

THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

VOL. XXVI.—No. 283.]

FEBRUARY, 1925.

[PRICE 6d.

Notes and News.

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

1924 will be remembered as one of the wettest years on record. But it was not a year of storms, although it ended with great gales all round the coast. It was, in fact, a year much calmer than the average. It is such years, perhaps, even more than the years when there are violent storms, which throw into relief the dangers of our coasts and the need of an ever vigilant Life-boat Service.

In spite of the absence of severe weather there were no fewer than 227 launches of the Life-boats on service, leading to the rescue of 349 lives. The Institution also gave rewards for the rescue of 105 lives by shore-boats and in other ways. That makes a total of 454 lives rescued from shipwreck round our coasts, in this year of calm weather, an average of nine lives every week! The total from the foundation of the Institution up to the end of 1924 is 59,998, including a number of cases of rescues by shore-boats, and in other ways, for which the rewards were not actually made until 1925. The 60,000 figure was actually passed on the first day of the year, when the Tenby Motor Life-boat rescued ten men from the steam-trawler *Arctic Prince* of Shields.

No Loss of Life.

If we take into account, besides these 227 launches on service, the practice launches which took place, it means that 12,000 Life-boatmen were out in the Boats of the Institution during the year. But not a life was lost. It is a great tribute to the quality of the Boats of the Institution, and to the skill and discipline of Coxswains and Crews. In this connexion I would draw special attention to the Chief Inspector's article in this issue on "Super-Construction,"

with its account of the very fine service of the Newhaven Life-boat, successfully carried out, without loss of life, although the Boat herself was very badly damaged. That incident is another signal tribute to the design, material and construction of the Institution's fleet, to the meticulous care which is given to every detail, and a justification, if any were needed, of the Institution's rule that in everything concerned with the Boats themselves "Only the best will do."

The Christmas Gales.

The year went out in a fury. Of the 227 launches during the year, twenty-nine took place during the last eleven days of the year, and no fewer than ten of these on 27th December. These launches were all round the coast from Swanage to Stornoway. Twenty-nine lives were rescued during these eleven days.

The End of the Centenary.

The Centenary celebrations, which opened in London with the Centenary Meeting at the Mansion House on 4th March, the Institution's birthday, concluded with a Thanksgiving Service in London on 14th December, which is described elsewhere in this issue. There still remained, however, two important Centenary functions to be held. The first was a four days' Fair at Birmingham, which was opened on the first day, February 3rd, by H.R.H. Prince Henry, the object of it being to raise £10,000 for a "City of Birmingham" Motor Life-boat. The second is the London Centenary Bazaar, which will be held at the Hyde Park Hotel, on the 3rd and 4th March. It will be opened on the first day by the Duchess of Norfolk, one of the Vice-Patrons of the Ladies' Life-

boat Guild, and on the second day by Admiral of the Fleet Sir Doveton Sturdee, Bt.

A Gift from Prison.

At the end of last year Sir Godfrey Baring, Bt., the Chairman of the Committee of Management, lectured on the Life-boat Service to an audience of about 200 convicts in Camp Hill Prison, in the Isle of Wight. They were all among the worst criminals in the country. Not one of them had had less than six previous convictions for some serious crime. Sir Godfrey Baring has now received from them, through the Governor, a cheque for nine shillings for the Life-boat Service. In sending it the Governor wrote :

"By good behaviour they are able to earn the small sum of 1s. 6d. per week, which they can spend on a very few luxuries, but they have gladly forgone some of these to subscribe to the Life-boat Association which does such splendid work. If you will kindly accept the subscription (and it is, perhaps, unique in prison history) the men will feel when a gale is raging that they have an added interest by helping, in even such a small way, the glorious work of the Life-boats that may be going on at that moment. The amount is small, but I know you will understand the spirit in which it is given."

In reply to the Governor's letter I wrote:—"I find it rather difficult to express in adequate language my sense of the value of this gift to the Institution. I understand that the men at Camp Hill are only able to earn the small sum of 1s. 6d. per week by very good behaviour and hard work, and that they naturally like to spend this money on the few luxuries which are open to them. This being so, it is proof of a very fine generosity of character that they should have collected 9s. among them as a free gift to the Life-boat cause. It does equal credit to the Life-boat Service (and to the manner in which Sir Godfrey placed that Service before them) and to the good instincts which these men have, and which I believe it is part of the aim of Camp Hill to maintain and develop. You have in your letter to the Chair-

man put it very happily that the men at Camp Hill will feel now that, when a gale is raging, they have an added interest in and a very human link with the work of the Life-boatmen in the grand adventure of saving human life on our storm-beaten shores. If you think well you would perhaps find the means to acquaint the men with the terms of this letter."

Gifts from Crews.

There are two names to be added to the growing list of Life-boat Crews which have made gifts to the Institution.

On 20th May, 1924, the Cambois Life-boat helped to save the s.s. *Solhaug* of Haugesund, when she stranded on the Crablaw Rocks, at the same time rescuing her crew of twenty-eight. Out of the sum received from the owners for helping to save the vessel the Life-boat Crew have given £20 to the Institution.

On 12th June, 1924, the Fraserburgh Motor Life-boat helped the steam trawler *Pelagos* of Granton, and out of the salvage which they received the Crew have sent the Institution £5 12s.

On 27th December, 1924, the Swanage Life-boat was launched to the help of the s.s. *Dallington*, which was reported to be in distress, but when nearing her the Life-boat found that she no longer needed help. The weather was very severe, and it was an arduous service. In recognition of this the Committee increased the monetary reward given to the crew. This increase they have returned, as a donation to the funds of the Branch, as they "were actuated only by a sense of duty and not in anticipation of a pecuniary reward."

A Tribute from an American.

As recorded in the last issue, one of the fortnightly dinners of the Authors' Club, at the beginning of 1924, was held in honour of the Institution, when I had the privilege of presiding, and the principal guest was Sir Godfrey Baring, Bt., the Chairman of the Committee of Management. In December the Honorary Secretary of the Club received the following letter from a friend in New York City:—

"I am going to ask a kindness of you : to cash the enclosed draft for six pounds, and to send the proceeds to the Royal

National Life-boat Institution of England. I was deeply impressed with the account of the splendid heroism and self-sacrifice of the men of the English Life-boat Service, as published in one of your London newspapers on the occasion of an Authors' Club Monday night dinner. I am enclosing the clipping, although somewhat tattered and worn, to refresh your memory. My modest gift has been long delayed, but it may not be inopportune to send it at this Christmastide of the year."

Armistice Memorial Service at Redcar.

An original and very beautiful tribute was paid at Redcar, on 12th November, to the sailors and fishermen who lost their lives in the War. All the activities of the town ceased, and several thousands of people gathered on the promenade and beach while a short service was conducted by the Vicar of Redcar, at which a wreath was dedicated to the dead. The Life-boat was then launched, and the wreath was taken out to sea and placed on the water. At the same moment a flare was lighted in the Boat and rockets were fired in salute from the shore.

Miss Marie Corelli as a Life-boat Speaker.

In its obituary notice of Miss Marie Corelli, the novelist, who died on 21st April, 1924, the *Yorkshire Herald* recalls that she was a popular speaker as well as writer, and that one of her most successful speeches was on behalf of the Life-boat Service in Leeds some years ago. "The crowd overflowed the Town Hall, and the enthusiasm was such that people pressed forward to shake her hand, and some women went so far as to press the edges of her dress against their lips—a thing which occurred when Dickens paid a visit to York. The Lord Mayor of Leeds, however, refused to support the Life-boat meeting because it was held on a Sunday. 'Yet, was Miss Corelli's comment, 'if the Mayor had been wrecked on a Sunday, he would not have thought it irreligious for the Life-boat men to risk their lives in coming to his rescue!'"

"Life Buys"

Members of the Ladies' Life-boat Guild will be very much interested to hear that their example has been

followed in Sweden. Mr. Isakson, Chairman of the Life-boat Committee of the Swedish League, who was one of the representatives of the Swedish Government at the International Conference in London in July, wrote last November: "I am also pleased to tell you, that, in addition to the 'Svenska Sällskapet för Räddning af Skeppsbrutne' and to the Life-boat Committee of the Swedish Shipping League, a *Lady Society*, called the Stockholm 'Life Buoy' (Stockholm Lifboj) has just been constituted over here, the 'Chairwoman' being Mrs. Elin Ericson, wife of Commodore Hans Ericson, previously our Minister of Marine and now Managing Director of the 'Svea' S.S. Co. (owning nearly 100 steamers), the 'Vice-Chairwoman' being my wife, and one of the most active members in the propaganda being Countess Willamovitz-Moellendorf, who is addressing the great public in lectures on life-saving."

I have since heard from Mr. Isakson that on 24th January the ten ladies of the Council of the "Life Buoy" held a dance, cabaret and theatrical performance at the Grand Hotel, Stockholm, at which the Crown Prince and Crown Princess were present. The Council had hoped to have a copy of one of the Institution's films to show on this evening, but it could not be got ready in time. Instead of this copies of the Centenary Number of *The Life-boat* and of the November, 1924, number, with the account of our Centenary celebrations, were sent, at Mr. Isakson's request, to be presented to the Crown Prince and Princess and the officers of the "Life Buoy." The film will be sent later, to be used by the Council of the "Life Buoy" at its lectures.

Norway, like Sweden, has been following our example in the same way. Two years ago the Secretary of its Life-boat Service, Captain Ottar Vogt, was over here inspecting not only our Life-boats but our arrangements for Life-boat Days, and was supplied with specimens of our collecting-boxes and badges.

It has always been the policy of the Institution to place its inventions and experience in life-saving at the disposal of other countries, and it will be remembered that, at the International

Life-boat Conference, Admiral Le Bris, of the French Life-boat Society, paid a tribute to the "liberal spirit" in which this had been done. It is an equal pleasure to us to be able to give other Life-boat Services the benefit of our experience in that other and most important side of the Institution's organization—the raising of funds.

The Latvian Life-boat Service.

In the article, in the last issue of *The Lifeboat*, on the "International Conference on the World's Life-boat Service," it was stated that the Latvian Life-boat Society, which was founded at the end of 1923, to take over the stations on the Latvian coast formerly maintained by the Imperial Russian Society, was a voluntary organization. This is not entirely correct. "Funds," so I am informed, "were supplied by membership fees, donations, Government support, and taxes specially levied on ships entering Latvian ports."

"Life-boat Stores Unlimited."

Two years ago a paragraph appeared in *The Lifeboat* under this heading, and the paragraph itself contained a letter from a native of the Gold Coast, Mr. V. J. Santo, asking for one of the Institution's catalogues, and stating that he required for his stores samples of such things as "clothes, beads, buttons, silk, thread, whistles for scout-boys and bottles of lavender." In spite of the Institution's denial, the idea seems to persist in West Africa that we are a

wholesale firm for the supply of general stores, for a Mr. A. A. Cudjoi wrote, some months ago, from the Roman Catholic Mission School at Obmassie, asking for our "general illustrated catalogue of together with price list onenations sample cct." We are still wondering what "onenations" are.

The replies to these mistaken inquirers are, however, having their effect in West Africa, for in December of last year, another letter came from the Gold Coast, this time from Mr. J. A. Quanoah, saying that in a newspaper he had come across the Institution's name and address as "the best dealers in Life-boat Service in the City of London," and asking us to send him by return "complete cost for subscription to enable me to subscribe to same." "Nobody," so the letter went on, "has ever subscribed same before, neither has come across your name and address in any newspaper than myself."

Mr. Quanoah has been sent the "complete cost for subscription." He is evidently very proud to be first in the field—and rightly so—and we look forward to welcoming him, shortly, as our first Gold Coast subscriber.

This idea prevailing in West Africa that the Institution is in business seems to have some currency even nearer home. If not, why, when we rang up a large London shop some time ago, and gave the name of the Institution, were we put through immediately, and without further inquiry, to the wholesale fish department?

Centenary Thanksgiving Service in London.

THE Centenary Celebrations which began in London with the Centenary Meeting at the Mansion House on 4th March, 1924, concluded on 14th December with a solemn Thanksgiving Service at the Central Hall, Westminster, which was kindly lent to the Institution for the occasion by the Trustees. The Prince of Wales, our President, and the Princess Louise, Duchess of Argyll, President of the Ladies' Life-boat Guild, were both present.

The service was conducted by the Right Rev. W. W. Perrin, D.D., Bishop of Willesden. The Rev. W. Scott

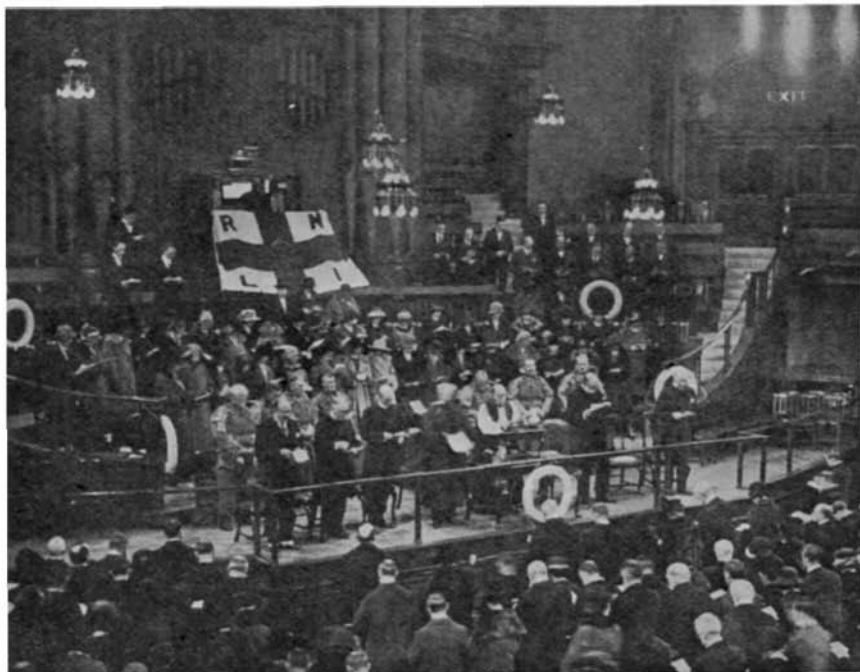
Lidgett, D.D., Moderator of the Federal Council of the Free Churches, and the Rev. A. A. Green, of the Hampstead Synagogue, also took part; and on the platform, supporting the Bishop, were the Rev. H. D. L. Viener, C.B.E., M.A., K.H.C., Chaplain-in-Chief of the Royal Air Force, the Rev. W. L. Robertson, General Secretary of the Presbyterian Church of England, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, and the Hon. George Colville, Deputy Chairman.

Although the Roman Catholic Church does not see its way to participate in

such joint services, Cardinal Bourne, the Archbishop of Westminster, arranged that references should be made to the work of the Life-boat Service at Westminster Cathedral on the same day, both at High Mass and at the Evening Service.

The musical part of the service was conducted by Mr. Arthur Meale, F.R.C.O., Organist and Director of

the Institution, the first time for the rescue, in 1916, of 110 men from the transport *Empress Queen*, and the second time, in 1919, for rescuing the crew of an American steamer, the *Wakulla*, of Los Angeles; by Robert Burgon, ex-Coxswain of Berwick-on-Tweed, who holds the Silver Medal for the rescue, in 1913, of eleven lives from



THE CENTENARY THANKSGIVING SERVICE.

In the front row of the platform, from left to right, are:—Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Rev. W. L. Robertson (General Secretary of the Presbyterian Church of England), the Rev. H. D. L. Viener (Chaplain-in-Chief of the Royal Air Force), Dr. Scott Lidgett (Moderator of the Federal Council of the Free Churches), the Bishop of Willesden, the Rev. A. A. Green (of the Hampstead Synagogue), and the Hon. George Colville (Deputy-Chairman of the Committee of Management).

Music of the Central Hall, Westminster, and the singing was led by the Central Hall (Westminster) Choral Society.

Many distinguished and representative men and women accepted invitations to attend the Service.

The Life-boat Service.

The Life-boat Service itself was represented by seven Life-boat men from England, Scotland, Ireland and Wales—England by John Holbrook, ex-Coxswain of Bembridge, Isle of Wight, who has twice been awarded the Silver Medal of

a Swedish barque; by John Bensley, one of the Coxswains of Gorleston; and by George Newman, Second Coxswain of Worthing; Scotland by Walter Fairbairn, Coxswain of Dunbar and Skateraw, who holds the Silver Medal for the rescue, in 1905, of six lives from the steamer *King Ja Ja*, of Swansea; Ireland by Daniel Murphy, Coxswain of Kingstown; Wales by John H. Williams, Coxswain of Tenby.

The Life-boat Service was also represented by the following members of the Committee of Management: Sir John

Cumming, K.C.I.E., C.S.I., Major Sir Maurice Cameron, K.C.M.G., Sir Woodburn Kirby, Brigadier-General Noel M. Lake, C.B., and Engineer Rear-Admiral Charles Rudd; by Lady Baring, Chairman of the London Women's Committee, and the Lady Cynthia Colville, Lady White and Mrs. Abington, members of the Committee; by General Sir F. R. Wingate, Bt., K.C.B., Vice-President of the Dunbar and Skateraw Branch, Miss Alice Marshall, Hon. Secretary of the Oxford and District Branch, and an Honorary Life-Governor of the Institution, and Mr. William Bertram, J.P., Hon. Secretary of the Dunbar and Skateraw Branch, and an Honorary Life-Governor of the Institution; and by 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).

H.M. Forces.

The Navy was represented by the Right Hon. W. C. Bridgeman, M.P., First Lord of the Admiralty, Captain H. P. Douglas, R.N., Hydrographer of the Admiralty, and a contingent of the Royal Naval Volunteer Reserve.

The Army by Major-General the Lord Ruthven, C.B., C.M.G., D.S.O., the General Officer Commanding the London District, and by an Officer and twenty of other ranks of the Coldstream Guards.

The Royal Air Force by Wing-Commander Allen, and members of its Meteorological Office.

The Board of Trade.

The Board of Trade was represented by Captain Aplin, R.N., Deputy Inspector-General of Coast Guard.

Foreign Countries.

Foreign countries were represented by the Norwegian Minister, the Belgian and Latvian Consuls-General, the Naval Attachés of France, Japan, the United States, Sweden, Italy, Greece and Chile.

The House of Commons.

The House of Commons was represented by the Right Hon. C. W. Bowerman, M.P. for Deptford, and Mr. Percy Gates, M.P. for North Kensington.

The London Boroughs.

The municipal life of London was represented by the Mayors of Westminster, Acton, Chelsea, Islington, Lambeth, Southwark, Wandsworth, Shore-ditch, Greenwich, Stepney, Marylebone and Fulham, and the Chairmen of the Urban District Councils of Chiswick, Finchley, Hanwell, Leyton, Bushey, Mortlake, Chingford, Beckenham and Southall-Norwood.

Lloyd's, Trinity House, and the Port of London.

Lloyd's was represented by Mr. E. E. Adams, its Chairman, and a number of its members.

Trinity House by Captain Sir Herbert Acton Blake, K.C.M.G., K.C.V.O., the Deputy Master.

The Port of London Authority sent representatives.

The Merchant Service and Marine Charities.

The Merchant Service was represented by members of the Imperial Merchant Service Guild, the National Sailors and Firemen's Union, the Shipwrecked Mariners' Society, King George's Fund for Sailors, and the British and Foreign Sailors' Society; by an officer and forty boys from the training ship *Stork*, an officer and fifty boys from the training ship *Exmouth*, and an officer and twelve boys from the Prince of Wales' Sea Training Hostel of the British and Foreign Sailors' Society.

Sea Scouts and Sea Guides.

The Sea Scouts were represented by Rear-Admiral Bertram Thesiger, C.B., C.M.G., Chief Sea Scout Commissioner, and a detachment of a hundred Sea Scouts.

The Sea Guides by Dame Katherine Furse, G.B.E., Chief Commissioner for Sea Guides, four Commissioners, and a detachment of fifty Sea Guides.

Among others who were present were the Rev. H. Costley White, M.A., Headmaster of Westminster School, and a party of boys from the School.

The Service.

Before the service began, Mr. Meale gave a recital on the grand organ, which included his dramatic tone poem, "In

Peril on the Sea," with its three parts, "Calm Sea," "Portents of Coming Storm," and "The Sailor's Prayer."

In opening the Service, the Bishop of Willesden said :—

"God is everywhere; He knows all our shortcomings. We are gathered here to-day to offer our thanksgiving to Him for all that has been done in the hundred years, and to pray for the continuance of His blessing upon THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. I ask you to take your part in the Service, and to join in the responses."

"Eternal Father, strong to save," was then sung, and was followed by prayers; "The waves of the sea are mighty and rage horribly. But yet the Lord who dwelleth on high is mightier!"

Mr. Green then read the 107th Psalm, and the Choir sang the Hallelujah Chorus from Handel's "Messiah." This was followed by an address from Dr. Scott Lidgett :—

Dr. Scott Lidgett :

"We are here this afternoon to give thanks to God and to commemorate the history of a hundred years; to give thanks for those into whose hearts God put it to found this great ROYAL NATIONAL LIFE-BOAT INSTITUTION; to thank Him for the generous spirit which He inspired, for the wisdom, enterprise and persistence which has guided the counsels of this Institution during those hundred years. We are here to give thanks for the way in which the work has grown and its possibilities have increased, likewise for the wisdom and generosity of the Institution which has advanced from the humble and small beginnings of a century ago to the magnificent results which we contemplate to-day. Above all, we are here to give thanks to God for the splendid courage of those who have manned the Life-boats during this last century, for theirs, after all, is the gift without which all our generosity and all our wisdom would have been unavailing. Heroic courage, readiness to dare, kindly humanity at heart. It is brought home to us that no storm ever rages round the shores of this storm-swept island without men springing to the call of duty and humanity. Nearly 60,000 lives have been rescued from death during the century that we commemorate.

"This Institution is one of the oldest monuments of the great philanthropic inspiration which came to Britain more than a century ago. Those who trace the history of the higher spiritual and social movements of preceding generations will not have failed to mark how a new passion of sympathy woke up within the hearts of men in the latter part of the eighteenth and throughout the nineteenth century, and with that new feeling of the horrors of some of the social conditions there came a new sense of social obligation, a generous

response to the growing calls which sympathy makes upon a good people; a reliance not upon State enterprise, but upon private and benevolent endeavour. This new sense of the sacredness and the worth of human life, however humble and however hitherto unthought of, became at last part, we may trust, of the permanent endowment of our race.

"And all this work of sympathy, a sense of social obligation and a realization of the preciousness of human life, followed in the wake of, and though it was not created, was at least deepened by the religious revival of the eighteenth century, the effects of which lasted on throughout the nineteenth century with all its activities of thought and enterprise. We are here, therefore, in the presence of a work which was created by faith and hope and love following, as we believe, the guiding of the High Spirit of God.

"At the same time this Institution, while it is the outcome of a great religious impulse, is also a characteristic monument of British temper and genius. The nature and efficiency of its work are part of the characteristics of our race. Adventure, which has sent forth our seamen for centuries over every sea; the sympathy which is not lavish of words, but of practical deeds; the generosity which does not like to be organized or directed by the State, but springs spontaneously up and does its own work, those qualities of devotion, of humanity, of practical sense and private endeavour, make up the most characteristic features of the British mind and temper, of its attitude towards the tasks of life. And as enterprise and adventure have sent our mariners upon every sea, so the British people have responded by the enterprise which has created, and the private sense of duty which has sustained, this great organization. We have been making what I may venture to call remedial afterthoughts. We have launched out, we have ventured upon sea and upon land to our common good and in the development of our industry. In doing so we have exposed men to risks which sometimes we did not foresee, and then, following in the wake of the venture and the risk of danger, we have created remedial agencies by which the danger has been lessened. However much the State may henceforth encroach upon private enterprise in many walks of life, God grant that this old spirit of humanity, of sympathy, of voluntary service, may be preserved during the days to come.

