

# THE LIFEBOAT.

The Journal of the Royal National Life-boat Institution.

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## Annual Meeting.

THE Hundred and First Annual General Meeting of the Governors of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at Caxton Hall, Westminster, on Friday, 20th March, at 2.45 P.M., the Right Hon. Sir Philip Cunliffe-Lister, K.B.E., M.C., M.P. (President of the Board of Trade), in the Chair.

The speakers were Sir Godfrey Baring, Bt. (Chairman of the Committee of Management), the Hon. George Colville (Deputy Chairman), Captain A. F. Carpenter, V.C., R.N., and Mr. C. G. Ammon, M.P. (late Parliamentary Secretary to the Admiralty).

Among those present were: The Earl Waldegrave, P.C. (late Chairman of the Committee of Management); the French, Portuguese, Greek, Chilian, Finnish, Lithuanian, Czecho-Slovakian, and Latvian Consuls-General, the Consul for the Netherlands, the Mayor and Mayoress of Westminster, the Mayor and Mayoress of Lambeth, the Mayor and Mayoress of Ealing, and the Mayor of Wandsworth; the following members of the Committee of Management: Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Major Sir Maurice Cameron, K.C.M.G., Rear-Admiral T. P. H. Beamish, C.B., M.P., Engineer Rear-Admiral Charles Rudd, Brigadier-General Noel M. Lake, C.B., Captain G. C. Holloway, O.B.E., R.D., R.N.R., Commander F. F. Tower, O.B.E., Mr. John F. Lamb; the following members of the London Women's Committee: The Viscountess Bertie of Thame, the Lady Florence Pery, Mrs. Auberon Kennard, Mrs. W. B. Maxwell, and Mrs. Meredith Hardy; Miss Alice Marshall (Hon. Secretary of the Oxford and District Branch), Captain Colin Nicholson, R.D., R.N.R. (representing the Mercantile Marine Service Associa-

tion), the Secretary of the Navy League, the Secretary of King George's Fund for Sailors, 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).

The CHAIRMAN: Ladies and Gentlemen, I am genuinely grateful to the Committee of Management for inviting me to preside over your Annual General Meeting to-day. There has always been, and I hope there always will be, a very close association between the Board of Trade and THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. We have been associated in my Department with your Service for many years, and year by year, I think I can say with confidence, our respect for the efficiency of the Institution grows, and so does our admiration for the Life-boatmen who man its Service. We are in daily contact because, while you provide the service of saving life at sea, the coast watchers are in a very real sense the eyes of your fleet. There must always be the closest and the keenest co-operation between the two if the best service is to be rendered, and I know from our side I can say how close that association is, and at all points how ready is your co-operation and the co-operation of those of your Service.

The Report which is presented to us to-day, and of which you have copies, deals with a remarkable year in the history of this Institution. It contains, as is right, a review of all that has taken place in your year of Centenary, a year which was marked by a truly wonderful manifestation of tribute and of celebrations. First and foremost, His Majesty the King conveyed a signal mark of his appreciation of the services of the Institution and the Life-boatmen by receiving and decorating the Gold Medallists, and I am sure I am speaking for every man in the Life-boat Service when I say that His Majesty could have chosen no means of showing his appreciation which would have been more keenly appreciated by every single member of that Service. (Applause.)

The Prince of Wales took an active part in the Centenary Celebrations, and there were present at those celebrations distinguished representatives of the Royal Navy and statesmen of all parties. But these celebrations, these tributes, were by no means confined to

the metropolis. It was a truly national Centenary, and throughout the whole country, both at our ports and at the great inland centres, there were celebrations both of a religious and of a secular character. That was the spontaneous tribute of a great maritime and commercial people to an Institution which they honoured, and which they knew had served them well. (Applause.)

The year of Centenary was marked also not only by national meetings, but by an international meeting of a very interesting kind. It had been, I know, the practice of this Institution always to place at the disposal of foreign countries the result of any research, of

ently co-operate. I hope that will become a reality. That pooling of experience is a piece of Communism which even the hardest individualist would be ready to support. (Laughter and cheers.)

The Centenary period, in which you were able to review the work of the past hundred years, shows a record of work accomplished which is the greatest recommendation that could be made for support in the future, and it is for that support that I venture to-day to appeal not to this audience, who are all keen members, but to a wider public. That brings me to the financial position. Now on the face of it the financial position looks fairly sound. On



Photograph by]

[Photo Press.

### THE THREE BRONZE MEDALLISTS.

Second Coxswain Patton (Runswick), Coxswain Tose (Runswick), and Coxswain Payne (Newhaven).

any improvements, which we had made in our Life-boats. They have keenly appreciated this pooling of common information and experience, and from all the countries that attended, and from others that were unable to attend, there came an equally enthusiastic testimony of their affection and their respect for, and their gratitude to, what truly is their parent body; for I think in most respects they have copied your Institution. There arose out of that meeting what I may say I think was an extremely happy suggestion, and that was that this pooling of experience should not be a haphazard thing, but that continuity should be assured by the formation of an international association—exactly, as I see it, the right kind of international association, because it is an international association formed to do something in which experience has shown that nations can readily and conveni-

the face of it the expenditure of last year was in the neighbourhood of £246,000, and the revenue was £294,000; but, like some other Budgets, that does not disclose the real position. (Laughter.)

There are what we call the non-recurring items of income included in that. The Centenary itself was, not unnaturally, marked by special donations, and when you take away the special gifts and special legacies which came in that year, amounting to £123,000, you get a very different result, which is this, that in order to accomplish a work costing £246,000 you have an ordinary revenue of £171,000. Now that is not good enough, and it is not as much as this Institution deserves. (Hear, hear.)

I know of no object which can make a stronger appeal to British men and women,

wherever they live in this land. It is a great voluntary institution, managing, encouraging, and organizing a great voluntary service, always ready at all times and under all conditions, and never found wanting, the inheritor through the years of great traditions of heroism, of service, of discipline, and of duty; traditions to which, as you will see if you turn to the Report, which gives the record of the achievements of the past year, those achievements have added new lustre, as has happened year after year. It is an Institution which should, and can, appeal with confidence to the inland parts of this country as well as to our ports. It is not merely the interest of those who live by the sea, and that has been recognized; it has been recognized by some inland cities which have collected the money for special Life-boats to bear their name. One would hope that more of that can be done, for it is the Service of the inland cities as much as of the ports. Every one in this country depends to a greater or a less degree upon seaborne commerce. I well remember hearing it said on many occasions during the war that the people of this country owed a debt to the Mercantile Marine which they could never repay. They have got here a chance of paying a little on account, for there are few better ways of paying a debt to the Mercantile Marine than by supporting the National Life-boat Institution and its Service, which does so much for the Mercantile Marine. (Applause.) That levy is a form of ship-money which no Englishman or Englishwoman need be ashamed or refuse to pay, and when men in their thousands at the Life-boat Stations of the country are ready by day and by night, at any time of the year, and in any weather, to risk their lives, and when you have got that debt to repay, it is not too much to ask the British public to risk some small sum out of their cash. I do, therefore, make as sincere an appeal as I can to-day for one of the most deserving institutions in this country, which can point to a record of service over one hundred years second to none of any institution in this world. (Loud applause.)

Ladies and Gentlemen, the Report for the year is before you. I do not formally move it, because under our constitution the Report is regularly presented to the Annual Meeting as a record of past work, but if any lady or gentleman has any observations which they would like to make upon the Report, I would invite them to make them now.

A SPEAKER: It would be rather interesting to the supporters of the Life-boat Institution if we could ascertain how much the Mercantile Marine proper subscribe to the funds of the Institution. I mean, how much is subscribed by those who are more intimately connected with the wonderful life-saving results that they get from this Life-boat Service.

The CHAIRMAN: I am answering the question without notice, but I think an investigation of the subscription list which finds its place in the Annual Report would disclose that, in part. There are in it a very large

number of anonymous donations which are not susceptible to analysis.

The SPEAKER: My difficulty is that this is a question one is very often asked: What do the Mercantile Marine do for an institution which is maintained for their safety and insurance, so to speak?

Sir GODFREY BARING: In reply to that question, I quite sympathize with the views which have been expressed, and we will do our utmost to secure that information and have it ready for the next meeting.

(The Secretary then read the list of those nominated as President, Vice-Presidents, Treasurer, and other members of the Committee of Management, and as Auditors for the ensuing year.)

*President.*

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

*Vice-Presidents.*

His Grace the Archbishop of Canterbury, G.C.V.O.  
 His Grace the Duke of Leeds.  
 His Grace the Duke of Atholl, K.T., P.C., G.C.V.O., C.B., D.S.O.  
 His Grace the Duke of Portland, K.G., P.C., G.C.V.O.  
 His Grace the Duke of Northumberland, C.B.E., M.V.O.  
 The Most Hon. the Marquis of Ailsa.  
 The Most Hon. the Marquis of Aberdeen and Temair, K.T., P.C., G.C.M.G., G.C.V.O.  
 The Most Hon. the Marquis of Graham, C.B., C.V.O., V.D.  
 The Right Hon. the Earl of Derby, K.G., P.C., G.C.V.O., C.B.  
 The Earl of Albemarle, K.C.V.O., C.B., A.D.C.  
 The Right Hon. the Earl of Rosebery, K.G., K.T., P.C.  
 The Right Hon. the Earl Waldegrave, P.C.  
 The Earl of Lonsdale.  
 Admiral of the Fleet the Viscount Jellicoe of Scapa, O.M., G.C.B., G.C.V.O.  
 The Viscount Burnham, C.H., T.D.  
 The Right Hon. the Lord Strathclyde, P.C., G.B.E.  
 Commodore Sir Richard Henry Williams-Bulkeley, Bt., K.C.B., R.N.R.  
 Sir Godfrey Baring, Bt.  
 Harry Hargood, Esq., O.B.E.  
 Noel E. Peck, Esq.

*Treasurer.*

The Earl of Harrowby.

*Committee of Management.*

The President.  
 The Vice-Presidents.  
 The Treasurer.  
 Sir Godfrey Baring, Bt.  
 The Hon. George Colville.  
 Rear-Admiral T. P. H. Beamish, C.B., M.P.  
 Frederick Cavendish Bentinck, Esq.  
 The Lord Brownlow.  
 Major Sir Maurice Cameron, K.C.M.G.  
 Captain Charles J. P. Cave.  
 Colonel Lord William Cecil, C.V.O.  
 Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.  
 J. J. Crosfield, Esq.  
 Sir John G. Cumming, K.C.I.E., C.S.I.  
 Captain the Viscount Curzon, R.N.V.R., M.P.  
 Captain S. M. Day, C.B., D.S.O., A.D.C.,  
 R.N.R.  
 Henry R. Fergus, Esq.  
 John Bevell Fortescue, Esq.  
 Thomas B. Gabriel, Esq.  
 R. H. Gillespie, Esq.

John F. Lamb, Esq.  
 Herbert F. Lancashire, Esq.  
 Colonel Sir A. Henry McMahon, G.C.M.G.,  
 G.C.V.O., K.C.I.E., C.S.I.  
 The Right Hon. Ian Macpherson, K.C., M.P.  
 Commander Sir Harry Mainwaring, Bt.,  
 R.N.V.R.  
 General Sir Charles Monro, Bt., G.C.M.G.,  
 G.C.B., G.C.S.I., A.D.C. General.  
 Captain George B. Preston.



*Photograph by]*

*[London News Agency.*

**SIR PHILIP CUNLIFFE-LISTER DECORATING COXSWAIN PAYNE.**

**Behind Sir Philip is Captain Carpenter.**

B. A. Glanvill, Esq.  
 Engineer Vice-Admiral Sir George G. Goodwin,  
 K.C.B.  
 Vice-Admiral Sir Lionel Halsey, K.C.M.G.,  
 G.C.V.O., K.C.I.E., C.B.  
 The Earl of Hardwicke.  
 The Hon. Esmond C. Harmsworth, M.P.  
 Captain G. C. Holloway, O.B.E., R.D., R.N.R.  
 Admiral Sir Thos. H. M. Jerram, G.C.M.G.,  
 K.C.B.  
 Sir Woodburn Kirby.  
 Brigadier-General Noel M. Lake, C.B.

The Right Hon. F. O. Roberts, M.P.  
 Engineer Rear-Admiral Charles Rudd.  
 The Right Hon. Walter Runciman, M.P.  
 Major-General the Right Hon. John E. Bernard  
 Seely, C.B., C.M.G., D.S.O.  
 Commander F. F. Tower, O.B.E., late  
 R.N.V.R.  
 The Lord Tredegar, O.B.E.  
 The Lord Mayor of London.  
 The Admiral Commanding Reserves (Vice-  
 Admiral Sir H. H. D. Tothill, K.C.B.,  
 K.C.M.G., K.C.V.O.).

The Deputy Master of the Trinity House  
(Captain Sir Herbert Acton Blake, K.C.M.G.,  
K.C.V.O.).

The Hydrographer of the Navy (Captain H. P.  
Douglas, C.M.G., R.N.).

The Chairman of Lloyd's.

*Auditors.*

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: In accordance with the constitution, I declare those gentlemen duly elected. I now call on the Secretary to read the account of the services performed in 1924 for which Medals have been awarded.

The SECRETARY: The three outstanding services of 1924 were performed by the Life-boats at Cloughey, co. Down, in Northern Ireland; at Newhaven, in Sussex; and at Runswick, in Yorkshire. The first of these services took place on 11th January, and Acting-Coxswain Andrew Young, of the Cloughey Life-boat, was decorated with the Bronze Medal at the Centenary Meeting on 4th March of last year.

The other two services took place on 27th November.

**[Newhaven.**

On that day a whole southerly gale was blowing, with a heavy sea, on the south coast, and the cross-Channel steamer *Dieppe* went ashore as she was entering Newhaven between four and five in the morning. The Motor Life-boat and two tugs went at once to her help. Both tugs got into difficulties, and one of them, the *Richmere*, was driven ashore. Her crew were in imminent peril, and the tug was lying in such a position that it was very dangerous to approach her. But the Life-boat went at once to the rescue. She was splendidly handled by Coxswain Richard Payne, but, while she was alongside, the tug rolled on top of her, smashing her gunwale and injuring her hull. In spite of this, the four men on the *Richmere*, which sank immediately afterwards, were taken off and brought ashore.

Then, although she was so badly damaged that she had afterwards to be sent to Cowes for repairs, the Life-boat put out again and stood by the *Dieppe* until she refloated, some three hours after she had gone ashore.

It was a service which showed in a conspicuous way the quality of the Life-boat, her crew's trust in her, and their courage and resource.

The Committee of Management have awarded to Coxswain Richard Payne the Institution's Bronze Medal, and to each member of the crew the Institution's Thanks inscribed on Vellum.

**Runswick.**

On the same day a strong gale from the south-east was blowing, with a heavy sea, at Staithes, on the Yorkshire coast. There, a week before, a Belgian steamer, the *Princess Clémentine*, had gone ashore, and the Runswick Life-boat had rescued nineteen of her crew.

Her captain, however, had remained on the vessel. Later on a salvage party was put on board, but had been taken off. On the night of the 26th the captain was on board alone. The wind got up during the night. Before morning it was blowing a gale, and the seas were sweeping right over the wreck. Just after seven in the morning the captain was seen to be signalling for help.

The Life-boat was launched with great difficulty, some of the launchers going into the sea up to their necks. When she reached the *Princess Clémentine* she was several times nearly swept on to the deck of the wreck, but Coxswain Andrew Tose manœuvred her with great skill. A rope was thrown to the captain, and he succeeded in jumping into the Life-boat. On her way back she was completely buried by a tremendous wave, but she rose clear of it, undamaged, and safely reached the shore.

