *Centenary Meeting.* Oxford.

The Centenary Meeting was held, in the Hall of Wadham College, on 8th February, with the Vice-Chancellor (Mr. J. Wells) in the Chair, and the meeting was attended by the Mayor and members of the Corporation, the Member of Parliament for the city of Oxford (Mr. Frank Gray), the High Sheriff of Oxfordshire, the Warden of New College, the President of Magdalen, the Provost of Worcester, the Rev. Dr. Sherwood (Vice-President of the Branch), the Rev. W. M. Merry (Hon. Treasurer), and Miss Alice Marshall (Hon. Secretary).

The speakers were Captain Sir Herbert Acton-Blake, K.C.M.G., K.C.V.O. (Deputy-Master of Trinity House, and a member of the Committee of Management), Mr. George F. Shee, M.A. (Secretary of the Institution), Father C. C. Martindale, S.J., Captain W. B. Bruce, C.B.E., R.N.R. (ret.) and the Mayor.

The Vice-Chancellor, in opening the meeting, said that no more appropriate place could have been found in Oxford for a Life-boat celebration, for Wadham was the only college that had on its books one of the great names of the English Navy—Admiral Blake. Their colleges were, in a very real sense, national institutions, and it was one of the chief glories of Oxford that it had always reflected the mind of a very large section of the English people. It was only right, therefore, that the University should give its help to another so truly English and national an institution as the Life-boat Service.

Miss Alice Marshall, in making her annual report, said that for nearly a quarter of its century the Life-boat Service had had the support of Oxford, and in that time Oxford's contribution had amounted to over £11,000.

Sir Herbert Acton-Blake, in moving the Centenary resolution of gratitude to Coxswains, Crews and Honorary Workers, said that it was sometimes asked why the Life-boat Service was not charged on the national funds. In his opinion, the work would be efficiently done by the State, but it could not be done so economically, and to hand the service over to the State would effectively stifle the magnificent gratuitous effort of the people who at present manned and maintained the Service. That in itself would be a tremendous loss.

In seconding the resolution, Mr. George F. Shee described how the Institution came to be founded, spoke of the enormous developments made in the course of a century, and paid a tribute to the immense services of the Honorary Workers of the Institution.

Father Martindale, in moving the resolution pledging support for the future, said:—

“The very existence of the Life-boat Institution is an element in our national education. Small children, living nowhere near the sea, hear about it in their thousands, and are captivated by its romance. Children respond naturally to the gallant and chivalrous. I heard lately of a little girl, not educated in Christian traditions, who saw a crucifix. ‘Who,’ she said, ‘is that man? Is it St. George?’ And she kissed its feet. Defrauded of any knowledge of the Master, she had heard of and had been inspired by the servant; the narrower example had captivated her when the infinite romance, the divine love story, had been forbidden to exercise its spell. I notice those fine, robust Nonconformist hymns—that I hope are still sung in many parts of the country—use by preference Life-boat and railway symbolism to stimulate those who sing them. Thus, from childhood the imagination is taught that self-sacrifice is possible, and that heroism is taken for granted, even, at due hours, in ourselves. This nationally educative rôle of the Life-boat would be halved if the Institution ceased to be at once national and voluntary. Here, at any rate, is something which must remain national, and not be nationalised, nor ever sink into being a mere department.

"In the romance of the Life-boat two elements do not change—one, the eternal yet incalculable sea, and the other, that magnificent type of man that this Service not only claims, but produces. Portraits and photographs displayed during these one hundred years show that the type has remained true to itself, not only the fine oaken physique, the build of man who does not refuse to face winds, as one of them said, 'that gnaw at your face,' or icy seas that make the very tears seem to warm the cheeks they trickle down—but also the same open, cheery, good and spiritual expression to be found in men who appreciate home and all that it stands for, but will risk it all for the sake of their fellow-men. What do they know of those they go to rescue? Nothing, save that they are their fellow-men, made in God's image. Therefore, for the sake of the preservation and multiplication of so fine a breed of man, for the sake of our children and their training in unselfishness, for our own sake—that we may keep alive our belief in the existence of unselfishness and our readiness to supply some of it in our own persons—for the sake of the noblest part of human nature all the world over, and in gratitude for the divine act that saved a shipwrecked world, I ask you wholeheartedly to support the Life-boat Institution."

### **Thanksgiving Service.**

A Thanksgiving Service was held in the Cathedral on 3rd March, arranged by the Dean of Christ Church. The Mayor, accompanied by the Deputy Mayor, the Member of Parliament for the city of Oxford, the Sheriff and members of the City Council, attended in state, and the University was represented by the Vice-Chancellor (Mr. J. Wells). The service was conducted by the Precentor (the Rev. Claude Williams), and the sermon was preached by the Rev. A. W. Gough, Prebendary of St. Paul's. Taking as his text, "Love endureth all things: Love never faileth," Prebendary Gough said: "We are thankful for the work of the Life-boat Service because the lives saved are lives of a special worth. Those that go down to the sea in ships are, in some respects,

above the common average of our race. They represent the spirit which made our race great. They carry on with all their might, striving against the brutal, hostile forces of Nature. It is in that kind of striving that races get the beginning of their greatness, and it is in their willingness to maintain the struggle that they continue to be great. These are precious people. Would that we had more of them in England to-day! We are weaker than we should have been, for hundreds of thousands of such lives were lost in the war. Let us take care of the brave men and women who remain, and those who are served by the Life-boat. . . . May there never fail to be in this old England of ours a spirit that thrusts forth human life upon adventure in a great cause . . . and let those who live more sheltered lives keep the courage and adventure and the generosity of our fathers."