"Our thanksgiving is a recognition of our debt and of our duty. If our land owes so much to the brave men who have manned our Life-boats during the past century, how much more does London owe a debt to those men and to the men of the Navy and the Mercantile Marine whose dangers have called into existence this great Society! For it is a commonplace to say that London could not exist physically without these men of the Navy and of the Mercantile Marine. Still less could it be the centre of the far-flung British Empire, and the commercial and financial centre of the world. Therefore our thanksgiving to-day imposes upon us the great duty of remembering our debt. Thank God, as our recent history

has shown us in other spheres and in other ventures, the English spirit is not dead. Courage survives on land, on sea, and in the air, and men are ready to spring to the call of duty as they have done through the history of our country. But it is for us who have this splendid force of humane spirit and energy and devotion at hand for every task of our commonwealth, it is for us who benefit by the heroism of our brethren, to see to it that their work is not hampered, but that they are supported because we recognize our obligation. So our thanks to God to-day are a pledge before Him that this great Institution, which has lived and thriven and developed for a

most earnest and true and godly citizens of our country. Great missionary societies were started and this Institution owes its origin to that particular period of our history. But I am sure that in those days it would have been absolutely impossible or hopeless to have thought of gathering together such an assembly as we have here present with us to-day.

"Your Royal Highness, you will forgive me if I venture to say how we indeed as an Institution appreciate all that you have done for our work. Such a thing as members of the Royal Family being present at a meeting like this a hundred years ago, or, even, perhaps fifty, would have been very difficult to imagine.



SIX OF THE SEVEN LIFE-BOATMEN WHO WERE PRESENT AT THE CENTENARY THANKSGIVING SERVICE.

From left to right:—ex-Coxswain Holbrook, of Bembridge, Isle of Wight; ex-Coxswain Robert Burdon, of Berwick-on-Tweed; Second-Coxswain George Newman, of Worthing; Coxswain Walter Fairbairn, of Dunbar and Skateraw; Coxswain Daniel Murphy, of Kingstown; Coxswain John Williams, of Tenby.

century past, shall go on to yet greater triumphs and have yet more generous support in the century that is to come."

After the address the hymn "The Life-boat" was sung, and was followed by prayers for the Life-boats and their Crews. The Choir then sang Canon Geoffrey Ryley's anthem, "Fierce raged the tempest o'er the deep," and prayers were said for those at sea, and in remembrance of those who have perished at sea. These were followed by an address from the Bishop of Willesden.

The Bishop of Willesden :

"Dr. Scott Lidgett has brought to our eyes the memory of the past in the hundred years that have gone since this Institution was first formed. In those days, for the most part, such Societies were supported by a few of the

And we have with us to-day representatives of the House of Commons, of our municipal life, and of the great Services—the Navy, the Army and the Air Force. We also feel the joy of having with us here upon the platform this afternoon our brothers who represent the actual work that is being done by the Life-boats on our coast, and I am sure you will agree with me that it would be well to read their names. Although, perhaps, Sir, just as you and I would object to such prominence being given to us, we are right, absolutely right, in mentioning the names of those who come from England, Scotland, Ireland and Wales, and who are on the platform this afternoon.

The Bishop then read out the names given above, and proceeded :

"I have before me, my brothers, the records of what you have done, but I forbear to read them, I will only say that we are gathered

together to thank Almighty God for what has been done in the past and to pledge ourselves for the time to come to give a more liberal support than has been given to the work of this Institution.

"It has never received any aid from the State, and I hope and trust that it never will. It is of this and some kindred Societies that those in authority in Parliament have declared that they are carried out better when they are the outcome of voluntary effort than when maintained by State aid. This applies to our hospitals, as I believe, and to that work in which Your Royal Highness Princess Louise is specially interested—the great work in London of the Police Court Mission. May it remain so for this Institution, if only because it becomes most splendid of all in the volunteer work of those men all round our coasts.

"The way in which the work has spread is before you. You will see that the cost of upkeep has risen from the very small sum of £10,000 a year in the past to £250,000, at the present time, and that 60,000 men, women and children have been saved from the perils of the deep by the work of the Life-boat Institution. That is eleven a week through all the hundred years. It is for that work that we to-day are thanking God. The first little Life-boat, which had no more than a certain amount of cork to keep it afloat, depended upon the oars with which the men rowed, and cost perhaps £200. To-day we have Motor Life-boats. They are provided with everything that can be done for the preservation of life, and they cost £10,000 and more. But it makes all the difference. I remember, in a little fishing village in Cornwall two years ago, seeing the fishing boats leave the harbour without setting their sails because of the small motor power that they had in them, and in coming back to the harbour I remember an old sailor saying to me, 'There is nothing in it now, Sir, anybody can do it.' It made all the difference in their coming home safely, that they had this motor power. So every appliance that can be used and every improvement that can be made, THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is determined to have.

"There is, of course, the other side, the splendid character of the men, whom some of us, perhaps, have seen launching the Life-boat. Amid all the howling of the wind, the storm,

the rain, the cold, they man the Life-boat, and go forth on their mission of saving human life.

"I remember an incident on the Pacific coast, where a boat that had left these shores was suddenly seized by a squall of wind and foundered. All the passengers were struggling for their lives, and four Indians put out in their tiny, fragile canoe. It was nothing like as good even as those Life-boats in use a hundred years ago, but they fought their way through the sea to where the wreck had foundered, and where there were four or five still struggling for their lives. And those Indians, in that tiny canoe, brought them safely to shore, and refused to accept one single dollar in reward for it. Why? Because they had been brought to the knowledge of Christ; because they had come by the ways of their forefathers. They had learned this, and, some year or two afterwards, the Governor-General of Canada pinned on the breasts of those men a medal which they were proud to wear.

"It is the uplift of our humanity. It is the end of that which has been said on all sides, 'You cannot help it, human nature is one nature; everything must go on, we cannot make things better.' On the contrary, it is because we believe in the restoration of our human nature, it is because we believe in Him who took that nature upon Himself, that we here to-day surely will pledge ourselves to see that in every way that we possibly can, we will help to forward the work of this Institution, and offer our humble and hearty thanks to Almighty God for the blessings which He has given, and pray Him to continue them from generation to generation.

"Boys and girls, you have your share in it, too. It is for you to help as much as those who have the greatest influence. I ask you to see that while these men upon our shores are carrying out this splendid work, you remember the work of this Institution and help it as you can, as well as, and as much as, any of us.

"Now we are going to sing our last hymn, and during this a silver collection will be made. I ask you to give as liberally as you can."

After the Benediction the National Anthem was sung.

The collection amounted to over £60.

Gallant Services at Newhaven and Runswick.

Three Bronze Medals Awarded.

THERE were heavy gales round the coast at the end of November, and on the 26th and 27th of that month ten Life-boats were launched. Two of these launches led to gallant and dangerous services, for which Bronze Medals have been awarded.

On the 27th November, the cross-Channel steamer *Dieppe* went ashore at the entrance to Newhaven Harbour. A

whole gale was blowing at the time, and the Motor Life-boat and two tugs put out to her help. Both tugs got into difficulties, and one of them, the *Richmere*, went ashore, and was wrecked in the heavy seas. The Life-boat went to her help, anchored and veered down. While she was alongside her the *Richmere* gave a heavy roll, and smashed the Life-boat's gunwale and hull. The

Life-boat was in the gravest danger, but she was splendidly handled by Coxswain Payne. The four men on board the *Richmere*, which sank immediately afterwards, were rescued and brought safely ashore; and then, in spite of her severely damaged condition, the Life-boat returned to the *Dieppe*, and stood by her until she refloated some three hours after she went ashore and was able to enter the harbour under her own steam.

For this skilful and gallant service, Coxswain Payne was awarded the Bronze Medal of the Institution, and his Crew the Thanks of the Institution inscribed on Vellum. Extra monetary awards were also given. As a mark of its appreciation the Southern Railway has made a donation of 100 guineas to the Institution, and the following letter of thanks from the Master, engineer, deckhand and fireman of the tug was addressed to the Honorary Secretary, Coxswain and Crew at Newhaven:—

"We, the undersigned, being the members of the late s.s. *Richmere*, desire to convey to you some small portion of our heartfelt thanks for your kindly rescue of us on the morning of Thursday, 27th November, when, but for your prompt assistance, there is little doubt that we should have lost our lives. Great difficulty is experienced in giving expression to our feelings, but hope you will take the will for the deed, again thanking you."

On the same day a gallant rescue was

performed on the Yorkshire coast. A week before, the Belgian steamer *Princesse Clémentine* had gone ashore off Staithes. Her crew of nineteen were rescued by the Runswick Life-boat, but her Captain had remained on board. On the 27th November he signalled for help. A gale was blowing with a very heavy sea which was sweeping right over the wreck. The Life-boat was launched with great difficulty, some of the launchers going into the sea up to their necks. When she reached the *Princesse Clémentine* she was several times nearly swept on to the deck of the wreck, but she succeeded in getting alongside. A rope was thrown to the Captain, who, with great difficulty, made his way aft and jumped into the Life-boat. In thanking the Crew for their gallantry he said that he would never have jumped, if it had not been that he knew he was risking other lives besides his own. On her way back the Life-boat was completely buried by a tremendous wave.

For this gallant and difficult service the Institution awarded Bronze Medals to Coxswain Tose and Second Coxswain Patton, and extra monetary awards to the rest of the Crew and the helpers.

The Institution has now received from the owners of the steamer, the Belgian Steam Navigation Company of Antwerp, a donation of £30 and a letter, in which the Company say "We cannot express the gratitude which we feel for the inestimable service which your honourable Institution has rendered the Crew and Captain of our steamer."

Two Brave Life-savers.

Portlethen, Kincardineshire, and Southwold, Suffolk.

ON 26th November, 1924, two acts of great individual gallantry were performed in rescuing life from vessels stranded near the shore. One was on the rocky coast of Portlethen, in Kincardineshire, the other on the sandbanks off Southwold, in Suffolk. Apart from this difference of the kind of shore, there was a remarkable similarity between the two acts of gallantry, performed on the same day at places hundreds of miles apart.

About six in the morning the trawler *Press Home*, which was on her way home

to Portgordon from the English fishing at Yarmouth, ran on the rocks inshore. A moderate gale was blowing, there was a thick mist, and a heavy swell. Almost at once on these terrible rocks the trawler began to break up. Her crew of eight were in grave danger. Their only hope of safety was to leave the vessel at once, and they tried to reach a ledge of rock. Three succeeded; the other five were drowned.

When the trawler struck she sounded her siren. Among those who heard it was George Craig, a fisherman in his

seventieth year, who lives close by. What happened then was graphically told in the *Mearns Leader* :

"About 6.30 old George Craig was roused by his son, who lives close by and told him that a boat was ashore. He hurriedly dressed and rushed down to the rocks. Picking his way down the cliffs in the dark of the morning was a precarious task, but Old George knows every foot of them. Seven or eight people were there before him, and soon the little group were joined by numerous others.

"The boat was smashed by this time, however, and the three survivors had found sanctuary on a precarious rock. Another George Craig, of 60, Portlethen, had brought a rope, and they tried to throw it to the shipwrecked men. The intervening boulder frustrated their efforts. As it was impossible to reach the men with the rope, which always landed on the top of the boulder, the heroic veteran decided to try to 'clamber' out to the nearest rock, the one that was causing all the difficulty.

"The rock was over twenty feet away, but he knew submerged boulders by which he could make his way. 'When my son saw me gaun oot, he nearly went mad,' was how Craig described his son's anxiety on seeing his father set out on his heroic attempt to rescue the men. There was little wonder at the son's misgivings, for any moment the old man might be dashed to death against the rocks.

"'I jist scram'led fra buller tae buller, fa'in' noo and again, bit aye gettin' up. Sometimes the water would be up tae ma waist. Still, I reached the rock. There were only the three on the opposite rock, and nae sign o' the ithers. One was in his bare feet, and the ither two shouted to get him first, as they thocht he was near gone.' In these simple words George Craig compressed an epic into a few sentences.

"He threw the rope to them, and they fastened it round the waist of their exhausted shipmate. He pulled him to the rock, where he himself stood, and afterwards pulled the other two over. He shouted to the anxious watchers on the shore, and one by one they dragged the four of them to safety. 'Fan they

were pu'in' me back, I went richt under,' he concluded, with a quiet smile."

Undoubtedly George Craig saved three lives. The tide was rising, and with that and the heavy sea the three men, before very long, would have been washed off the rock. Apart from his age, it was an act of very great gallantry, and the Institution has awarded him its Silver Medal, a copy of the Vote inscribed on Vellum, and framed, and a monetary award. These were presented to him at Portlethen on his seventieth birthday. He has also been decorated by the King with the Board of Trade's Silver Medal for Gallantry in saving life at sea.

Southwold.

Early in the morning of the same day three motor fishing boats of Cromer left Southwold to lay cod-lines. A gale got up from the S.E. with a very heavy sea, and as they had not returned by noon a look-out for them was kept. It was close on one o'clock when one of the three was seen lying off the harbour, apparently not daring to attempt the entrance. The Life-boat was launched, to stand by, and first one and then another of the fishing boats ran in under her own power. The third was less fortunate. Her crew could not make the harbour but beached her about three-quarters of a mile to the north. At this point there are two shoals lying off the beach, one about forty, the other between sixty and seventy yards from it, with deep gullies separating them from the shore and from one another. Over these shoals a very heavy sea was running. As the boat crossed the outer one she was struck by a wave and broached to. The shock threw two of her crew of three men out of her. One kept hold and managed to struggle back on board. The other was flung clear into the deep water between the two shoals. He was encumbered by his heavy oilskins and in grave danger.

A number of people had gathered on the beach to help if help were needed, and one of them, Mr. T. H. Gillings, rushed at once into the sea, fully clothed. He struggled through the first gully, crossed the inner shoal, and went on into the deep water beyond. He was at least forty yards out, and up to his neck in

water, when the waves receded, but they still continued to break far above his head.

Between the two shoals he seized the fisherman, by now utterly exhausted, and after a hard struggle brought him safely ashore. Mr. Gillings's prompt and courageous action undoubtedly saved the fisherman's life. He said himself that when Mr. Gillings reached him he

was "completely done." In recognition of his gallantry the Institution has awarded Mr. Gillings its *Bronze Medal*, and with it a copy of the Vote, inscribed on Vellum and framed.

Some years ago Mr. Gillings performed a similar rescue in even more difficult circumstances and was decorated by the King at Buckingham Palace.

Two Rescues by Shore-boats.

Sanday, Orkney Islands, and Smerwick, Co. Kerry.

ABOUT ten at night on 24th June, 1924, a small boat, with three men on board, was capsized in a sudden and heavy squall in Otterswick Bay, at Sanday, in the Orkney Islands. Two of the men on board her were thrown clear of the boat, but the third managed to cling to her bow. Three men in a boat, about half a mile to windward, saw the accident and went at once to the rescue. The wind was high, a heavy sea was running, and the currents were strong. All this made the work of rescue both difficult and dangerous. By careful manœuvring the rescuers managed to get the first of the three on board, after he had been in the water about twenty minutes. He was very exhausted. The second man, who had fallen clear of the capsized boat, had by this time become entangled in the boom, and with each swell he went completely under water. It was only with great difficulty that he was rescued. The most difficult and dangerous part of the work was still to be done. The third man, who was clinging to the bows, was so exhausted that he could do nothing to help his rescuers. He could not even lose his hold of the sinking boat, and it was only after repeated efforts, with the continual risk that their own boat would be stove in, that the rescuers succeeded in getting him aboard. Even then their difficulties were not over, for their boat was dangerously overloaded for the heavy sea and strong currents. In spite of these difficulties she was brought safely ashore. To these three men, John Dearness, fisherman, Oliver Scott, farmer, and James Slater, crofter and fisherman, the

Institution has awarded its Thanks inscribed on Vellum, and framed. It has also granted each of them a monetary award.

Smerwick, Co. Kerry.

About 8.30 in the evening of 24th September, 1924, a fishing canoe, in which were three men, was capsized in a sudden squall. The boat was riding by the stern to the nets. The sea was rough, and a moderate gale was blowing from the north. Hearing a cry for help three fishermen in another canoe slipped their nets and went to the rescue, but they were able to rescue only one of the three men. Of the other two, although they searched carefully, no trace could be seen. It was not until next morning that one of the two bodies was found, entangled in the nets. The other has not been found. It was both a difficult and a dangerous service, not only because of the high sea, but because of the frailty of the boat, which, like all the local boats, was of canvas. In this case also the Institution has awarded its Thanks inscribed on Vellum, and also a monetary award, to the three rescuers, all of whom were fishermen, James Kane, Michael Bowler and Daniel Kane. The Vellums were sent to the Superintendent of the Coast Life Saving in that part of Ireland, to be presented to the three men. In acknowledging them, he wrote :

"The Vellums awarded by the Royal National Life-boat Institution have been presented by our Parish Priest, Rev. R. Browne, and I have been asked, by the receivers, to convey their sincerest thanks to that humane and honoured Institution."

Two Motor Life-boats in the December Gales.

THE gales at the end of December reached their worst on the 27th, on which day ten launches took place round the coast.

From the Isle of Wight it was reported that "the damage ashore was not so great as in November, but at sea conditions of almost unprecedented violence existed," and both the Motor Life-boats now stationed in the Isle of Wight were called out, the self-righting Motor Life-boat which has been at Bembridge since 1922, and the Boat of the New Watson cabin type which had been stationed at Yarmouth less than three months before. The first of this type was completed in the summer of 1923.

In both cases the steamers to which they were called, got over their difficulties, and no services were performed, but the graphic account of their adventures, which appeared in the *County Press*, deserves to be read if only because it shows to what an exceptionally severe test these new Life-boats were put, and how magnificently they stood it.

The Yarmouth Boat.

"The guns assembling the Life-boat Crew were discharged just before 11.30 A.M., and Coxswain Walter Cotton and his Crew were quickly aboard the Motor Life-boat in the harbour, and were just about to leave when the 'Stand-by' message was received. The second message, telling the Boat to put to sea, was received at about 12.40, and within a few minutes the Life-boat was out of the harbour. She passed out of sight through the Hurst Channel at about 1 o'clock, and nothing more was heard of her until about 6 P.M., when a message came that she was returning *via* Spithead and the Solent. In such weather this news was a big relief to the Committee and relatives of the Crew. At about 10.30 P.M. her lights were seen coming down the Solent, and she swept into the harbour at about 10.40 P.M. A crowd of about 200 people awaited her on the quay, and they raised lusty cheers for the Crew as they neared their moorings, the Crew giving answering cheers.

"On coming ashore the Coxswain said the conditions in the Channel were the worst he had ever experienced in his long career of Life-boat work, but he was too full of praise for the Boat and his Crew to talk much of the trip. He described the Boat as 'wonderful' and his Crew as 'splendid.' Later, however, he told a *County Press* representative a thrilling story of the trip. He said that, on rounding Cliff End Fort, they met the full force of the gale, but the Boat forged ahead out to the Needles. The seas in the Needles Channel were bad, but once the open sea was reached they were literally mountainous. So heavy were they that he dared not turn and run directly to St. Catherine's before the gale, so he steered well out into the Channel, taking the seas on the star-board bow. Many came aboard, but the Life-boat shook herself free in magnificent style, and fought her way up Channel. Passing over the bridge of the Needles was the worst experience of all. One huge sea cocked up the bow until the boat was almost perpendicular, another struck her stern whilst she was in this position and threw her clear of the water, and she fell a sheer 20 feet into the trough of the next sea, meeting the water with a crash that seemed to spell disaster, but the stout little craft was none the worse. The wind was terrific, and the heavy rain blotted out everything more than 50 yards or so ahead. Gradually, however, the Boat worked round and approached St. Catherine's at about five o'clock. No sign of any vessel had been seen, and, fearing that they had missed her, the Crew took their craft inshore until they were able to get the welcome flash-light signal from Niton that they could proceed home. By this time the gale had moderated a little, and the homeward journey was completed without great difficulty. The Boat will probably never have a more severe test. It was a fruitless trip, but it has served a splendid purpose by giving the Crew complete confidence in their Boat, which will enable them to meet any future call with the knowledge that they have a stout craft

which can weather the worst of storms."

It is worth adding that two of the regular members of the Crew were away, and their places were taken by two men chosen from a number of volunteers, and that the Chief Mechanic, although suffering from sea-sickness, stuck to his engines.

The Bembridge Boat.

"The Bembridge Life-boat, the *Langham*, was launched at 1 p.m., and proceeded around Foreland Point in terrible weather. Watchers ashore could see the huge waves breaking clean over her, but she fought her way through, and eventually passed out of sight. An anxious wait followed until the return of the Life-boat, just after 5 o'clock. The Crew were drenched, and the hot coffee provided by the local helpers was very acceptable. Coxswain Gawn said he had been down Channel to somewhere off Brook, but had seen nothing. At times the wind blew the waves completely over the Boat, and frequently he could not see the Bowman; but she behaved splendidly. He considered it very fortunate that the

steamers in distress were able to get away, for he was very doubtful whether a Life-boat could have got alongside them in such weather. Even under the lee of the land a tremendous sea was running, but after passing Dunnose the conditions were such as to be almost indescribable. Again and again the Boat was buried beneath tempestuous seas. With her motors running splendidly, however, she fought her way in the teeth of the gale, while, unknown to the Crew, signals were being made from the cliff top near Ventnor, in an attempt to let them know that their services were no longer required. Half blinded by the driving spume, the Life-boatmen saw nothing of this. Passing through the broken water of St. Catherine's Race, they were some three miles south of the point within an hour and a half of the launch—a highly creditable feat for both the Crew and their Boat. No steamers were seen, and, after cruising about until dark in appalling weather, they returned. The Coxswain spoke highly of the behaviour of both Boat and Crew under conditions which he summed up as 'about as bad as they could be.'"

Super-Quality of Life-boats.

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

CRITICISMS have been expressed in recent years as to the great cost of the construction of the Institution's Life-boats. It would seem, from these criticisms, that the public do not fully understand either the nature of Life-boat work or the extreme risks which the Boats and their Crews have to face.

The necessity for super-qualities, super-material and super-construction can, I think, be summed up in the following words: If commercially-built vessels and boats were built on such lines that they could withstand the enormous stresses and strains put upon them under all conditions of storm and sea, including foundering in collision, stranding and breakdowns of machinery, failure of masts, sails and equipment, then, apart from the casualties due to the mistakes

of the human element, there would be no need for a Life-boat Service.

Unfortunately, the commercial world could not, and cannot, afford super-work in the construction of their vessels and boats, so that any vessel or boat that has to go to the assistance of a casualty must of necessity be of superior quality to the vessel or boat which she is succouring. Otherwise she could not carry out her task without incurring the gravest risk not only to herself but to the lives of those who volunteer to man her and to render aid to their less fortunate comrades.

It is here that the expense occurs in construction and equipment. Everything put into a rescuing craft must be of the very highest quality obtainable, and the necessity of doing this has been

demonstrated in hundreds of cases since the inception of the Life-boat Service in 1824. I will only quote one recent instance, which should suffice to make the point clear.