In this service also great courage and resource were shown, especially by Coxswain Andrew Tose and Second Coxswain Thomas Patton, to each of whom the Committee have awarded the Institution's Bronze Medal.

(The Chairman then presented the Medals to Coxswain Payne, of Newhaven, and Coxswain Tose and Second Coxswain Patton, of Runswick, amid applause.)

Captain CARPENTER: Ladies and Gentlemen, before I read to you the resolution, I have a very sad duty to perform in giving you this information, that THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has just received the news of the death of John Howells, Coxswain of the Fishguard Life-boat from 1910 to 1921. He received the Gold Medal of the Institution for a most gallant service in 1920, when the Fishguard Motor Life-boat rescued seven of the crew of the schooner *Hermína*, of Rotterdam, which had been wrecked on the Needle Rock. The *Hermína* had been broken in half against the rocks, and the Life-boat herself was in imminent peril of being dashed to pieces against them. Last July, with the other Gold Medallists of the Institution, Coxswain Howells was received at Buckingham Palace and personally decorated with the Medal of the Order of the British Empire by the King, who recognized him as an old shipmate with whom he had served thirty-six years before on the *Temeraire*.

Before saying anything further, I will read to you the resolution:

"That this Meeting, fully recognizing the important services of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of Life-Saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and the Ladies' Life-boat Guild."

I may say it is a great privilege to be asked to come and speak here to-day, and quite an undeserved one, but I come as a seaman

brother, if I may put it in that way, of the Life-boatmen. It is well known that at sea there is a certain brotherly love amongst seamen, naval men or merchant service men, of all countries, and the reason, of course, is that we brave the same elements and we face the same dangers. During war at sea naval opponents do their utmost to sink each other's ships, and undoubtedly we derive a certain amount of satisfaction when we succeed in sinking the enemy's ship; but I can assure you there is a certain amount of the gilt taken off that satisfaction if, having sunk the enemy's ship, we are unable to save the men who are thrown into the water. In the Mercantile Marine, merchant ships vie with one another in the pursuit of trade, and I can equally assure you that they forget their opposition entirely when they come upon another merchantman in distress. So, too, with the fishing craft returning from their fishing grounds, racing home all out to get first go at the market; if they come across another fishing craft in trouble, they forget their race at once; they stop their ship and go back to help their brothers in distress. (Cheers.)

This spirit of rescue work, I think, one might call the spirit of sportsmanship at sea as carried out by the gentlemen of the sea, and I am sure we need not hesitate to believe that this sportsmanship is likely to last for all time amongst mariners. But ships in distress are more often in that predicament in the vicinity of rocks and shoals, which other ships, in the ordinary course of events, do their utmost to avoid, and therefore it is highly likely that a ship in distress will have no other ship near her to render her any assistance. In addition to that, if there should be another ship handy, the chances are that she will not be able to do very much to relieve a ship that is on the rocks, first of all because her own draught will prevent her from getting close, and secondly because the so-called life-boats that we have in the ships compare, of course, very unfavourably with the Life-boats that the Institution has to-day. In fact, the ordinary ship's life-boat is probably on a par with the Life-boats that the Institution had fifty or more years ago. And so, if no help is going to come from a sister ship when a vessel is in distress, whom is it going to come from? The Life-boatmen. (Cheers.)

Their work of rescue and our work are not exactly on a par with one another. Our life at sea is mostly carried out in comparative calm, with occasional storm and occasional discomforts. The calling of the Life-boatmen is carried out almost, you might say, as to 100 per cent. of their time, in storm and in danger, at imminent peril of their lives. Just think of the record that this Institution is able to put forward: over 60,000 lives saved in only 5,000 miles of coast line! It is more than twelve lives saved per mile, or, if you like it in another way, a life saved every 147 yards of the coast.

We all admire people whose calling brings them into connexion with rescue work, and I

am sure there is another section of the community that we all admire very much, and that is the Fire Brigade. Now there is a very great difference between the Fire Brigade and the Life-boat Service, because the fire engine's crew, when they are called upon to go to a fire, consist of several men, two or three of whom, perhaps, are in real danger of their lives, and the remainder are manning the hoses, transporting ladders, attending to the fires of the engine, and so on; but in a Life-boat the entire crew are facing the danger all the time. They are all heroes, and they are heroes all the time. So, much as we may admire other people, such as the Fire Brigade—I only mention them as one instance—surely so much more should we admire the Life-boatmen who do this wonderful work. (Cheers.)

As our Chairman said, when we admire a service like this, we are anxious to do our utmost to help it, or at least we say we are. We say we are because it is a sort of British instinct, I think, for us to be ready to go in for any self-sacrifice on behalf of others, but only provided it is not too easy. And that is the rub. It is so easy for the British public to help THE ROYAL NATIONAL LIFE-BOAT INSTITUTION that they probably do not think of it. If it were really difficult, we could no doubt get thousands and thousands who would be prepared to come out and do something; but to give up the price of a couple of pints of ale, or a round of golf, or a cinema show, or a mere hundred pounds for a rich man's dinner party, is nothing, and it is so small a thing that, unfortunately, it is not done, or at least it is not done sufficiently.

This is the age of the love of drama. Look how the people flock to the cinemas to see those wonderful dramas born of fiction. The popular end of all drama is a happy ending; but how many people are there who realize that by not assisting the Life-boat Institution they may be forcing some of their fellow-men to witness the greatest of all dramas, the struggle against a tremendous sea to try to rescue the lives of people in peril, and that perhaps, owing to lack of Life-boats, or whatever it may be, these poor people may lose their lives—some poor devil be washed up on the shore a lifeless body when he might have been a living man—how many, as I say, realize that by not helping they may bring an unhappy ending to one of the greatest dramas, probably, that we can come across in our lifetime? Surely all of us who love a thrilling story, who love to go to the cinema or to the theatre, or to read a thrilling book and to come to the happy ending, should do our utmost to see that there is a happy ending to this great drama which I have mentioned. (Applause.)

I should be proud if I could say that I once was a member of the crew of one of our Life-boats, but I am sorry to say that it is not so. I once had a little experience of that kind, however, with an effect that the Life-boatmen, I am glad to say, do not have to face. Providence put me in the position some years ago of saving the lives of some Chinamen in a

typhoon, and I was informed afterwards that, having saved their lives, I was responsible for all their misdeeds until they did actually die. (Laughter.) These eight Chinamen went so far as to publish a letter of thanks in every issue of the local paper for a month, which evidently showed that they surmised that their misdeeds were going to be exceedingly plentiful. (Renewed laughter.)

Ladies and Gentlemen, I have much pleasure in proposing this resolution that I have read to you. (Loud applause.)

Mr. C. G. AMMON: It is one of the most priceless possessions of our British public life that—however strongly men may differ in regard to political and economic questions—on great matters, and in connexion with great societies which have beneficent purposes, they can always be found ready to sink those differences and to take their place on a common platform. (Cheers.) This afternoon, Sir, I am more than pleased, not for the first time, to be speaking under the auspices of a Chairman who belongs to a political party other than my own; and as I look across this room I see other honourable Members whom normally I could not count in the same Division Lobby as myself, but who, I am sure, would willingly tell with me in support of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. It is this that makes me feel—when I hear people talking wildly, as they sometimes do, about what is going to happen—that there is something which always lines us up to see matters right through to a finish, and that to the best advantage of the community. (Cheers.)

It was my privilege for a short time to come very closely in contact with those who go down to the sea in ships, so far as our Royal Navy was concerned, an experience that I shall always treasure as one of the happiest in my life. Also I have had some connexion in my own family with the sea, which always keeps it dear to me, as it must be to every Briton who feels it in his blood, and therefore it gives me additional pleasure to support a work which we, as British people, can claim to have been longer and more interested in than any other nation in the world, moved, I think, not only by our love of adventure and our long coast line, but also by that prompting which comes to the average Englishman to plunge in to the help of all those who may be in distress and difficulties. (Cheers.)

The Life-boat Institution and all connected with it appeal to the very highest sentiments of our nation. I suppose there is not one of us here who, when we were very much younger, and read stories of Life-boatmen, did not make up our mind that we also, when we grew up, would take part in the work. It is that feeling which keeps alive in us the appeal of the highest standards of daring and adventure. You, Sir, have given expression to a feeling of Communism, and I am afraid we shall find our one Communist Member addressing you as Comrade Cunliffe-Lister. (Laughter.) It does, however, show that there are things which get past all the artificial barriers of

caste, creed, race, wealth, and political differences, and bring us all on a common level of humanity. The Crews and all those connected with the Institution, to use a common phrase, are composed of all sorts and conditions of men. As you have already said, there you have the real expression, in the highest sense of the term, of, shall I say, the Christian Communist spirit. All men, no matter what their calling may be, can pull together in this particular way. I was particularly struck, in connexion with a story of the rescue on the Irish coast, with the fact that the Coxswain of that Boat was a priest; and one could think of no more appropriate Coxswain, perhaps, than a clergyman, and no more appropriate duty for a clergyman than taking his place in the Life-boat.

The other great thing that the Life-boat Institution expresses is the true spirit of internationalism. As we look through your Reports, and as we see the reports in the daily Press, the one thing that must impress itself upon us is that, when the call comes, no one asks to what nationality, to what creed, to what party do they belong, but sees them simply as fellow human beings in distress. I believe that feeling will ultimately follow in other walks of life, and we shall, by pulling together as our Life-boat crews do, bring our national Life-boat, in a larger sense, right through its present stormy seas. (Applause.)

We have a Fleet of which we may be proud, a Fleet for which, for the time being, as Parliamentary Secretary to the Admiralty, I was partly responsible. The fleet of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is engaged on the beneficent work of saving and rescuing lives. It calls to us who are placed in more comfortable circumstances to do our part, and, as Captain Carpenter has said, sometimes, because it is so easy, we fail to do that which we ought to do. I can say this, that, if I were a rich man, there is nothing I would like to do more than to support such an institution as THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. But I have to tell you, as I told my constituents in one of my contests: "If you elect me, I cannot give to your charities, and so on; all I can do is to offer you my services, and you must pay up yourselves." I put it to you in precisely the same manner. In so far as you have been blessed by advantages and material comforts and possessions, the very least you can do is to see that the men who do this dangerous work lack for nothing that money can provide and that you can help them to obtain.

I believe the great spirit that is behind all this is that it is voluntary. Much that I do is to press that the State should take over certain things. But this is not one of the things that I want it to take over. This is a thing that I think ought to lie on the hearts and conscience of the population, and every man and every woman, aye, and every child, should think that they should do all they possibly can to sustain this effort. (Cheers.)

My final word is that in supporting this Institution we are supporting men who give evidence of a bravery that is unsurpassed. It

is one thing, as many gallant men in this room know, to perform feats of daring on the impulse of great emotions and in the stress of dramatic circumstances; it is entirely another thing to face, with cool, calculating courage, violent storms and the possibility of death or disaster in going out. That these men never fail to respond to the call is a great tribute to them as Englishmen, and we, as Englishmen, share in their honour; but that same thing does lay upon us that we share their responsibility and carry out our part.

I have very much pleasure in seconding the resolution. (Loud applause.)

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

Sir GODFREY BARING: It is my privilege and pleasure to move the following resolution, which I am sure you will accept with acclamation and enthusiasm:—

“That the hearty thanks of this Meeting be given to the Right Hon. Sir Philip Cunliffe-Lister, K.B.E., M.C., M.P., President of the Board of Trade, for presiding over this, the Hundred and First Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.”

We are, Sir, greatly indebted to you for your kindness in presiding this afternoon, and for the inspiring words which you have addressed to us. We are especially pleased to see you in the Chair, because you happen to be, and I hope for some time to come will remain, President of the Board of Trade. The relations of the Board of Trade and the Life-boat Institution have been, perhaps, rather various in character. They used to be coldly official; they are becoming warmer every day. We used to consider the Board of Trade perhaps rather in the light of our mother-in-law, but now a new policy prevails in Whitehall, and we hope to scratch out the words “in-law,” and to look upon her as our mother. (Laughter.) I am sure, under your direction, the Board of Trade will be increasingly favourable to the cause of the Life-boat Institution.

I am sure this large audience would also wish that our thanks to-day should be extended to the two other eminent speakers who have addressed us, Captain Carpenter and Mr. Ammon. We have listened to Captain Carpenter's speech with great admiration. We feel that praise of the bravery of our brave Life-boatmen from Captain Carpenter is praise indeed, and we are grateful to him. (Cheers.) My old colleague on the London County Council, Mr. Ammon, has made a most splendid speech, and has carried the Meeting with him. (Cheers.) He alluded to the extraordinary unanimity with which all creeds and classes support the Institution, and he spoke of a gallant clergyman in Ireland who acted as Coxswain. We have done even better than that in Ireland. We actually sent out a Life-boat containing a Protestant bishop, a Roman Catholic bishop, and an eminent Nonconformist divine, and when I say that that Life-boat came back without being capsized, you will agree with me that that was a very considerable feat, showing the unanimity of support

of the Life-boat Institution. (Laughter and applause.)

Ladies and Gentlemen, I want, if I may, to say one word, and that is to our lady workers all over the country. We have already thanked them formally in the resolution which has been moved and seconded and carried, but I should like to add that a great deal of the success of the Life-boat Institution depends on the interest and enthusiasm with which ladies support the cause all over the country. We are deeply grateful to them for what they are doing, and we would ask increasing numbers of them to join the Ladies' Guild, and to do their utmost to make this Guild successful.

I want also—and I make no apology for doing it, because I think the Institution would come to an end if the Annual Meeting lasted less than an hour—to give some indication of the support which we receive from various towns.

*(Sir Godfrey Baring then read the principal names in the list of places, with collections per head of population, which is given on page 73.)*

We welcome contributions from every direction as long as they are legitimately secured. May I just read an extract from a letter from one of our Branch Assistant Secretaries, which is as follows: “My father took a box that was here to the Conservative Club, and says that it is nearly filled already, as they fine the members every time they swear.” (Laughter.) I have some delicacy in quoting that, but I thought it showed the activity and ingenuity of our representatives all over the country. The Institution is nothing if not alert, and we provided a large box near the platform while you, Sir, were speaking. I do not know if I should express our pleasure or our regret that our expectations have not been realized and that, while its brother box in the Conservative Club was so quickly filled, this one, which has been waiting on your words, will, owing to the purity of your diction, be taken empty away. (Renewed laughter.)

I only want to say one thing more. The work of the Institution is work of increasing anxiety and difficulty. We are faced year by year by a larger expenditure, in spite of every effort the Committee can make to effect every economy. We are not anxious about our support in the future, because we feel we will always be able to appeal, as we have appealed in the past, to the generosity and self-sacrifice of the general public. We believe that we have the support and the sympathy of the public in carrying on the work to the best of our ability, and the Committee of Management would like to assure this Meeting that nothing could inspire us or encourage us more than the speeches which have been addressed this afternoon to this large audience by gentlemen who are interested in our cause. (Applause.)

The Hon. GEORGE COLVILLE: I have very much pleasure in seconding the resolution which has been proposed by Sir Godfrey Baring, and I will do my best to keep the Meeting going until a quarter to four. But to do so I am afraid I shall have to bore you with a few figures with regard to our income and expenditure.