### **Other Celebrations.**

Oxford was visited by the Teesmouth *Motor Life-boat* as described elsewhere.

On 10th October a Century Life-boat Ball was held in the Town Hall, and on 18th October Century Life-boat Day, which raised nearly £160.

Banbury held a Century Life-boat Day.

### **SOMERSET.**

#### **Burnham-on-Sea.**

On March 4th there was a Masked Fancy Dress Ball, and this was followed by a Century Life-boat Day in August with a launch of the Life-boat and a procession through the streets. The Day was concluded with a Dance at the Town Hall, and the Roundabouts and Fun Fair on the Front gave a part of their takings to the Institution.

#### **Watchet.**

A Life-boat Week was organized at Watchet with a sale of badges, a concert, a *Life-boat Display*, and numerous competitions. Part of the proceeds of the Fun Fair on the Front was given to the Institution, and collections were made at Dunster Show and Wiveliscombe Sports.

**Other Celebrations.**

Bath raised a record sum by its Life-boat Day, and made a number of smaller efforts including an appeal for 5s. subscribers and a small Bazaar.

At Bridgewater, a Ladies' Life-boat Guild was formed, and a Centenary Meeting was held, followed by a Whist Drive.

Chard issued a special appeal, and held a Century Life-boat Day.

Glastonbury held a Centenary Meeting, at which the Countess Waldegrave spoke, and twenty-seven new members were enrolled for the Ladies' Life-boat Guild, and a Century Life-boat Day.

Taunton had a meeting and a special appeal.

Wells had a meeting, addressed by the Countess Waldegrave; sent out a special appeal; and held a Life-boat Day.

Yeovil issued a special appeal. A Century Life-boat Day was held which raised a record sum. A concert, a lantern lecture and a Century Life-boat Day with a procession, were held in the neighbouring villages.

Clevedon, Frome and Minehead held Century Life-boat Days.

**WILTSHIRE.**

At Bradford-on-Avon the Chairman of the Council organized the celebrations which consisted of an entertainment with Life-boat Films at the Alexandra Picture Theatre, and a Century Life-boat Day. This was the first Day held at Bradford-on-Avon, and, as a result, the Branch has raised a record sum.

Chippenham held a Centenary Meeting and a Century Life-boat Day, which not only raised a record sum, but was the only street appeal made for a charity which showed an increase on previous years.

Salisbury held a Centenary Meeting which was addressed by Sir Godfrey Baring, Bt. (Chairman of the Committee of Management). A special appeal was made for subscriptions. A Century Life-boat Day was held, and a Dance and a Whist Drive in outlying districts.

Devizes, Swindon and Warminster all held Century Life-boat Days, and Trowbridge a football match.

**Channel Isles.**

At Guernsey, Century Life-boat Day was held in conjunction with the Regatta, and the St. Peter Port Life-boat was launched. Collections were also made in the places of amusement.

**The Centenary : In Scotland.****ABERDEENSHIRE.****Aberdeen.**

Aberdeen held a Centenary Meeting on 23rd January, at which Lord Provost Meff presided, and the Marquess of Aberdeen and Temair, K.T., a Vice-President of the Institution, delivered an address. The Lord Provost expressed his great pleasure at the fact that at last, what he and some of his colleagues had urged for years, was being generally realized, the advantage of getting the Harbour Commissioners to place their Life-boats under the control of the Institution. They had a stormy coast to protect, and they needed a Life-boat of the most powerful type. Knowing, too, how much they depended on their sailors and fishermen, the people of Aberdeen should do every thing to help the Institution in its work.

Aberdeen and the surrounding districts, later on, held a Century Life-boat Day.

Peterhead held a Century Life-boat Day.

**ARGYLLSHIRE.**

Campbeltown and Southend, and Dunoon and Cowal and the surrounding places held Century Life-boat Days.

**AYRSHIRE.**

Girvan held a Century Life-boat Day, with a procession of the Life-boat crew, bands, and a Fancy Dress Parade.

Largs also had a Procession and Fancy Dress Parade, organized by the Tennis Club.

Century Life-boat Days were held at Ayr and the surrounding villages, and at Troon.