On the 27th November of last year, a cross-Channel steamer, making Newhaven from Dieppe, missed the entrance to the harbour and was thrown ashore. The Newhaven Life-boat was called out, and, in the teeth of a driving gale, went to her help. The steamer herself was found in a position where the passengers were in no immediate danger, but a tug-boat which was in attendance on her, and had been connected to her by a hawser, was swept round and driven ashore in a very dangerous position, her crew being in imminent peril of losing their lives. The Coxswain of the Life-boat, realizing the predicament of the four men on board the tug, instantly made up his mind that his urgent duty was to go to their rescue. At the same time he realized that he had to take the extreme risk of breaking up the Life-boat, but knowing the super-quality and construction of the Boat he took the risk. He went to the tug's help, and while her crew were being taken aboard, the tug rolled on top of the Life-boat, tearing her planking above and below the water-line, ripping out the wale or fender, gunwale, stanchions, crutches, and everything that came into contact with the tug's side. In spite of that he rescued *that crew*; he took them ashore: he then returned to the cross-Channel steamer. He did all this, although his Boat was so badly damaged that she had, later, to be sent to a boat-building yard at Cowes for repairs. (It will be interesting to note here that the machinery compartment suffered no damage, and the installation was uninjured.)

No Admiralty pinnacle, no commercially-built vessel could have withstood the blow which she received and continued her work under the violent conditions of weather on that night.

An examination of this Boat revealed the fact that her timbers were intact, and after being at Messrs. Saunders' yard ten days, she was returned to her Station repaired and completed for any further work that she might be called upon to perform.

One other very interesting illustration may be of value to show the immense strength of the Life-boats.

The Teesmouth Motor Life-boat, which was launched last June, carried out a three months' propaganda cruise on the Thames before going to her Station. After this cruise, it was found that some slight misalignment in the tail shaft had taken place, necessitating very careful examination of the Boat at the Institution's storeyard, at Poplar, before she could proceed to take up her work on the coast.

Various suggestions were put forward, it being considered by some that the Boat had altered her form, and very careful measurements and tests had to be made. The conclusive tests were as follows: The Boat is a 45-foot Watson Cabin type, weighing 20 tons, including a solid iron keel, 30 feet in length, 12 inches wide, 7 inches deep, weighing 3 tons, and a motor just abaft the midship section weighing 2 tons with its installation. She was placed on two sets of blocks, the one being just under the after end of the iron keel, the other 2 inches forward of the fore-end of the iron keel, leaving a distance of 32 feet out of a total of 45 feet between them. These two sets of blocks took the entire weight of the Boat, and when the tail-shaft coupling was broken, the variation in the straightness of the keel showed a deviation of $23/1,000$ ths of an inch, by which amount the keel had sagged.

The next test was made by placing two sets of blocks 2 feet apart under her keel, just abaft the midship section of the Boat, and the sets of blocks supporting her extreme ends were knocked out. The total weight of this 20-ton Boat then rested on these two sets of blocks, 2 feet apart, the ends overhanging without any support. The coupling was again broken, and showed a variation of $23/1,000$ ths of an inch, by which amount the keel had "hogged." When the four sets of blocks were replaced in their normal position, the Boat regained her original form immediately, and when she was placed afloat, and her further steaming trials were carried out, everything proved to be in order.

The Life-boat Services of the World: Sweden.

By Captain STEN ISBERG, Secretary of the Svenska Sällskapet För Räddning Af Skeppsbrutne.

[This article, on the Swedish organization for rescuing life from shipwreck, which Captain Isberg has very kindly written for THE LIFEBOAT in English, should be read with particular interest for two reasons. Sweden is the only country which has both a State and a voluntary Life-boat organization. They are separate, but working together in complete harmony, the Chairman of the voluntary Society being a member of the Government department which controls the State Life-boats. Moreover, the State organization is the older of the two, the voluntary Society having been formed nineteen years ago because it was felt that the State organization was not as complete as it should be. The second reason which gives a special interest to the article is the fact that the formation of part of the Swedish coast makes it useless to establish there permanent Life-boat Stations such as we have in this country, and this part of the coast is protected by cruising Life-boats.—EDITOR, The Lifeboat.]

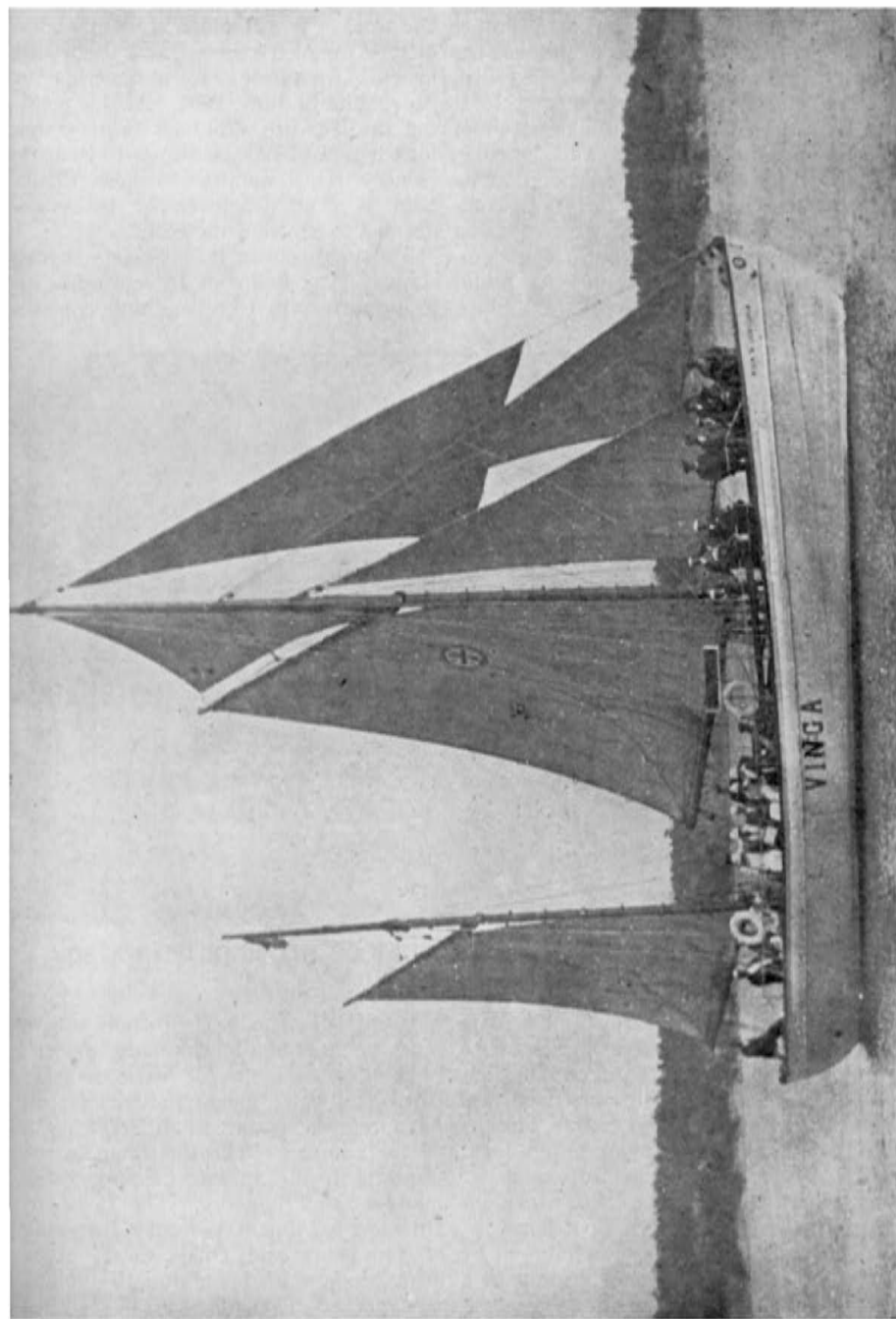
THE same wave of humanity that caused the foundation of the English Life-boat Institution also brought the Life-boat idea to Sweden. Even in 1810 the Parliament made a suggestion to the King that Life-boats of English construction should be procured and stationed in places where ships were frequently wrecked, but as the Parliament had not supplied any funds for the purpose, and, moreover, the Government thought that it would meet with difficulties in procuring the necessary crews from the very thinly-populated coasts, the proposal was refused. Although the idea was still prominent, there was nothing done for many years, during which period many lives were lost in shipwrecks, in spite of the courage and perseverance of the dwellers on the coast.

In 1852 the Royal Naval Society in Carlskrona became interested in the matter, and at a meeting of this Society Commander G. M. Mellander pointed out the necessity of erecting Life-boat Stations, and also proposed that such

should be erected at certain places on the south coast, the Sound, Halland, Bohuslän, and the Islands of Gotland and Öland. As a result of this proposal the Society wrote to the Minister of the Navy acquainting him with this necessity, and at the same time delivering drawings and models of Life-boats. However, it was first in the Parliament of 1853-54 that a member of the House, Consul C. Rooth, of Helsingborg, brought a Bill before the House that 100,000 Riksdaler Banco should be voted for the erection of as many Life-boat Stations as this fund would allow. The amount of money was granted, but before anything was done it was thought advisable to send Lieut. C. Kleman, of the Royal Navy, to Denmark to study the organization of the Danish Life-boat service.

Lieut. Kleman went to Denmark in July, 1854, and visited several Life-boat Stations, together with Mr. C. B. Claudie, inspector of the Danish Life-saving Service, who not only most willingly gave him the information required, but also demonstrated the use of the Life-boats and other life-saving apparatus. On his way home, Lieut. Kleman surveyed the coast between Ystad and Crimrishamn, and the result was that he proposed that two Life-boat Stations should be erected, one at Sandhammaren and one at Brantevik. Subsequently, these two stations were built in 1855. Since that time the Pilotage Board, under whose supervision the Life-saving Service comes, has erected twenty-one Life-boat Stations, the last one being completed in 1907, but six of these have been closed as unnecessary.

It was, however, only the Pilotage Board which thought these six Stations superfluous. The seafaring men and the people along the coast were quite aware that still many more Life-boats were needed. After the terrible September storm in 1903, when the west coast of Sweden was strewn with wrecks, the fishermen of the little village of Stafsing, rendered utterly incapable of offering assistance, were forced to witness



A SWEDISH CRUISING LIFE-BOAT—ON A MONEY-COLLECTING CRUISE.

a tremendous loss of life. To avoid this happening again, they formed a union for the purpose of acquiring a proper Life-boat, and this union proved the seed from which the *voluntary* Swedish Life-saving Service has sprung.

Influenced by the terrible disasters of the preceding autumn, the Swedish General Shipping Society decided, at its Spring meeting in 1904, to form a committee for the purpose of increasing public interest in life-saving. This Committee started its work at once and found an open field for its exploits. Ship-

was so extensive, thought a special society should be formed to continue the work. It, therefore, drew up a list of rules for such a society and also issued general invitations to a meeting in Stockholm in June, 1907. At this meeting the Swedish Life-boat Society was founded, but as an assistance to the new Society the Committee—whose Chairman is Civil Engineer A. Isakson—decided to continue its work.

The organization of the Society is very simple. The Board of Directors has its headquarters in Göteborg and consists



A CRUISING LIFE-BOAT, AND A LIFE-BOAT OF THE MODIFIED WATSON TYPE AT STOCKHOLM.

owners, underwriters, firms and private persons, showed their great interest with the scheme by giving large contributions to a Life-boat Fund, in consequence of which the Committee were able, already in 1906, to deliver a modern Life-boat, with carriage and a rocket apparatus, to the village of Stafsinge, for which the Stafsinge Society built a Boat-house.

The first Station was soon followed by a second one, which was the result of a golden wedding gift from twelve Swedish ladies to King Oscar and Queen Sophie, and in 1907 the foundation of a third Station was laid. At that time the Committee, perceiving that the work

of twenty-five members, of whom twelve must be residents of Göteborg and the remainder residents of various other towns, by which means the Society can have representatives in different parts of the country. The Chairman is the Captain in the Pilotage Board, Commander Otto Stenberg. The Board of Directors has a paid Secretary, Inspector of Life-boats and Office Clerk, other propaganda work being done by voluntary service. The larger part of the Life-boat crews receive no salary, only the crew in the cruising Life-boats and the masters and engineers in the Motor Life-boats being remunerated for their ser-

vices, the latter, however, receiving only a very small amount. During drill and life-saving expeditions, however, the voluntary men are paid compensation for the loss of their usual day's work.

With the exception of this last year (1923), the Society has worked with such good results that it has been able to erect about one Station every year. The total cost of the erection of the sixteen Stations belonging to the Society is over 570,000 kronor (at pre-war rate of exchange, over £32,000). In addition to the actual Life-boat Society there exists a Society of women-workers, called "Life-buoys," because by means of money derived from bazaars and social gatherings they help the Society financially. To show the importance of these "Life-buoys," it may be mentioned that they have contributed about 97,000 kronor to the Society (£5,500).

The first Life-boats were constructed according to Danish drawings and models, the dimensions of which are 9.4 metres in length, 2.5 metres in breadth, and a moulded depth of 0.9 metres. They are clinker-built, with stems, keels and sterns of oak, and timber and decks of ash. Through a system of aircases the boats are made insubmersible and a cork-fender runs outside, below the gunwale. The aircase, which is placed abaft the centre-board, can be filled with sea-water to be used as ballast when the boat is sailing. The oars, 5 metres long, are made of ash and are balanced by a lead ring fastened just outside the handle. The boats, fitted out with all necessary equipment such as sea-anchors, oil-spreaders, heaving-canes, etc., are mounted on transport waggons, constructed by the Society's inspector, Captain A. Viksten, and are manned by a crew of eleven. There are five boats built according to this description, four of which are stationed on the coast of Halland, and the fifth at Hoburg, the southern point of Gotland.

At Gotska Sandön there is a sixth rowing-boat, but as only the lighthouse-keepers—six men—are living on this little island this boat is of much lighter construction, and has an outside motor as an auxiliary to the rowing, but it has not proved very reliable owing to its sensitiveness to spray.

Strong representations were made, as soon as a reliable crude-oil motor could be obtained, that Motor Life-boats should be built, and in order to avoid costly experiments the Society made an application to the Royal National Life-boat Institution in London for the loan of its drawings and specifications. This Institution of long standing gave all the desired information and assistance most willingly and obligingly. As a result, it was decided that the English Watson type was not quite suitable to the Swedish coast, and therefore the Swedish boat-constructors were invited to build a boat with the Watson type as model, but modified to suit Swedish requirements. Various suggestions were duly handed in, but none was accepted by the Judging Committee, which consisted of A. H. Lindfors, Professor in the Art of Ship-building, Wilhelm Lager, Civil Engineer, and S. Isberg, Secretary of the Society. However, the designs of one of the competitors, Jack Hutching Kay, was so well thought out that he was awarded the prize, and was commissioned to alter, according to the Society's directions, certain details of the Watson boat. The hull remained unaltered, but space was found for an engine-room, and also for a cabin to provide a shelter for shipwrecked crews, as the cold climate of Sweden demands. Although quite a lot of aircases had to be omitted, it was practically proved that the Boats were insubmersible. Even when the engine-room and berth-room and 25 per cent. of the aircase compartments were filled with water the boat only sank to the cork-fender and was still controllable.

Instead of the petrol-motors used in English boats the Swedish Society use crude-oil motors, the alteration being chiefly made in consequence of the danger of fire. The crude-oil motors take, no doubt, a long time to get started, but experience has proved that the motors are always ready to start when the boat has reached the water, which usually takes about ten minutes from the time the crew arrives. The motors in the modified Watson Boats are of 30 to 40 b.h.p., giving a speed of 7 to 8 knots. Besides the motor the Boats have a complete outfit of sails.

This type, of which the Society has

six, has been tried in severe storms and has fulfilled its purpose wonderfully. Thanks to their seaworthiness and their reliable motors these Life-boats have been able to aid ships stranded far away from the Stations. The Life-boat *Drottning Victoria* made, for example, a voyage in storm and darkness which took twelve hours, to save the crew of a German steamer. This fact is very significant in a country so thinly populated as Sweden, where it is often difficult to get together an adequate Life-

smashed to pieces by the sea, allowing no time in which to save the crew. On account of this, the Society has altered the organization of the Life-saving Service on this part of the coast. Instead of stationary Life-boats there are big cruising ones, which patrol outside the coast in stormy or foggy weather, to warn ships which are heading towards danger and to offer what assistance they can. By this means many ships and lives have been saved.

The Cruising Boats are quite different



A LIGHT LIFE-BOAT WITH OUTSIDE MOTOR, GOTSKA, SANDÖN.

boat crew. In fact, the Society has in some cases been compelled to abandon the thought of erecting Life-boat Stations in places where they are necessary because it was impossible to find sufficient able men.

The coast of Bohuslän, between Göteborg and the Norwegian border, differs from the other coasts of the country. It consists only of rocks, and outside these are numerous islands which are often very precipitous and surrounded by deep water. A ship, during a storm and high sea, striking such a rock or island, will immediately either sink or be

from the Watson type, but quite as good. They are 18.1 metres long and 5.25 metres broad, and they draw 2.25 metres of water. They are rendered practically unsinkable through a system of traverse and fore-and-aft bulkheads. The motor for this type of Boat is of 60-70 b.h.p., which gives a speed of about nine knots, but usually they are sailing—and splendid sailing vessels they are. For the crew's comfort there are berths, and a little cabin for the master, in which also is placed the wireless apparatus, a useful means for saving ships. The ordinary crew on these boats, of which

the Society possesses two, consists of four hands, including the captain. The cruising Life-boats are stationed at Vinga, outside Göteborg, and at Kärin-gön, some twenty miles north.

The Society has about 6,000 members, who pay a subscription of at least 5 kronor per annum. Another source of income is derived from the voluntary contributions, which every ship pays when loading or discharging in a Swedish port, which amounts to about 18,000 kronor per annum (£1,000). The interest on the capital is about 2,000 kronor, and the "Life-buoys" contribute on an average about 10,000 kronor (£550). Besides the above-mentioned contributions, the Society every year receives some casual contributions, so that the yearly income generally amounts to about 100,000 kronor (£5,600). From this income the Society was able to save about 20,000 kronor before the World's War, but nowadays it is hardly enough to cover the expenses.

The Swedish Life-boat Stations—State's and Society's—have together saved about 2,500 lives. Of these the Society's Stations have saved about 350. Besides this *direct* life-saving, the

Society's Life-boats have stood by twenty-four ships in distress with crews totalling about 350 men. Twenty-four ships, with crews totalling about 100, have been saved through towing, and eleven stranded ships, with crews totalling about 50, have been got afloat. The cruising Life-boats also have assisted a large number of fishermen in different ways, given the direction of places to ships in foggy weather, and carried sick persons to hospitals, etc.

To reward Swedish subjects, who, at the hazard of their lives have saved shipwrecked crews, or foreigners who have saved the lives of Swedish sailors, the Society has instituted a Life-saving Medal. Finally, to persons, who have, in a high degree, shown their interest in the Society's work, silver cups are given engraved with suitable inscriptions.

The Society is under the patronage of H.M. Queen Victoria, to whom every service is reported. Her Majesty invariably shows her appreciation of the work by a letter of recognition to the crew, and at Christmas time she also presents gifts to the men of the various Life-boats' Stations.

Centenary of the Dutch Life-boat Service.

By GEORGE F. SHEE, M.A.

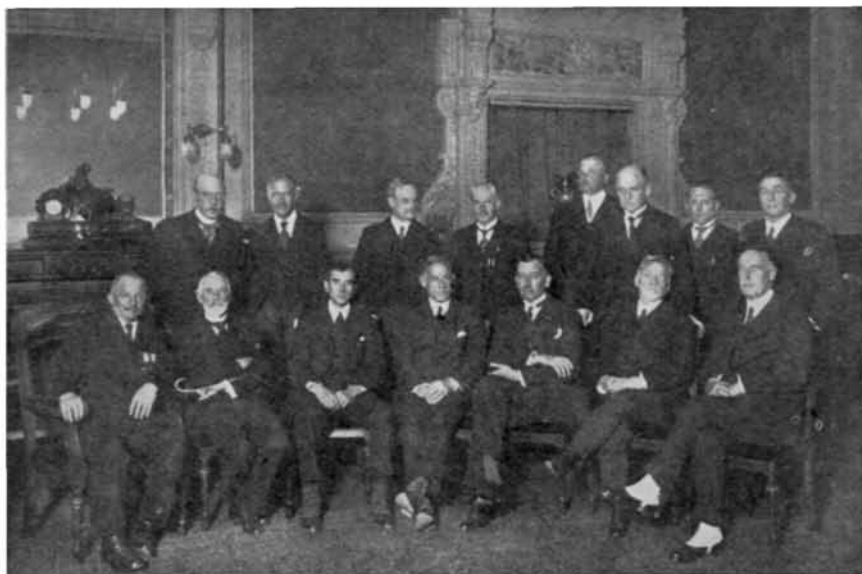
As was indicated in the important article contributed by my friend, Mr. de Booy, in the February, 1921, issue of this journal, the beneficent influence of Sir William Hillary's noble initiative in the foundation of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was not confined to these shores. Some philosophers have held that only the Good is permanent, and that evil is, in virtue of its own essence, utterly null, negative and non-enduring; and all ethical teaching agrees that a good act, or a good thought, is fruitful and prolific of good, exemplifies the law of the conservation of energy, and reproduces itself in endless series from generation to generation. Thus, not only did Sir William Hillary's life-giving ideal, backed by his own heroic example, create the British Life-boat Service, and thereby provide the

means for saving the lives "of an incalculable number of beings yet unborn," but the impulse led to the establishment, among a neighbouring and kindred people, namely, the Dutch, of two Life-boat organizations within a few months of the foundation of the Institution itself. On the 11th November, 1824, there was founded the Nord-en-Zuid Hollandsche Redding - Maatschappij. This was followed by the foundation of the Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen on the 20th November, 1824.

The two Societies, which between them maintain the whole of the Life-boat Service on the coast of Holland, including about fifty Life-boats, have remained separate organizations, although working with complete friendliness, the Northern Society providing and adminis-

tering the twenty-five Life-boats from the extreme north (the mouth of the Ems) to the village of Loosduinen, just south of Scheveningen, and also on the coast of Friesland, while the South provides and maintains the twenty-three Life-boats between Loosduinen and the southern extremity of Holland. The Northern Society has the larger number of Boats and several Motor Boats; the Southern has, in addition to two Motor Boats, the two very important steam

from each Society, which, however, placed us in the difficulty that it was almost impossible for the same representatives to attend both functions, one being on the 11th and the other on the 20th November last. Thus it came about that on the former occasion the Institution sent Captain S. M. Day, C.B., D.S.O., R.N.R. (a member of the Committee of Management), the Secretary, and the Chief Inspector of Life-boats to Amsterdam, in response to the kind



Centenary of the North and South Holland Life-Saving Society.

Front Row, left to right. A Dutch Coxswain, Mr. J. Lels (President of the South Holland Society), Captain Rowley, Captain Day, Mr. Tegelberg, M. Granjon de Lépiney, Mr George F. Shee. Behind M. de Lépiney is M. de Booy.

Life-boats, the *Prins der Nederlanden* and the *President van Heel*.

It is not for us to enquire why the two Societies have not seen their way to join forces and devote their efforts to the Life-boat cause under one control. We may be sure that there are good reasons for their separate maintenance, and, in any case, it has not interfered with the thorough efficiency with which both Societies have carried on their task. But with a consistency and *amour propre* which we can only admire, each Society decided to hold its Centenary Celebration on the respective date of its foundation. In this way the Institution had the pleasure of receiving an invitation

invitation of Mr. P. E. Tegelberg, the President of the Nord-en-Zuid Hollandsche Redding-Maatschappij, while the Hon. George Colville (Deputy Chairman) and Sir Woodburn Kirby represented the Institution at the anniversary of the South Holland Society at Rotterdam.