Our income last year from subscriptions and donations amounted to £124,000, our income from investments was £42,000, and there were sundry other receipts amounting to £5,000, making a total ordinary income, as the Chairman told you just now, of £171,000. We were very fortunate indeed last year in receiving legacies and special gifts amounting to £123,000, which, after transferring £53,000 to trust funds, enabled the Committee of Management to show a balance on the year's working of £11,555 over the expenditure, which last year totalled £246,000. But the Institution cannot always rely on receiving £123,000 from legacies and extraordinary donations. Last year was a phenomenal year, probably due to the Centenary—in fact, we know it was due to the Centenary—and it was also phenomenal, and this was not due to the Centenary, in the unusual number of legacies which fructified during the twelve months.

The Committee of Management have never cared to rely on what are called "stunts"—appeals like the Golden Ballot, which promise you a Rolls-Royce if you draw a lucky number, or a house, or a buttonhole every morning for a year. We do not believe in that glittering sort of attraction, and we conceive it our duty to endeavour to put the Institution on a really stable basis by getting regular subscriptions to our funds. We welcome anything, provided it is regular—5s., 2s. 6d., or 1s.—and I assure you we have lots of these small subscriptions. Moreover, charity concerts and charity bazaars are very difficult things to organize, and in these days there are so many of them that it is very uphill work to make a bazaar a really profitable thing. It is true that we had an extraordinary instance the other day in Manchester and Salford of what a bazaar can do, where a three days' bazaar realized £10,000; but I think that is an exception, and very often a considerable amount of money has to

be spent in making such efforts a success. Advertisement is an expensive item. You all know that the last knot on a first-class cruiser probably costs as much as all the other knots put together. It is the same in funds. It may cost 15s. to secure the last sovereign. For these reasons, it is our aim to get annual subscribers. If you ladies and gentlemen will lay yourselves out to get them, I am sure the position of the Institution will be assured. (Hear, hear.)

I have much pleasure in seconding the vote, and, if I am in order, I should like to add to the resolution of thanks the names of Captain Carpenter and Mr. Ammon. (Applause.)

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

The CHAIRMAN: I am sure I speak on behalf of both my colleagues when I say that we are indeed more than glad to have been here, and I should like to suggest to Sir Godfrey, in view of what he has said, that he should give to my friends General Seely and Mr. Ammon a regular supply of boxes to be distributed among their respective parties. I am by no means sure that in that contest we should maintain our majority. (Laughter.)

Ladies and Gentlemen, I am really grateful to you for asking me to come here; it has been a real and very genuine pleasure. (Applause.)

*(The proceedings then terminated.)*

After the meeting, Coxswain Payne, Coxswain Tose and Second Coxswain Patton were entertained to tea at the House of Commons by Rear-Admiral Beamish, and in the evening they were present at the performance at the Coliseum, as the guests of Sir Oswald Stoll and the management.

### Greek Medal for the Institution.

To the foreign honours conferred on the Institution on the occasion of its Centenary has now to be added a silver medal from Greece. On 12th January of this year the Naval A.D.C. to the Greek President wrote: "The President has proposed and obtained that the Silver

Medal of the Greek Caisse of Naval Invalides, granted exclusively as a reward to those who risk their life at sea for the safety of men in danger, should be conferred on the Royal National Life-boat Institution, in token of high esteem of its humane and gallant work."

### Contributions from Shipping Companies.

As announced in the February issue of *The Lifeboat*, we propose to publish lists of the gifts received from shipping companies in gratitude for services rendered to their vessels by Life-boats. To the list published in the last issue has now to be added the following:

On 22nd October of last year the Cromer Motor Life-boat rescued nine from the s.s. *Clansman*, of Lowestoft, and the owners of this steamer, the Great Yarmouth Shipping Co., Ltd., have become annual subscribers of a guinea.

### Closing of the Wexford Station.

FOR the past sixty-six years the Institution has maintained a Life-boat Station at Wexford, at the south-eastern corner of Ireland. It has been one of the most important Stations on the coasts of Great Britain and Ireland, for it has protected not only the fishing-boats from Wexford Harbour, which has a very difficult bar, but the very large amount of both coastal and deep-sea traffic entering and leaving the Irish Sea, a

Second Coxswain, James Wickham, carried on a boat-repairing business, and owned the land on which the Life-boat Station stood.

Now the Station has had to be abandoned, as the greater part of the spit between the Fort and the mainland has been breached by the sea.

On the morning of 27th December a very severe gale from the south-west swept across Rosslare Point. It was



THE WEXFORD STATION—AS IT WAS.

duty which it has shared with Fish-guard, lying almost directly opposite, on the Welsh coast.

The Station was situated on Rosslare Point, a promontory or spit, several miles long, which forms a natural breakwater to Wexford Harbour. At the end of this promontory, on what is known as the Fort, were the Life-boat Station and the cottages of the Coxswain and Crew. It was a permanent, paid Crew, but the members of it also engaged in fishing, while the Coxswain, Edward Wickham, was a Pilot, and he and his brother, the

accompanied by extraordinarily high tides, and the sea cut three big gaps in the spit. Four days later another gale increased the gaps, the smallest being then 85 yards, the largest 380 yards. This was followed by yet another gale less than a fortnight later. What happened then is best described in the words of the Deputy-Chief Inspector of Life-boats, who arrived at the Station on 16th January.

“On Sunday, 11th January, a strong wind from the south-south-west widened considerably one of the breaches. On

Monday there was a light south-west wind until 5 P.M., when it increased to a strong gale from the south with violent squalls. At 11 P.M. on the 12th, Coxswain Wickham estimated the velocity of the gale as sixty miles an hour, and he describes the sea as very heavy, but not more so than is to be expected at this time of the year. This state of affairs continued until the evening of the 13th. During the forenoon of this day the wind was blowing with

ing on the north shore, where she now lies.

"Most of the women and children were, therefore, landed on the 14th, and found temporary lodgings in Wexford itself. Since then the Life-boat has been continually employed landing their effects. . . . Two of the breaches are now one continuous breach completely covered at high water, and between it and the third breach there is now only a small strip of sand about 10 yards wide.



THE WEXFORD STATION—AS IT IS.

hurricane force, and the spit was literally visibly dwindling, the sea destroying huts, telegraph posts, and everything it touched like matchwood. The situation was, as may be imagined, very alarming, and Coxswain Wickham exercised good judgment in deciding to evacuate women and children the moment wind and sea took off. The Life-boat was lying afloat, but it would have been impossible to board her on the 12th and 13th. Further, the Coxswain's large motor-boat—a converted Life-boat—carried away her moorings, and drifted out to sea under his eyes, finally strand-

This will doubtless go shortly. . . . Three huts belonging to the Coxswain have disappeared. One of these, that lying on the inner side of the spit, has been sanded over, so that I was actually standing on the roof without being aware of it until the Coxswain pointed out to me a few inches of gable protruding from the sand. The Institution's trolley-way has been obliterated, but the trolley remains unscathed. The capstan, embedded in concrete, has been carried away and lies on its side. It may be said that a large part has been carried bodily into the harbour; the Fort alone

stands, more or less unscathed, but a tiny island. This is a tribute, at any rate, to the defensive work undertaken by the Institution in the past few years."

As a result of this report the Committee of Management immediately increased the pay of the homeless Crew, as a temporary measure to help them in their distress.

After the first gale the Station had been visited by the District Inspector of Life-boats and, as a result of his report, the Engineers of the Institution went across after the second gale. It was then clear that another gale would probably sweep away the greater part of the spit, and when this actually happened all hope of maintaining the Station was given up. Members of the Committee of Management, with the Chief Inspector of Life-boats and other officials, visited the Station at the beginning of March to decide what steps should be taken. They were much impressed by the fortitude shown by the Coxswain and Second Coxswain, who have been connected with the Station for many years. "They have seen their property, on which they were born and hoped to end their days, destroyed and their industries terminated. They said little of this, but their great regret seems to be that the Life-boat should have to leave what they considered an ideal station close to the bar, with the Crew always at hand, and ready for service; and their great hope is that it may be possible to establish her again in a good site under conditions of the utmost efficiency."

The Committee of Management have now decided to transfer the Station to Rosslare Harbour—where a Life-boat was stationed in 1896, but withdrawn in 1921, when the Motor Life-boat went to Wexford—if this can be satisfactorily arranged with the railway companies controlling the Harbour. Here the Station will be as well situated as on Rosslare Point for the outside sea service. It is, however, five miles from Wexford Harbour Bar, where many wrecks occur. In the last fifteen years there have been twenty-six within a radius of three miles of the old Station, which, but for the prompt help of the Life-boat, might have led to the loss of

over 100 lives. To meet this difficulty the present Wexford Life-boat, which is an open Motor Boat of the Watson type, 45 feet long, will be replaced by one of the newest Watson Cabin Motor Life-boats, so that when bad weather sets in, and the fishing fleet is at sea, the Boat can cruise outside the bar until the fleet is safely in harbour. It will, at the same time, be necessary to provide either a short-range wireless at Rosslare, or other signalling facilities, so that when cruising the Life-boat may be informed at once of any outlying ship in distress. By these means it should be made possible for the new Station at Rosslare Harbour to fulfil all the duties of the old Wexford Station on Rosslare Point. Until these arrangements have been made the present Motor Life-boat will remain in Wexford Harbour.

#### The Record of the Wexford Station.

In 1859 two Stations were established at Wexford, one of them being known at first as Rosslare Fort, and later as Wexford No. 2. This Station was closed in 1897. Its record was fifty-seven launches, 200 lives rescued from shipwreck, and four boats and vessels saved from destruction. The Wexford Station, now closed, has the record of 164 launches, 333 lives rescued, and twenty-one boats and vessels saved from destruction. Altogether Wexford has the distinguished record of 533 lives saved in sixty-six years. During that time seven Silver Medals have been awarded. The first was awarded to Coxswain Marcus Boyle in 1878, when the Wexford Life-boat rescued the passengers—four men, eight women and six children—from the *s.s. Montagu*, of Liverpool, which had run ashore in a high sea. On his retirement Coxswain Boyle received a Clasp to his Medal.

In the services from then onwards for which Medals were given, one or more members of the Wickham family took part. Out of the seven Medals awarded to Wexford Life-boatmen, they have won four, and for more than two-thirds of the Station's existence they have been prominently associated with it. This is their record:

Thomas Wickham, appointed Second

Coxswain in 1881, and Coxswain in 1884, a post which he held until he retired in 1899. Awarded the Silver Medal in 1896 for the service to the yawl *Annie*.

Edward Wickham, the present Coxswain, appointed Second Coxswain in 1886, and Coxswain in 1899, on the retirement of Thomas Wickham. Awarded the Silver Medal in 1906 for the service to the yawl *Puffin*, of Wexford; Clasp to his Medal for the service in 1914 to the s.s. *Mexico* and the Fethard Life-boat, and a Silver Medal from the King of Norway for the same service.

was wrecked when going to the steamer's help.

On Friday, 20th February of that year, the *Mexico*, bound from South America to Liverpool, lost her bearings in a gale from the south-south-west off the south of Ireland, and was driven ashore on a rocky island in Bannow Bay. The Fethard Life-boat was launched in the afternoon to her help, but when fifty yards away she was struck by a succession of heavy waves and hurled against the rocks, where she was smashed to pieces. Of the fourteen men of her crew, nine were washed away and



THE WEXFORD CREW AT THE TIME OF THE FETHARD DISASTER.

James Wickham, the present Second Coxswain, appointed in 1899, when Edward Wickham was promoted to Coxswain. Awarded the Silver Medal for the service in 1914 to the s.s. *Mexico* and the Fethard Life-boat, and a Silver Medal from the King of Norway.

Edward Wickham will remain as Coxswain until the new Station is established at Rosslare Harbour, but he wishes then to retire, and he will be succeeded by his brother, James Wickham.

In the sixty-six years of the Station's existence the outstanding service was that in 1914 to the Norwegian steamer *Mexico*, and the Fethard Life-boat which

drowned. The other five managed to scramble on to the island, where they at once set to work to succour the crew of the *Mexico*. Two of the crew had taken to the ship's boat, and were washed ashore. The other eight were got on to the island, and there they and the five Life-boatmen remained until the Monday morning, with no shelter from the gale, with no water to drink, and with no food except two small tins of preserved meat and a few limpets.

When the disaster to the Fethard Life-boat was known, the Life-boats at Dunmore East, Kilmore, and Wexford

were called out, but in spite of repeated attempts on the Friday, the Saturday, and the Sunday, it was found impossible to help the castaway men.

Early on Monday morning a final attempt was made, by the Dunmore East and Wexford Life-boats under the command of the Chief Inspector of Life-boats, Commander Thomas Holmes, R.N., who had arrived from London the afternoon before. The sea had gone down during the night, and the *Dunmore East* Life-boat succeeded in getting a line and life-buoy ashore. By this means two of the men were dragged through the water to the Life-boat, but the rest hesitated to make the attempt. Meanwhile the Wexford Life-boat had arrived, bringing with her a strong punt. Two of her crew, James Wickham and William Duggan, worked the punt, which was veered down to the island and two men were dragged aboard her. She was then hauled back to the Life-

boat. Altogether it took four trips to rescue the ten survivors—one of the *Mexico's* crew had died during the night of cold and exposure—and on the second trip a hole was stove in the punt, but it was stopped with a loaf of bread and some packing, and the work went on until the last man was rescued, three nights and nearly three days after the *Mexico* was wrecked. Commander Holmes; Walter Pover, the Dunmore East Coxswain; Edward Wickham, the Wexford Coxswain; and James Wickham and William Duggan, of Wexford, who had manned the punt, were awarded the Institution's Silver Medal. These five, and the five survivors of the Fethard Crew, also received the Norwegian Silver Medal.

Such was the chief service performed by the Wexford Life-boat, and one of the longest and most gallant struggles to save life in the records of the Institution.

### The Record of the Branches.

THE Institution requires annually for the maintenance of the Life-boat Service and the provision of new Motor Life-boats a sum of £250,000. The population of Great Britain and Ireland is about 47,000,000. That is to say, the Life-boat Service costs under 1½d. per head of the population of these islands. It will, we think, be of interest if each year we publish a list of the principal Branches of the Institution, showing not only by their total contributions, but their contributions per head, how they compare with one another, and how they compare also with this standard of the Institution's needs when distributed over the whole population. In order also that as much prominence as possible may be given to the work of the Branches, it is proposed to have this list read at the Annual Meeting each year, both for the information of Governors present and so that it may be quoted in the daily Press.

This double comparison is the only fair estimate of the work of the Branches, varying, as they do, from those in

industrial cities with populations of a million and over, to those in country villages with populations of a few hundred, and varying in their contributions from £5,000 and £10,000, to under £100.

Last year the Manchester and Salford Branch, thanks in great measure to the three days' bazaar which raised over £12,000, was easily first in the list of total contributions with the magnificent sum of nearly £16,000. To compare this total alone, raised from a population of over a million, with, for example, the £115 raised by the Cullompton Branch, with its population of 3,000, would obviously be unfair to Cullompton. On the other hand, it would be equally unfair to Manchester to compare Cullompton's splendid achievement of 9d. per head of population with Manchester's 3½d. per head, without comparing the totals, for it is much easier to get a large per head contribution in a small than in a large place. The two figures, total and per head, must, in each case, be taken together.

In the first of the two following tables are the twenty Branches which have the largest total contributions for 1924. The second table gives simply a *selection* of Branches from different parts of the country, which have a striking per head contribution.