**BANFFSHIRE.****Banff.**

A Centenary Meeting was held on 8th July, at which the Duke of Richmond and Gordon, K.G., Lord Lieutenant of the county, presided. Representatives were present from the County Council of Banffshire, the Royal Burgh of Banff, the Burghs of Macduff, Buckie, Keith, Dufftown and Portknockie. The Duke of Richmond and Gordon delivered an address on the work of the Life-boat Service during a hundred years, and

**CAITHNESS-SHIRE.**

Thurso held a Century Life-boat Day, with a Life-boat Procession, and a Concert.

Wick and Ackergill held a Century Life-boat Day with a Life-boat Procession, and Life-boat Films were shown in all the Picture Houses.

Huna held a Century Life-boat Day.

**CLACKMANNANSHIRE.**

Alloa held a Century Life-boat Day.



**LIFE-BOAT PROCESSION AT WICK.**

Colonel John James George, Deputy Lieutenant of the county, moved a resolution, which was carried, that a Century Life-boat Day should be held in all the towns and villages of the county.

As a result of this meeting, Century Life-boat Days were held in Aberchirder, Buckie, Banff, Cornhill, Cullen, Deskford, Dufftown, Inverkeithny, Keith, Kirkmichael, Macduff, Newton of Carnousie, Turriff, Portsoy, Portknockie, and Whitehills.

**BUTESHIRE.**

Rothesay held a Century Life-boat Day.

**DUMBARTONSHIRE.**

Helensburgh held a Concert and Century Life-boat Day, and a Special Appeal was issued by the Provost.

Century Life-boat Days were held at Dumbarton and Kirkintilloch.

**DUMFRIES-SHIRE.**

Dumfries held a Life-boat Week, and films were shown at all the Picture Houses.

Sanquhar held a Century Life-boat Day.

**EDINBURGHSHIRE.**

Edinburgh held a Century Life-boat Day which raised a record sum of nearly £950.



**ELGINSHIRE.**

Findhorn held a Century Life-boat Day.

**FIFESHIRE.**

A Centenary Meeting was held in Anstruther, at which Sir Ralph Anstruther, Bt., the Lord Lieutenant of the county, and Honorary President of the Branch, presided, and representatives were present from the towns and villages of Fifeshire.

A Century Life-boat Day was also held.

Dunfermline held a Century Life-boat Day, a Dance and a Whist Drive.

Buckhaven held a Concert.

Kirkcaldy held a Century Life-boat Day.

**FORFARSHIRE.****Montrose.**

Montrose held a Life-boat Week in August. The celebrations included a launch of one of the Life-boats; a Concert in the Burgh Hall, which was attended by Lord Carnegie and H.R.H. Princess Maud, Lady Carnegie, and at which Lord Carnegie spoke on behalf of the Life-boat Service; a Fancy Dress Carnival, in which the two Montrose Life-boats, the Town Band, and the Montrose Pipe Band took part; a Tennis Tournament; a Putting Competition, and a display of a Life-boat Film.

**Other Celebrations.**

Arbroath held a Thanksgiving Service and a Century Life-boat Day.

At Dundee a Centenary Appeal was issued by the Lord Provost, and a Century Life-boat Day was held.

**HADDINGTONSHIRE.**

Dunbar and Skateraw and North Berwick both held Century Life-boat Days with launches of the Life-boats.

**INVERNESS-SHIRE.**

Inverness held a Century Life-boat Day.

**KINCARDINESHIRE.**

Stonehaven held a Century Life-boat Day, which raised a record sum.

**KIRKCUDBRIGHTSHIRE.**

In Kirkcudbright and Balcary Life-boat Films were shown and special collections made in the Picture Houses.

**LANARKSHIRE.****Glasgow.**

In Glasgow a Thanksgiving Service was held in the Cathedral, an appeal was issued by the Lord Provost, and the British Broadcasting Company had a special Nautical Programme on 4th March, in celebration of the Institution's hundredth birthday, in the course of which the late Sir William Martin made an appeal.

**Other Celebrations.**

Airdrie held a Century Life-boat Day and a special collection at a Football Match.

Coatbridge, Motherwell, Rutherglen and Wishaw held Century Life-boat Days.

**LINLITHGOWSHIRE.**

Bathgate held a Century Life-boat Day, the first Day held here for many years.

**NAIRNSHIRE.**

Nairn held a Century Life-boat Day.

**ORKNEY ISLANDS.**

Longhope held a Century Life-boat Day.

**PEEBLES-SHIRE.**

Century Life-boat Days were held throughout the county.

**PERTHSHIRE.****Perth and District.**

A Centenary Meeting was held in May, at which the Rev. P. R. Landreth presided, and an address was delivered on the Life-boat Service by the Marquess of Graham, C.B., C.V.O., Naval A.D.C. to the King and a Vice-President of the Institution. Bailie Hunter, who moved the adoption of the report, in the absence of the Lord Provost, said that the Branch was appealing, and appealing with success, in every corner of the county, and they were very proud that although an inland county, Perthshire was fourth in the list of Scottish towns and counties in supporting the Life-boat cause. The Marquess of Graham, in the course of his address, said that if Perthshire, with its

population of 125,000, would subscribe only one shilling a head each year for three years the county could present to the Institution a modern Motor Life-boat, to be stationed on the coast of Scotland, and to be called *The County of Perth*.