The North and South Holland Life-Saving Society.

Captain Day, the Chief Inspector (Captain H. F. J. Rowley, C.B.E., R.N.), and I left London for the Hook of Holland on Monday, the 10th November, and had the experience, not infrequent on this journey, of crossing in a thick fog.

I believe this atmospheric condition is the one most dreaded by mariners. Hence, I imagine that my fellow-travellers never really enjoyed themselves, and their seamen's sympathy with the Captain probably materially interfered with their night's rest. For myself, I am free to confess that I was extremely grateful to the god of Mists, who veiled the smooth waters of the passage in a filmy veil which only just enabled me to realize that I was on board ship. I found that these conditions accorded much more comfortably with my internal economy than the rough weather and storm which guarantees freedom from fogs. In fact, I have always had a warm sympathy and understanding for the passenger who, hurrying down to the saloon, his face tinted a delicate green, was greeted by the steward with the stern observation, "You can't be sick here, sir," and replied, with bitter defiance, "Can't I!" Nor can I withhold my sympathy from the passenger who was studying the waves over the side when the ship was boarded by pirates, and the chief pirate levelled a pistol at his head and told him to throw up his hands, to which the weary traveller replied, "Well, I've thrown up everything else, but I'll try."

We breakfasted on a very comfortable dining-car between the Hook and Amsterdam, and reached our hotel at about 9.30 a.m. The morning was spent in a call on our friend, Mr. de Booy, the Secretary of the North and South Holland Life-Saving Society, whom we found snowed under by telegrams, which kept on pouring in while we talked. Two of those which arrived while we were in the office were from the Queen Mother and the Queen of Holland respectively, and we had the great pleasure of congratulating Mr. de Booy later on in the day on the honour which the Queen conferred upon him that day by making him an Officer of the Order of the House of Orange. In the afternoon Mr. Tegelberg and his Committee gave a reception, which was attended by representatives of France, Germany, Sweden and Denmark, delegates of the Branches of the Society and of the South Holland Society, and by a number of distinguished persons. At this reception I

read a letter of congratulation from the Chairman and Deputy Chairman, and Captain Day presented the Gold Medal of the Institution, the highest award which it is in its power to confer, as a mark of its appreciation of the signal services rendered, not only to Holland, but to the mariners of the world by the North and South Holland Society. Mr. Tegelberg, whose mastery of the English language had been shown when he represented his Society on the occasion of the Institution's celebrations in July last, replied in felicitous terms, and we had the pleasure of discussing our common work with a number of keenly interested members and delegates of the Society.

In the evening we left the hotel in motor cars and proceeded to one of the most important docks, where we were ferried across by an electric ferry to the quay where the ships of the Nederland Line are berthed. Here we found the 10,000-ton *Konigin der Nederlanden* admirably decorated with flags and bunting. We were presented to the Prince of the Netherlands, who presided at the dinner. The Prince conversed with ease with all the delegates, speaking English to us, French to the French delegate, M. de Lépiney, Danish to our friend, Captain Saxhild, Swedish to Mr. Lithander, who represented his Government at our celebrations in London, and German to Herr Korff, the President of the German Lifeboat Society. The scene in the saloon of the *Konigin der Nederlanden* was a brilliant one, and, to us English guests, the gold braided costumes and sinuous movements and impassive faces of the Javanese "boys," working under white stewards, added a pleasing touch of Eastern mystery and charm. The dinner was a marvellous achievement, both from the point of view of organization, of gastronomy, and of the infinite variety of dishes which passed before our astonished gaze—I do not mean that they all passed unchallenged, though there are limits! The banquet would have done credit to a royal palace or to the best hotel in the world, and it was only after the dinner that we realized that the ship had only arrived from Java on the previous day, that the dinner had been cooked by the *chef* of the ship him-

self, and that all the arrangements had been completed within twenty-four hours.

The guests included, besides the representatives of Britain, France, Germany, Sweden and Denmark, the Prime Minister of Holland, the Governor of North Holland, the Minister of the Navy, and several ex-Ministers of the Navy, as well as a large number of Naval Officers and many representatives of the chief shipping companies. Indeed, the dinner was given by the Directors of the *Nederland Line*, who, with the other shipping companies of Holland, form the main support of the Life-boat Service. Thus, as Mr. de Booy told us in his article published in February, 1921, the shipping companies provide more than half of the total income of the two societies, and the Norwegian shipping companies and firms contribute an even larger proportion of the revenue of the *Norsk Selskab til skibbrudnes Redning* (the Norwegian Life-boat Society). One feature of the Dutch procedure—which was also followed at the dinner given by the South Holland Society on the 20th November—struck me as an improvement on our own habits on these occasions. The speeches—and they were numerous—were scattered through the evening, thus affording a welcome intellectual exercise, “a feast of reason” (for those who understood the oratory) between the material activities which eight or nine courses involved, and which might otherwise have proved a case of “linked feasting long drawn out.”

The Prince of the Netherlands, in his introductory speech, surveyed the work accomplished by the Dutch Societies in the saving of life and emphasized the value of international co-operation in the humane task of life-saving, and the splendid results which must accrue, not only to this particular form of beneficent activity but to the general betterment of international relationship. The Prime Minister, who is a born orator, developed the Prince's views in eloquent terms, and drew a sharp contrast between the work of life-saving now undertaken by the chief maritime nations and the deplorable attitude which characterized the coastwise population in many countries a hundred years

ago, when wrecks were not only welcomed, but, horrible to relate, often brought about by those who looked upon them as a source of profit. The change from that spirit to the self-sacrifice of the modern Life-boatmen was one which reflected honour on humanity.

Mr. P. E. Tegelberg, the Managing Director of the Company owning the *Konigin der Nederlanden*, and also the President of the North Holland Life-boat Service, stated that his Company, together with practically every other shipping company in Holland, gladly gave a regular percentage in support of the Life-boat Service, that percentage being based on tonnage. These contributions were made not only in recognition of the practical benefits accruing to the shipping interests from a Life-boat organization, but as a means of fostering international good feeling, which must surely result from the practice of convening these great international gatherings and councils where delegates of all nations exchanged views and were able to learn from one another.

In proposing the toasts of their foreign guests he particularly referred to the seamen who were so fittingly representing the island kingdom of Great Britain, the only nation which had preceded Holland—and that only by a few months—by the initiation in 1824 of the world-famous ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Captain Day, in replying on behalf of the foreign guests, that is, on behalf of Britain, France, Germany, Sweden and Denmark, expressed their cordial thanks for the generous reception accorded to them, and, speaking as a seaman, said he was sure that all sailors would appreciate the honour done to one of their number in imposing on him the duty of replying. He alluded in complimentary terms to the admirable organization and training for the mercantile marine which Holland had established, and which was, in some respects, a model of the practical and technical training which ought to be given to officers and men entrusted with the important business of commanding and manning merchant ships.

Many speeches followed, including one of congratulation to the Society, and to

Mr. de Booy, on the success achieved in the hundred years of its activity. While my knowledge of the Dutch language is too limited to enable me to have followed the details of the speeches, it was obvious that the speaking was throughout easy and fluent and flavoured with plenty of the salt of humour.

We broke up at a late hour, and returned to our hotels, but left the Prince of the Netherlands and several of the

hospitality which they received as were we about the hospitality of the North and South Holland Society.

"The Life-boat *President van Heel* lay moored yesterday in the Veerhaven in honour of the Centenary of the South Holland Society for the Rescue of the Shipwrecked. The harbour of the Maas was also gay with bunting and flags to commemorate this important event.



Centenary of the South Holland Society for the Saving of the Shipwrecked.

Front Row, left to right: Mr. Julius (Secretary of the South Holland Society), Baron Sweerts, Mr. Colville, Mr. Lels, Mr. Lels, jun., Sir Woodburn Kirby.

Dutch guests to enjoy the further hospitality of the company as guests of the *Konigin der Nederlanden*.

The South Holland Society for the Saving of the Shipwrecked.

As I was only present in spirit at Rotterdam a week later, at the Centenary Celebrations of the South Holland Society for the Saving of the Shipwrecked, I will quote from the account which appeared next day in the *Rotterdamsche Nieuwsblad*, first saying, however, that both the Institution's delegates were as ecstatic in praise of the lavish

"In the large hall of De Maas a reception was held by the Manager of the Institution, and amongst others who accepted the invitation were the Burgemeester and Mevr. Wytema, the office bearers of allied Institutions and of the North and South Holland, as well as many deep-sea mariners, consuls of foreign nations, and representatives of Life-boat Institutions abroad.

"Mijnheer Otto Stenberg, the leader of the Swedish Life-boat Institution, presented a Gold Medal, and the Royal National Life-boat Institution also presented a Gold Medal.

"In the evening a dinner was given by the Directors of the Society on the steamship *Insulinde*, when over a hundred guests sat down at different tables in the elegant dining-room of the fine ship. At the centre table was seated Prins Hendrik der Nederlanden, and on his right Heer J. Lels, President of the Society, and on his left Heer A. A. Sweerts, of Landas Wyborgh, Vice-President. Opposite the Prince were the Prime Minister, Jhr. Mr. Ch. J. M. Ruys de Beerenbrouck, Jhr. Mr. A. Roell, the Queen's delegate in Noord-Holland; Mr. W. I. v. Leeuwen, the Vice-President of the Council of State; and Mr. Wytéma, Burgemeester of Rotterdam.

"The excellent dinner, which reflected great credit on the cooks of the Rotterdam Lloyd—the waiters included a number of Java boys—was followed by many entertaining speeches.

"Heer Sweerts presented the Prince with the Gold Medal of the Society, and in his speech congratulated him on the great services he had rendered on the occasion of the shipwreck of the *Berlin*.

"In the course of his speech the Prince said: 'You will readily understand (after what has been said to me with regard to the *Berlin*) that I have a special feeling of sympathy with these gentlemen whose sphere of operations is the Hook of Holland. Involuntarily my thoughts go back to February of the year 1907 when the disastrous wreck of the steamer *Berlin* took place at the mouth of the Rotterdamsche Waterweg, which I happened to witness at close quarters. The scenes there were frightful, but at the same time heroic courage and intrepidity were shown by the life-boatmen. Captain Jansen, with his Life-boat *President van Heel*, the pilots' staff, the Sperlings, filled the whole world with admiration for their heroic self-sacrifice, and made the homely people of the Hook world-famous. I can see the whole scene now clearly before me.

"Eighteen years have passed since then. The efforts made by office-holders of this Institution throughout all these years to increase their efficiency is sufficiently shown by the admirable life-saving devices which are now to be found at its Stations, and on which seafaring people rely for rescue.

"Let us hope that the Zuid-Hollandsche Maatschappij for the Rescue of the Shipwrecked will continue to have the best wishes of the public, and that the Dutch people will be more and more willing to make sacrifices for this philanthropic undertaking.'

"The next speaker was the Premier, who said: 'An aspect of the work of the Institution, whose jubilee we are celebrating, and one that has received less attention, is the one I am now privileged to place before you. There are two powerful Life-boat organizations, the North and South Holland Society, with its headquarters at Amsterdam, and the South Holland, which has its domicile in Rotterdam. Co-operation between these two is of great advantage, and their relation to each other is virtually that of twin-sisters. The beneficial results of mutual assistance on the part of our two great commercial centres is strikingly illustrated here. Amsterdam has long been known as a centre of finance, as carried on by the old school of business man, and also as the market for buying with a view to re-selling—to borrow, for a moment, the language of the book of *Mercantile Law*. Rotterdam, on the other hand, is the younger sister, whose distinction it is to have acquired a world-wide reputation as a centre of navigation. Fortunately, the two work together and supplement each other's efforts for the welfare of our country. It is a healthy system, because rivalry invariably leads to greater zeal. Expressing the hope that Heaven will bless their joint efforts, I propose to you the health of these twin-sisters.'

"Jhr. Roell, in his capacity as Chairman of the Centenary Committee, returned thanks for the way in which the toast had been received. Besides the beneficial competition between the two largest towns of Holland, there was, at present, he said, another contest being carried on as to which was the better banquet. The guests at the *Koningin der Nederlanden*, in Amsterdam, thought the meal there unsurpassed, but now that they were here the same gentlemen said that their meal was by no means inimitable.

"Burgemeester Wytéma referred with pride to the fact that the Committee he had formed had collected no

less than Fl.65,000 in Rotterdam. In their town the founder of the Society was born, and the Town Council had decided to confer on him the highest honour in its power, and to name a street Willem van Houten (applause).

"In a speech in English, Heer J. Rypperda Wierdsma congratulated the Institution in the name of the representatives of Foreign Institutions of a like nature, and more particularly the sister societies in England, France and Sweden. The rescue of sailors in distress was an act that recognized no barriers, and in this noble work all nations became one. Heer Wierdsma then proposed the health of the foreign guests.

"Thanks were expressed by the Hon. George Colville on behalf of the Royal National Life-boat Institution, who said that roughly about one hundred British vessels passed the Hook every week, and it was not difficult to understand that the British should have a feeling of gratitude for the safety thus assured to them off the Dutch coast. He also referred to the warm reception given to the Dutch Life-boats in the summer when they visited the Thames on the occasion of the Centenary of the British Life-boat Service, and said that the Dutch flag was now more welcome in England than it was in 1667! (Loud applause.)

"Heer P. E. Tegelberg, Chairman of the Noord-Hollandsche Maatschappij, reminded his hearers that the authorities had originally worked for the amalgamation of the two Institutions, but the wisdom of those who opposed this proposal was, after a hundred years; evident, because now they could hold centenary festivities twice. Amsterdam and Rotterdam had stretched out a hand to each other, and had inaugurated a noble competition in banquets. He wished especially to express his admiration of the South Holland Society for the excellent way in which it had carried out its work.

"Heer A. J. M. Goudriaan, who was seated among the Life-boat crews, said

he considered it an extraordinary privilege to address the crews of the South Holland Society in the name of the Board, and to convey to them the appreciation in which they were held by the Managers. 'There was never,' he said, 'much sensation created by their work, only a bare notice in the newspapers, which is exactly what is most in keeping with the character of the men themselves, who simply do their duty without demonstration and without making any effort to attract notice. The truth is they do not require any encouragement from outside, being thoroughly inspired with their own lofty purpose and with enthusiasm for their self-sacrificing work. Honour, then, and gratitude, to the never-failing prowess of our Life-boat crews, in which we have full confidence for the future! Before our minds there rise up the figures of several heroes who have lost their lives in the fulfilment of their duty, and the occasion must not be allowed to pass without a tribute being paid to their memory. I raise my glass in honour of the men who have proved so efficient in carrying out the intentions and wishes of the Managing Board of the South Holland Life-boat Society. The members of this Board may change, but the men remain the same, and deserve nothing but commendation for the way in which they are carrying out the intentions of the founders one hundred years ago.' (Applause.)

"A number of other speeches were made, including one by M. Granjon de Lépiney, Secretary of the French Life-boat Society, and a poem was read, which was received with loud applause. The Prince then gave the signal to rise from the table, and the guests left the fine ship in very good humour."

Next day the foreign guests were driven to the Hook of Holland, and a Life-boat display was given, in which the Steam Life-boat *President van Heel* and the Pulling and Sailing Life-boat *Emiel Robin* took part.

Contributions from Shipping Companies.

A New Appeal.

As readers of *The Lifeboat* know, we have for some time been urging on the shipping community the claims of the Institution to their generous support, since it maintains a national service in which they are more directly interested than any other section of the nation. These efforts have borne some fruit in increased contributions; but we feel bound to record that the shipping community as such—apart from the “portion of the contributions made by passengers on steamers” for charitable purposes which some of the shipping companies allocate to the Institution—still contributes less than 1 per cent. of the £250,000 which is needed annually to maintain the Service.

The Institution has now obtained from the Board of Inland Revenue a valuable concession for shipowners who support the Institution. The Board has decided that annual subscriptions made by “shipowners and other persons who directly employ seafaring persons as a class” may for the future be “treated as expenses incurred in the earning of business profits.”

This is an interesting decision, because it shows that the Board of Inland Revenue recognize that the maintenance of an efficient Life-boat Service is a vital necessity to all shipowners. It is useful because it means a considerable saving to shipping companies who contribute generously to the Institution.

We have drawn the attention of all British shipping firms to this concession, so that those who already contribute may take advantage of it, and those who do not may be encouraged to become annual subscribers of amounts bearing some relation to the value of their shipping. Our chief aim is that *all* shipping firms should contribute in proportion to the number of their vessels.

But there is another way in which we are asking them to show their appreciation of the Life-boat Service. At the suggestion of a prominent shipowner it was decided, in June 1924, that in future owners should be notified when the crews

of their vessels had been rescued, and that the work of the Institution should be put before them.

There is not and never can be any question of the Institution asking for payment for its services to those whose lives it rescues from shipwreck, but it is that the owners of the ships may like to take the opportunity of showing their gratitude, particularly in those cases where, at present, they do not subscribe. We propose to publish in *The Lifeboat* lists of such gifts as they come in. Those which have been received since this plan was adopted last autumn are as follows:—

1924.

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| October 4. | Stromness Motor Life-boat rescued 10 from steam trawler <i>Hessanite</i> , of Hull. Owners: The Kingston Steam Trawling Co. £25. (This Company is an annual subscriber to the Hull Branch). |
| October 19. | Runswick Life-boat rescued 19 from the s.s. <i>Princess Clémentine</i> of Antwerp. On 27th October it rescued the Captain who had remained on board. (A full account of this service appears elsewhere in this issue.) Owners: The Belgian Steam Navigation Co. £30. |
| October 21. | Eastbourne Motor Life-boat rescued 3 from a Motor Launch, M.L. 87, on 21st October. Owner: Major T. Ross, M.C., D.C.M. 5s. |
| October 22. | Margate No. 1 Life-boat rescued 3 from barge <i>Lord Nelson</i> , of London. Owner: W. Easter, Esq. £1 1s. subscription. |
| October 22. | Margate No. 1 Life-boat rescued 5 from barge <i>Guernsey</i> , of London. Owners: Messrs. T. E. Evans & Co., Ltd. £5. |
| November 27. | Newhaven Life-boat rescued 4 men from the tug <i>Richmere</i> , and stood by the S.S. <i>Dieppe</i> , of Newhaven. Lifeboat badly damaged. Owners: Southern Railway. £105. (The Southern Railway are already subscribers to the Institution.) |
| December 23. | Anstruther Life-boat rescued 12 from the s.s. <i>Chingford</i> , of Dundee. Owners: Messrs. James Mitchell and Sons. £26 5s. (Messrs. James Mitchell and Sons are already |

subscribers to the Institution, and the two partners of the firm are subscribers also, and take an active part in the work of the Institution's Branch at Dundee. Mr. W. M. Hunter Mitchell being its Chairman.)

To these another donation has to be added which has not been sent in response to this appeal.

Service to the S.S. "Bardic."

As recorded in the last issue of *The Lifeboat*, the Motor Life-boat at the Lizard rescued ninety-three lives, from the wrecked White Star cargo vessel *Bardic*, on 31st August, 1924. At the time a letter of appreciation was written by Colonel Concannon, one of the

joint managers of the White Star Line, to the Station at the Lizard. Colonel Concannon has now sent to the Station £100, asking that £5 should be presented to each of the eight members of the Crew, and that the remainder should be entered as a donation to the Branch. A personal presentation has also been made to the Honorary Secretary of the Station. The White Star Line is one of the great shipping firms which are regular supporters of the Institution, its annual subscription being 15 guineas. In addition to this it makes generous allocations to the Institution from the sums contributed by the passengers on board its steamers for charity, these allocations amounting to some hundreds of pounds each year.

The Aldeburgh of Long Ago.

By Dame MILLICENT FAWCETT, G.B.E., J.P., LL.D.

[These extracts are from Dame Millicent Fawcett's book of reminiscences, "*What I Remember*," which were published (12s. 6d. net) last autumn. They are made by her kind permission, and that of her publishers, Messrs. T. Fisher Unwin. It will be remembered that Dame Millicent spoke at the Annual Meeting in 1920, and on that occasion gave some of her recollections of the Aldeburgh Life-boat.]

THERE was a very cordial and friendly feeling between my father and the seafaring men at Aldeburgh. He was a merchant and owned a small fleet of trading vessels which plied between our little town and London, and also Newcastle and the North. Later he built vessels for himself at his principal place of business, Snape, a few miles higher up the river than Aldeburgh. He had some official position which connected him with the beachmen. I remember on his business writing-paper the, to me, mysterious words: "Agent for Lloyd's and Receiver of Droits of Admiralty." The sound and look of the words *Droits of Admiralty* fascinated me. In the old days of sailing vessels the coast of Suffolk, and particularly the Aldeburgh Bay, were very dangerous, and there was never a wreck without my

father being present, and if there were lives to be saved he took an active part in the dangerous and difficult work. The rocket apparatus for sending a cord or rope over a distressed ship had not then been perfected, and lives were often lost in the vain attempt to reach and save mariners in ships which had been storm driven on one of the shoals off Aldeburgh. The gun, three times fired, which summoned the Life-boat Crew for active service was a familiar and none the less an intensely thrilling sound, in our ears. Whenever the Life-boat was launched, even were it only for a practice, every man, woman and child who heard the gun hurried to the beach, some to lend a hand, and all to see and wish and hope that the departing men would return in safety and bring their rescued comrades with them. It was a deep angry sea where a tall man would be out of his depth three yards from the shore, and the great breakers in a storm beat with deadly weight upon men and ships alike. I remember one awful day, 2nd November, 1855, when there were seventeen ships driven ashore or broken up on the shoals off Aldeburgh in my father's district. Everything that possibly could be done was done, but there was a terrible loss of life. My father received

the official thanks of The Royal National Life-boat Institution engrossed on Vellum for his services on this occasion. This document which now

Swedish brig VESTA, which in a gale of wind was wrecked near Orford Low Light-house on the 2nd November, 1855.

There was a family of seamen for



Photograph by]

[Wynford Suckborne

JAMES CABLE, COXSWAIN OF ALDEBURGH, 1881—1917.

belongs to my nephew, Philip Cowell, runs thus: *That the Special Thanks of The Royal National Life-boat Institution be presented to Newson Garrett, Esq., in testimony of his highly meritorious conduct in assisting to rescue through the surf nine out of the eleven of the crew of the*

which we ever after felt a deep bond of gratitude and affection—the Cables. My father and George Cable were taking a leading part in making a human chain along a rope to reach a shipwrecked crew in urgent distress and fetching them off one by one. My father

went first, Cable second, and a good number following; after doing this and bringing in his man several times, my father showed signs of exhaustion, and Cable said to him, "Look here, governor, you have done this often enough," and he took the leading place on the rope from my father and assumed it himself; he never came ashore again; the rope snapped between my father and Cable, as if it had been pack thread, and Cable was washed away and perished in sight of the gallant men who had under-

more than usually distinguished itself, so that newspaper men from London came down to learn and retail all the particulars of the brave work. They found Cable the very reverse of communicative, their only chance seemed to be to pump his narrative out of him in fragments, question by question. One of these, and Cable's reply to it, form a sort of epitome of his character.

Newspaper Reporter: "Now, Mr. Cable, you can tell me, I expect, how many lives you have saved at sea?"



THE "CITY OF WINCHESTER."

The Life-boat which has been stationed at Aldeburgh since 1902.

taken the work of rescue. My father was again, and by his own choice, in the place of the greatest risk, which had just ended fatally before his eyes. We were always taught by my mother to remember that Cable had saved my father's life.