**First Twenty Branches in 1924: Total Contributions.**

	Population.	Total Collection, 1924.	Collection per Head.
		£	
Manchester & Salford	1,100,000	15,983	3½d.
City of London Branch *	—	10,385	—
Port of Liverpool	950,000	5,113	1¼d.
Bradford & District	390,000	3,113	1¾d.
Glasgow	1,060,000	2,747	¼d.
Birmingham	919,000	2,161	½d.
Edinburgh, Leith & Granton	510,000	1,945	¾d.
Leeds	600,000	1,873	¾d.
Bristol	377,000	1,483	1d.
Southampton	210,000	1,393	1¼d.
Belfast	395,000	1,323	¾d.
Dublin	410,000	1,206	¾d.
Oxford	147,497	1,109	1¼d.
Douglas *	—	932	—
Eastbourne *	—	896	—
Hull	330,000	820	½d.
Isle of Wight *	—	807	—
Dundee	159,105	697	1d.
Poole, Bournemouth, etc. *	—	691	—
Leicester	234,190	689	½d.

\* Floating population, so that no calculation per head is possible.

The most interesting fact, when the two tables are compared, is that Manchester and Salford is not only at the head of the first table, but is the only one in that table of the twenty highest totals to have a per head collection sufficiently high to appear in the second.

Two other facts should be noted in examining these tables. The population given in each case is the population of the Branch area. It is not necessarily the population of the city or town which gives its name to the Branch. In certain cases, like seaside towns, no per

head figure is given. To calculate this on the permanent population would be unfair to the town which is not a holiday resort, as these seaside Branches make their appeals with the definite idea of obtaining the support not only of residents, but of the large number of visitors.

**Contributions Per Head in 1924.**

	Population.	Collection, 1924.	Collection per Head.
Cullompton (Devonshire)	3,000	£ 115	9d.
Brightlingsea (Essex)	4,500	148	7¼d.
Romsey (Hampshire)	4,826	151	7½d.
Henley & Shiplake (Oxfordshire)	8,500	222	6d.
Congleton (Cheshire)	11,764	221	4½d.
Manchester & Salford (Lancashire)	1,100,000	15,983	3½d.
Hinckley (Leicestershire)	13,644	206	3½d.
Bridgnorth (Salop)	5,143	77	3½d.
Salisbury (Wiltshire)	37,000	388	2¼d.
Guildford (Surrey)	24,927	203	2d.
Alloa (Clackmannan)	30,000	262	2d.

One other important point remains. Neither a high total contribution nor a high contribution per head is of value, except on paper, if the expenses incurred in raising it are relatively high. As our Honorary Secretaries know, economy in the methods of collecting is a matter of great importance, on which the Committee of Management have always been very careful to insist, and in those rare cases where Branches have exceeded the maximum of expenses laid down in the regulations, the Committee have drawn their attention to it at once. This being so, it is hardly necessary to say that all the Branches in the two tables have kept well within the limit.

As a general rule, in fact, the Institution has found that those Branches which are the most successful in raising money, are also the most economical in doing it.

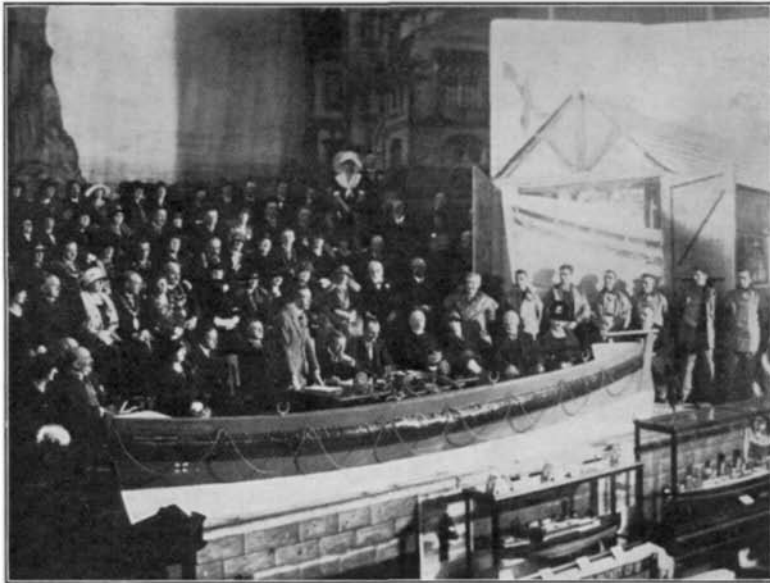
## Two Centenary Life-boat Bazaars.

### London and Birmingham.

THE Centenary celebrations concluded, just before the Institution reached its 101st birthday, with two Bazaars, one in Birmingham and the other in London.

The Birmingham Bazaar, which was called the Life-boat International Fancy Fayre, was held in the Town Hall on 3rd, 4th, 5th and 6th February. As

Baring, Bt., Chairman of the Committee of Management, Captain the Viscount Curzon, R.N.V.R., M.P., and the Right Hon. F. O. Roberts, M.P., late Minister of Pensions, members of the Committee of Management, the Town Clerk, the Chief Constable, Mr. George F. Shee, M.A., Secretary of the Institution, and



Photograph by]

[Whitlock, Birmingham.

### PRINCE HENRY OPENING THE BIRMINGHAM LIFE-BOAT FANCY FAIR.

will be seen in the picture, the platform of the Town Hall was arranged as a village on the coast, with a Life-boat and Life-boat House, while the speakers' table was also a model of a Life-boat. Each stall was a house representing a different country, and the stall-holders wore the national costumes.

On the first day the Fayre was opened by H.R.H. Prince Henry, who was received at New Street Station by the Lord Mayor (Alderman P. Bower) and a guard of honour of Rhyl Life-boatmen, wearing oilskins and carrying oars. Among those who were also present to welcome him were Sir Godfrey

Mr. H. G. Solomon, District Organizing Secretary. Owing to a meeting of the City Council, the Lord Mayor could not preside at the opening of the Fayre, and his place was taken by Sir David Davis, ex-Lord Mayor.

In the course of his speech Prince Henry congratulated the Committee which had organized the Bazaar and also the stallholders, and thanked the Ambassadors of the United States, France, Italy, Spain and Belgium for their kindness, not only in giving the Fayre their patronage, but in obtaining gifts for it from their countries to be sold in aid of what was not only a great



British charity, but a great international Service. Prince Henry went on to say:

"Birmingham is an inland city far from the sea. Yet, for many years it has given its support to this great sea-Service. By doing that it has shown how clearly it recognizes that wherever we live, and whatever we do, we, who are citizens of an island kingdom, owe a debt to our Life-boat Service. In that

names are now on the coast. I know that your proud and well-deserved motto is 'Forward.' My last appeal to you is to remember it in working for this great cause. I can imagine few things which could give the citizens of this inland city greater pleasure and pride than to read in the paper in the morning that far away on the coast the lives of men and women have been



Photograph by]

[Keystone View Co.

#### THE DUCHESS OF SUTHERLAND OPENING THE LONDON BAZAAR.

(Behind her, left to right, are: Miss Florence Eyre, Lady Baring and the Viscountess Bertie of Thame (Chairman of the London Women's Committee).)

spirit you have organized this Fayre to-day, in order to celebrate the centenary of the Life-boat Service by raising £10,000 to build a Motor Life-boat of the latest and most powerful type, which shall bear the name of your city. I feel sure that Birmingham will not be less generous in such a cause as this than those great cities of the north, Manchester and Bradford. They have already raised funds of £10,000 each, and the Life-boats bearing their

rescued from death, and that the Boat which brought them to safety was the *City of Birmingham*."

On the second day Sir Godfrey Baring presided, and the Fayre was to have been opened by Admiral of the Fleet Sir Doveten Sturdee, Bt., G.C.B., K.C.M.G., C.V.O. At the last moment he was prevented by illness, and Captain Lord Curzon opened the Fayre from London, his speech being broadcasted in the Town Hall by "loud speakers."

On the third day the Hon. George Colville, Deputy-Chairman of the Committee of Management, presided, and the Princess Bibesco opened the Fayre, and on the fourth day Mr. Graham Squiers, F.C.A., Chairman of the Fayre Committee, presided, in the absence through illness of Sir Gilbert Barling, Bt., C.B., and the Fayre was opened by Lady Davis, in the absence of the Duchess of Rutland.

Altogether the Fayre and other efforts carried out by the Fayre Committee since 1923 have raised nearly £3,000 towards the £10,000 required to build the *City of Birmingham Motor Life-boat*.

#### The London Bazaar.

This Bazaar was organized by the London Women's Committee, and was to have been held in November, 1924. Owing to the General Election it had to be postponed, and was then fixed for 3rd and 4th March, as the last day of the Centenary year, and the Institution's 101st birthday. It was held at the Hyde Park Hotel, and was opened on the first day by the Duchess of Suther-

land, and on the second by Admiral of the Fleet Sir Doveton Sturdee, Bt., Viscountess Bertie of Thame, Chairman of the London Women's Committee, presiding. The Bazaar was held under the patronage of H.R.H. the Princess Louise, Duchess of Argyll, the Patron of the Ladies' Life-boat Guild, who had a stall. The international recognition of the value of the Life-boat Service was again shown by the names among the patrons of the Spanish, Belgian, Italian and Portuguese Ambassadors, the Finnish, Swiss, Austrian, Swedish, Argentine, Danish and Polish Ministers, and the *Chargés d'Affaires* of the United States, of the kingdom of the Serbs, Croats and Slovenes, and of Latvia.

Some of the foreign colonies in London took an active part in the Bazaar. The Japanese colony sent a cheque to be spent in obtaining goods to be sold, the Chilean colony sent two barrels of honey, and the Italian colony sent Italian produce of almost every kind from spaghetti and olives to suit-cases, mineral-waters and shawls.

Altogether the Bazaar raised £750.

### Division of the Midlands District.

OWING to the great increase during the last few years in the work of organizing the Institution's appeals, it has been decided to divide the Midlands District, which up to the present has included Ireland and Wales. The Midlands themselves will now form one district, and Ireland and Wales another district, each under a separate Organizing Secretary. In Ireland and Wales, however, will be included Shropshire and Herefordshire. This change has made neces-

sary also a slight modification of the North of England District. This has included up to the present the northern counties of Wales, Anglesey, Carnarvonshire, Denbighshire and Flintshire. Now that the rest of Wales is no longer part of the Midlands District, the Committee of Management feel that these northern Welsh counties should be detached from the North of England, so that the whole of Wales will be included in the Ireland and Wales District.

### Marine and Small Craft Exhibition.

AGAIN this year, as two years ago, the organizers of the Marine and Small Craft Exhibition, which is held at the Agricultural Hall, Islington, very kindly gave the Institution a free site at the Exhibition. Here the Institution showed a

Pulling and Sailing Life-boat of the self-righting type, a Caterpillar Launching Tractor, a working model of a Life-boat rescue, and a number of other models. The Exhibition was open from 18th March to 4th April, and over £28 was collected.

## The Life-boat Services of the World : Japan.

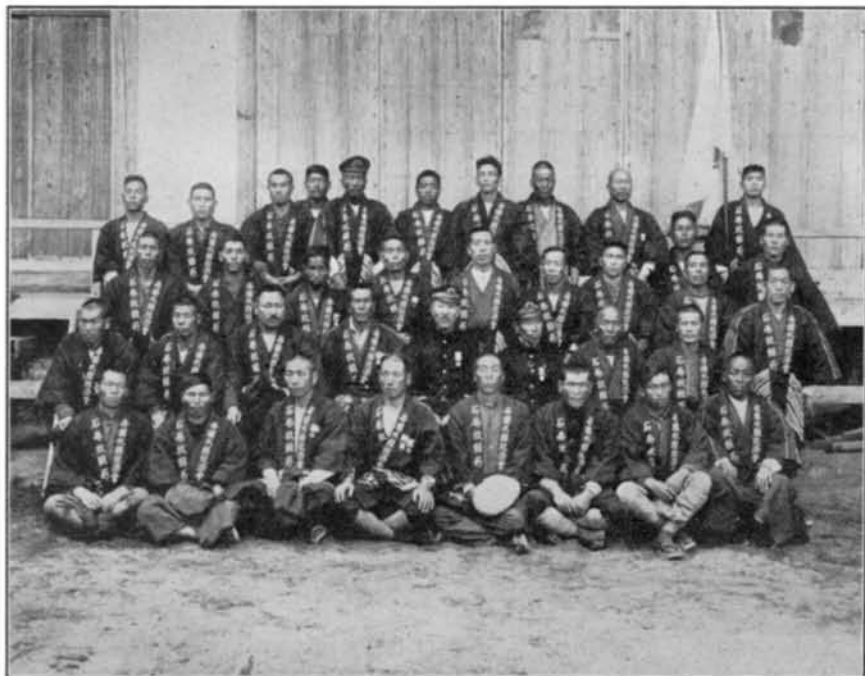
By **COUNT KOZO YOSHII**, President of Teikoku Suinan Kinsaikai  
(the Imperial Japanese Life-boat Society).

[Count Kozo Yoshii represented the Imperial Japanese Life-boat Society at the International Life-boat Conference held in London, in July of last year. During his visit he wrote, for publication in "The Lifeboat," the following account of the Japanese Life-boat Service.]

IN 1888 Count Kuroda, former Prime Minister of Japan, published an account

added to their prayers. Thus he founded the Society in 1889, with the assistance of the Marquis Nabeshima and others. A few life-saving stations were established, but his death in 1892, and some other circumstances, caused the Society's affairs to remain in abeyance for some years.

In 1896 the Imperial Parliament advised the Government to take up



**A JAPANESE LIFE-BOAT CREW**  
(Ishinomaki Life-Saving Station).

of his travels in Europe and America, in which he related the existence of a Russian Society for saving life from sea casualties. The deity enshrined at Kato-Hira, in Shikoku, is believed to protect seafarers from sea dangers. Mr. Koto-oka, who was the chief priest of the shrine, was much struck by Count Kuroda's account, and thought that the welfare of seafarers might be better sustained if such an organization was

life-saving from shipwreck as a national undertaking, but it decided to assist the Society with a small annual subsidy and to continue its work. With the earnest attention paid to the affairs of the Society by H.I.H. the Prince J. Arisugawa, the chief patron of the Society, much progress was made. The late Emperor made donations; the people began to understand the importance of the undertaking.



**THE LIFE-BOAT AT MISAKI LIFE-SAVING STATION, JAPAN**  
(This Station was completely destroyed by the earthquake in September, 1923).



**SURF LIFE-BOAT AT SAKATA, JAPAN.**



THE LIFE-BOAT AT KAMO, JAPAN.



A JAPANESE MOTOR LIFE-BOAT.

### Organization.

The chief patron of the Society is always an Imperial Prince, who appoints the governors of prefectures as chairmen of local committees. They enlist the subscribers so as to enable the Society to establish life-saving stations. At the headquarters of the Society there is a President, a Board of Directors, and seventy Councillors.

At the end of March, 1923, there were eighty-three life-saving stations and some minor establishments, with 176 Life-boats and Surf-boats, and 9,700 fishermen and others enrolled to act as Life-boatmen. Some of the Life-saving stations and most of the minor establishments are still insufficiently equipped, but a self-denying spirit prevails, and good work is done even with these scant means.

Until a few years ago Life-boats were built only on the model of local fishing boats, and none of them can be compared with the high standard attained by boats employed by the Royal National Life-boat Institution. The Society is now building Motor Life-boats, of which eight are ready.

From its foundation up to March, 1923, the Society's Life-boatmen assisted at 8,300 sea casualties, mostly fishing-boats, involving the safety of 42,620 persons. Rice and fish being the principal food of the people, there are more than 42,000 boats engaged in fishing in Japan.

The Society also maintains a small light-house.

The flag of the Society is a red life buoy on a white ground.

### The Loss of a Life-boatman on the Mersey.

For the past four years no Life-boatman has lost his life at sea. When it is remembered that in that time 1,507 lives have been rescued from shipwreck, and that altogether, on service and exercise, between 40,000 and 50,000 men were afloat in Life-boats, often in the worst weather, that fact is a great tribute to the skill and fine seamanship of the Coxswains and Crews, and to the soundness of design and construction of the Life-boats.