A Special Appeal was issued, signed by the Earl of Moray, and Century Life-boat Day was held in Perth and in thirty-six towns and villages throughout the county.

#### RENFREWSHIRE.

Paisley held a Thanksgiving Service in the Abbey, and raised during the year a considerably larger sum than last year.

Barrhead, Gourrock, Greenock and Port Glasgow, and Johnstone held Century Life-boat Days, the Barrhead Day being a record.

#### ROXBURGHSHIRE.

A Century Life-boat Day was held at Melrose, the first Life-boat appeal made there for many years.

Kelso held a Century Life-boat Day, the first Day ever held there.

#### SELKIRKSHIRE.

Selkirk held a Centenary Life-boat Day, the first Day ever held there.

#### STIRLINGSHIRE.

At Falkirk a Thanksgiving Service was held in the Parish Church, at which Mr. James Kidd, M.P. for Linlithgowshire, delivered an address. A Century Life-boat Day was also held.

Grangemouth, Stirling and Larbert held Century Life-boat Days.

#### WIGTOWNSHIRE.

Stranraer held a Century Life-boat Day, and Portpatrick made a special effort.

## The Centenary: In Ireland.

### Dublin.

#### Centenary Meeting.

THE Centenary Meeting was held on 24th March. The Right Hon. Andrew Jameson, P.C., D.L., the Chairman of the Branch, presided, and, in the course of his speech moving the adoption of the report for the previous year, he said:

"This is the Institution's Centenary year, and everybody should do his utmost to get all possible support. On the other side of the Channel a greater effort will surely be made, and it is incumbent on us in Ireland to show that we appreciate the work which the Institution has done in the last hundred years.

"The Institution spends annually about £250,000, raised entirely by voluntary subscriptions. On the Irish Coast, during the last twenty-five years, £187,331 have been spent, an average of £7,500 a year. We have a chance this year to increase the Institution's income in Ireland, and, so far as the Committee are concerned, everything possible will be done to that end."

Sir Maurice Dochrell seconded the report, and the Rev. J. Penhaus Osborne, D.D., in supporting it, said that if there was anything which should appeal to the

Christian people of Ireland it was the heroic story of the Life-boat Service. The resolution, expressing gratitude for the work of the Life-boat Service, and pledging support for the future, was then passed, and it was decided that a special Centenary Appeal should be made in Dublin.

In a leading article next day the *Irish Times* said: "At present twenty-five Life-boats are stationed around the coasts of this island, and two others are under construction. It is a national need of first importance that their efficiency shall not be impaired through lack of funds. The Dublin Branch has recorded its hearty appreciation of the gallantry of the Coxswains and Crews, and has paid a tribute of respect and admiration to those who have sacrificed their lives in attempting to serve others. It pledges itself to advocate the Institute's claims unceasingly, and the country must not fail to give it the help and encouragement which its work deserves."

#### Thanksgiving Services.

Following on the decision at the Centenary Meeting to make a special Centenary Appeal, deputations from the Committee called on the heads of the different Churches, asking for their

support in organizing Thanksgiving Services. As a result of this, Thanksgiving Services were held, and appeals were made, in between thirty and forty churches of the different denominations in the dioceses of Dublin, Glendalough, and Kildare.

### **Century Life-boat Day.**

Century Life-boat Day was held in Dublin on 25th and 26th June. For the greater part of the week a Life-boat was stationed on College Green, and on each of the two days the Kingstown Motor Life-boat, decorated with flags and manned by Sea Scouts and members of the Boys' Brigade, with their buglers, came up the Liffey.

### **Other Appeals.**

The Chairman of the Branch made an appeal in the Press to the merchants and traders of the city, and an appeal by letter was made to professional and business men and to the chief works, factories, hotels and restaurants. The Ladies' Life-boat Guild carried out a successful house-to-house collection in several of the suburban districts.

## **Belfast.**

### **Centenary Meeting.**

At the Centenary Meeting in Belfast on 3rd April, held in the Banqueting Chamber of the City Hall, the people and the Government of Northern Ireland were fully represented. The Lord Mayor of Belfast (Sir William G. Turner, J.P.), who is President of the Belfast Lough Branch, was in the chair. The Institution was represented by Captain the Viscount Curzon, R.N.V.R., M.P., a member of the Committee of Management, and among those who supported the Lord Mayor were: The Governor of Northern Ireland (the Duke of Abercorn, K.P.), the High Sheriff of Belfast (Councillor M'Laurin, J.P.), the Moderator of the General Assembly (Right. Rev. Dr. George Thompson), the Most Hon. the Marquess of Londonderry, K.G., H.M.L. (Minister of Education), the Most Hon. the Marquess of Dufferin and Ava, D.S.O. (Vice-Admiral of Ulster), the Lord Bishop of Down (Right Rev. Dr. Grierson), the President of the Metho-