James Cable, the son of George, just referred to, was only a boy when all this happened, but as he grew in years he developed into a very fine seaman, much respected and well known all along the coast and in the Life-boat Society, for combined courage and caution; for many years, indeed until old age compelled him to withdraw, he was Coxswain of the Aldeburgh Life-boat. On one occasion this boat under James Cable's command had

James Cable: "I don't know I'm sure, sir, I don't keep no count on 'em."

This was the sort of thing that made every one in Aldeburgh just love Cable, but he was not a bit spoiled—he was always the same simple, modest, upright man that his father had been before him.

Another incident of my childhood in connexion with the Life-boat was an intense joy to me. The Life-boat gun had been fired, but only for a practice. The Crew received 3s. a head for practice on a smooth day and 5s. on a rough day; this was a 5s. day. We all ran off to the beach as usual, I holding my father's hand. While the boat was still on the rollers one of her crew said to my

father, "Come along with us, governor"; he replied, "I should like it, my lad, but you see I can't, I've got the child with me." Looking down on me, the sailor rejoined, "Little missie would like to come, too, sir." There was no need for me to say anything. I was too enchanted at this unexpected adventure. The smallest cork jacket in the collection was found and slipped over my head, and we

embarked. The seas broke over the boat as we crossed the shoal and drenched my hair and shoulders; one of the kind sailors produced a pink cotton handkerchief from his pocket, and said, "Here, missie, wrop this round your neck." Of course, I did so, and, of course, the pink handkerchief was soon as wet as the rest of my clothing. I was intensely happy, and never dreamed of being sea-sick.

The Aberdeen Life-boat Station.

For the past seventy years there has been a Life-boat Station at Aberdeen, provided and maintained, not by the Institution, but by the Aberdeen Harbour Commissioners.

The first Boat for the Station was procured by the Commissioners in 1853, a boat 30 feet 11 inches by 8 feet, which was known as the "Beach" Life-boat, as she was provided with a carriage for transport and launching. In 1875 a second Life-boat was obtained, 34 feet by 8 feet, and was known as the "Harbour" Life-boat, as she was kept suspended in a shed above the water in the Harbour itself. Up to the present year both these original Boats were still on service. The Commissioners also owned three Life-saving Rocket Apparatuses.

The Aberdeen Life-boat Crew consisted of a Master and Mate and ten men, chosen yearly from among the twenty-four harbour pilots. The whole of this Crew was required for the working of one Boat, but it was felt to be highly improbable that both Boats would be called at the same time.

These two Boats, the "Bonaccord No. 1," and the "Bonaccord No. 2" have rescued between them 589 lives.

For many years the Institution has had a financial branch at Aberdeen, which last year raised £563, but the Branch has had no share whatever in the administration of the Station, which has remained entirely in the hands of the Harbour Commissioners.

For a long time the Committee of Management have felt that it would be to the advantage, both of Aberdeen and of the Institution itself, if the Institution were to take over the full control of the

Station, to provide for it Boats of the latest type, and to give Aberdeen the advantage of the Institution's experience of life-saving work all round the coast of the British Isles.

For the sake of the Institution also the Committee were anxious to take over a Station for which, even in Aberdeen itself, many people believed the Institution to be responsible. In 1900, therefore, the Committee offered to take charge of the Station, but the Harbour Commissioners did not see their way to accept the proposal. The offer remained open. There were many people in Aberdeen in favour of its acceptance, and again in 1915 the matter was considered by the Harbour Commissioners. Again, however, it was decided that "no advantage would be gained by the transference of the service to the Institution."

So matters remained until 1923. On 13th October of that year the trawler *Imperial Prince*, of Aberdeen, was wrecked off Belhelvie, near Aberdeen. The Aberdeen Harbour Life-boat was called out, but as she approached the wreck she broached to; part of her Crew were washed overboard, and were rescued with great difficulty. The Boat herself was carried to leeward, and was finally beached with her crew exhausted. In the end the crew of the trawler were rescued by the Newburgh Life-boat, with the help of men from H.M. destroyers *Vampire* and *Vendetta*, which were lying at Aberdeen. The Life-boat had to be dragged seven miles along the beach to the scene of the wreck.*

* A full account of the service appeared in *The Lifeboat* for December, 1923.

Shortly after this the Harbour Commissioners invited the Institution to discuss with them the question of transferring to it the Aberdeen Station. As a result, the Institution has now taken over the Station as from the beginning of 1925, and has sent to Aberdeen a Self-Righting Life-boat, 34 feet by 8 feet, of the Rubie type, and a Watson Life-boat 40 feet by 11 feet. The latter Boat will be replaced, early next year, by a Barnett 60-foot Twin Screw Motor Life-boat, the most powerful type in the Institution's Fleet, of which the first was completed in 1923, and is now at New Brighton, and the second is being built for Plymouth.

The Harbour Commissioners are transferring to the Institution a legacy of £1,350 left them in 1894 to provide and endow a Life-boat at Aberdeen, which now amounts, with the accumulated interest, to nearly £3,000. This legacy will be devoted to providing and endowing the Self-Righting Life-boat which will be named "George and Elizabeth Gow," in memory of the testator and her husband. The Motor Life-boat, which will cost about £16,000, will be provided out of the funds of the Institution.

The Life-Saving Rocket Apparatus round our coasts is manned and maintained by the Board of Trade, but as the Rocket Apparatus at Aberdeen has, for so many years, been part of the Life-saving Service there, the Institution, by

agreement with the Board of Trade, has taken over the Rocket Apparatus as well.

The Commissioners have handed over to the Institution the two Boathouses and other buildings, and will maintain these houses for the Institution. They will also provide and maintain moorings for the Motor Life-boats in the Harbour, and will contribute £500 a year towards the upkeep of the Station, which will cost more than double that sum.

For the administration of the Station it has been decided that the Commissioners shall appoint three representatives to serve on the Committee of the Aberdeen Branch of the Institution, and the Branch has elected the Harbour Master as its Marine Honorary Secretary to take charge of the administrative side of its work.

Thus, by amicable arrangements with the Harbour Commissioners, the Institution has now assumed full control of the Aberdeen Station, which will be administered in exactly the same way as the Institution's other Stations. Thus, in the last year of its first century, the Institution had the satisfaction of taking over the last but one important Life-boat Station hitherto owned and managed by a separate organisation. The last is The Tynemouth Life-boat Society, which maintains a service on the Tyne alongside the Institution's own Boats.

Obituary.

Major Arthur Thomas Fisher, Honorary Secretary of the Salisbury Branch.

WE regret to announce the death of Major A. T. Fisher, who founded the Salisbury Branch in 1910, and had been its Honorary Secretary ever since. Major Fisher was in his 82nd year. He was born in 1843, educated at Harrow, passed for the Army, served in India, and since he retired in 1883 lived in Hampshire, where, through a long and active life, he devoted himself to public work and sport. He contributed to many magazines, and was the author of four books on sporting subjects. The Secretaryship of the Salisbury Branch was only one of a number of honorary

public posts which he held; and the value of his work for the Institution may be judged from the fact that the contributions of the Branch in its first year amounted to £73, and in 1924 to £388. A short account of Major Fisher's career and his work for the Life-boat Service appeared in *The Lifeboat* for June, 1923, and last November, as announced elsewhere in this issue, he was elected an Honorary Life Governor of the Institution, the highest honour which the Institution can confer on its honorary workers, and one reserved for those who have given it both long and distinguished service.

How You can Save by a Gift to the Institution.

It does not sound possible, but it is a fact that by making a large gift to the Institution during his life a wealthy man may actually save money. The Institution recently received a sum of about £20,000 from a gentleman who had decided to leave that amount to the Institution in his will, but who altered this to an immediate gift, not only because of the satisfaction of seeing a Life-boat built and bearing his name in his life-time, but because he found that, if he lived another year, he would by this gift have saved several thousand pounds to his estate. Mysterious as this sounds, it is quite simple. By his gift he has reduced his capital so that it will come into a lower category for payment of Estate Duty, and he will thus save one per cent. on the whole of his capital. He has also saved both the Estate and Legacy Duty which would become payable on the legacy if given on his death instead of during his lifetime. There is no duty payable on a gift given to an Institution, such as this, during the lifetime of the donor, provided he lives for at least one year after having made the gift. We would seriously ask those who may contemplate leaving money to the Life-boat Service to consider if it would not be better to make the gift at once. Motor Life-boats are being built that await a donor and a name, and there are other and less costly gifts which the Institution is always glad to receive.

The following is a list of the cost of the different types of Life-boat and of these other parts of the equipment of the Service which are no less essential to its efficiency :

Motor Life-boat (60-ft. Barnett Twin Screw)	£14,000
Motor Life-boat (50-ft. Barnett Twin Screw)	£13,000
Motor Life-boat (Watson Type)	£9,000
Motor Life-boat (Norfolk and Suffolk Type)	£9,000
Motor Life-boat (Self-righting Type)	£8,000
Concrete Slipway	£6,000-£10,000
Motor Life-boat House	£1,800-£3,000
Motor Life-boat Engine	£1,600
Winch and Engine	£950
Motor Caterpillar Tractor	£750
Life-boat Carriage	£600
Line-throwing Gun	£20

In order not only to present, but to endow, a Life-boat for fifteen years, or for the life of the Boat, that is, to pay for its maintenance, a gift is necessary varying from £11,200, in the case of the 60-ft. Barnett Twin-Screw Type, to £8,500. In order both to present a Life-boat and to endow it for ever, so that the Boat will not only be maintained but replaced by a new Boat whenever this is necessary, a gift is required varying from £31,500 to £18,000, according to the type of Boat.

Norwegian Honour for the Institution.

SIR GODFREY BARING, Bt., Chairman of the Committee of Management, and Mr. George F. Shee, M.A., Secretary of the Institution, have each been presented by H.M. the King of Norway with the Gold Medal of the Norwegian Life-boat Society in recognition of their

services in connexion with the organization of the International Life-boat Conference in London on July 1st and 2nd, 1924. The presentations were made at a luncheon on 1st December by His Excellency Mr. P. B. Vogt, the Norwegian Minister.

The Help of the Cinemas.

Two Shipwreck Films.

DURING the autumn of 1924 two films with a special Life-boat interest were released to the Cinemas. One of them, "Down to the Sea in Ships," is the cruise of a whaler. Among its scenes are the wreck of one of the boats by a whale and the eating of one of her crew by a shark. The film ends with the wreck of the whaler herself. The

The response to this has been very satisfactory. Not only has it been made clear that the Cinemas are prepared to help the Institution when they are showing films of the sea, but also that they feel that collaboration with the Institution is a real help to them. It interests people in their films who would not otherwise come. In a word, they



The Andrews Picture Palace, Plymouth, during the week in which "Down to the Sea in Ships" was shown and Collections made for the Life-boats.

other film is "Women who Give," part of the scene of which is a Life-boat Station on the coast of the United States, and there is not only a shipwreck but a Life-boat rescue.

The Institution wrote to the Cinemas at which these two films were to be shown, asking if they would allow collections to be made on behalf of the Life-boat Service, and offering to collaborate with them in interesting the public in the films by lending them one of the Institution's own films to show during the same week, or the week before, and, where possible, models, posters and Life-boat gear for decorating their entrance halls.

both help a fine cause and do good business for themselves.

In London the first Cinema at which these collections were made was the Marlborough Theatre in Holloway. The Institution, in this case, was able to send one of the Reserve Boats from the Storeyard, and this was stationed outside the Cinema during the whole week in which "Down to the Sea in Ships" was shown. The theatre staff gave the Institution every help that they could, and over £108 was collected. Altogether collections have been made at thirteen London Cinemas at which this film has been shown, amounting altogether to over £221, an average of £17 a Cinema.

The chief contributories have been the Hampstead Picture Playhouse, which collected £26 in six days, the Central Hall, Catford, and the Lion Cinema, Rotherhithe, with £12 each, and the Leyton Picture House with nearly £11, all collected in three days. Arrangements have been made for collections at another six Cinemas where this film will be shown later on.

The scheme has been equally successful in the North of England, where there were eight collections at "Down to the Sea in Ships" and sixteen at "Women who Give," giving a total of £248 and an average of £15 10s. Od. a Cinema. The Bradford Theatre Royal collected nearly £30 at a special matinée, the Manchester Theatre Royal Cinema £28 during the week, the Newcastle-on-Tyne Picture House £23 in three days, the Doncaster Picture House nearly £20 in three days, the Empire Theatre, Maryport, £19 in the week, the Keighley Picture House nearly £17, the Whitley Bay Coliseum £12, and the Oxford Picture House, Workington, £10, each in three days.

In Scotland £30 was collected at the Palace Picture House, Perth, in two days during "Women who Give." An appeal was made during the performance and a choir of 100 fisher girls sang songs.

The Arcadia Picture House, Bridgeton, Glasgow, collected over £19, and the Ayr Picture House £14. Altogether in Scotland nearly £73 has been collected at five Cinemas showing this film, an average of over £14 10s., and arrangements have been made for collections at several more Cinemas.

In the Midlands and Wales collections have been made at five Cinemas during "Women who Give," realizing over £22, an average of £4 10s.

In the south of England the chief successes have been at the Andrews Picture House, Plymouth, where about £65 was collected, and the Super Theatre, Oxford, with £45, and one of the Brighton Cinemas with £20 during "Down to the Sea in Ships." At the Cinema, Newbury, nearly £16 was collected during "Women who Give." Altogether, nearly £216 have been collected at fifteen Cinemas, an average of over £14. Collections have also been arranged at a number of other Cinemas.

Altogether collections so far have been made at sixty-one Cinemas which have realized over £776. As these two films will continue to be shown for some months to come, and as other sea films will no doubt follow them, we have given these details of what has already been done so that Honorary Secretaries and other Life-boat workers may realize how valuable this co-operation with Cinemas may be, not only in obtaining publicity for the work of the Service, but in the actual raising of funds.

Appeals by a Music Hall Artist.

In this connexion we should also like to make grateful reference to the help which the Institution has received from Mr. Shaun Glenville, the music-hall artist, who last summer offered to give the Institution every help that he could by speaking for it from the stage. At a number of music halls appeals from the stage, for whatever object, are not allowed, but at several places Mr. Glenville was able to make speeches, notably at the Empire, Newport (Mon.), at the Empire, Newcastle-on-Tyne, and at the Palace, Huddersfield, where he spoke each night of his week's visit, and nearly £27 was collected.

The Ladies' Life-boat Guild.

THE Marchioness of Carisbrooke, who is already associated with the Life-boat Service as President of the Scarborough Branch, has very kindly accepted an invitation from the Committee of Management to become President of the Ladies' Life-boat Guild. The Officers of the Guild are now complete.

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

Vice-Patrons.—The Duchess of Norfolk and the Duchess of Portland.

President.—The Marchioness of Carisbrooke.

Vice-President. The Marchioness of Milford-Haven.

The Mayors of London and the Life-boat Service.

By the kindness of the Lord Mayor of London (Colonel Sir Alfred Louis Bower) a meeting was held at the Mansion House, on 13th January, at which the Mayors, Mayoresses and Town Clerks of the London Boroughs were invited to meet the Committee of Management of the Institution and the London Women's Committee, and to hear an address from Sir Godfrey Baring, Bt., Chairman of the Committee of Management.

Sir Godfrey Baring said that in the past ten years the annual contributions from Greater London had risen from £8,300 to £21,795, of which sum £10,600 came from the city. Grateful as the Institution was for this help, it felt that it was still not all that London, with its population of something like 8,000,000, should do for the Life-boat cause. Sir Godfrey Baring then compared London's contribution in 1924 with those received from Manchester (a great industrial city and seaport), Oxford (an inland city with no great industries) and Brightlingsea (a village on the coast). The comparison showed that Manchester contributed £16,268 from its population of 1,100,000; Oxford and District £1,100 from its

population of 147,497; Brightlingsea £148 from its population of 4,500. Manchester's contribution was equal to 3½d. per head, Oxford's to 1¾d. a head and Brightlingsea's to 7¾d. a head. The actual cost of the Service was equivalent to 1½d. per head of the whole population.

The Institution asked the Mayors of London for their personal interest and support, so that its appeal for the national and permanent work of the Life-boat Service might be on the same scale as Alexandra Rose Day and Earl Haig's Poppy Day, and have the same success.

The Lord Mayor said that the Life-boat Service was one of the great outstanding services maintained by private societies. It had his warmest sympathy and was most deserving of the support of the metropolitan Mayors and Mayoresses. He appealed to them to use their personal influence to make London Life-boat Day a permanent and national function, in the great city which was the centre of the maritime life of the Empire, as well as the birthplace of the Life-boat Service of the world,

Awards to Coxswains and Life-boatmen.

To TIMOTHY KEOHANE, on his retirement, after serving 23½ years as Coxswain of the Courtmacsherry Life-boat, a Certificate of Service and a Pension.

To CHARLES WM. CONWAY, on his retirement, after serving 5½ years as Coxswain and 6 years as Second Coxswain of the Totland Bay Life-boat, a Pension, on the closing of the Station.

To ALFRED F. GALLOP, on his retirement, after serving 5½ years as Second Coxswain of the Totland Bay Life-boat, a Gratuity.

To CHARLES A. GRIGGS, on his retirement, after serving 6 years as Second Coxswain of the Shoreham Life-boat, a Gratuity, on the closing of the Station.

To JOHN NORMAN, on his retirement, after serving 22 years as Second Coxswain of the Watchet Life-boat, a Life-boatman's Certificate and a Pension, commuted at his own request with a lump sum.

To WILLIAM HUGHES, on his retirement, after serving 19 years as Bowman of the Cemaes

Life-boat, a Pension, commuted at his own request with a lump sum.

To WALTER NORMAN, on his retirement, after serving 18 years as Bowman of the Watchet Life-boat, a Life-boatman's Certificate and a Pension.

To FRANK HALL, on his retirement, after serving 21 years as Bowman of the Totland Bay Life-boat, a Life-boatman's Certificate and a Pension, on the closing of the Station.

To GEORGE SMITH, on his retirement, after serving 28 years as Signalmen of the Shoreham Life-boat, a Pension, on the closing of the Station.

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:—

JOHN GROGAN (17); MICHAEL MURPHY (19); JOHN BRIAN WHEELHAN (17); EDMOND WALSH (14); all of the Ballycotton Life-boat.

Summary of the Meetings of the Committee of Management.

Thursday, 21st February, 1924.

The Hon. GEORGE COLVILLE in the Chair.

Decided to close the Eastbourne No. 1 Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
MR. ALBANY WARD, Collections in Picture Palaces (additional)	640	-	-
MR. J. CULLINGWORTH (subscription)	52	10	-
"E. H. W." (additional donation)	50	-	-

—To be thanked.

Paid £10,288 15s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £610 12s. 1d. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives rescued.
Aldeburgh No. 1.	S.S. <i>Clan Kennedy</i> , of Glasgow. Landed 18 and rendered assistance.	
Barry Dock (Motor)	S.S. <i>Sud</i> , of Yugo-Slavia. Rendered assistance.	
Blackpool	S.S. <i>Nord</i> , of Helsingborg. Stood by vessel and landed 1.	
Brixham (Motor)	S.S. <i>River Lagan</i> , of Swansea. Stood by vessel.	
Cloughy	Brigantine <i>Helgoland</i> , of Plymouth.	5
Girvan	Fishing boat <i>Sea Spray</i> , of Girvan. Saved boat and rescued	2
Gourdon	Motor yawl <i>Lily of the Valley</i> , of Gourdon. Stood by and escorted yawl into harbour.	
Grimsby	Steam trawler <i>Loroone</i> , of Grimsby. Stood by vessel.	
Huna	Steam drifter <i>Braehead</i> , of Inverness. Stood by and assisted vessel.	
Lowestoft (Motor)	Fishing smack <i>Irene</i> , of Lowestoft (also a cat).	5
Newbiggin	S.S. <i>Vlieland</i> , of Rotterdam. Stood by and rendered assistance.	
Wexford (Motor)	Schooner <i>Cambri</i> , of Liverpool	5
Weymouth	Schooner <i>Fanny Crossfield</i> , of Barrow. Stood by vessel.	

The Boulmer Life-boat rendered assistance to the steam trawler *Thomas Davison*, of Hartlepool.

Also voted £479 1s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Blackrock, Blyth (Motor), Boulmer, Cambois, Caister, Clacton-on-Sea (Motor), Donaghadee (Motor), Dunbar, Holyhead No. 1 (Steam), Lowestoft (Motor), Lyme Regis, Margate No. 1, Moelfre, The Mumbles, Peel, Ramsgate, Southend-on-Sea, Southwold, Tynemouth (Motor), Walton-on-the-Naze (Motor), and Wexford (Motor).

The Bridlington Life-boat was also launched.

Granted £33 13s. 6d. to men for injury in the Life-boat service at Cardigan, Piel, Poole, and St. Annes.

Awarded the Bronze Medal of the Institution accompanied by a copy of the Vote, inscribed on Vellum and framed, to ANDREW YOUNG, Acting Coxswain of the Cloughy, Co. Down, Life-boat, in recognition of his fine seamanship when the Life-boat under his command rescued from shipwreck the crew, five in number, of the brigantine *Helgoland*, of Plymouth, which was totally wrecked off Tara Point, Co. Down, during a strong S.E. gale, with a heavy sea, on the 12th January, 1924. Also granted additional monetary rewards to each of the crew, and addressed a Letter of Thanks to the Rev. D. PALMER, Honorary Secretary, for his zeal and co-operation on this occasion. (A full account of this rescue will be found in the report of the Centenary Meeting in this issue.)

Reported that in recognition of the services rendered by naval ratings, in the Newburgh Life-boat, on the occasion of the wreck of the trawler *Imperial Prince* in October last, the Lords of the Admiralty had promoted Petty Officer ESSAM to Chief Petty Officer or Warrant Officer, as he choose, and given each of the eleven men six months' seniority.

Voted £1 17s. 6d. to five men for rescuing the two occupants of the motor pilot boat *Stella*, which was in difficulties off Lynmouth, on the 14th January, 1924. Also granted 5s. for the use of the boat. The *Stella* was bound from Appledore to Bristol, but signalled for help as her motor had broken down, and her sails had been blown away. As it was not considered necessary to launch the Life-boat, the weather conditions being moderate, the salvors put off in a rowing boat and brought the boat safely into harbour.

Voted £6 15s. to nine men for rescuing two men, at Girvan, on the 26th December, from the *Sea Spray*, which had gone ashore on a reef of rocks to the south of Turnberry. As the weather conditions were moderate it was decided to take out a shore-boat, which would

be better able to reach the *Sea Spray* than the Life-boat, and the Coxswain of the Life-boat went out with a crew of eight. The men were rescued from a position of considerable danger.

Voted £2 10s. to two men for rescuing the occupant of a fishing boat which caught fire and was destroyed off Porthallow, Cornwall, on the 25th January. Some risk was incurred, and the promptness of the rescuers undoubtedly saved the man's life.

Voted £2 to T. SMITH, £1 to P. DERRANE, and 10s., together with a copy of "Britain's Life-Boats," to a boy, C. MURTAGH, for their services on the 1st December, when they rescued the crew of five and two passengers from the motor boat *Tormore*, at Galway. The motor boat was on her way from Aran Islands to Galway when she lost her bearings in the fog, ran ashore near Mutton Island, and was in danger of breaking up. Some risk was incurred, as the rescuers' boat was very small and much overloaded when the rescued were on board.

Voted £8 to eight men for rescuing the crew, nine in number, of the trawler *Endora*, of Leith, which was wrecked in a fog off Newton-by-the-Sea on the 12th December. Also granted 10s. for fuel consumed. The crew had taken to their boat, and when found were drifting towards dangerous rocks and breaking seas. Six of them were taken into the coble, which then took the boat in tow with the other three men on board. Some risk was incurred by the salvors, owing to the darkness and the rocks in the vicinity.