Unfortunately this fine record was broken on 9th March of this year. On that day Ralph Scott and Herbert Harrison, the Mechanic and Second Mechanic of the Motor Life-boat stationed at New Brighton, on the Mersey, went out to her in a small motor-boat used for boarding. This Life-boat, it will be remembered, was completed in 1923, and is the first of the 60-foot Barnett type, with twin screws. She lies at moorings, and is visited daily by her mechanics, in order that the engines may be maintained in a state of perfect efficiency day and night.

The engine of the boarding-boat stopped, and Scott and Harrison were carried down the river by the flood tide for three miles. A tug then threw them a line and took them in tow, but the river was choppy, and the boat capsized. Both men were flung into the water.

Scott was rescued by the crew of the tug, much exhausted. Harrison was nearly rescued. The rescuers, in fact, had actually seized the collar of his oil-skins, but the buttons gave way and he slipped out of them and was drowned. Harrison had been in the employ of the Institution since April 1924, and following its practice of pensioning the dependents of any man who loses his life in the Service, the Institution at once made provision for his widow.

Ralph Scott, whose life was saved, has been in the employ of the Institution for many years. In 1899 he became Chief Engineer of the Steam Life-boat, which was then stationed at Angle in Pembrokeshire, was later transferred to Totland Bay in the Isle of Wight, and then to Dover, and which is now at Holyhead. He was the Mechanic in charge of the engines of the New Brighton Motor Life-boat when, before going to her Station, she made a tour, in the summer and autumn of 1923, round the British Isles. Scott broke his arm during the tour, but he refused to leave the boat, and with that broken arm was on duty during ten hours while the boat was fighting her way through a whole gale round the north of Scotland. Nor, even after that, did he give up, but remained on duty until the end of the voyage.

### Esthonian Honour for North Deal.

ON the night of 1st November, 1919, the North Deal Life-boat was launched to the rescue of an Esthonian three-masted schooner, the *Toogo*, which was wrecked on the Goodwin Sands.

A whole gale was blowing, which rose at times to hurricane force, when the Life-boat was launched at eleven at night, and, although she had two extra men on board, it took her three hours, against the head-wind, to reach the wreck. Some of the crew were in the rigging, crying for help, but before the Life-boat could reach her, the *Toogo* sank. In the darkness and heavy seas, the Life-boat searched among the wreckage, but it was not until daybreak that she found two of the crew of eight clinging to an upturned boat. With great difficulty, and only after repeated failures, they were rescued in a state of complete collapse. The Life-boat reached her Station again at half-past seven in the morning. She had been out eight hours. During the whole of that time she had been continually swept by heavy seas, and one of them, breaking right in the Boat, injured the Coxswain, Second Coxswain and two of the Crew. A third member of the *Toogo's* crew was picked up from the wreckage by a steamer and brought ashore by the North Deal Reserve Life-boat.

The Esthonian Government, in recognition of this very gallant service, has awarded the Silver Medal of the Esthonian Red Cross to ex-Coxswain William Adams. It has also decided to award it to each member of the Crew. The presentation to ex-Coxswain Adams was made by the Mayor at the Town Hall on 31st March. Among those present were Mr. George Bethel Bayley, who had brought the service to the notice of the Esthonian Government, and who represented it at the ceremony, the District Inspector of Life-boats, the District Organizing Secretary, Mr. John Prior, Secretary of the North Deal Station, representatives of the British Red Cross Society, a detachment in uniform of the local Red Cross under its commandant, the

chaplain of the Missions to Seamen, and representatives of the Kingsdown Life-boat Station.

After the opening speech by the Mayor, Mr. Bayley, who said that he had lived as a boy in Deal fifty-five years before, and felt very proud to return after so many years for such a purpose, read the following message from the Esthonian Minister in London: "The Esthonian Minister would be particularly grateful if you would kindly convey to ex-Coxswain William Adams and his Crew his admiration and gratitude for their very gallant act in saving the lives of two of his countrymen at the risk of their own lives under most trying circumstances; and also to express to his Worship the Mayor his high appreciation and his best thanks for his courtesy in undertaking to make the presentation for the Esthonian Government."

Mr. Bayley pointed out that the honour of the award was more marked, as, after the war with Russia, the Esthonian Government had ceased to issue any decorations. The service to the *Toogo* took place during that war. It was only because of this that the Government had decided to decorate the North Deal Crew, and the medals had had to be specially struck.

Captain Carver, R.D., R.N.R., District Inspector of Life-boats, thanked the Esthonian Government, Mr. Bayley, and the Mayor of Deal, in the name of the Institution, and pointed out that as the Peace of Versailles was not signed until the summer of 1919, and the service to the *Toogo* was in December of the same year, the British Life-boat Service had not been long in going to the help of a State which had come into existence as a result of the War.

In the evening the Crew were entertained to dinner as the guests of the Esthonian Government, Mr. Bayley presiding.

Since 1873 the Institution's Crews have received, from fifteen different foreign countries, seventy-two decorations or special records of thanks, eight of which were for services performed

## RETURNING FROM THE RESCUE.



*Photograph by]*

*[W. Mason, Great Yarmouth.*

**The Gorleston Motor Life-boat, "John & Mary Meiklam of Gladswood," returning to harbour after saving the s.s. "Fox," of Hull, and her crew of six on 27th November, 1924.**



*Photograph by]*

*[American Studio, Margate.*

**The Margate Pulling and Sailing Life-boat, "Eliza Harriett," returning with 3 men rescued from the ketch-barge "Lord Nelson," of London, and 5 from the motor-barge "Guernsey," of London, on 22nd October, 1924.**



during the war. The last two foreign decorations received, the Esthonian medal and an Italian medal for the service to the *Val Salice* in 1916, have both been conferred on North Deal. William Adams, who was Coxswain from

1907 to 1920, and who holds the Institution's Silver Medal with two Clasps, has now been decorated by the Italian, United States and Esthonian Governments, and thanked by the German Government.

### Lowestoft Motor Life-boat and the Airship R33.

ON the morning of 16th April the airship R33 broke away from her moorings at the aerodrome, at Pulham, in Norfolk, and was carried out to sea by a strong W.S.W. gale. She was seen to cross the coast at 10.15 A.M., obviously in difficulties. A telephone call was received at the station from the Coast Guard, passing on a message from Pulham, and it was decided to launch the Motor Life-boat. She got away at 10.40. H.M.S. *Godetia*, stationed at Lowestoft, had also put out, and the two followed the airship out to sea. The Life-boat was under sail and motor power, but the wind increased, and the sails had to be taken off. The last the Coxswain saw of the airship she was about 1,000 feet

up, and eight miles away. The Life-boat continued to follow until she was about fourteen miles from land. She then returned, while H.M.S. *Godetia* went on. The airship was carried across to the Dutch coast, but succeeded in getting back to Pulham on the afternoon of the next day.

The Air Force authority in the Eastern Counties telegraphed its thanks to the Institution for the "valuable support" of the Lowestoft Life-boat, and the Air Ministry wrote, thanking the Institution, and asking it to convey to the Lowestoft Coxswain and Crew an "expression of the Air Council's high appreciation of their services."

### Two Life-boat Families.

#### The Wiggs, of Kessingland, and the Stone-houses, of Teesmouth and Redcar.

THE Institution, at the end of last year, awarded a special Vellum to Mr. Edward Wigg, sen., of Kessingland, in recognition of the exceptional services which he and his family have rendered to the Life-boat Service. He himself is Winchman, and became a member of the Crew in 1870. One of his sons is Coxswain, another is Signalman, and two others are members of the Crew, and have been awarded the Institution's Bronze Medal. Three grandsons and one great-grandson are members of the Crew. A son-in-law is Second Coxswain, and one of his daughters and one of his granddaughters-in-law are members of the Ladies' Life-boat Guild. The Vellum presented to Edward Wigg was in the form of a family tree, with the dates, not of birth, but of enrolment in the Life-boat Service.

The presentation of the Vellum was made on 19th December, and a Life-boat concert was held at the same time, which raised over £35, a very fine

result for a fishing village, the population of which is under 2,000. Kessingland has a very active Ladies' Life-boat Guild, of which the Hon. Secretary is the wife of the Hon. Secretary of the Station itself, who wrote, with regard to the concert: "The whole of the proceeds came from the fishing community, owners, skippers and crews of our local steam drifters and trawlers. The members of this Branch of the Guild are almost entirely owners' and skippers' wives and daughters, all of whom are workers, and those that can afford to do so give generously."

Another fine record is that of the family of Coxswain John Stonehouse, of Teesmouth who, as announced in the Awards to Coxswains and Life-boatmen, has been awarded a pension and a Certificate of Service on retiring. He has been a member of a Life-boat Crew for the past fifty-two years, has served with the Life-boats at Teesmouth, Redcar and Saltburn, and has been the

Teemouth Coxswain for the last eleven years. Six of his sons are also Life-boatmen, two of them being Second Coxswains, one at Redcar and the other at Teemouth.

These are both remarkable records, and we shall be very glad to receive from the Hon. Secretaries of Stations any similar records for publication in *The Lifeboat*.

### The Story of a Goose.

ON Sunday morning, 8th February, the Ramsey Life-boat went out to a ketch which was seen to be flying signals of distress a little way outside the harbour. A strong breeze was blowing, but the sea was smooth and the weather fine. The ketch was found to be the *Amis Reunis*, of Falmouth, manned

told in the following account which has been received from Ramsey:—

“It appears that the skipper of the ketch was a Dutchman, who was married to a Welshwoman, and the whole family spoke Welsh. They had bought a goose for their dinner, but, running into very heavy weather, all their thoughts of a



Photograph by]

[M. Midwood, Ramsey, Isle of Man.

#### THE CREW OF THE "AMIS REUNIS."

by a family crew, which consisted of the father and mother, a daughter of nineteen, and two sons of seventeen and fifteen. With them was a goose.

The ketch was bound from Killough, in Northern Ireland, to Portmadoc, in Wales, with potatoes. She had had a terrible night in a S.W. gale, had been compelled to run back to Ramsey for shelter from ten miles off Holyhead, and was making water very fast. The Life-boat brought her and her crew into harbour.

So much for the actual service. The more domestic side of the story is best

meal passed away, and the whole family was occupied in pumping operations, so much so that, practically, they were rescued at their last gasp (including the goose). Subsequently, as you are aware, the ketch itself was brought in. The unhappy experiences of the whole family, including the goose, were such that, instead of the latter being used for the purposes of sustaining life, it has become a family pet, and now plays the part of a faithful watch-dog."

If it were the practice of the Institution to include geese in the record of lives saved, we might very justly claim this goose as having been saved twice.

## Major H. E. Burton, O.B.E., R.E.,

Hon. Secretary of the Tynemouth Branch and Hon. Superintendent of the Tynemouth Motor Life-boat.

By LIEUT.-GENERAL SIR HENRY MERRICK LAWSON, K.C.B.

[A short account of Major Burton's career and, in particular, of his distinguished services to the Life-boat Service, appeared in "The Lifeboat" for March, 1923. The following account of his services in the Royal Engineers, especially during the War, is reprinted from the "R.E. Journal" for February, 1925, by permission of the Editor. Major Burton, it will be remembered, holds both the Gold and Silver Medals of the Institution for gallantry in saving life from shipwreck, and last year, with the other Gold Medallists, was decorated by the King with the Medal of the Order of the British Empire.]

WHEN I read in the *Monthly Supplement* for August, 1924, the note about the unique and splendid life-saving services of Major H. E. Burton, O.B.E., R.E., I thought that it would interest his brother officers to know something of the great work performed by Burton during the late war. The following lines are an effort to tell the tale.

The most abiding impression I retain of my days as a young officer at Chatham is of the supreme excellence of the Instructional N.C.O. Staff of the S.M.E. They seemed to me a race of super-men; they knew everything, and could explain everything, were intelligent to a degree, inspired great respect and had the best of manners.

This first impression of the value of material to be found in the ranks of the Corps has never weakened, and I have met some astonishing proofs of its truth; but it was reserved for the closing years of my service to find the strongest illustration of all in the case of Burton and his work during the Great War.

Burton himself came from Royal Engineer stock. His father joined the Corps in 1858, served in it until 1879, and when a Quartermaster-Sergeant Field Works Instructor, at Chatham, and therefore one of the supermen I so much admired, sent his son in August,

1878, as a boy of fourteen, into the Corps, where he received his early training in the Electrical School and in the Submarine Mining Service. Burton was therefore, in a very real sense, a child of the Corps. He did well from the first, and his early exploits in the athletic world as a football player, a great oar and a skilled sailor were combined with rare professional talent. He rose rapidly through the various ranks, assisted Cardew in much of his electrical research work, and was for eleven years an Instructor in the Electrical School, from 1889 to 1900, when he went to the South African war as a Warrant Officer. Here he was variously employed on railway work, telegraph construction and electric lighting, with the result that in June, 1902, he was awarded a commission for general work in the field.

Burton joined the 16th Coast Battalion Company R.E., as a subaltern at Newcastle-on-Tyne, and all his commissioned service to the outbreak of the recent war was spent in that great city of the North, where his name has now become almost a household word.

He got command of the Company in 1905, was promoted Captain in 1911, and when war broke out was in charge of the electric light and telephone arrangements for the Tyne defences as well as Adjutant of the Tyne Electrical Engineers, the great success of whose work during the war was largely due to Burton's organizing and instructional powers.

Officers who went abroad in the early days of the war hardly realize the work at home involved in the raising and training of the huge numbers which the expansion of the Army involved. The material was splendid, but the officers, N.C.O.'s and men started with no military knowledge, and the task of teaching the officers and N.C.O.'s their duties, and of teaching *them* how to teach their men seemed at the outset to all, except Lord Kitchener, an almost impossible

one. That the problem was solved was due to the way in which men such as Burton rose to a great occasion.

In January, 1915, the Commander of

member of my Staff, with a hawk's eye for talent, discovered Burton for the Headquarters of the Northern Command. We withdrew him and his



**MAJOR H. E. BURTON, O.B.E., R.E., GOLD MEDALLIST.**  
**Honorary Secretary of the Tynemouth Branch.**

the Tyne defences, realizing Burton's knowledge and powers, put him to the task of instructing the newly-joined officers in field engineering, in the making of improvised bombs, and in the laying and maintenance of telephone circuits.

In was in March, 1915, that a brilliant

establishment from the Tyne, moved them to Tynemouth, and founded there a Command School of Signalling, with Burton as Commandant and Chief Instructor. One hundred officers and 100 N.C.O.'s joined for the first class in April, 1915.

Instruction in field engineering and bombing was added, and when I first visited the School in July, 1915, I was at once impressed by Burton as an instructor, organizer and disciplinarian.

The school developed rapidly, the need for yet further expansion was evident, and therefore arrangements were made to transfer the enlarged school to where it would have room to function and expand. A suitable site was found in the Park at Farnleigh, near Ottery, where hutting for 250 officers and 500 N.C.O.s was constructed by low-category sappers unfit for service abroad.

The School commenced work in its new and final home in November, 1915, and was known as the Northern Command Field Engineering, Bombing and Anti-Gas School. It continued a vigorous and useful existence for the next three years until the conclusion of hostilities. The average daily numbers attending the School were 250 officers and 500 N.C.O.s under instruction from over 100 different units, and the Courses varied from two to five weeks, according to the subject. The total number that passed through the School was upward of 10,000 officers and nearly 18,000 N.C.O.s.