dist Conference (Rev. J. W. Parkhill), the Speaker, House of Commons, Northern Ireland (Right Hon. R. W. Hugh O'Neill, D.L., M.P., LL.D.), the Minister of Finance (Right Hon. H. M. Pollock, M.P., D.L.), the Minister of Home Affairs (Right Hon. Sir Dawson Bates, M.P.), the Minister of Labour (Right Hon. J. M. Andrews, M.P., D.L.), the Minister of Agriculture (Right Hon. E. M. Archdale, D.L.), the Chairman of the Harbour Commissioners (Mr. W. E. Williams, D.L.), the Mayor of Derry (Alderman Maxwell Scott Moore), Sir William Coates, Bt., D.L. (President Chamber of Commerce), the City Chamberlain (Sir Frederick Money Penny, C.V.O., C.B.E.), the Vice-Chancellor of Queen's University (Mr. R. W. Livingstone, M.A.), the High Sheriff of County Down (Mr. William S. Kingan), and Mr. Charles Payne, C.B.E., D.L. (Messrs. Harland & Wolff).

There were also present many members of the North of Ireland Parliament, representatives of the professions and commerce, of the Red Cross, and of the British and Foreign Sailors' Society.

A message of congratulation was sent by the meeting to the Prince of Wales, as President of the Institution, and a reply was received.

After reviewing the development of the Life-boat Service during a hundred years, the Lord Mayor said: "Belfast is a maritime town, with a great shipping industry, and as the chief port in Ireland it holds front rank among the ports of the United Kingdom. It is incumbent upon us to come out strong on the occasion of the Institution's Centenary. I propose to open a subscription list today, and I shall be grateful for contributions from any of those present. I hope that the resolutions to be adopted will be the means of attracting the support and assistance which the Institution so worthily merits."

The Governor said that he wished to associate himself with everything that the Lord Mayor had said, and expressed the hope that Belfast would do its best in support of so admirable an Institution.

The Governor then presented to Andrew Young, Acting Coxswain of the Cloughey Life-boat, the Thanks of the Institution inscribed on Vellum for his

services last January to the *Helgoland*, of Plymouth. Andrew Young had also been awarded the Bronze Medal, and this had been presented to him by the Prince of Wales at the Centenary Meeting in London, on 4th March.

Lord Curzon then delivered an address on the work of the Institution, and, on behalf of the Committee of Management, offered the Institution's thanks to the Lord Mayor and Sir Frederick Money-penny, and the Belfast Lough Branch and its Ladies' Life-boat Guild, for all

on the Life-boat service. The *Northern Whig* said :

"It is to be hoped that the day is far distant when that familiar statement—so laconic, yet having such potent appeal to the sympathies of British-born men and women—'supported entirely by voluntary contributions,' will disappear from the reports and other documents issued by the Institution. If it were eliminated one would feel that the chief glory of the world's premier Life-boat Service had departed."



Photograph by]

[Topical Press Agency.

### THE BELFAST CENTENARY MEETING.

Front row, left to right :—The Marquess of Londonderry, K.G., Captain the Viscount Curzon, R.N.V.R., M.P., the Lord Mayor (Sir William Turner) the Governor (the Duke of Abercorn) Councillor H. M'Laurin (High Sheriff), the Marquess of Dufferin and Ava, the Right Hon. Hugh O'Neill (Speaker). Back row, Mr. W. E. Williams, D.L., Sir Frederick Moneypenny, C.V.O., Sir Crawford McCullagh, the Rt. Hon. E. M. Archdale, (Minister of Agriculture), the Right Hon. Thomas Moles, M.P., Mr. H. L. Garrett, Mr. H. G. Solomon, F.C.I.S. (Organizing Secretary), Sir William Coates, Bart., D.L., Colonel J. K. McClintock, Commander Oscar Henderson, D.S.O., R.N.

that they had done for the Life-boat Service. In his address he spoke in particular of the value of the voluntary principle, which was the basis of the whole work of the Service.

The resolution, expressing gratitude for the work of the Life-boats and pledging support for the future, was moved by Lord Londonderry, seconded by the Right Hon. E. M. Archdale, D.L., M.P., and carried with enthusiasm.

In the evening the Lord Mayor gave a concert in the Ulster Hall. Next day both the *Northern Whig* and the *Belfast News-Letter* published leading articles

The *Belfast News-Letter* said :

"The peculiar glory of the Service is that it is voluntary, and therein lies not only the secret of the splendid efficiency of the rescue work, but the high interest and the long-continued support which the people as a whole have given the organization. Take away the voluntarism of the Service, and it at once drops to a lower plane; it no longer inspires, it becomes a mere machine; and, while there may remain the courage and endurance required for rescue, the spirit that urges and sustains in the direst straits is not there."

### **Centenary Lifeboat Day and Carnival.**

Centenary Life-boat Day was held on 3rd and 4th May. On the first day the Lady Mayoress had a stall for the sale of Life-boat souvenirs outside the City Hall, and in the evening there was a Fancy Dress Parade through the streets, organized by the Turf Guardian Association, and watched by thousands of people. On the second day there were 400 collectors in the streets; a procession in which one of the Institution's reserve Life-boats took part, and a Carnival at Alexandra Park. As a result of these celebrations, Belfast has raised a record sum this year.