Voted £3 16s. to eleven men for landing or assisting in the landing of five persons from the s.s. *Devonia*, at Ilfracombe, on the 9th January. They were the survivors of the French schooner *Adolphe*, who had been picked up at sea, their vessel having been wrecked near Port Talbot, and abandoned. The Captain of the schooner had lost his life and his crew were exposed in a gale for some hours before being rescued by the *Devonia*.

Thursday, 20th March, 1924.

Sir GODFREY BARING, Bt., in the Chair.

Elected the MARQUESS OF GRAHAM, C.B., C.V.O., a Vice-President of the Institution.

Reported the receipt of the following special contributions:—

	£	s.	d.
MEMBERS AND SUBSCRIBERS TO			
LLOYD'S (on account).	1,000	—	—
"BATH"	1,000	—	—
MESSES. WALLACE BROS.	500	—	—
MISS MADGE WATSON	105	—	—
MR. FRANCIS GODLEE	100	—	—
MISS EDITH M. DEMPSTER	100	—	—
"PANTALEONE: A Thankoffer- ing"	50	—	—
MRS. A. HICKMAN MORGAN	50	—	—
MISS C. ROBINSON	25	—	—
MISS CAROLINE COLLINS	20	—	—
MR. G. T. GOLDIE	20	—	—

—To be thanked.

Paid £25,342 6s. 5d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £220 14s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Abersoch	Ketch <i>Merit</i> , of Bos- ton. Landed 4.	
Broughty Ferry. (Motor)	S.S. <i>City of Manchester</i> , of Glasgow. Stood by vessel.	
Clacton-on-Sea. (Motor)	Schooner <i>Alatga</i> , of Tvedstrand. Stood by vessel.	
Filey	Ten fishing cobsles of Filey. Stood by cobsles.	
Flamborough No. 1.	Three fishing cobsles of Flamborough. Stood by cobsles.	
Hauxley.	S.S. <i>Kapland</i> , of Sande- fjord. Stood by vessel.	
Scarborough	Fishing coble <i>Jack</i> , of Scarborough. Es- corted coble into harbour.	
Selsey (Motor)	Motor fishing smack <i>Molly</i> , of Selsey. Saved vessel and rescued.	3
Whitby (Motor).	Motor fishing boats <i>Remembrance</i> and <i>Fortuna</i> , of Whitby. Escorted boats into harbour.	

The Easington Life-boat rendered assistance to the steam trawler *Cortina*, of Grimsby; the Hauxley Life-boat rendered assistance to the s.s. *Kapland*, of Sandefjord; and the Sheringham Life-boat assisted to save the barge *Oceanic*, of London, and the crew of three.

Also voted £415 12s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 2, Caister, Cloughy, Donaghadee (Motor), Donna Nook, Dunbar, Gorleston No. 1, Hythe, Lowestoft (Motor), Newburgh, North Deal, Pwllheli, Ramsgate, Rhoscolyn, Skegness, and Whitby (Motor).

Granted £8 5s. 6d. to men for injury in the Life-boat service at Aldeburgh.

Voted £6 to JOSEPH TAYLOR, Bowman of the Runswick Life-boat, and his two sons, GEORGE and WILLIAM, for rescuing one of the two hands of the fishing coble *Peace*, of Runswick, which was struck by a heavy squall and capsized, on the 18th January, when out with the fishing fleet to haul crab pots. One of the crew was drowned, but the survivor managed to secure two oars and keep afloat, the cap-sized coble drifting into broken water. It was dangerous to follow her, but the rescuers sailed right in, and were just in time to rescue the man, who was very exhausted. He was

at once taken ashore, and artificial respiration applied, but it was some hours before he recovered.

Thursday, 10th April, 1924.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation of Major RALPH GLYNN, M.C., from the Committee of Management, and co-opted the Right Hon. F. O. ROBERTS, M.P., to the Committee.

Reported the receipt of the following special contributions :—

	£	s.	d.
"IN MEMORY OF FATHER, born Feb., 1824" (donation) . . .	100	—	—
ANONYMOUS (donation) . . .	50	—	—
—To be thanked.			

Paid £15,349 15s. 9d. for sundry charges in connexion with the construction of Life-Boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £107 7s. 6d. to pay the expenses of the following Life-boat services :—

Lifeboat.	Vessel.	Lives rescued.
Berwick - on - Tweed.	A fishing yawl. Escorted yawl into harbour.	
Boulmer . . .	A fishing boat of Craster. Stood by boat.	
Holy Island No. 1.	Five fishing cibles of Holy Island. Stood by cibles.	
Newbiggin . . .	Nine fishing cibles of Newbiggin. Stood by cibles.	
North Sunderland.	Twelve fishing cibles of Seahouses. Escorted cibles into harbour.	

The Flamborough No. 1 Life-boat assisted to save the s.s. *Allegiance*, of Liverpool, and rescued her crew of five.

Also voted £107 8s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Caister, Dunbar, Dungeness No. 1, Gorleston No. 1, Ilfracombe, Johnshaven, Poole and Bournemouth, Selsey (Motor), Spurn (Motor), and Tenby (Motor).

Granted £43 17s. 6d. to men for injury in the Life-boat Service at Blakeney, Blackpool, Cardigan, and Moelfre.

Voted a gratuity of £10 to six men who manned the motor boat *Champion* on the 15th February, and rescued the two survivors of the ketch *Lord Hamilton*, which was wrecked off Ramsgate on the 12th February. The motor boat also put off again on the 18th February and saved the Life-boat's anchor, which was lost when the Boat went out on the 13th February.

Voted an additional monetary reward to the Life-boat crew and helpers at Boulmer, and directed that a Letter be sent to the Station

expressing the Committee's appreciation of the action of all concerned in successfully launching the Life-boat for service, under very difficult conditions, on the 24th March, 1924.

Directed that Letters of Thanks be sent to Mr. G. GREENWAY and Mr. MEADE, who greatly assisted at a difficult launch of the Holy Island No. 1 Life-boat for service, on the 24th March, 1924.

Voted £6 to six men for rescuing the crew, four in number, of the fishing boat *Mars*, off Ilfracombe on the night of the 20th March. Also granted 10s. for the use of a motor boat. A strong breeze was blowing with a heavy sea, and as the fishing boat had not returned the motor boat put off and found her disabled about three miles off Bull Point, a line having fouled her propeller. She was towed to Ilfracombe, with her crew of four, who were cold and famished. Considerable risk was incurred by the salvors.

Thursday, 15th May, 1924.

Sir GODFREY BARING, Bt., in the Chair.

Decided to close the Shoreham and Hayling Island Life-boat Stations.

Reported that in future the Brixham, Torquay and Paignton Branches would be known as the Torbay Branch.

Reported the receipt of the following special contributions :—

	£	s.	d.
MISS G. MURIEL BOSTOCK (a great great grand-daughter of Lionel Lukin) (donation) . . .	100	—	—
WHITE STAR LINE, being a portion of the contributions made by passengers on board their steamers.	100	—	—
RED STAR LINE, do. do.	50	—	—
ANONYMOUS (donation)	60	—	—
MR. KENNETH M. CLARK (in addition to £50 annual subscription) (donation).	50	—	—
MR. ALAN C. HARRIS	25	—	—
—To be thanked.			

Paid £17,996 16s. 2d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £24 5s. to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives rescued.
Bull Bay. . . .	Schooner <i>Jane McCall</i> of Dublin	11
Fraserburgh. . .	Five fishing boats of Fraserburgh. Stood by boats.	

The Portrush Life-boat assisted to save the s.s. *Silver Thorn*, of Liverpool.

Also voted £199 18s. 6d. to pay the expenses of the following Life-boat launches, assemblies

of crews, etc., with a view to assisting persons on vessels in distress:—Barry Dock (Motor), Blakeney, Brighton, Caister, Dunbar, Gorleston No. 1, Holyhead, Huna, Newburgh, Newhaven (Motor), Padstow No. 1, Peterhead No. 2 (Motor), Southend-on-Sea, Thurso, and Walton-on-the-Naze (Motor).

Granted £44 4s. to men for injury in the Life-boat service at Bridlington, Sheringham, Torquay and Winterton.

Voted a special gratuity to John Holbrook, ex-Coxswain of the Bembridge Life-boat, in recognition of his excellent services with the Life-boat.

Voted a compassionate grant of £5 to the widow of R. C. Oiller. Oiller, who had been a member of the Dungeness Life-boat crew for fourteen years, left his widow in very poor circumstances.

Voted a compassionate grant to Mr. J. G. Nevin, late Honorary Secretary of the Torquay Branch, who was injured in the Life-boat Service many years ago, and is now partially disabled, and in poor circumstances.

Voted £3 to four men, including the Ardrossan Harbour Pilot and the Life-boat Coxswain, for putting off in a motor boat, and rescuing two boys who were being blown out to sea in a small boat, off Ardrossan, on the 24th March. The boys had gone out with nothing in the boat but pieces of wood, which they used as paddles, and they were unable to control the boat in the strong easterly wind. When picked up they were in an exhausted condition.

Voted £6 to the Coxswain of the Cromarty Life-boat and five other men, for putting off in a motor boat on the night of the 7th April, and searching for several hours for a missing boat with three on board. Also granted 10s. for the use of the motor boat in which the search was made. The small boat, manned by a Minister and his two sons, left Inverness to go to Cromarty. She met with bad weather and was blown to the north of Cromarty, but, fortunately, found shelter and was able to proceed next morning.

Voted £3 2s. 6d. to the Coxswain of the Gorleston Life-boat and four other men for rescuing the only occupant of a boat which was in distress, on the 30th April. While making for the harbour during a fresh breeze from the S.S.E. with a heavy swell, the boat had her mast carried away, and becoming unmanageable, was in danger of drifting on to the North Bank.

Voted £5 5s. to seven men, who, in two boats, rescued the crew of eight of the trawler *Evelyn Joyce*, when she stranded at Holy Island, on the 14th April. Also granted £1 for use of the boats and petrol consumed. The trawler was first seen on fire and the two boats stood by to help when necessary. Later, the trawler drifted ashore and, at some personal risk, the seven salvors took the crew off the burning vessel, and landed them at Holy Island.

Friday, 27th June, 1924.

Sir GODFREY BARING, *Et.*, in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
MEMBERS AND SUBSCRIBERS TO			
LLOYD'S (Balance of Collection)	63	5	—
MISS PANTING	25	—	—
PRUDENTIAL ASSURANCE CO., LTD., for a "Prudential" Life-boat (on account)	2,000	—	—
—To be thanked.			

Paid £16,990 8s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses, and Slipways, and the maintenance of the various Life-boat establishments.

Voted £144 12s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Boulmer	Schooner <i>Saint Jean</i> , of Kirkwall	3
Easington	Steam drifter <i>Thealby</i> , of Grimsby. Stood by vessel.	
Margate No. 1	S.S. <i>Baron Lovat</i> , of Ardrossan. Stood by vessel.	
Walton-on-the- Naze (Motor).	S.S. <i>Baron Lovat</i> , of Ardrossan. Stood by vessel.	
Whitby (Motor)	S.S. <i>Redhall</i> , of Aber- deen. Stood by ves- sel.	

The Cambois Life-boat assisted to save the s.s. *Solhaug*, of Haugesund, and rescued from shipwreck her crew of twenty-eight; the Fraserburgh (Motor) Life-boat assisted the steam trawler, *Pelagos*, of Granton; and the Walton-on-the-Naze (Motor) Life-boat rendered assistance to the s.s. *Pass of Brander*, of London.

The Cromer Life-boat was also launched.

Also voted £219 11s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blyth (Motor), Bull Bay, Caister, Holy Island No. 1, Johnshaven, North Deal, North Sunderland, Palling No. 2, Portrush, Ramsgate, The Humber (Motor), Torbay (Motor), Totland Bay, Weymouth, and Winterton No. 2.

Granted £4 to men for injury in the Life-boat service at Wexford.

Voted the Silver Medal of the Institution accompanied by a copy of the Vote, inscribed on Vellum and framed, to John William Story, in recognition of his courageous action in rescuing three boys, at Whitby, on the 30th May. (This service was described in *The Lifeboat* for November, 1924.)

Awarded Aneroid Barometers, suitably inscribed, to Messrs. John Simpson and Ian Lynn, in recognition of their services in rescuing two men, whose boat capsized off Blairmore, Argyllshire, on the 19th May.

The two men were laying moorings in a strong E. by N. wind, when their boat was capsized and they were thrown into the water. In spite of the heavy sea running, they managed to cling to their boat, which was keel up, until the salvors reached them. It was a very creditable service carried out at considerable risk, as the rescuers were obliged, all the way back, to support the two men in the water, their boat being so small that it was impossible to take them on board.

Voted £2 to four men for rescuing two men whose boat capsized, while they were fishing off Thorpeness, on the 5th May.

The accident happened during a squall from the S.W., when the boat was about 500 yards from shore. The occupants were father and son. Another boat, in which was another son of the capsized man, at once made for the scene and rescued the son, when he was in a state of complete exhaustion, and two partially disabled ex-Service men put off from the beach and saved the father. The promptitude of the salvors was undoubtedly the means of saving two lives.

Voted £8 to eight men for putting off from Stroma and rescuing the crew, eight in number, of the steam drifter *Guide Me*, of Peterhead, which stranded on the 22nd May. Also granted 10s. for fuel consumed.

The drifter ran aground on a dangerous point, on the north side of the Island, during a thick fog. As the tide runs very strongly at this point, her position was critical, and her crew were warned not to leave in the ship's boat or they would be swept away. The salvors put off in a motor boat, and after skilful manœuvring, with considerable risk, succeeded in rescuing the men. The drifter became a total wreck and was soon swept away.

Voted £2 10s., also 10s. for petrol and oil consumed, to four men for rescuing the crew, twenty-three in number, of the s.s. *Jan Van Rysewick*, of Antwerp, off Holy Island, on the 21st May.

The Second Coxswain of the Life-boat was out fishing when he saw two ship's boats full of men, drifting northward. He went to their aid and took both boats in tow to Berwick-on-Tweed, where he landed the shipwrecked men. Their steamer had struck the Knave Stone Rock, Farne Islands, during a thick fog, and had sunk so rapidly that the crew had had to take to their boats at once.

Voted 10s. to a man for rendering assistance when a punt was capsized off Lytham, on the 10th June.

During moderate weather, nine visitors from Preston were going from the shore to a fishing boat, when their punt overturned, and they were thrown into the sea. The water was not very deep and all were rescued, except a small child who was strapped in a go-cart.

Directed that a Letter of Thanks be addressed to Mr. W. H. Moore, Assistant Harbour Master, and voted 10s. each to three other men for putting off from Douglas and saving three persons, on the 17th May.

At about 10.30 a.m., during a moderate S.W. breeze with a strong ebb-tide, a small motor boat was reported to be in difficulties. Mr. Moore obtained a boat and crew of Life-boatmen, and on reaching the motor boat, found her adrift, without sails or oars and with her engine disabled. She was taken into Douglas Harbour together with her crew. The prompt services of the salvors rendered the launch of the Life-boat unnecessary.

Voted £9 to nine men who, in three motor boats, put out from Littlehampton and rescued the two occupants of the fishing lugger *Brittania*, which was in distress on the 31st May. Also 6s. for repairs to one of the boats concerned.

The fishing lugger had been caught in a heavy S.W. gale, which carried away her sails; her anchor-cable parted, she drifted towards the shore before the storm. The first of the motor boats to reach her got a rope to the lugger, but had to cut the rope to avoid being pulled ashore. The rope then fouled her propeller, and she was almost ashore before the rope could be got clear. Meanwhile the other two boats succeeded in towing the *Brittania* into safety. This was a skilful service, carried out in a heavy gale on a lee shore.

Thursday, 24th July 1924.

The Hon. GEORGE COLVILLE in the Chair.

Decided to close the Rhosneigr Life-boat Station.

Reported the receipt of the following special contributions:—

	£	s.	d.
Sir WILLIAM CORRY, Bt.	100	-	-
Miss B. A. GRAY	100	-	-
WHITE STAR LINE, being a portion of the contributions made by passengers on their steamers	100	-	-
ANONYMOUS	50	-	-
The Hon. ALEXANDRINA PECK-OVER	26	5	-
Mr. JOHN WEIR.	26	5	-
THE BELGIAN GOVERNMENT	25	-	-
Mrs. MOYSEY	25	-	-

—To be thanked.

Paid £29,477 5s. 2d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £49 10s. 6d. to pay the expenses of the following Life-boat Services:—

Lifeboat.	Vessel.	Lives rescued.
New Quay	Fishing smack <i>Winfreda</i> , of Aberayron	2
(Cardigan)	Ketch <i>Marie Celine</i> , of Drogheda.	3
Ramsey	A small pleasure boat .	6
(Motor)		
The Humber	A small boat from Haile Fort	3
(Motor)		

Also voted £117 0s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons

on vessels in distress :—Appledore (Motor), Bembridge (Motor), Brighton, Caister, Fraserburgh (Motor), Hilbre Island, Padstow (Tug), and Ramsgate.

Granted £79 8s. 9d. to men for injury in the Life-boat Service at Cardigan, Sheringham, and Torquay.

Voted a compassionate grant of £5 to JOEL HURST, who was a member of the Ramsgate Life-boat crew for many years, and is now in poor health and circumstances.

Voted a compassionate grant of £5 to the widow of JOHN EVANS, who is old and in very poor circumstances. EVANS had been a member of the Moelfre Life-boat crew for forty-five years.

Reported that H.M. the King of Sweden had awarded Cups of Honour to the members of the Longhope Life-boat crew in recognition of their good services in rescuing eight of the crew of the s.s. *Citos*, of Helsingborg, which was in distress on the 12th September, 1923. Also that the presentation was made by CAPTAIN DAINTREE, R.N., Inspector-General of H.M. Coast Guard, at Kirkwall. (Described in *The Lifeboat* for November, 1924.)

Voted £1 to MR. H. WEST, who, accompanied by another man, rescued two boys, who were drifting helplessly in a small boat off Montrose, on the 12th July, 1924. Also granted 1s. 6d. for fuel consumed.

Reported that some of the Wexford permanent Life-boat crew put off in the Coxswain's own motor-boat—the Life-boat being under overhaul—and proceeded to Fethard, on the night of the 12th July, as it had been reported that the s.s. *Lismore* had foundered in the vicinity. A strong S.W. wind was blowing, and the boat spent the night in an unsuccessful search, returning to Wexford at 4.30 p.m. next day. Voted £3 10s. to two men, not members of the crew, for their services, and also allowed £6 for petrol consumed.

Thursday, 18th September, 1924.

Sir GODFREY BAZING, Bt., in the Chair.

Reported the resignation from the Committee of Management of Sir WILLIAM CORRY, Bt.

Reported the receipt of the following special contributions :—

	£	s.	d.
JUNARD S.S. Co., LTD.; Anchor Line (Henderson Bros.), Ltd.; Messrs Thos. & Jno. Brocklebank; Commonwealth and Dominion Line (special joint donation)	500	—	—
JUNARD S.S. Co., LTD. (collected on their steamers) :—			
Subscription	100	—	—
Donation	50	—	—
A. W. (donation)	100	—	—
Miss G. M. BENNETT (donation)	25	—	—
—To be thanked.			

Paid £21,134 13s. 7d. for sundry charges in connexion with the construction of Life-boats,

Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £182 5s. 7d. to pay the expenses of the following Life-boat Services :—

Lifeboat.	Vessel.	Lives rescued.
Barmouth . . .	Ketch <i>Notre Dame de Boulogne</i> , of Treguier	4
Gorleston No. 2 . .	Shrimpsboat <i>Falcon</i> , of Yarmouth. Saved boat and rescued . . .	2
Hoylelake . . .	Yacht <i>Dart</i> , of Hilbre .	2
The Lizard . . . (Motor)	S.S. <i>Bardic</i> , of Liverpool	93
Margate No. 1 . .	Motor ketch No. 872, of Gravelines. Stood by vessel.	
Newhaven . . . (Motor)	Steam trawler <i>Cayrian</i> , of Grimsby. Rendered assistance.	
Skateraw . . .	Schooner <i>Cyril</i> , of London. Stood by vessel.	
Teesmouth . . . (Motor)	S.S. <i>Kalix</i> , of Stockholm. Stood by vessel.	
Wells	S.S. <i>Conisrag</i> , of Glasgow. Rendered assistance.	

The Blakeney Life-boat assisted the s.s. *Hilderthorpe*, of Hull; the Clacton-on-Sea (Motor) Life-boat saved the yacht *Elidor*, of Burnham, and rescued her three hands; the Lizard (Motor) Life-boat on two occasions rendered assistance to the s.s. *Bardic*, of Liverpool; and the Penlee (Motor) Life-boat assisted the s.s. *River Ely*, of Cardiff, and landed five persons.

Also voted £274 2s. 5d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Caister No. 1, Cresswell, Douglas, Fowey, Hartlepool (Motor), Hilbre Island, Holyhead No. 1, The Humber (Motor), Margate No. 1, Mevagissey, Newhaven (Motor), North Deal, Padstow No. 1, Poolbeg, Poole and Bournemouth, Ramsgate, Rhoscolyn, Rhyl, St. Abbs (Motor), and Whitby (Motor).

Granted £141 14s. 6d. to men for injury in the Life-boat Service at Blakeney, Moelfre, Sheringham, and Torquay.

Voted a compassionate grant of £10 for the benefit of WILLIAM SCHOFFIELD, ex-Coxswain of the Clacton-on-Sea Life-boat, who is now broken in health, and practically destitute.

Reported that JAMES HARLAND, Shore Signalman, was accidentally run over by the Life-boat carriage and killed while assisting at a Demonstration launch of the Whitby Life-boat, on the 16th August. Granted weekly pensions to the widow and four young children, and also defrayed the funeral expenses.

Granted additional rewards to the crew of the Hoylelake Life-boat for an arduous service on the night of the 17th August, when the two hands of the yacht *Dart* were rescued.

Reported that the Superior Council of the Italian Navy had awarded a Silver medal to the Coxswain, and Bronze Medals to the other members of the North Deal Life-boat crew, in recognition of their services in rescuing the crew, thirty in number, of the s.s. *Val Salice*, of Genoa, on the 19th November, 1916; also that the presentations had been made by the Italian Naval Attaché. (Described in *The Lifeboat* for November, 1924.)

Voted the Thanks of the Institution inscribed on Vellum and a reward of £2 to ROBERT CUTTING for rescuing a man at Rye Harbour, on the 7th August. Mr. Cutting and a companion were out in a pleasure boat when she was capsized and sank. They both began to swim towards the shore, but the other man, after swimming about twenty yards, collapsed. Mr. Cutting, who was in a weak state of health, gallantly went to his help. With great difficulty and at great personal risk he eventually succeeded in getting him ashore in an insensible condition, and then resuscitated him by artificial respiration.

Directed that a Special Letter of Thanks be addressed to Mr. F. W. TEE, for rescuing a man and a woman, off Netley, on the 8th June. They were sailing in Southampton Water during a strong S.W. breeze with a rough sea, when their dingey began to leak badly, and then sank, but came up again keel upwards. After clinging to her for some time, they decided to swim for a small boat which was at anchor near them, but owing to the strong ebb, the woman failed to reach the boat and was carried down Southampton Water. On learning of the accident, Mr. Tee at once put off in a small boat and rescued her, but as the boat was too small to allow of her being taken on board, she was towed ashore clinging to the stern. Mr. Tee then made a second journey and brought ashore the man. Mr. Tee declined to accept a monetary award voted to him by the Institution.