One hundred and twenty sappers, unfit for service abroad, were employed in maintaining the buildings, training areas and trenches, including the erection of a skeleton Belgian village and a mobile dummy tank.

One hundred and fifty infantry details were allotted for Camp duties and as officers' servants, whilst a staff of forty W.A.A.C.s ran the Officers' Mess.

There was a staff of thirty officers under Burton as instructors and for administrative duties and about the same number of N.C.O. instructors.

The responsibility for this large establishment, the numbers of which at one time amounted to 1,150, devolved entirely on Burton. In addition to arranging the syllabi, writing many of the Training Manuals and doing a great deal of personal instruction, he supervised the Electric Lighting and Engineer Services, and had on his shoulders the whole burden of the administration as

well as the discipline of detachments of officers and men drawn from a large number of units.

The ease with which the whole machine worked, the excellence of the instruction and of its results, the willing work done and the absence of disciplinary troubles were convincing proofs of Burton's powers and of his capacity for the job.

The School became a fount of knowledge in the subjects with which it dealt: classes for battalion commanders were held periodically, generals came there to learn the latest methods, and on one occasion twenty-six of them and twenty-four staff officers assembled for short lectures on training and to witness the practical applications in various subjects.

The fame of the institution spread beyond the limits of the Command, and inspectors and staff officers from London testified to the excellence of the instruction and carried the methods to establishments in other parts of the Kingdom.

One of my last duties as G.O.C.-in-C. was to take the then Commander of the Forces, Lord French, to see the School which impressed him immensely, and I well remember the Corps' pride I had in telling him about the Commandant, and pointing to Burton as a convincing proof of what the ranks of our Corps were able to produce.

For his services during the war Burton was three times honourably mentioned in the *London Gazette*, was promoted to the rank of Brevet Major in June, 1917, and was awarded the O.B.E. in 1918.

I have before me, as I write, a photograph of the School, taken just before the Armistice. A glance at it, with its 680 faces of officers, N.C.O.s, men and W.A.A.C.s, tells in a moment the magnitude of Burton's charge.

And when I look at the books of instruction prepared and issued on Signalling, Bombing and Anti-Gas Measures, when I study the Standing Orders and the various Syllabi and think of the innumerable side-shows involved in the administration, I take off my hat to this brother officer of ours who evinced such remarkable powers and did such splendid work throughout the war.

## The Breadth of the Life-boat Appeal.

By EDGAR H. JOHNSON, F.C.I.S., District Organizing Secretary for the North of England.

I HAVE recently addressed on behalf of the Life-boat Service three very different audiences—the business men of Manchester at a luncheon of the Rotary Club, the ex-Service men and others at the "Toc H" centre at Salford, and the men in Strangeways Prison in Manchester. It has been an unusual and very encouraging experience, and the interest and enthusiasm with which the story of the Life-boats was received by three such different audiences is, I think, as striking an example as one could have of the breadth of its appeal.

The Rotary Club is an organization which had its inception in America. It is a non-political, non-sectarian association of leading business men (embracing representatives of every trade and profession, but admitting to membership only one representative of each in each town), and its objects are the encouragement of high ethical standards in common life, the promotion of social intercourse and fellowship among business men, and the quickening of individual interests in everything affecting the public welfare. There are over 16,000 clubs and 100,000 members in this country, and the motto is "Service above Self."

When I was asked to address the members of the Manchester Rotary Club, I regarded it as a high privilege, because it afforded an opportunity of bringing before an extremely representative body the claims of the Institution.

The Manchester Rotary Club has some 160 members, and it meets every Thursday for luncheon. On the present occasion some 120 members were present, and I was very much struck with the fact that among those attending were representatives of the legal and medical professions, and practically every variety of occupation which goes to make up Manchester life.

The address was to take just twenty-five minutes, and within that limited time I endeavoured to trace the history of the Life-boat Service, with special reference to the value of Motor Life-

boats, to the great humanitarian side of the Institution's work, and to the fact that the Manchester and Salford Branch occupied the exceedingly proud position in the Centenary Year of being the largest contributing Branch to the Institution, not even excepting the City of London. I took great pride in pointing out that the administration expenses of the Institution were under 5 per cent., and that the expenses of the local Branch were negligible. These facts so appealed to the warm-hearted business men of the Manchester Rotary Club that I was not only accorded a very hearty vote of thanks, but was assured that many individual contributions would be sent us, and that a proportion of the weekly collections taken at the Club would be allocated to the Institution.

Perhaps the special plea on this occasion was not so much that the Club should give financial help, but that the members should live up to their motto, "Service, above Self," and act as missionaries in the cause of the Life-boat, spreading among others the information and the appeal which had been put before them.

### "Toc H"

WHEN I had a request to address the members of "Toc H" at Salford, on 3rd February last, I was particularly struck with the homely and friendly invitation which read:—

"We should be glad to welcome you on Tuesday next at 7.30 p.m., and perhaps you would talk about half an hour, and then prepare yourself for a 'volley of questions.'"

If there be anything which our Officials appreciate, beyond all words, it is "a volley of questions," because it shows at once the keenest interest and a desire to become acquainted with the intimate details of a great Life-saving Cause. Moreover, our President, H.R.H. the Prince of Wales, is the patron of "Toc H" and, indeed, I believe, was very largely responsible for its formation.

Arriving at the Salford centre I found it an old house of most admirable

dimensions, and one most suitable for the accommodation of the members of "Toc H." I was conducted through the premises—the excellent dining-room, the bedrooms (each containing a tablet in memory of those who had made the Great Sacrifice), and then the little library. Eventually I arrived in the "lounge" room, there to be most cordially welcomed by the "Acting Padre" and by an enthusiastic body of members, most of whom had taken an active part in the Great War.

It was not an address in the least degree, but a half-hour's friendly chat with men who had been "through things," with men who had a full knowledge of valour, of courage, and of devotion, and it was indeed gratifying to find in the small assemblage that England, Scotland, Wales and Ireland were all represented. Then came the "volley of questions," and it was "some volley"; not unfriendly, but pertinent, and eventually I had the satisfaction of receiving a very cordial, and, I believe, sincere vote of thanks, added to a hearty promise of help in our work with the important Manchester and Salford Branch.

Perhaps one of the many reasons which actuated me in attending "Toc H" was the fact that the organization is founded on "Service," and it may not be amiss to record the short ceremony of the installation.

The Chairman, the "Acting Padre," holding the lamp says: "Who goes there?" and the reply from the sponsors of the candidate is, "A friend and brother to be!" The Chairman handing the lamp to the candidate asks, "What is this?" and the candidate replies, "The Lamp of Maintenance." The Chairman inquires, "What first lit it?" and the immediate response is, "Unselfish Sacrifice." Then the Chairman inquires, "What alone will maintain it?" and the response is, "Unselfish Service." The Chairman further asks, "What is Service?" and the candidate answers, "The rent we pay for our room on earth."

Such is the simple ceremony of the initiation of the candidate to "Toc H," and all that remains to be done is for the Chairman to address the members

by saying, "The candidate stands before you, duly sponsored, and has well answered our questions; do you pass him?" the immediate response being, "Pass friend, all's well!"

If there be any Institution receiving "Unselfish Sacrifice" and "Unselfish Service," surely the Royal National Life-boat Institution, for a hundred years, has had them both; and the fact that, arising out of the Great War, there has come into existence another body, "Toc H," whose aim is of the same high standard as the Life-boatmen's, gives us all the more confident hope that our country will pass triumphantly through all its difficulties.

#### A Prison Interlude.\*

When the Chairman of the Institution, from his ripe experience as one of His Majesty's Commissioners, suggested I should give an address to the inmates of Strangeways Prison, Manchester, I was by no means enthusiastic but, remembering that our cause has existed through storms and stress, and that, apart altogether from "casting our bread upon the waters," I might give instruction and pleasure to our more unfortunate brethren, I approached the Governor, Major the Hon. N. E. Fitz-Clarence, who heartily welcomed the proposal.

Mentioning the matter to the great firm of "Forsyths of Manchester," the concert agents, etc., I was at once assured of their co-operation in the provision of artistes, and, hence, our little "party" left the North of England District Offices at six o'clock for "Strangeways"—a singularly appropriate name under the circumstances. We realised we were "in" immediately our car entered and we heard the clanging of the great gates and the rattle of keys; and our youngest member (the elocutionist) fervently expressed the hope that "The Warriors of the Sea" were with her as a bodyguard.

Through the courtyard and great

\* In the last issue of *The Lifeboat* appeared an account of a lecture on the Life-boat Service which Sir Godfrey Baring, Bt., Chairman of the Committee of Management, gave to the men in Camp Hill Prison in the Isle of Wight, and of a gift received from them through the Governor.

entrance hall into the chapel, where some hundred and twenty greeted us right heartily. A brief introduction by the Governor, and then a pianoforte solo by Mrs. Adamson opened the "Interlude." Mr. Harold Browne gave a fine rendering of "Shipmates o' Mine," which brought the house down, and his encore, "As you pass by," was perhaps prophetic. Then that great old sea poem by Clement Scott, "The Warriors of the Sea," given by Miss Dorothy Johnson, was accorded a splendid reception, and Miss Marjorie Farnham delighted all present with "My Ships" and "Down in the Forest." Perhaps with unconscious humour, certainly with great effect, and considerable hilarity on the part of the listeners, Miss Farnham gave as an encore "If no one ever marries me."

My own short address, dealing with the inception of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, its revered founder, Sir William Hillary, the great advance which had been made in life-saving by the provision of Motor Life-boats, the fact that over 60,000 lives had been saved, and my appeal that, under happier circumstances, those present would help in the provision of much needed funds, had a most attentive hearing, very cordial thanks being tendered by the Governor, who expressed the hope that we would come again.

"A little help is worth much pity," and it may be that our "Interlude" at Strangeways will have its influence on those who heard it and were moved by the story of the splendid deeds of our Life-boat Crews.

### Life-boat House, Wembley.

LIFE-BOAT HOUSE at the British Empire Exhibition, Wembley, will again be open this year. Life-boat workers will be doing the Institution a real service if they will bring this to the notice of any friends who are visiting London during the summer, and tell them how many things of interest are to be seen there. As last year, the chief exhibit will be a Motor Life-boat of the Watson Cabin type, and visitors will be able to go over her. Last year's Boat is now at her Station at Margate. The Wembley Boat this year will, after the Exhibition, be sent to Porthdinllaen in Carnarvonshire. Among the other exhibits will be a Motor Life-boat

engine, which, for the purposes of the Exhibition, will be worked by electricity, and working models of Life-boat rescues.

The Life-boat Service will also be represented by pictures, models and relics in a special exhibition, the Court of Honour, which will be a new feature this year in the British Government Pavilion.

At the Thanksgiving Service on Empire Day, 24th May, which will be attended by the King, and conducted by the Archbishops of Canterbury and York, nine Life-boatmen from different Stations, dressed in their oil-skins and belts, will march in the procession which will form part of the ceremony.

### Life-boat Service and the Boys' Brigade.

IN Northern Ireland the Life-boat Service has been receiving very valuable help from the Boys' Brigade during the last two or three months. The Belfast Battalion has made a systematic house-to-house collection in the city of Belfast, and has raised nearly £300 for the Lord Mayor's Centenary Fund. Mr. W. A. T.

Ewing, C.P.A., was the organizer of the effort, and to him and the Executive of the Brigade its great success is largely due.

In Larne the local Company of the Brigade has collected £16 in the same way, and similar collections are being made in Carrickfergus, Bangor, and Carnlough.



## Life-boat Tractors for the Antarctic.

IN 1920 the Institution first experimented with a motor caterpillar tractor to be used in place of horses for launching Life-boats on flat sandy beaches. There are now eleven on the coast. The type adopted was a Clayton agricultural tractor of 35 h.p., and for Life-boat work it was necessary to have a number of alterations made to enable it to continue running when partly submerged.

Having been first designed for agriculture, and then adapted to Life-boat launching, this tractor is now undergoing yet another transformation—for work over snow in the Antarctic. The following account of its trials for this new duty appeared in *The Times*, on 28th March:

“Trials with a snow caterpillar tractor, which it is proposed to use on the Antarctic land ice during topographical work, have just been completed at Finse in Norway. Finse is on the Oslo-Bergen line, over 4,000 feet high, and the snow and temperature conditions were ideal; indeed, due to the prevalence of a blizzard at the time, they were almost Polar.

“The trials were carried out by Engineer-Rear-Admiral Skelton and Commander L. C. Bernacchi, both members of Captain Scott's first Antarctic Expedition in the *Discovery*, and the results were entirely successful and have created considerable interest in Norway.

“The caterpillar weighs 45 cwt., and will pull at least five tons at six to seven miles an hour over soft snow surfaces. The tests were actually through snow, waist-deep in places, and also over hard snow surfaces and slopes of 1 in 5. No trouble was experienced. The caterpillar covered many miles over the Norwegian snow hills in the vicinity of the Hardanger Glacier, and once operated through a driving blizzard without any stoppage.

“The Antarctic Continent is still mostly unexplored. By means of specially designed engined tractors and aeroplanes, the days of journeys over the ice made by men on foot dragging sledges, or by men on sledges dragged by dogs or ponies, have, we hope, passed.”

## Obituary.

### Ex-Coxswain John Howells, of Fishguard.

EX-COXSWAIN JOHN HOWELLS, of Fishguard, died on 14th March at the age of 72. He was Coxswain of the Fishguard Life-boat from 1910 to 1921. In December, 1920, he was awarded the Institution's Gold Medal for the service to the Dutch Motor Schooner *Hermina*, from which, at imminent peril to their own lives, the Fishguard Crew rescued seven men. Coxswain Howells and his Crew, who received Silver and Bronze Medals, were personally decorated with them by the Prince of Wales, at the Annual Meeting in 1921. He was also presented with a Gold Watch by the Dutch Government, and the Dutch Shipping Board expressed their “great admiration of the courage and seamanship of Coxswain Howells and his Crew.” With

the other Gold Medallists of the Institution, he was presented at the Centenary Dinner of the Institution last July, was received at Buckingham Palace, and decorated by the King with the Medal of the Order of the British Empire.

As a young man, Coxswain Howells served in the Navy, and was a shipmate of King George, then a naval cadet. On leaving the Navy, he entered the service of the Great Western Railway Company, and when Fishguard Harbour was opened for Irish traffic, eighteen years ago, was put in charge of the coaling gang at the harbour under the Marine Department. He was a deacon of Bethesda Baptist Church, for many years its Honorary Treasurer, and Superintendent of the Sunday School.

## Awards to Coxswains and Life-boatmen.

To **WILLIAM BROWN**, on his retirement, after serving 17 years as Coxswain, 15 years as Second Coxswain, and previously 18 years as a member of the crew of the Cresswell Life-boat, a Certificate of Service and a Commutation of Pension.

To **JAMES BROWN**, on his retirement, after serving 17 years as Second Coxswain, 15 years as Bowman, and 18 years previously as a member of the crew of the Cresswell Life-boat, a Life-boatman's Certificate and a Commutation of Pension.

To **JOHN STONEHOUSE**, on his retirement, after serving 11 years as Coxswain of the Teemouth Life-boat, a Certificate of Service and a Pension.

To **OBADIAH C. COOPER**, on his retirement, after serving 11 years as Coxswain of the Sheringham Life-boat, a Certificate of Service and a Pension.

To **ROBERT H. WEST**, on his retirement, after serving 11 years as Second Coxswain, and previously 29 years as a member of the crew of the Sheringham Life-boat, a Life-boatman's Certificate and a Pension.

To **JOSEPH LITTLE**, on his retirement, after serving 26 years as Bowman of the Sheringham Life-boat, a Life-boatman's Certificate and a Pension.