### **Other Celebrations in Ireland.**

Larne (co. Antrim) held a Centenary Meeting and a Century Life-boat Day.

Kingstown (co. Dublin) held a Thank-giving Service and a Century Life-boat Day.

Portrush (co. Antrim) held a Centenary Meeting.

Centenary Life-boat Days were held at Skerries (co. Dublin), Ballycotton and Youghal, in co. Cork, Donaghadee and Newcastle, in co. Down, and Bray and Greystones (co. Wicklow).

NOTE.—While every effort has been made to include in the account of the Centenary Celebrations all that the Branches have done, there may well be omissions among the so many hundreds of functions which were held. The Secretary will be very glad to be informed of any functions to which no reference is made, and they will be mentioned in the next issue. A number have also been arranged to take place during the winter. These also will be dealt with in the next issue.

### **Obituary.**

**Mr. Rowland Berkeley, Deputy Secretary of the Institution, Sir William Martin, J.P., F.S.A. (Scot.), late Organizing Secretary for Scotland, and Commander M. A. Regan, O.B.E., Honorary Secretary of the Hull Branch.**

#### **Mr. Rowland Berkeley.**

WE deeply regret to announce the sudden death on 14th October, after an operation, of Mr. Rowland Berkeley, who was appointed Deputy Secretary of the Institution at the beginning of 1923. Mr. Berkeley, who was 57 years of age, was a barrister-at-law, was called to the Bar by Lincoln's Inn in 1892, and before the War practised at the Parliamentary Bar. During the War he was Honorary Secretary of Princess Mary's Fund, and a leading member of the Central Prisoners of War Committee which carried on the despatch three times a fortnight, of food-parcels to all British prisoners of war. Later in the War he joined the firm of Messrs. Morgan, Grenfell & Co., in their work of obtaining supplies from the United States, and after the Armistice was appointed Director of Imports at the Food Ministry, but almost immediately his health broke down, and he was compelled to give up this work. Mr. Berkeley was the Hon. Treasurer of Queen Mary's Maternity Home at Hampstead, and Chairman of the House

Committee of the Garrick Club, of which he was a prominent member.

At the memorial service which was held at St. Martin's-in-the-Field, the Queen was represented by her Treasurer, Sir Edward Wallington, and the Institution by Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Hon. George Colville (Deputy Chairman), several members of the Committee, and Mr. George F. Shee, M.A. (Secretary). Among others who were present were Mr. Berkeley's cousin, the Earl of Berkeley, and Lord Buckmaster, Sir Squire Bancroft, Sir Gerald du Maurier, Sir Anthony Hope Hawkins, Sir Arthur Pinero and Mr. Henry Ainley, all representing the Garrick Club.

#### **Sir William Martin.**

The Committee of Management, the Staff of the Institution and the many friends of the Life-boat Service in Scotland, learnt with very deep regret of the death of Sir William Martin, on September 12th, at the age of sixty-eight. It was only last year that he retired from his position as the Institution's Organiz-

ing Secretary in Scotland, and so brought to an end a work of thirty years for the Life-boat Service. It began in 1893, when he carried out, with great success, the first Life-boat demonstration in Glasgow, for the Life-boat Saturday Fund. The procession which passed through Glasgow that day, and which included two Life-boats, was nearly two miles long, and the demonstration raised a sum of nearly £3,700. Out of this sum was built the Steam Life-boat, *City of Glasgow*, which was launched in the following year. Mr. William Martin then became secretary of the Glasgow Branch of the Institution and of the Glasgow Life-boat Saturday Fund, and then of the Life-boat Saturday Fund for the whole of Scotland. At the end of 1910 the Institution decided to take over the whole of the work of organization and publicity in connexion with the raising of funds. The Life-boat Saturday Fund, which had largely carried out that work since 1891, was therefore absorbed, and Mr. Martin was appointed its Organizing Secretary for Scotland. In that year the Scottish Branches numbered 56, and when Sir William Martin retired last year they had increased to nearly eighty. Altogether, in his thirty years of work he was responsible for helping to raise about £150,000 in Scotland for the Life-boat Service.

Sir William Martin was an admirable speaker and lecturer, clear, forcible, humorous, and it was largely by speaking and lecturing that he extended the appeals of the Institution in Scotland. After his retirement he spoke occasionally for the Institution, and one of his last, if not his last lecture on the Life-boat Service was to an audience of 400 boys and girls at the Perth Academy, in the summer of last year.