Voted £2 to two men for rescuing two of the three occupants of the yacht *Thistle*, of Plymouth, which foundered off Fowey, on the 17th August. Also granted 2s. for petrol used. The weather at the time was very squally, and the sea was rough. When the yacht foundered two men at once put off in a motor boat and were successful in finding two of her crew. Unfortunately the third man was lost, but had it not been for the prompt action of the salvors, there is no doubt that the other two would have been drowned also. Mr. M. DUNN, pilot, one of the salvors, gave his monetary award as a donation to the local Branch of the Institution.

Voted £1 10s. to two men for rescuing two women at Cemaes, on the 31st July, who were drifting out to sea in a small rowing boat, which they were unable to control owing to the strong S.W. wind and tide.

Voted £1 to MR. H. ALLERTON, and directed that a Letter of Thanks be sent to Mr. and Mrs. H. TARRANT, for rescuing four persons off Lowestoft, on the 4th August. Also granted 2s. for petrol consumed. Two young men and

two girls were out in a small boat, when a strong ebb tide and a S.W. moderate breeze swept them to the northward towards the Newcombe Ridge. Mr. Allerton, who had kept the boat under observation, put off in a motor boat accompanied by Mr. and Mrs. Tarrant, who had volunteered to help him with the motor. The occupants of the boat were quite helpless, and it was only with difficulty, owing to the swell and breaking water, that the salvors were able to get them into the motor boat, and tow their boat ashore.

Voted £1 10s. to three men for putting off in a motor boat and helping the motor boat *Betty*, at Tenby, on the 13th August. Also sent a Letter of Thanks to the owner of the motor boat used, and allowed 3s. for petrol used. The engine of the *Betty* had broken down, and she was drifting helplessly in the fresh S.W. breeze, with a crew of two and two passengers on board.

Thursday, 16th October, 1924.

Sir GODFREY BARING, Bt., in the Chair.

Co-opted the Hon. ESMOND HARMSWORTH a member of the Committee of Management.

Reported the receipt of the following special contributions:—

	£	s.	d.
Miss JULIET RECKITT (additional donation)	100	-	-
Mrs. WHARRIE (Centenary donation to Horsham branch)	100	-	-
L. J. WOODHOUSE, Esq. (donation)	100	-	-
—To be thanked.			

Paid £17,486 16s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £190 15s. 2d. to pay the expenses of the following Life-boat Services:—

Life-boat.	Vessel.	Lives rescued.
Cromer	Auxiliary motor-boat	
(Motor)	<i>Iona</i> , of Middlesbrough. Landed 4 from the Haisbrough Light Vessel.	
Moelfre	Schooner <i>Mary Anne Jane</i> , of Guernsey	3
Palling No. 2	Steam drifter <i>Lubert</i> , of Boulogne. Stood by vessel.	
Stromness	Steam trawler <i>Hessonia</i> , of Hull	10
(Motor)		
Totland Pay	Motor yacht <i>Adelante</i> , of London. Stood by vessel.	

The Wexford (Motor) Life-boat rescued the six hands of the motor schooner *Michael Kelly*, of Liverpool, and afterwards saved the vessel.

Also voted £272 6s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aranmore, Banff and Macduff, Caister, Cemaes, Clacton-on-Sea (Motor), Cromer (Motor), Holy Island No. 1, Holyhead Nos. 1 and 2, Hoylake, Johnshaven,

The Mumbles, Peterhead No. 2 (Motor), Poole and Bournemouth, Ramsgate, St. Peter Port, Sheringham, Southend-on-Sea, Stromness (Motor), Torbay (Motor), and Wells.

Granted £29 15s. to men for injury in the Life-boat Service at Aranmore, Blackpool and Redcar.

Directed that a Letter of Appreciation be addressed to Coxswain WILLIAM JOHNSTON, in recognition of the meritorious manner in which he navigated the Stromness Motor Life-boat, on the 4th October, when she rescued from shipwreck the crew, ten in number, of the steam trawler *Hessomite*, of Hull. The vessel was wrecked on the North Crag, Birsay, Orkneys, during a dense fog, and the Life-boat was launched to go to her aid at 4.30 A.M. So dense was the fog that the only guide that the Coxswain had to steer by was the broken water on the rocks and crags along the coast. Under these very difficult conditions he safely brought the Life-boat to the wreck, a distance of twenty miles. Through the local Press the rescued men expressed their thanks to the Life-boatmen for their services.

Voted £5 5s. to Coxswain THOMAS STORM and six other Life-boatmen for rescuing the five occupants of a small pleasure boat, which was in distress off Robin Hood's Bay on the 17th September. Four visitors and a boatman had gone out fishing, but were overtaken by a W.S.W. gale when about two miles N.E. of Robin Hood's Bay. In attempting to pull back they lost two oars, and then hoisted a distress signal. Some risk was incurred by the salvors who went out in a fishing coble.

Voted £2 5s. to Coxswain CHARLES CONWAY and two other men for rescuing two boys whose canoe capsized in rough water off Hurst Castle, near Totland Bay, on the 12th September. The accident was seen through a glass, and the men quickly put off, and with some difficulty rescued the boys, one of whom was much exhausted.

Tuesday, 18th November, 1924.

The Hon. GEORGE COLVILLE in the Chair.

Co-opted Captain T. P. H. BEAMISH, C.B., R.N., M.P., a member of the Committee of Management.

Reported the resignation of the Duchess of Norfolk from the Presidency of the Ladies' Life-boat Guild.

Reported the receipt of the following special contributions:—

	£	s.	d.
"P. F. B.," In Memoriam (donation)	200	-	-
Executors of the late Mrs. S. A. BESCOBY (donation).	100	-	-
Mrs. BURRELL (for the "Agnes Cross" Life-boat at Lowestoft)	100	-	-
WHITE STAR LINE (being a portion of the collection from passengers for charitable purposes on their steamers)	100	-	-
Mr. F. D. G. OSBORNE (gift from Estate of the late Miss G. G. OSBORNE)	80	-	-
"E. R."	28	-	-

—To be thanked.

Paid £22,937 19s. 3d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £165 10s. 9d. to pay the expenses of the following Life-boat Services:—

Life-boat.	Vessel.	Lives rescued.
Cromer No. 1	S.S. <i>Clansman</i> , of Lowestoft	9
Eastbourne	Ex-M.L. 87	3
Flamborough No. 1	Steam trawler <i>Joule</i> , of Hull. Stood by vessel.	
Gorleston No. 2	Steam drifter <i>Harvester</i> , of Berwick. Stood by vessel.	
Margate No. 1	Barge <i>Lord Nelson</i> , of London	3
Margate No. 1	Barge <i>Guernsey</i> , of London	5
Port Patrick (Motor)	Fishing boat <i>Peggy Morgan</i> , of Port Patrick. Saved boat and rescued	2
St. Anne's	S.S. <i>Royal Regis</i> , of London. Stood by vessel.	
The Humber (Motor)	S.S. <i>Harlech</i> , of London. Landed 14.	

The Margate No. 1 Life-boat saved the barge *Challenge*, of Weymouth, and rescued from shipwreck her crew of three.

Also voted £204 3s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Barry Dock (Motor), Caister, Cromer (Motor), Dunbar, Dungeness No. 2, Gorleston No. 2, Lytham, Margate No. 1, Peterhead No. 2 (Motor), Pwllheli, Skegness, The Humber (Motor), and Weymouth (Motor).

Granted £24 13s. to men for injury in the Life-boat Service at Blackpool, Cardigan, Peterhead, and Winterton.

Voted a further sum of £100 for the benefit of the men of the Ramsgate Life-boat, who took part in the rescue of the *Indiam Chief* in 1881.

Voted a compassionate grant of £5 to WILLIAM SWAN, who for over twenty years was a member of the North Sunderland Life-boat crew, and is now disabled by the loss of his eyesight.

Voted a compassionate grant of £5 to JOHN DALTON, Winchman, and at one time a member of the crew of the Poolbeg Life-boat, who has a wife and three children and is now compelled to go to South Africa on account of his ill-health.

Awarded the Thanks of the Institution inscribed on Vellum, and the sum of £3 each to Messrs. JOHN DEARNESS, OLIVER SCOTT, and JAMES SLATER, in recognition of their gallant conduct in going out in a 17-ft. boat, and at great personal risk rescuing the three hands of a sailing boat which had capsized in

a heavy squall and a rough sea, off Sanday, Orkneys, on the 24th June, 1924. (This service is described on page 12.)

Awarded the Thanks of the Institution inscribed on Vellum, and the sum of £3 each, to Messrs. MICHAEL BOWLER, DANIEL KANE, and JAMES KANE, in recognition of their gallant conduct in going out in a 26-ft. canvas canoe, and at great personal risk rescuing one of the three occupants of a fishing canoe, which was swamped during a moderate northerly gale with a rough sea off Smerwick, Co. Kerry, on the night of 24th September, 1924. (This service is described on page 12.)

Voted £2 to two men, father and son, for rescuing one of the two occupants of a shrimp boat which capsized off Lowestoft, on the 22nd September, 1924. The boat was capsized by

an exceptionally violent squall, the two men being thrown into the water. One succeeded in obtaining a hold on the boat, but the other, his grandson, was swept away by the heavy sea and drowned. The salvors, who were also shrimping near at hand, saw the accident, and rescued the man clinging to the boat, but it was only done with considerable difficulty, as the rescuers' boat had to be taken over the sunken boat.

Thursday, 27th November, 1924.

The Hon. GEORGE COLVILLE in the Chair.

Resolved that Major C. R. SATTERTHWAITE, O.B.E., R.E., be appointed Deputy Secretary of the Institution, in succession to the late Mr. Rowland Berkeley.

The Storeyard's Children's Party.

THE Institution's Storeyard is at Poplar, in a district of London where there is a great deal of poverty, and at Christmas last year it gave a Tea and Entertainment to over 150 children. It was entirely arranged and carried out by the Storeyard Staff itself, with the help of contributions from the Staff at Life-boat House, a number of whom went down to Poplar to help on the day.

The Party was given at the Emery Hall. A hundred and fifty invitations were sent out to children at the local Special School of the London County Council, and a few days before, members of the Storeyard Staff distributed presents to the remaining 130 children of the school, who, on account of physical infirmities, could not come to the party itself.

It was announced to begin at 4 p.m., and punctually at noon the first of the guests were at the door. Punctuality is not always an easy virtue, and those who find it difficult may like to encourage themselves with the heroic example of one of these guests, a boy, who had slept in his best clothes the night before so that nothing might prevent him from being in time.

Long before 4 o'clock 180 of the 150 invited had arrived at the door, and were welcomed by Captain Rowley, the Chief Inspector, and Captain Bevan, Deputy Chief Inspector for Stores. Fortunately there was a band, and the guests entertained themselves with song until tea was ready. Yet more guests were then seen looking hungrily through the door, and room was made for them.

After tea there was an entertainment,

with conjuring and a clown. No conjuring is complete without at least one member of the audience who knows—and tells other people—how the thing is done. Poplar is no exception. In one of the tricks members of the audience chose numbers. These were added together, and the conjurer then fired at a board, one of the figures of the total appearing at each shot. Afterwards, a big boy was overheard, saying, "I did. I did. I saw the blinking numbers coming out of the pistol."

After this came games; refreshments; more games; a magic lantern and a Christmas tree; and, finally, Father Christmas himself (like the Conjurer, the Clown, the Organizer of Games, the Story-teller, and the Magic Lantern Operator, a member of the Storeyard Staff) loaded with toys, fruit, sweets, crackers, and balloons. The presence of so many more than the 150 formally invited, might have caused him some embarrassment, but a number of new sixpences were found for those for whom there were no toys.

There is usually some small tragedy at every party, and close on nine o'clock the following dialogue took place:

GUEST: "Please I want a bladder" (Poplar for balloon).

CONJURER: "But you've had one."

GUEST: "It's bust."

CONJURER: "There isn't another."

GUEST: "But it's my birthday next Wednesday."

CONJURER (*temporising*): "How old will you be?"

GUEST: "Ten and a half!"

Awards to Honorary Workers.

Election of Eight Honorary Life-Governors.

THE following have been elected Honorary Life-Governors of the Institution in recognition of their long and distinguished services, and have been presented with a copy of the Vote inscribed on Vellum and signed by H.R.H. the Prince of Wales, the President :—

LADY ANN, J.P., President of the Ladies' Life-boat Guild, Derby.

MRS. ASTLEY ROBERTS, President of the Ladies' Life-boat Guild, Eastbourne.

MISS MOSER, Honorary Secretary and Treasurer of the Shrewsbury Branch.

SIR CHARLES MACARA, Bt., J.P., Chairman, St. Anne's-on-the-Sea Branch of the Institution, and Founder of the Life-boat Saturday Fund, which was taken over by the Institution in 1910.

Mr. J. A. GARDINER, Honorary Secretary, Life-boat Stations at Campbeltown, Machrihanish and Southend, in Argyllshire.

Mr. G. L. THOMSON, Honorary Secretary, Life-boat Station at Stromness.

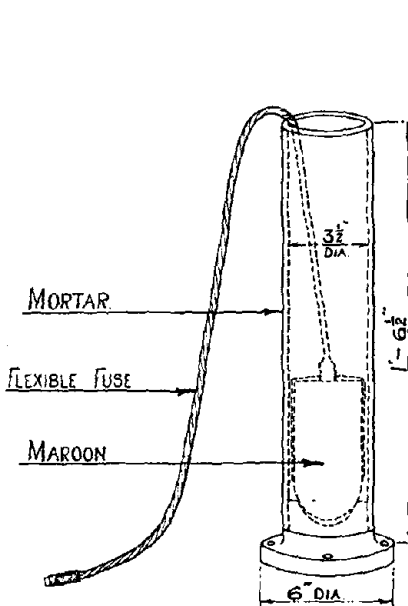
Mr. W. J. OLIVER, Honorary Secretary, Life-boat Station at Sunderland.

Major A. T. FISHER, Honorary Secretary, Salisbury.

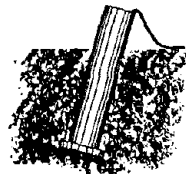
The following awards have also been made :—

To Mr. T. D. ROBERTS, upon his retirement, on the closing of the Point of Ayr Branch, after 6 years' service as Honorary Secretary, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mr. H. J. RAMSBOTHAM, upon his retirement, after 12 years as Honorary Secretary of the Lyme Regis Branch, the Thanks of the Institution inscribed on Vellum.



MORTAR FOR MAROONS.



PARTIALLY BURIED IN GROUND.



V SHAPED PIT. MORTAR LYING AT NECESSARY ANGLE.

This Signal Maroon has been adopted by the Institution in place of the Rocket Distress Signal because :—

1. As there is no metal in its construction the danger of an accident through failure to detonate is reduced to a minimum.

2. No matches are needed to light it. This is done with the end of the fuse, which is coated with a firing combustion, and can be struck, either on the special lighter provided, or, in an emergency, on an ordinary match box.

News from the Branches.

CENTENARY CELEBRATIONS.

SINCE the "Centenary Celebrations" Number of *The Lifeboat* appeared in November last a number of other celebrations have been held.

Cumberland.

A Whist Drive and Dance have been held at Maryport in addition to the Thanksgiving Service and Century Lifeboat Day mentioned in the last issue.

Durham.

A Century Lifeboat Day has been held at Gateshead-on-Tyne.

Lancashire.

Century Lifeboat Days have been held at Abrams, Accrington and Wigan.

House-to-House Appeals at Atherton, Great Harwood, Ormskirk and Mossley.

Yorkshire.

A Century Lifeboat Day has been held at Doncaster, and a "Mile of Pennies" at Ripon.

Staffordshire.

A Century Lifeboat Day was held at Stoke-on-Trent (including Longton, Fenton, Stoke, Hanley, Burslem, and Tunstall).

Essex.

A Dance has been held at Clacton-on-Sea, to which parties came from Walton, Frinton and Brightlingsea, in addition to the Thanksgiving Service and Century Lifeboat Day mentioned in the last issue.

Devonshire.

Plymouth has held a Centenary Bazaar in addition to the Centenary Meeting, Thanksgiving Service, Century Lifeboat Day, Ball and Lifeboat Fête mentioned in the last issue.

Hope Cove held a Century Lifeboat Day on the same date as the Salcombe Day reported in the November issue, and raised over £51. One of the features of the day was a race between the Salcombe and Hope Cove Lifeboats.

Dorset.

Four performances of Laurence Housman's and Granville Barker's "Prunella" were given in aid of the Weymouth Branch, with Miss Eileen Thorndyke and

Mr. Russell Thorndyke in the principal parts. During one of the performances the Ladies' Lifeboat Guild presented the Branch with a barometer and clock for the new Lifeboat House.

Hampshire.

A Whist Drive and Dance have been held at Basingstoke, in addition to the Centenary Meeting, the Century Lifeboat Day, the Bazaar and the Mayor's Appeal mentioned in the last issue.

Oxfordshire.

A Dance has been held at Banbury in addition to the Century Lifeboat Day mentioned in the last issue.

Somerset.

In addition to the Century Lifeboat Day, mentioned in the last issue, a Meeting was held at Frome, with Lady Waldegrave in the chair, and a Ladies' Lifeboat Guild was formed with Lady Mary Thynne as President.

Dumbartonshire.

A Thanksgiving Service has been held at Kirkintilloch, in addition to the Century Lifeboat Day mentioned in the last issue.

Edinburghshire.

A Centenary Meeting was held in Edinburgh at which the Lord Provost (Sir William Sleight) presided, and Sheriff Jamieson delivered an address.

Renfrewshire.

Paisley has held a Century Lifeboat Day and made a collection at a Football Match, in addition to the Thanksgiving Service mentioned in the last issue.

Pembrokeshire.

A Century Lifeboat Day was held at Milford Haven.

Glamorganshire.

Barry Dock held a Centenary Thanksgiving Service (which was not reported in the last issue of *The Lifeboat*) on 2nd March, the Sunday immediately preceding the Institution's birthday. The Service was held in the Wesleyan Church, and there was a procession through the town. Those who took part in it including members and officials of the Urban District Council, the Lifeboat Committee and Crew, the Coast

Guard, the Police, the Salvation Army, the Channel and Dock Pilots, officials and employees at the Docks, Boatmen, the Sea Scouts and Boy Scouts, and the St. John and Red Cross V.A. Detachments. The Service was conducted by the Rev. J. Willis Benneworth, with the help of the local Chaplains of the Mission to Seamen and the British and Foreign Sailors' Society.

Wicklow.

A Century Life-boat Day was held at Wicklow.

ANNUAL MEETINGS.

ABERDEEN.—On 21st November, 1924, Ex-Baillie Milne, Vice-President of the Branch, in the chair. During the year ended 30th September, 1924, the Branch raised £552 as compared with £483 in the previous year. Of this sum the Ladies' Life-boat Guild had collected £263, and Century Life-boat Day had raised £233. Both the collections of the Guild and the Day showed an increase, but annual subscriptions decreased, amounting to less than £10. The officers were re-elected, and Captain Wyness, Harbour Master, was elected to the new office of Honorary Marine Secretary, in view of the fact that from the beginning of 1925 the Institution was taking over the Life-saving work from the Harbour Commissioners.

APPLEDORE.—On 20th November, 1924, Captain the Hon. Denys Scott presiding. The report expressed the appreciation of the Station at the action of the Mayor and Corporation of Bideford in attending the Centenary Thanksgiving Service on Bideford Quay, and showed that during the year ended 30th September, 1924, the Branch had raised £400, as compared with £340 in the previous year. The Rev. J. B. White was re-elected Chairman, a post which he has held for twenty-five years, and the meeting expressed its appreciation of his long and valued services. Mr. H. C. Whitehead was re-elected Honorary Secretary, and, in responding, said that he had recently discovered old documents with references to the work of the Station. They showed that during ninety-five years of the ninety-nine years of the Station's existence, 251 lives had been rescued from shipwreck.

This was a record of which they could be proud; and, in addition, the Appledore Station had the biggest subscription list of any Branch in Devon.

BANFF.—On 12th December, 1924, Ex-Provost Walker, the Chairman of the Branch, presiding. During the year ended 30th September, 1924, the Branch collected £97 as compared with £37 in the previous year. The report for the year showed that the Station was in complete working order, and it had been decided, after a year's trial, that the Life-boat should be placed permanently at Whitehills. Satisfaction was expressed at the intention of the Institution to provide a light Motor Life-boat for the Station.

BATH.—On 11th November, 1924, Brigadier-General E. H. Molesworth, C.B., presiding. During the year ended 30th September, 1924, the Branch raised £352, as compared with £298 in the previous year. The increase was due, the Treasurer's report stated, to the efforts of the Honorary Secretary in getting new donors and subscribers, and a vote of thanks to him was passed. The officers were re-elected, and Admiral Veale was added to the Committee.

BLYTH.—On 28th November, 1924, Councillor G. Tynemouth presiding. The report showed that during 1924 the Blyth and Cambois Life-boats had been called out on service six times. The Branch had raised during the year £341, which included £204 in voluntary collections from ships, as compared with £236 in the previous year, which had included £191 from ships. The Chairman said that he thought that annual subscriptions might be considerably increased. The Mayor (Alderman G. Nunn) was elected first President of the Branch, and the Committee for 1925 was elected.

BRADFORD.—On 8th December, 1924, the Lord Mayor (Mr. J. H. Palin, M.P.) presiding. During the year ended 30th September, 1924, the Branch collected £3,050, as compared with £2,643 in the previous year. The Lord Mayor moved the adoption of the report, and, in seconding it, Sir William Priestley, the Chairman of the Committee, said that the Branch got into touch with all the districts of Bradford and with all classes, that he had never been on a

Committee which worked more smoothly. He referred to a letter of warm appreciation which he had received from Sir Godfrey Baring, the Chairman of the Committee of Management of the Institution, and said how much the Marquess of Graham had been impressed when he represented the Committee of Management at the Alhambra Matinée. In moving a vote of thanks to the Officers and Committee of the Branch and to the Ladies' Life-boat Guild, Mr. Sutcliffe Smith mentioned the Centenary Dance, organized by Mrs. Henry Clough, which has raised £243, and the Sunday Society Lecture, arranged by Mr. House, which had raised £117. Mr. Sutcliffe Smith, at the request of Sir William Priestley, presented to the Lord Mayor a model of the *City of Bradford* Motor Life-boat, which is stationed at Spurn, and the Lord Mayor, in accepting it, said that it would be given a place of honour in the Cartwright Hall.

BUDE.—On 13th October, 1924. The report for the year ended 30th September, 1924, stated that this was the first year that Bude had been a Financial instead of a Station Branch. With the attraction of the Life-boat gone, especially on Life-boat Day, there had been a decline in the receipts, which amounted to £155 as compared with £169 in the previous year. What the Branch wanted was more annual subscribers of 5s., and for these Admiral Nicholson, the Honorary Secretary, made a special appeal. He also pointed out that in 1923, out of the twelve Cornish Branches, only Newquay and Penzance had raised larger sums than Bude.

CROMER.—On 12th November, 1924, Mr. D. Davison, J.P., Chairman of the Branch, presiding. The report for the year ended 30th September, 1924, referred to the great loss which the Branch had suffered by the death of its President, the late Lord Suffield. Twelve lives had been rescued during the year, making the total for the Station 287. During the year £350 had been raised, as compared with £457 in the previous year. A record sum of £112 had been raised on Century Life-boat Day, and the fall in the revenue was due to the fact that the new Boat-house had only

been open a very short time instead of the whole season, for which reason £100 less had been collected there than in the previous year. The thanks of the Committee of the Branch were expressed to Coxswain Blogg and his crew, and to Mr. Blyth, the caretaker at the old Boat-house, who had sold over 1,600 picture postcards and 528 Life-boat books. It was announced that Lord Suffield had consented to succeed his father as President, and the Officers and Committee were re-elected.