To **JAMES HAYLETT**, on his retirement, after serving 14 years as Second Coxswain of the Winterton Life-boat, a Pension.

To **JOHN L. STRACHAN**, on his retirement, after serving 27 years as Signalman and Head Launcher to the Arbroath Life-boat, a Certificate and a Commutation of Pension.

To **WILLIAM HULLIN**, on his retirement, after serving 20 years as Signalman of the Mumbles Life-boat, a Pension.

To **CHAS. WM. CONWAY**, on his retirement, after serving 5 years as Coxswain, 6 years as Second Coxswain, and previously 23 years as a member of the crew of the Totland Bay Life-boat, a Life-boatman's Certificate of Service.

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 :—

**ARTHUR KEWELL** (36), and **WILLIAM GOLDRING** (21), of Hayling Island, **FREDERICK MIDWINTER** (20), of Swanage.

The Institution has also awarded the Gold Brooch and Record of Thanks to **Mrs. WILLIAM BROWN**, wife of the Coxswain at Cresswell, in recognition of 40 years' service as a launcher and of her help as an honorary worker in collecting money.

## Awards to Honorary Workers.

To **LADY BARING**, in recognition of her valuable work in the organization of the London Life-boat Bazaar, the Gold Brooch.

To **Miss SILVESTER**, in recognition of her valuable services as Honorary Secretary of the St. Alban's Branch and also in connexion with the London Life-boat Bazaar, the Gold Brooch and Record of Thanks.

To **Mr. MARK HOOKHAM**, in recognition of his valuable co-operation, at Eastbourne, during the past forty years, the Gold Pendant and a Record of Thanks.

To **Mr. G. WATERS BECK**, on his retirement, after 26 years' service as Honorary Secretary of the Winterton Branch, the Thanks of the Institution inscribed on Vellum.

To **Mr. C. W. LEIGH**, on his retirement, after 9 years' service as Honorary Secretary of the Port St. Mary Branch, the Thanks of the Institution inscribed on Vellum.

To **Mr. C. F. OAKLEY**, on his retirement, after 9 years' service as Honorary Secretary of the Yealm River Branch, the Thanks of the Institution inscribed on Vellum.

To **Mr. J. G. OLDFIELD**, on his retirement, after 35 years' service as Honorary Secretary of the Whitehaven Branch, the Thanks of the Institution inscribed on Vellum.

In recognition of long and valuable co-operation, Binoculars have been awarded to the following Honorary Secretaries of Life-boat Stations :—

**Mr. R. O. HILL** (Drogheda and Clogher Head), **Major T. FANNING EVANS** (Bull Bay), **Colonel H. W. MADOC, C.B.E.** (Douglas), **Mr. RICHARD WHITE** (Folkestone), **Mr. J. WALLACE TARRAS** (Fraserburgh), **Colonel L. WILLIAMS** (Moelfre), **Mr. WILLIAM MURRAY** (Newburgh), **Mr. J. G. McMORRIS** (Portrush), and **Mr. BARRIE B. BENNETTS** (Penlee).

In recognition of long and valuable co-operation, Framed Photographs of a Life-boat Service have been awarded to the following Honorary Secretaries of Financial Branches :—

**Mrs. W. G. KENT** (Stanmore), the **Hon. Mrs. S. A. PONSONBY** (Potters Bar), **Miss NITA HUBAND** (Farnham Branch, Seale and Tongham Division), **Mr. WILLIAM HIGGINS** (Coventry), and **Mr. ROBERT WOOD** (Largs).

The Institution has also made the following presentation :—

To the **ROYAL NATIONAL MISSION TO DEEP SEA FISHERMEN**, **Gorleston**, in recognition of their hospitality to Life-boat crews, a Framed Photograph of the Life-boat going out to a vessel in distress.

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

**Thursday, 18th December, 1924.**

Sir GODFREY BARENG, Bt., in the Chair.

Decided to close the following Stations :—  
 Whitehaven.  
 Gorleston, No. 2.  
 Winterton, Nos. 1 and 2.

Arrangements having been made for the Life-boat Service under the Aberdeen Harbour Commissioners to be transferred to the Institution as from 1st January, 1925, the agreement with the Commissioners was sealed.

Reported the receipt of the following special contributions :—

	£	s.	d.
SINGAPORE, COLLECTION IN, per the Rev. J. A. B. COOK . . .	214	15	4
Sir HARRY POLAND, K.C. (additional donation) . . . . .	100	-	-
F. O. BROWN, Esq. (special Centenary box collection) . . . . .	62	-	-
ANONYMOUS. . . . .	50	-	-

—To be thanked.

Paid £21,675 12s. 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 £98 4s. 3d. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives rescued.
Newhaven (Motor)	Tug <i>Richmere</i> , of Newhaven	4
	S.S. <i>Dieppe</i> , of Newhaven. Stood by vessel.	
Runswick	S.S. <i>Princesse Clémentine</i> , of Antwerp	19
	S.S. <i>Princesse Clémentine</i> , of Antwerp	1
Torbay (Motor)	A fishing boat of Paignton. Saved boat, and rescued . . . . .	4

The Cromer No. 1 (Motor) and Palling No. 2 Life-boats launched to the help of the s.s. *Vojvoda Putnik*, of Split, the Cromer Life-boat assisting to save the vessel and rescue her crew of forty-one, and the Palling Life-boat rendering assistance. The Gorleston No. 1 (Motor) Life-boat saved the s.s. *Fox*, of Hull, and rescued her crew of six.

Also voted £305 18s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Bembridge (Motor), Brooke, Caister No. 1, Dunbar, Gorleston (Motor), Hoylake, Longhope, Neweastle (Co. Down), New Quay (Cardigan), Port St. Mary,

Ramsgate, Skegness, Southwold, Stonehaven, Stromness (Motor), Tynemouth (Motor), Weymouth (Motor) and Yarmouth (Isle of Wight) (Motor).

Granted £19 5s. to men for injury in the Life-boat Service at Aranmore, Sheringham and Torquay.

Voted a gratuity of £3 to Richard Chadwick, messenger, and an old Life-boatman, at Flam-borough, on his retirement on account of old age.

Voted an additional reward to the Crew of the Weymouth Life-boat for an arduous service on the 27th November.

Awarded the Bronze Medal of the Institution, accompanied by a copy of the Vote inscribed on Vellum and framed, to Andrew Tose, Coxswain, and Thomas Patton, Second Coxswain, of the Runswick Life-boat, also granted additional monetary rewards to them and to each of the Crew and helpers, in recognition of a meritorious service, carried out at considerable personal risk when the Life-boat rescued the Captain of the s.s. *Princesse Clémentine*, of Antwerp, which was ashore near Staithes, during a whole S.E. gale, with a very heavy sea, on the 27th November, 1924. (A full account of this service appears on page 63.)

Decided that, in recognition of the gallant services of the Crew of the Newhaven Motor Life-boat in rescuing from shipwreck the crew, four in number, of the tug *Richmere*, of Newhaven, and in standing by the s.s. *Dieppe*, of Newhaven, both of which were in distress off Newhaven, during a whole S.W. gale with a very heavy sea, on the 27th November, 1924, the following awards be granted :—The Bronze Medal of the Institution to Coxswain Richard Payne, accompanied by a copy of the Vote inscribed on Vellum and framed; and the Thanks of the Institution inscribed on Vellum and framed, together with a monetary reward, to all the members of the Crew—W. Clarke (Second Coxswain), F. Payne (Bowman), E. Cantell (Motor Mechanic), C. Holder, F. Jones, T. Cuddington, S. Winder, and J. Clark. (A full account of this service appears on page 63.)

Voted £4 10s. to the Coxswain of the Life-boat at Southend-on-Sea, and five other men, for putting off in a motor boat to the assistance of s.s. *Oehringen*, which had been damaged in a collision during foggy weather on the 20th November, 1924. Their services were not required. Also granted 3s. 6d. to the signalman and 5s. for stores used.

**Thursday, 22nd January, 1925.**

The Hon. GEORGE COLVILLE in the Chair.

\* Appointed, as from 1st March, 1925, Major A. G. WADE, M.C., Organizing Secretary for

the South-Eastern District, in succession to Mr. H. A. Bryden.

Reported the receipt of the following special contributions :—

	£	s.	d.
CIVIL SERVICE LIFE-BOAT FUND (on account of the Margate Motor Life-boat)	2,000	-	-
KING GEORGE'S FUND FOR SAILORS	1,000	-	-
ANONYMOUS (additional)	500	-	-
ANONYMOUS	100	-	-
Miss A. E. MOSER (additional)	100	-	-
WHITE STAR LINE (being a portion of collections on board their steamers)	100	-	-
THANKSGIVING SERVICE, CENTRAL HALL, WESTMINSTER (Collection)	68	2	7
ANONYMOUS	52	10	-
ANONYMOUS	50	-	-
A. BARRETT, Esq.	26	5	-
CAMP HILL PRISON, CONVICTS AT	-	9	-

—To be thanked.

Paid £10,633 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 £443 19s. 6d. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives rescued.
Abersoch . . .	Ketch <i>Millom Castle</i> , of Barrow	3
Abersoch . . .	Ketch <i>Millom Castle</i> , of Barrow	3
Anstruther . . .	S.S. <i>Chingford</i> , of Dundee	12
Blyth (Motor) . .	S.S. <i>Aistad</i> , of Flekkefjord. Stood by vessel.	
Cromer (Motor)	<i>Smith's Knoll</i> Light Vessel. Rendered assistance.	
Holyhead No. 1 (Steam)	Schooner <i>Ellen Annie</i> , of Aberystwyth	4
Holyhead No. 1 (Steam)	Schooner <i>Mary Sinclair</i> , of Barrow	4
Newbiggin . . .	Seven fishing cibles, of Newbiggin. Stood by cibles.	
Newcastle, . . . Co. Down	Motor launch <i>St. George</i> , of Kingstown	4
Newcastle, . . . Co. Down	S.S. <i>Katherine</i> , of Liverpool. Stood by vessel.	
St. Andrews . . .	S.S. <i>Chingford</i> , of Dundee. Stood by vessel.	
Tenby (Motor) . .	S.S. <i>Poethlyn</i> , of Cardiff. Rendered assistance.	
Tenby (Motor) . .	Steam trawler <i>Arctic Prince</i> , of Shields. Landed 10.	
Tenby (Motor) . .	Steam trawler <i>Arctic Prince</i> , of Shields	10

Life-boat.	Vessel.	Lives rescued.
Troon . . . . .	S.S. <i>Marjorie Seed</i> , of Newcastle. Stood by vessel.	
Walton-on-the-Naze (Motor)	Swedish s.s. <i>Atlantic</i>	6
Weymouth . . . (Motor)	Brigantine <i>La Servanaisse</i> , of St. Malo. Stood by vessel.	
Whitby (Motor).	Motor fishing boats, <i>Pilot Me</i> and <i>Remembrance</i> , of Whitby. Escorted boats into harbour.	

The Holyhead No. 1 (Steam) Life-boat assisted to save the schooner *Mary Sinclair*, of Barrow; and the Margate No. 1 Life-boat saved the barge *Nell Jess*, of Ipswich, and rescued her crew of four hands.

Also voted £781 6s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Balcary, Baltimore (Motor), Barry (Motor), Bembridge (Motor), Broughty Ferry (Motor), Brooke, Brighton, Caister No. 1, Dunbar, Eastbourne (Motor), Fleetwood, Fraserburgh (Motor), Girvan, Gorleston (Motor), Holyhead No. 1 (Steam), The Humber (Motor), Johnshaven, Kingsdown, Longhope, Looe, Moelfre, North Deal, Palling No. 2, Penlee (Motor), Piel (Barrow), Poole, Ramsgate, Rhoscolyn, St. David's (Motor), St. Ives, Smerwick, Stornoway, Swanage, Torbay (Motor), Walton-on-the-Naze (Motor), Whitby, Worthing, and Yarmouth (Isle of Wight) (Motor).

Granted £21 5s. 6d. to men for injury in the Life-boat Service at Berwick-on-Tweed, Cardigan and Hartlepool.

Voted a compassionate grant of £5 to the widow of JOHN PENROSE, Life-boatman, who was left with a child and practically unprovided for. Penrose had been a member of the Sennen Cove Life-boat crew since 1898, and Bowman since 1920.

Voted a compassionate grant of £13 to defray the funeral expenses of JOEL HURST, for many years a member of the crew of the Ramsgate Life-boat, whose widow was left in extremely poor circumstances.

Voted a compassionate grant of £3 to FRANK VAUGHAN, who for thirty-one years was Lampman to the Hayling Island Life-boat, and is now old and very poor.

Granted £5 each to the ten members of the permanent crew of the Wexford Life-boat as compensation for losses sustained when the Life-boat station was destroyed by the sea.

Granted an additional monetary reward to the crew of the Newhaven Motor Life-boat in recognition of a fine service to the tug *Richmere* on the 27th November. A Bronze Medal and Vellums of Thanks were awarded by the Committee, for the Service, in December, 1924.

Addressed a Letter of Appreciation to Mr. H. N. COLLET, Honorary Secretary at Worthing, who went into the sea to help at

the launching of the Life-boat, on the 31st December, and granted an additional monetary reward to each of the other helpers.

Granted an additional monetary reward to the crew of the *St. Ives Life-boat*, in recognition of an arduous service on the 2nd January.

Granted an additional monetary reward to the crew of the *Swanage Life-boat*, in recognition of an arduous service on the 27th December. (This reward the men have returned to the Institution as a donation.)

Granted a reward of £8 to the skipper and crew of a steam trawler which helped the *Stornoway Life-boat* on the 22nd December.

Awarded the Bronze Medal of the Institution accompanied by a copy of the Vote, inscribed on Vellum and framed, to J. H. GILLINGS, in recognition of his gallant conduct in rushing into the sea and rescuing a man, at Southwold, on the 26th November, 1924. (This Service was described in *The Lifeboat* for February 1925.)

Awarded the Silver Medal of the Institution, accompanied by a copy of the Vote, inscribed on Vellum and framed, to GEORGE CRAIG, Senr., in recognition of his gallant conduct in rescuing three of the crew of five of the trawler *Press Home*, at Portlethen, on the 26th November. To effect the rescue Craig—who is in his seventieth year—struggled through the heavy sea, over submerged rocks, at great personal risk. (This service was described in *The Lifeboat* for February, 1925.)

Voted £5 to JOHN WILKIE, an old age pensioner, and £1 each to two other men, for rescuing the crew of four hands of the ketch *Mimi*, which was wrecked, about one mile to the south of Irvine Harbour, on a flat sandy beach, 100 yards from the water's edge, on the 6th October, 1924, during a moderate N.W. gale with a heavy sea. Wilkie made his way out to the ketch, having to swim the latter part of the way, and picking up a buoy and line thrown from her, he returned with them ashore. Communication having thus been established with the wreck, Wilkie made a second journey to her, and then, as he was exhausted, the two other men took up the work of rescue, bringing ashore the Captain, who had only one arm and one leg, and his son. The other two members of the crew got ashore themselves by the rope.

Voted £10 10s. to the Skipper and Crew of the trawler *William Butler*, of Aberdeen, for rescuing on the 10th of November, 1924, three of the five occupants of a small boat which was capsized off Orasay Island in a heavy sea, during a strong easterly gale, while on her way from Castlebay, Barra, to the Island of Vatersay, Hebrides. The trawler at once went full steam ahead to the rescue, at the same time getting her boat, manned by the mate and three members of the crew, ready for launching. One man was passed clinging to an oar, and the boat was lowered to rescue him, and the trawler going on to pick up two other men who were clinging to the submerged boat.