Although his chief work, and the work by which he was widely known in Scotland, was for the Life-boat Service, he took an active part in politics, in the municipal life of Glasgow, and in social and philanthropic work; for six years he was a member of the Corporation of Glasgow; and at the General Election in 1918, was adopted as Liberal candidate for Linlithgowshire, but later withdrew his candidature. He was a Fellow of the Scottish Society of Antiquaries, and at

one time Chairman of the Scottish Society of Literature and Art; and it was in 1919, in recognition of his many public services in Glasgow, that he was knighted. At his funeral, the Institution was represented by Mr. P. W. Gidney (Assistant Secretary) and Sir Godfrey Baring, Bt., Chairman of the Committee of Management, by Commander Drury, O.B.E., R.N.R., the Inspector of Life-boats for Scotland, while the Glasgow Branch was represented by Lord Maclay, its chairman, and Mr. Leonard Gow, J.P., its honorary secretary and treasurer.

#### Commander M. A. Regan, O.B.E., J.P.

By the sudden death at the age of sixty-three, of Commander M. A. Regan, O.B.E., J.P., the Honorary Secretary of the Branch at Hull, the Institution has lost one of its most indefatigable honorary workers. He became the Honorary Secretary at Hull, in May, 1922, and his energy and influence resulted at once in an increase in Hull's support of the Life-boat Service. In 1922 its contribution was £651, in 1923 it was £801, and in 1924 it had risen to £820. He was the sole partner in the shipbroking firm of Messrs. W. R. Johnson & Sons, to which he had come as manager thirty-five years ago, and he was also a director of Messrs. Mathwin & Son, Ltd., the coal exporting firm, and agents for the Admiralty in the Humber district. It was to increase the contributions from shipping that Commander Regan specially devoted himself, and with great success, appealing to the shipping firms to contribute 5s. a ship. By this appeal he raised £136 in 1923 and £123 in 1924.

He served his country with distinction during the War, being appointed Naval Transport Officer for the Humber District, in August, 1917, with the rank of Commander in the R.N.V.R. As such he was responsible for the coaling of all ships connected with the Admiralty which put into Hull (it amounted to over six million tons of coal), for the salvage operations on twenty steamers, the repatriation of prisoners of war and civilians (they numbered about 100,000), and the multitudinous affairs of a great port in war-time. For these services he would accept no payment, being, in fact, the only unpaid Naval Transport

Officer in the Service, but he received the O.B.E.

He was a member of the Humber Conservancy Board, and the chairman of the Vincent Boys' Home. A devout Catholic, he was for many years Master of Ceremonies at St. Charles Church, and always ready to help any charitable

movement. In his case, as in so many others, it was a man of wide interests and many claims on his energy, who found time also to devote himself to the Life-boat Service, and the Institution can ill spare so generous and successful a worker.

### Awards to Coxswains and Life-boatmen.

To THOMAS HENRY OWEN, on his retirement, after serving 15½ years as Bowman, 4¼ years as Second Coxswain, and 13¼ years as Coxswain of the Rhosneigr Life-boat, a Certificate of Service and a Pension.

To THOMAS ROBERTS, on his retirement, after serving 4¼ years as Bowman and 13¼ years as Second Coxswain of the Rhosneigr Life-boat, a Pension.

To JOHN JONES, on his retirement, after serving nearly 14 years as Bowman of the Rhosneigr Life-boat, a Pension.

To OWEN GRIFFITH OWEN, on his retirement, after serving nearly 20 years as Signalman at the Rhosneigr Life-boat Station, a Pension.

To WILLIAM PURVIS, on his retirement, after serving 11 years as Bowman and 4 years as Second Coxswain of the Hornsea Life-boat, a Pension.

To JOHN SUTHERLAND, on his retirement, after serving 37 years as Signalman at the Huna Life-boat Station, a Pension.

To JAMES MCBURNIE, on his retirement, after serving 12 years as Second Coxswain of the Padstow No. 1 Life-boat, a Pension.

To JOHN DOWNING, on his retirement, after serving 19 years as Second Coxswain of the Aldeburgh No. 2 Life-boat, a Pension.

To JOHN BUSHELL, on his retirement, after serving nearly 2 years as Second Coxswain, and 23½ years as Coxswain of the Blyth Life-boat, a Special Gratuity.

To JOSEPH PRICE, on his retirement, after serving 27½ years as Signalman at the Fleetwood Life-boat Station, a Pension.

To PETER GUNN, on his retirement, after serving 13 years as Signalman at the Gourdon Life-boat Station, a Pension.

To CHARLES H. COLE, on his retirement, after serving 18½ years as Second Coxswain and 5½ years as Coxswain of the Hayling Island Life-boat, a Life-boatman's Certificate and a Pension.

To ERNEST COLE, on his retirement, after serving 18½ years as Bowman and 5½ years as Second Coxswain of the Hayling Island Life-boat, a Life-boatman's Certificate and a Pension.

Life-boatmen's Certificates of Service have been awarded to the following men who have retired, the figure after their names being their years of service:—

ANDREW OWEN (23), Cemaes Life-boat.

GEORGE JONES (over 20), Hayling Island Life-boat.

GEORGE COLLING (60), a Launcher at Filey.

JOHN NEWBERY (36), THOMAS WILLIAM HOOKLY (32), JAMES NEWBERY (35), FRANK COOKE (30), GEORGE HARRIS (19)—all of the Brooke, Isle of Wight, Life-boat.