EASTBOURNE.—On 18th December, 1924, the Chairman of the Branch, Mr. Ernest Armstrong, presiding, supported by the Mayor (Alderman Sir Charles O'Brien Harding). The statement of accounts showed that the year ended 30th September, 1924, had been a record for the Branch, £898 having been collected as compared with £779 in the previous year. In moving the adoption of the report, the Chairman paid a tribute to the wonderful work of Mrs. Astley Roberts, President of the Ladies' Life-boat Guild, who had started her work for the Branch in 1895, in which year the sum collected had been £30; to her devoted helpers; and to Mr. Mark Hookham, the Honorary Secretary of the Special Efforts, who, to their great regret, felt that the time had come for him to resign. The Chairman also dealt with criticisms of delay in launching the Life-boat on 21st October, 1924, when she rescued the crew of three from the Motor-yacht *Ex-M.L. 87*. Careful inquiry had been made, and the reason why the Life-boat was not launched earlier was that the yacht was not flying signals of distress. The Officers and Committee were re-elected, Sir George Lloyd, M.P., and Lady Lloyd, Mr. J. Andrews, and Lieut.-Col. Gwynne Roland, D.S.O., being added to the Committee.

EDINBURGH.—On 8th December, 1924, the Lord Provost (Sir William Sleight) presiding. During the year ended 30th September, 1924, the Branch collected £1,945 as compared with £1,359 in the previous year. This included £850 raised by the Century Life-boat Day—a record sum. The Lord Provost expressed his sympathy and admiration for the work of the Institution, and

Sheriff Jamieson moved a resolution commending the work of the Branch to the public. Sir James Wishart Thomson, K.B.E., proposed that the meeting should record its appreciation of the services of Mr. W. A. Wyse, who, at the end of twenty-one years' service as Honorary Treasurer, was intending to resign, and announced that Mr. S. C. Clapperton would succeed him.

LAKE DISTRICT BRANCH.—At Windmere, on 15th November, 1924, Mr. A. R. Sladen, Honorary Treasurer of the Branch, presiding. During the year ended 30th September, 1924, the Branch raised £97, as compared with £77 in the previous year. Mr. Sladen expressed the special thanks of the Branch to Miss Hamilton who collected in Windermere, and Miss Birkett who collected in Bowness, and said that another collector had been obtained for Ambleside. The Organizing Secretary for the North of England then delivered an address on the work of the Institution during the past hundred years, and on the pressing need for Motor Life-boats. Since this meeting it has been decided to make a special effort in the Lake District to provide a Motor Life-boat bearing its name.

OLDHAM.—On 11th December, 1924, the Mayor (Alderman F. Broadbent) presiding. During the year ended 30th September, 1924, the Branch collected £320 as compared with £280 in the previous year. While the annual subscriptions had fallen by £9 the Ladies' Life-boat Guild had collected £190, an increase of £15. A special vote of thanks was passed to the Guild for its splendid efforts, and an appeal was made to men to do something more besides giving their annual subscriptions. The Officers were re-elected.

SWANAGE.—On 31st December, 1924, Mr. Atkinson presiding. During the year ended 30th September, 1924, the Branch raised £140 as compared with £113 in the previous year. The Honorary Secretary, Mr. Powell, read a report of a launch of the Life-boat on 27th December, when, in tremendous seas, she went out fifteen miles to a steamer which had been in difficulties. It was decided to ask for subscriptions in order to present a framed photograph of the crew to each member of it, as a memento

of this service. The Officers and Committee were elected for 1925.

WEYMOUTH.—On 6th October, 1924, Captain A. Masters presiding. The report for the year ended 30th September, 1924, referred to the reconstruction of the Boat-house and the action of the Weymouth Corporation in laying the cable and supplying the current for the electric winch free of charge. The fund for the Boat-house, initiated by Mr. Albany Ward, among the patrons of the Picture Houses and Theatres under his control, had raised £1,392 of the £3,553 which the new House and Slipway had cost, and Mr. Newbold had promised that it should be carried on. During the year £228 had been collected as compared with £174 in the previous year. A vote of thanks was passed to the members of the Ladies' Life-boat Guild for their services on Century Life-boat Day, which had raised £111, and the Committee were re-elected.

SPECIAL MEETINGS.

BRADFORD.—The annual *matinée* at the Alhambra which, through the kindness of the Managing Director, Mr. Francis Laidlaw, has long since become one of the established features of Life-boat work in Bradford, was held on 20th November, 1924. The performance was given by the artists appearing at the Alhambra, supported by leading artists from the Hippodrome, Leeds, and the Hippodrome, Keighley. Among them was Miss Florrie Forde, who has appeared at many of these *matinées*, and was some time ago awarded the Gold Brooch of the Institution for the constant help which she has given to the Life-boat cause. There was a crowded audience which included the Marquess of Graham, a Vice-President of the Institution, who represented the Committee of Management, the Lord Mayor (Mr. J. H. Palin), the Lady Mayoress and Sir William H. Priestley, Chairman of the Branch. At the close of the performance the Marquess of Graham thanked Mr. Laidlaw, the artists and the officials of the theatre, all of whom had given their services. The total receipts, which are given to the Branch without any deduction for expenses, amounted to £383. To this was added £75 obtained from a flower stall, making £458, and

an anonymous friend made up the amount to £500.

DUBLIN.—On 7th November, 1924, a special meeting was held, at which Mr. John Good, T.D., presided, for the purpose of presenting the Institution's Gold Pendant and Record of Thanks to Major Whewell in recognition of his thirty years' service to the Life-boat cause as Chairman of the Dublin Special Effort Committee. The District Organizing Secretary for Ireland, Mr. H. G. Solomon, said that Major Whewell was the first Irish worker to receive the Gold Pendant, and that largely through his energy the contributions to the Dublin Branch had risen from £400 in 1910 to £1,200 in 1924. Major Whewell, in accepting the presentation, spoke of the splendid support which he had received from the many Life-boat workers in Dublin.

FLEETWOOD.—A special meeting was held on 22nd December, 1924, at which the chair was taken by Mr. F. J. Thompson, J.P., supported by Lord Stanley, M.C., M.P., Lady Stanley, and Councillor R. E. Mann (Chairman of the Fleetwood Urban District Council). The purpose of the meeting was to present to Mr. John Robert Leadbetter the Certificate of Service which had been awarded to him by the Institution in recognition of the fact that he had served for forty-one years in the Fleetwood Life-boat, during fourteen of which he had been Second Coxswain, and during fourteen and a half Coxswain. The presentation was made by Lord Stanley, and afterwards Lady Stanley presented Badges to Members of the Fleetwood Ladies' Life-boat Guild.

MANCHESTER AND SALFORD.—On 18th November, 1924, a small party of Life-boat workers in Manchester paid a

visit to the Refuge Assurance Company, at the invitation of the President of the Company's Orchestral Society, and after inspecting the buildings, attended a concert which was given by the Society in the staff dining-room while lunch was being served. The programme announced that a collection would be taken for the Life-boat Service, and the music had been specially chosen with regard to the appeal, including, among other pieces, "On the Quarter Deck"; "The Old 'Superb,'" and "Do Shrimps make Good Mothers?" The collection, which was then taken, amounted to over £8. The Refuge Orchestral Society has only been in existence for four years, but during that time it has collected for charities, in this way, upwards of £1,400.

PLYMOUTH.—A special meeting was held on 14th November, 1924, at which Admiral John M. Hutchinson, the Chairman of the Branch, presided, for the purpose of presenting the Vellum of Thanks awarded by the Committee of Management to the late Honorary Treasurer, Captain E. Robin, in recognition of nearly ten years' service to the Branch. The Vellum was presented by the Mayor (Alderman W. R. Winnicot), and the District Inspector thanked Captain Robin in the name of the Committee of Management.

STOKE NEWINGTON.—A drawing-room meeting was held on 20th November, 1924, with an audience of between sixty and seventy people, at which Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management, spoke. During the meeting a large number of people gave in their names as subscribers, and preparations were made to form a committee and to establish a Stoke Newington Branch.

Life-boats' Other Duties.

There are other ways, besides saving life from shipwreck, in which the Life-boats occasionally do service. They have taken doctors to sick men on Light-houses, and recently the Tenby Motor Life-boat took bread out to a storm-bound vessel. Yet another way is gratefully acknowledged in an article called "Leaves from a Chaplain's Journal,"

which appeared in the November issue of *The Church and the Sailor*, the magazine of Missions to Seamen. This article described two visits which the Mission's Chaplain at Barry Dock paid to the Breaksea Lightship in the Bristol Channel, on board the Barry Motor Life-boat, in order to hold Divine Service for the men on the Lightship.

Services of the Life-boats of the Institution during 1924.

		Time of Launching.		Persons rescued from shipwreck.
1924.				
Jan.	1.	6.10 p.m.	S.S. <i>Nephrite</i> , of Glasgow. Cromer No. 1 Life-boat assisted to save vessel and rescued	12
	6.	10. 0 p.m.	S.S. <i>Bromma</i> , of Christiania. Cresswell Life-boat stood by vessel.	
	7.	4.45 a.m.	S.S. <i>Kapland</i> , of Sandefjord. Hauxley Life-boat stood by vessel and rendered assistance.	
	8.	12 noon.	Schooner <i>Cimbri</i> , of Liverpool. Wexford Life-boat	5
	9.	1.55 a.m.	S.S. <i>Sud</i> , of Yugo-Slavia. Barry Dock Life-boat rendered assistance.	
	9.	5. 0 a.m.	S.S. <i>River Lagan</i> , of Swansea. Torbay Life-boat stood by vessel.	
	9.	7.30 p.m.	Steam drifter <i>Braehead</i> , of Inverness. Huna Life-boat stood by and assisted vessel.	
	9.	8.35 p.m.	Fishing smack <i>Irene</i> , of Lowestoft. Lowestoft Life-boat (Also a cat)	5
	10.	10. 0 a.m.	S.S. <i>Nord</i> , of Helsingborg. Blackpool Life-boat stood by vessel and landed 1.	
	11.	11.30 p.m.	Schooner <i>Helgoland</i> , of Plymouth. Cloughey Life-boat	5
	12.	1.15 p.m.	Schooner <i>Fanny Crossfield</i> , of Barrow. Weymouth Life-boat stood by vessel.	
	13.	11.15 a.m.	Motor yawl <i>Lily of the Valley</i> , of Gourdon. Gourdon Life-boat stood by and escorted yawl into harbour.	
	13.	2. 0 p.m.	Fishing boat <i>Sea Spray</i> , of Girvan. Girvan Life-boat saved boat and rescued	2
	16-18	11.57 p.m.	S.S. <i>Clan Kennedy</i> , of Glasgow. Aldeburgh No. 1 Life-boat landed 18 and rendered assistance.	
	18.	9.30 p.m.	S.S. <i>Vlieland</i> , of Rotterdam. Newbiggin Life-boat stood by vessel and rendered assistance.	
	21.	8.35 p.m.	Steam trawler <i>Loroone</i> , of Grimsby. Grimsby Life-boat stood by vessel.	
	24.	3.30 p.m.	Steam trawler <i>Thomas Davison</i> , of Hartlepool. Boulmer Life-boat rendered assistance.	
Feb.	8.	6.15 a.m.	Steam trawler <i>Cortina</i> , of Grimsby. Easington Life-boat rendered assistance.	
	8.	10.30 p.m.	Ketch <i>Merit</i> , of Boston. Abersoch Life-boat landed 4.	
	9.	2. 0 p.m.	Barge <i>Oceanic</i> , of London. Sheringham Life-boat assisted to save vessel and rescued	3

		Time of Launching.		Persons rescued from shipwreck.
1924.				
Feb. 10.	3.22 a.m.	S.S. <i>City of Manchester</i> , of Glasgow.	Broughty Ferry Life-boat stood by vessel.	
„ 16.	4.20 p.m.	Schooner <i>Alatga</i> , of Tvedstrand.	Clacton-on-Sea Life-boat stood by vessel.	
„ 18.	11.55 a.m.	Motor fishing boats <i>Remembrance</i> and <i>Fortuna</i> , of Whitby.	Whitby (Motor) Life-boat escorted boats into harbour.	
„ 18.	12 noon.	Three fishing cobsles of Flamborough.	Flamborough No. 1 Life-boat stood by cobsles.	
„ 26.	11.15 a.m.	Ten fishing cobsles of Filey.	Filey Life-boat stood by cobsles.	
„ 26.	1. 0 p.m.	Fishing coble <i>Jock</i> , of Scarborough.	Scarborough Life-boat escorted coble into harbour.	
„ 26.	6.30 p.m.	Motor fishing smack <i>Molly</i> , of Selsey.	Selsey Life-boat saved vessel and rescued	3
Mar. 20.	8.30 a.m.	S.S. <i>Allegiance</i> , of Liverpool.	Flamborough No. 1 Life-boat assisted to save vessel and rescued	5
„ 24.	9.15 a.m.	Five fishing cobsles of Holy Island.	Holy Island No. 1 Life-boat stood by cobsles.	
„ 24.	9.30 a.m.	A fishing boat of Craster.	Boulmer Life-boat stood by boat.	
„ 24.	12.30 p.m.	Nine fishing cobsles of Newbiggin.	Newbiggin Life-boat stood by cobsles.	
„ 24.	12.40 p.m.	A fishing yawl.	Berwick-on-Tweed Life-boat escorted yawl into harbour.	
„ 24.	1. 0 p.m.	Twelve fishing cobsles of Seahouses.	North Sunderland Life-boat escorted cobsles into harbour.	
April 10.	9.35 a.m.	S.S. <i>Silver Thorn</i> , of Liverpool.	Portrush Life-boat assisted to save vessel.	
„ 27.	7.40 p.m.	Schooner <i>Jane McCall</i> , of Dublin.	Bull Bay Life-boat	11
May 3.	12 noon.	Five fishing boats of Fraserburgh.	Fraserburgh Life-boat stood by boats.	
„ 20.	8. 0 p.m.	S.S. <i>Solhaug</i> , of Haugesund.	Cambois Life-boat assisted to save vessel and rescued	28
June 6.	9. 0 a.m.	S.S. <i>Pass of Brander</i> , of London.	Walton-on-the-Naze Life-boat rendered assistance.	
„ 8.	3.45 a.m.	Steam trawler <i>Thealby</i> , of Grimsby.	Easington Life-boat stood by vessel.	
„ 8.	4. 0 p.m.	A small boat of Sunderland.	Sunderland Life-boat	6
„ 10.	8.15 a.m.	S.S. <i>Baron Lovat</i> , of Ardrossan.	Margate No. 1 Life-boat stood by vessel.	
„ 10.	9. 0 a.m.	S.S. <i>Baron Lovat</i> , of Ardrossan.	Walton-on-the-Naze Life-boat stood by vessel.	
„ 12.	4.15 a.m.	Steam trawler <i>Pelagos</i> , of Granton.	Fraserburgh Life-boat assisted vessel.	
„ 12.	8.45 p.m.	S.S. <i>Redhall</i> , of Aberdeen.	Whitby (Motor) Life-boat stood by vessel.	
„ 13-14	Midnight.	Schooner <i>Saint Jean</i> , of Kirkwall.	Boulmer Life-boat	3
July 3.	6.30 p.m.	Fishing boat <i>Winifreida</i> , of Aberayron.	New Quay (Cardigan) Life-boat	2
„ 6.	12 noon.	A small boat from Haile Fort.	The Humber Life-boat	3
„ 10.	6.15 p.m.	Ketch <i>Marie Celine</i> , of Drogheda.	Ramsey Life-boat landed 3.	
„ 26.	1. 0 p.m.	S.S. <i>Hilderthorpe</i> , of Hull.	Blakeney Life-boat assisted vessel.	
„ 27.	1.25 p.m.	Yacht <i>Elidor</i> , of Burnham-on-Crouch.	Clacton-on-Sea Life-boat saved vessel and rescued	3

1924.		Time of Launching.		Persons rescued from shipwreck.
Aug.	5.	3.50 a.m.	S.S. <i>River Ely</i> , of Cardiff. Penlee Life-boat landed 5, and assisted vessel.	
"	17.	1.50 p.m.	Shrimpsboat <i>Falcon</i> , of Yarmouth. Gorleston No. 2 Life-boat saved boat and rescued	2
"	17.	10.45 p.m.	Yacht <i>Dart</i> , of Hilbre. Hoylake Life-boat	2
"	31.	2.10 a.m.	S.S. <i>Bardic</i> , of Liverpool. The Lizard Life-boat	93
"	31.	2. 0 p.m.	S.S. <i>Bardic</i> , of Liverpool. The Lizard Life-boat rendered assistance.	
Sept.	3.	8.15 a.m.	Motor trawler No. 872, of Gravelines. Margate No. 1 Life-boat stood by vessel.	
"	4.	6.50 a.m.	S.S. <i>Coniscrag</i> , of Glasgow. Wells Life-boat rendered assistance.	
"	7.	6.30 p.m.	S.S. <i>Kalix</i> , of Stockholm. Teesmouth Life-boat stood by vessel.	
"	8.	5.50 p.m.	S.S. <i>Bardic</i> , of Liverpool. The Lizard Life-boat landed 47.	
"	9.	10.15 a.m.	Schooner <i>Cyril</i> , of London. Skateraw Life-boat stood by vessel.	
"	11.	7.10 p.m.	Steam trawler <i>Cayrian</i> , of Grimsby. Newhaven Life-boat rendered assistance.	
"	14.	1.30 p.m.	Ketch <i>Notre Dame de Boulogne</i> , of Treguier. Barmouth Life-boat	4
"	22.	7.20 a.m.	Auxiliary motor boat <i>Iona</i> , of Middlesbrough. Cromer Life-boat landed 4 from the Haisborough Light Vessel.	
"	22.	10. 0 p.m.	Schooner <i>Mary Ann Jane</i> , of Guernsey. Moelfre Life-boat . .	3
"	28.	12.30 p.m.	Motor schooner <i>Michael Kelly</i> , of Liverpool. Wexford Life-boat saved vessel and rescued	6
Oct.	2.	2.20 p.m.	Steam drifter <i>Lubert</i> , of Boulogne. Palling No. 2 Life-boat stood by vessel.	
"	4.	4.30 a.m.	Steam trawler <i>Hessonite</i> of Hull. Stromness Life-boat . . .	10
"	8.	11.43 a.m.	Motor yacht <i>Adelante</i> , of London. Totland Bay Life-boat stood by vessel.	
"	9.	2.15 p.m.	Motor fishing boat <i>Peggy Morgan</i> , of Port Patrick. Port Patrick Life-boat saved boat and rescued	2
"	14.	3.30 p.m.	Steam drifter <i>Harvester</i> , of Berwick. Gorleston No. 2 Life-boat stood by vessel.	
"	16.	2.10 a.m.	S.S. <i>Harlech</i> , of London. The Humber Life-boat landed 14 from a trawler.	
"	19.	1.30 a.m.	Steam trawler <i>Joule</i> , of Hull. Flamborough No. 1 Life-boat stood by vessel.	
"	21.	10.59 a.m.	Ex <i>M.L.</i> 87. Eastbourne Life-boat	3
"	22.	9. 0 a.m.	Ketch barge <i>Lord Nelson</i> , of London. Margate No. 1 Life-boat .	3
"			Motor barge <i>Guernsey</i> , of London. Margate No. 1 Life-boat . .	5
"	22.	10. 7 a.m.	S.S. <i>Clansman</i> , of Lowestoft. Cromer Life-boat	9
"	22.	10.15 a.m.	Barge <i>Challenge</i> , of Weymouth. Margate No. 1 Life-boat saved vessel and rescued	3
Nov.	2.	12 noon.	S.S. <i>Royal Regis</i> , of London. St. Anne's Life-boat stood by vessel.	
"	19.	6.30 p.m.	S.S. <i>Princesse Clementine</i> , of Antwerp. Runswick Life-boat . .	19
"	27.	5.20 a.m.	Tug <i>Richmere</i> , of Newhaven. Newhaven Life-boat	4
"			S.S. <i>Dieppe</i> , of Newhaven. Newhaven Life-boat stood by vessel.	
"	27.	7.30 a.m.	S.S. <i>Princesse Clementine</i> , of Antwerp. Runswick Life-boat .	1
"	27.	8.50 a.m.	S.S. <i>Fox</i> , of Hull. Gorleston No. 1 Life-boat saved vessel and rescued	6
Dec.	4.	2.30 p.m.	A fishing boat of Paignton. Torbay Life-boat saved boat and rescued	4
"	5.	2.50 p.m.	S.S. <i>Vojvoda Putnik</i> , of Split. Cromer No. 1 Life-boat assisted to save vessel and rescued	41

		Persons rescued from shipwreck.	
1924.	Time of Launching.		
Dec. 5.	3. 5 p.m.	S.S. <i>Vojvoda Putnik</i> , of Split. Palling No. 2 Life-boat rendered assistance.	
„ 15.	9.30 a.m.	Motor launch <i>St. George</i> , of Kingstown. Newcastle, Co. Down, Life-boat	4
„ 21.	11.0 p.m.	S.S. <i>Katherine</i> , of Liverpool. Newcastle, Co. Down, Life-boat stood by vessel.	
„ 22.	6. 0 p.m.	Schooner <i>Mary Sinclair</i> , of Barrow. Holyhead No. 1 Life-boat .	
„ 23.	8. 0 a.m.	S.S. <i>Chingford</i> , of Dundee. Anstruther Life-boat	12
„ 23.	10. 0 a.m.	Schooner <i>Mary Sinclair</i> , of Barrow. Holyhead No. 1 Life-boat assisted to save vessel.	
„ 25.	6.15 p.m.	S.S. <i>Marjorie Seed</i> , of Newcastle. Troon Life-boat stood by vessel.	
„ 26.	10.20 p.m.	S.S. <i>Alstad</i> , of Flekkefjord. Blyth Life-boat stood by vessel.	
„ 27.	8.20 a.m.	Barge <i>Nell Jess</i> , of Ipswich. Margate No. 1 Life-boat saved vessel and rescued	4
„ 27.	9.25 a.m.	S.S. <i>Poethlyn</i> , of Cardiff. Tenby Life-boat rendered assistance.	
„ 27.	6. 0 p.m.	Smith's Knoll Light Vessel. Cromer No. 1 Life-boat rendered assistance.	
„ 27.	6.30 p.m.	S.S. <i>Atlantic</i> , of Kubickenburg. Walton-on-the-Naze Life-boat .	6
„ 29.	2.45 p.m.	Ketch <i>Millom Castle</i> , of Barrow. Abersoch Life-boat	3
„ 29.	10.15 p.m.	Steam trawler <i>Arctic Prince</i> , of Shields. Tenby Life-boat landed 10.	

Total lives rescued from shipwreck by the Life-boats in 1924, in addition to which the Life-boats saved, or assisted to save, 17 vessels and boats 349

Life-boats also landed 106 persons, who were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for rescuing from shipwreck by means of Fishing and other Boats, etc. 105

Total for 1924 454

NOTICE.

The next number of THE LIFEBOAT will be published in May, 1925.



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ST. JAMES'S PALACE,

S.W. 1.

Dear Sir Godfrey -

Realizing as I do the ^{done} amount of work which has been by the honorary workers throughout the country & by the officers & staff of the Institution to help forward the appeal which was made in the Centenary Year of the Royal National Lifeboat Institution I feel that as President - I would like to express my appreciation & grateful thanks to all those I have mentioned above - It is only through their efforts that the Institution is able to continue its magnificent work for the nation -

Yours sincerely

Edward T.