JAMES JAMIESON (19), JOHN BORTHWICK (19), ALEXANDER BURGON (19), DAVID BORTHWICK (19), PETER DIXON (19), HENRY MANUEL (17), ALEX. BURGON, jun. (17), WM. JAMIESON (17), JAS. JAMIESON, jun. (17), JAMES BURGON (19), DAVID BORTHWICK, jun. (17), PRIDEAUX EMERY (8), JOHN PATTERSON, sen. (8), ROBERT LAIDLAW (8), ROBERT TAIT (19), JOHN BURGON (17), JOHN CROMBIE (17)—all of the Berwick-on-Tweed Life-boat.

### Awards to Honorary Workers.

To Mr. H. S. COLE, upon his retirement after 10½ years' service as Honorary Secretary of the Rhosneigr Branch, the Thanks of the Institution inscribed on Vellum.

To Mr. B. H. JONES, upon his retirement after 18 years' service as Honorary Secretary of the Llanddulas Branch, the Thanks of the Institution inscribed on Vellum.

To Dr. W. ROY JACKSON, upon his retirement after 13 years' service as Honorary Secretary of the Port Isaac Branch, the Thanks of the Institution inscribed on Vellum.

Gold Pendants or Brooches and Records of Thanks have been awarded to the following in recognition of their valuable co-operation:—

LADY MARTIN, of Glasgow; Mrs. HEAZELL, of Nottingham; Major A. W. WHEWELL, of Dublin; Mr. A. E. SHAKESBY, of London.

The following awards were made for valuable co-operation in connexion with the Manchester Centenary Bazaar:—

To Sir WM. MILLIGAN—a Gold Pendant and Record of Thanks.

To LADY MILLIGAN—a Gold Brooch and Record of Thanks.

To Mrs. H. J. WILSON—a Gold Brooch and Record of Thanks.

To Mrs. ALBERT BETHELL—an Aneroid Barometer.

To Mrs. E. PARKES—an Aneroid Barometer.

To Mrs. LINZ—a Framed Photograph.

To Mrs. BRONNERT—a Framed Photograph.

To Mrs. LUCIUS—a Framed Photograph.

Framed photographs of the Life-boat going out to a vessel in distress have been presented to the following in recognition of their valuable co-operation :—

Mrs. HART, of Hornsea; Mrs. WALLGATE, of Hornsea; Mrs. THOMSON, of New Brighton; Mrs. JACKSON, of Port Isaac; Miss GREENHAM, of New Brighton; Mr. H. FOSTER, of Filey; Mr. J. THOMAS, of Penlee; Mr. C. E. FIELDING, of Manchester.

### A Charity Competition.

A CHARITY competition, in which the Committee of Management have given permission for the Institution's name to be included, is to be started at the beginning of next year by the Nestlé and Anglo-Swiss Condensed Milk Co. Competitors will be asked to select, out of sixteen of the Nestlé advertisements, the ten which they like best, and to arrange them in their order of merit. At the same time they will be asked to select, from a list of ten, *their favourite charity*.

Over 1,500 money prizes, to the total amount of £8,000, are to be awarded, the first prize being £2,000, and the second £1,000. The prizes will be given by the votes of the competitors themselves, and the judges will be the British Charities Association.

For every entry sent in Messrs. Nestlé propose to set aside one penny, which will be given to the voluntary hospitals, and another penny to a charity donation fund, which will be divided among the ten charities on the list, according to their place in the voting. Every charity of the ten will get something. Messrs. Nestlé also guarantee that the sum which will go to the voluntary hospitals shall not be less than £1,000, that the

sum which goes to the winning charity shall not be less than £1,000, and that the sum which goes to the tenth shall not be less than £62 10s., the charities in between receiving sums in proportion. Thus, by its inclusion in the list, the Institution is assured of a donation of at least £62 10s, and we shall be greatly surprised if this minimum is not greatly exceeded.

Messrs. Nestlé are issuing with each of their tins a coupon, and twelve of these coupons, if sent with a stamped addressed envelope, to Nestlé's Competition, London, E.C. 3, can be exchanged for an entrance ticket containing full particulars, reproductions of the posters, and the list of charities. There is no limit to the number of tickets for which one may apply, and the competition will be open during the whole of 1925.

Full particulars of this competition will be published in the Press at the beginning of 1925, but we are calling the attention of Life-boat workers to it now, in order that they may know that the inclusion of the Institution's name in it is authorized, and that by taking part and voting for the Institution they may help to increase the sum which we shall receive for the Life-boat Service.

### Lifeboat Essay Competition: A Correction.

In the article on the Centenary Life-boat Essay Competition in the last issue, it was stated that none of the schools which had won the Challenge Shields had held them before. This was in-

correct. The St. Paul's School, Netley Bridge, Bolton, which won the Northern District Shield, held it in 1918, the first year of the competition.

*The Summary of the Meetings of the Committee of Management are held over until the next issue, which will appear in February, 1925.*