This she succeeded in doing, but the remaining two men of the crew of five were drowned. The skipper incurred some risk in steaming right up to the boat, as she was close to the rocks, but he realized that the ship's boat could not reach the men in time to save them.

Voted £8 12s. 6d. to seven men for rescuing two of the four hands of the fishing boat *Robina*, which stranded on the breakwater at the mouth of Girvan Harbour, during a moderate S.W. gale with a heavy sea, on the 26th December, 1924. On seeing a flare, and discovering what had happened, the Harbour Master got a motor cable to go out, and she rescued two of the men. She then pulled the *Robina* off the breakwater, and made for harbour with the rescued men, one of whom was unconscious. The Harbour Master and another man who had jumped into the *Robina* from the breakwater helped the other two members of her crew to save her. The rescuers' boat was damaged, and the Institution defrayed the cost of the necessary repairs, amounting to £10 8s.

Voted £1 to two men for rescuing two small boys at Wicklow, on the 11th December, 1924. The boys were in a rowing boat which drifted out to sea with a strong S.W. breeze and the tide. The prompt action of the men in going to the rescue saved the launching of the Life-boat.

Voted £1 10s. to four men for rescuing one of two boys who were in a boat which capsized near the Life-boat house at Montrose, on the 15th August. The other boy got ashore himself safely. The accident occurred at the river mouth, where the current was running swiftly with the ebb tide. But for the promptness of the rescuers the boy would have been drowned.

#### Thursday, 19th February, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions:—

	£	s.	d.
PRUDENTIAL ASSURANCE Co. (further on account of Motor Life-boat for Ramsgate) . . . . .	2,000	-	-
Mr. JOHN PROCTOR . . . . .	200	-	-
The Hon. and Rev. E. V. R. POWYS (additional donation) . . . . .	40	-	-
Admiral Sir ARTHUR MOORE, G.C.B., G.C.V.O., G.M.G. . . . .	25	-	-
Sir JOHN HOWARD, TRUSTEES OF THE LATE (additional) . . . . .	12	10	-

—To be thanked.

Paid £13,484 8s. 1d. for sundry charges in connexion with the construction of Life-boats, Life-boat houses and Slipways and the maintenance of the various Life-boat establishments.

Voted £177 14s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives rescued.
Lowestoft . . . . .	S.S. <i>Tannion</i> , of London.	Stood by vessel.
(Motor)		

Life-boat.	Vessel.	Lives rescued.
Lowestoft (Motor)	Fishing smack <i>Ebenzer</i> , of Lowestoft	5
Pwllheli	Fishing smack <i>Norah</i> , of Pwllheli	3
Ramsey	Ketch <i>Amis Reunis</i> , of Falmouth. Assisted to save vessel and rescued	5
Southend-on-Sea	Barge <i>Albert</i> , of Rochester	2
Teignmouth	A yacht. Rendered assistance.	
Wexford (Motor)	Fishing boats <i>Geisha</i> , <i>Kathleen Clare</i> , <i>Maura</i> and <i>Silver Bell</i> , of Wexford. Saved boats and rescued	11
Wicklow (Motor)	Schooner <i>Diolinda</i> , of Wexford. Stood by vessel and rendered assistance.	

Also voted £154 0s. 1d. 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, Courtmacsherry, Dunbar, Eastbourne, Fleetwood, Girvan, Holyhead (Steam), The Humber (Motor), Kilmore, Penlee (Motor), Tenby (Motor), and Youghal.

The Swanage and Wexford (Motor) Life-boats were also launched.

Granted £30 10s. to men for injury in the Life-boat Service at Berwick-on-Tweed, Lowestoft, and Whitehaven.

Voted a compassionate grant of £25 to the widow of HENRY CORRISH, Coxswain of the Ramsey Life-boat, who was left with a family in poor circumstances, and had to vacate the rooms over the Life-boat house. Also defrayed the funeral expenses, amounting to £15 15s. 6d.

Approved of the temporary closing of the Courtmacsherry Life-boat Station. When the crew were summoned for service on the night of the 13th January insufficient men to form a crew mustered, and as only one volunteer in addition could be obtained the boat was not launched.

Granted an additional monetary reward to the crew of the Youghal Life-boat for an arduous service on the 9th February.

Granted an additional monetary reward to the crew and helpers at Ramsey for a service on the 8th February.

Addressed a Letter of Thanks to Coxswain EDWARD WICKHAM, who got up from a sick bed to take charge of the Wexford Life-boat on the 9th February. Also sent a Letter and a Life-boatman Statuette to J. WICKHAM, the Second Coxswain's fourteen-year-old son, who went out in the Life-boat on the same occasion.

Voted £2 to two men who rescued the only occupant of a small boat in distress, off Tenby, on the 9th February, 1925. Also granted

2s. 6d. for petrol consumed. The boat was attempting to enter harbour under sail, during a S.W. gale with a rough sea, when the sail carried away. The motor was started, but soon failed. The anchor was then let go, but began to drag. Seeing the boat to be in peril, the salvors put off in a motor boat and brought her safely into harbour. Some risk was incurred in effecting the rescue, as the disabled boat was drifting on a lee shore.

Voted £4 to four men for rescuing the crew, four in number, of a fishing boat, at Aberdeen, on the 29th January, 1925. Owing to the breakdown of her motor the boat was drifting ashore, broadside on near the mouth of the river Don, in a strong S.W. wind. The salvors, who were in another boat, saw the signals for help and succeeded in picking up the boat, just on the edge of broken water, and towing her into safety. The timely assistance of the rescuers undoubtedly saved the four men, as their boat would soon have gone ashore in the heavy surf.

Thursday, 19th March, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Reported that H.R.H. the Prince of Wales, the President of the Institution, had written an autograph letter to the Chairman conveying his thanks to the Honorary Workers and the Officers and Staff for their work in connexion with the Centenary Year.

Decided to divide the area covered by the Midlands, Wales and Ireland District, Commander R. W. M. Lloyd, D.S.O., R.N., being appointed Organising Secretary of the Midlands, and Mr. H. G. Solomon, of Wales and Ireland (including Shropshire and Herefordshire).

Reported the receipt of the following special contributions:—

	£	s.	d.
L. M. TORIN, Esq. (additional donation)	30	-	-
Miss E. M. REITH (donation)	25	-	-

—To be thanked.

Paid £14,848 16s. 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 £128 0s. 9d. to pay the expenses of the following Life-boat Services:—

		Persons rescued.
Clacton-on-Sea (Motor)	Ketch <i>Rosina</i> , of Plymouth	4
Holyhead (Steam)	Schooner <i>Mary Ann Mandall</i> , of Barrow	4
Scarborough (Motor)	Two fishing boats. Escorted boats into harbour.	
Scarborough (Motor)	Two fishing boats. Escorted boats into harbour.	
Troon	Schooner <i>Kate</i> , of London	3

Whitby (Motor). Five fishing boats. Escorted boats into bour.

Whitby (Motor). Five fishing boats. Escorted boats into harbour.

The Ramsgate Life-boat rescued from shipwreck the crew, five in number, of the motor barge *Phyllis Hudson*, of London, and the Holyhead (Steam) Life-boat rendered assistance to the Schooner *Mary Ann Mandall*, of Barrow.

Also voted £179 16s. 8d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Ballycotton, Baltimore (Motor), Caister, Dunbar, Gorieston (Motor), Margate No. 1, Rhoscelyn, Rye Harbour, Southend-on-Sea, and Torbay (Motor).

The Holyhead (Steam) Life-boat was also launched.

Granted £43 3s. to men for injury in the Life-boat Service at Baltimore, Torquay, Walton-on-the-Naze, and Whitehaven.

Voted a special gratuity of one year's wages and also a pension to the widow of HERBERT HARRISON, Assistant Mechanic to the New Brighton Motor Life-boat, who was accidentally drowned, while engaged on Life-boat work, on the 9th March, 1925.

Reported that the Board of the Esthonian Red Cross have awarded a Medal and Certificate to WILLIAM ADAMS, ex-Coxswain of the North Deal Life-boat, in recognition of the good services rendered to the Esthonian schooner *Toogo*, on the 2nd November, 1919.

Granted an additional monetary reward to the crew of the St. Andrew's Life-boat in recognition of an arduous service on the 23rd December.

Awarded the Thanks of the Institution inscribed on Vellum, and the sum of £3 to

Persons rescued.

Mr. JOHN RANKIN, also £35 to thirteen other men in recognition of their good services in rescuing ten of the eleven members of the crew of the S.S. *Claremorris*, of Belfast, which was wrecked near Portpatrick, during a whole S.W. gale with a very heavy sea, on the 23rd December, 1924. Mr. Rankin, a farmer, arrived first on the scene and, with the help of five men from his farm, established connexion with the wreck by means of a line which was thrown from her. Other helpers came and the shipwrecked men were hauled ashore to safety. The service was performed at considerable personal risk, as the rescuers had to work from the rocks in a gale of wind with a rising tide.

Voted £9 to three men for rescuing the four hands of the schooner *Mary Waters*, of Jersey, which stranded at Ardrossan, during a strong S.W. gale, with a heavy sea, on the 7th February, 1925. The salvors incurred great risk in effecting the rescue, which was carried out at eleven o'clock at night. The vessel was on the beach, and in approaching her the rescuers' boat was in considerable danger of being capsized and thrown ashore.

Voted £7 to seven men for attempting to render assistance to the schooner *Diolinda*, of Wexford, when she was in distress, during a strong W.N.W. gale with a rough sea, off Greystones, on the 29th January. Although unsuccessful the men made a plucky effort at considerable personal risk. The Wicklow Motor Life-boat went to the schooner and rendered help.

Voted £4 to four men for rescuing the two occupants of a small fishing boat which was in difficulties, having been overtaken by an increasing westerly gale, while out fishing five miles N. by E. of Portmuck, on the 21st November, 1924. Also granted 3s. for petrol consumed. No risk was incurred by the salvors but their timely help saved the small boat, which would have been unable to make the land unaided.

## Transport Workers and the Life-boat Service.

THE Institution has received a cheque from the Walthamstow Branch of the Transport and General Workers' Union, and with it a letter, in which the Branch Secretary writes:—

"I hope to send a similar cheque every quarter. It will interest you to know that the employees on the traffic staff of the Walthamstow U.D.C. Tramways have agreed to pay 1d. per week each towards certain Institutions, of which yours is one."

This is yet another example, of which

the Institution receives so many, through its house-to-house appeals, its street collections, and its works appeals of the generous interest which the workers take, and have always taken, in the Life-boat Service. It shows, too, how true is the insight of the British people with regard to the Institution, for its sole aim is the protection of those seafarers who are among the finest of the world's workers, and its Boats are manned by the fishermen, who represent labour in its best, simplest and most heroic form.

### News from the Branches.

#### Annual Meetings : Stations.

**CLACTON.**—On 21st February, Dr. J. Coxhead Cook, Chairman of the Branch, presiding. The report for the year ended 30th September, 1924, showed that £200 had been collected as compared with £262 in the previous year. The maintenance of the Station for the year had cost £351, and the report pointed out that since Clacton has had a Motor Life-boat, the cost of maintaining the Station was from £200 to £250 a year more than before. An appeal was made for increased support. During 1924 the Boat had been out on service five times. The record of the Station since it was established in 1878 is 552 lives rescued from shipwreck and 41 ships helped to safety.

**DUBLIN.**—On 30th March, Mr. David Barry, O.B.E., presiding. The report for the year ended 30th September, 1924, showed that £1,206 had been collected as compared with £829 in the previous year. The Chairman pointed out that on three Irish Stations alone the Institution had spent in the past year or was about to spend in the present year, over £20,000, and said that, though there was a notable increase in the amount collected, the people of Dublin, and of the whole of the Irish Free State, should give still more generously to the support of the Service.

**KINGSTOWN.**—On 23rd March, Mr. H. R. Tweedy, Chairman of the Branch Committee, presiding. The report for the year ended 30th September, 1924, showed that the Branch had collected £223, as compared with £166 in the previous year. Even with this increase the Branch did not raise as much as it cost to maintain the Motor Life-boat stationed at Kingstown. The best methods of making a special effort still further to increase the contribution of the Branch were discussed.

**NEWCASTLE (Co. Down).**—On 30th March the Rev. O. Woodward, M.A., Chairman of the Branch, presiding. The report for the year ended 30th September, 1924, showed that £76 had

been collected as compared with £69 in the previous year. The Chairman pointed out that the Newcastle Station had been established longer than any other in Ireland except Arklow, and in view of the greatly increased cost of the Life-boat Service, he felt that it was everyone's duty to contribute to it.

**ST. ANNES.**—On 6th February, the report for the year ended 30th September, 1924, showed that the Branch had collected £469 as compared with £211 in the previous year. During the year the maintenance of the Station had cost £183 and the Branch had been able to remit £288 to the Institution. Reference was made to the Honorary Life Governorship to which the Institution had appointed Sir Charles Macara, Bt., the Chairman of the Branch, in recognition of his signal services to the Life-boat cause.

**SOUTHPORT.**—On 13th March Mr. T. H. Gregson in the chair. The report for the year ended 30th September, 1924, showed that the Branch had collected £616 Os. 2d. as compared with £586 15s. 10d. in the previous year. Of this sum, over £58 had been collected at the Boathouse. The thanks of the Committee were expressed to the Ladies' Life-boat Guild and the Crew for their help in making the Centenary Celebrations of the Station a great success. The report also announced that, on account of the silting up of the channel, which prevents the Boat from being launched at low tide, the Institution had decided that for the future Southport would be regarded only as a half-tide station. Since this meeting was held, the Institution has been reluctantly compelled to close the Station altogether, on account of the inseparable difficulties caused by the silting. This necessity is recognised by the Branch, and the long and deep interest shown by Southport in the Life-boat Service is a guarantee that its support will be no less generous in the future, even though it no longer has a Life-boat Station. The Boat-house and the Boat will be left as they are, so that visitors may still be able to see them.



The Annual Meeting of the Ladies' Life-boat Guild was held on 3rd April, the Mayor (Dr. Anderson) presiding in the absence of the Mayoress. The report of the Guild for the year ended 30th September, 1924, showed that it had raised £510 as compared with £486 in the previous year. It was announced that permission to hold the annual Life-boat Day had been obtained, and the Officers were elected.

**WORTHING.**—On 20th February the Mayor (Councillor A. Nichols, J.P.) presiding, supported by Rear-Admiral T. P. H. Beamish, C.B., M.P. for Lewes, a member of the Committee of Management, Colonel A. F. Randolph, C.M.G., D.S.O., Chairman of the Branch, and Lady Louisa Cecil, Chairman of the Ladies' Life-boat Guild. The report for the year ended 30th September, 1924, showed that the Branch had collected £490 as compared with £620 in the previous year. In moving the adoption of the report, Colonel Randolph spoke of the work done by the late Honorary Secretary, Mr. H. C. B. Bowles, and the late Honorary Treasurer, Mr. J. K. Hubbard, and welcomed the new Honorary Secretary, Mr. H. N. Collett. Admiral Beamish spoke of the gratitude of the Institution to Worthing, both for its efficiency as a Life-boat Station and the generosity of its financial support.

**Annual Meetings : Financial Branches.**

**COVENTRY.**—On 24th February the Mayor (Alderman F. Snape), President of the Branch, in the chair. The Report for the year ended 30th September, 1924, showed that £499 had been collected as compared with £366 in the previous year. In addition, the Ladies' Life-boat Guild had collected £106 as compared with £92 in the previous year, making a total of £605. Although this was an improvement, the Committee felt that the amount was still not an adequate contribution from a city of Coventry's importance, and they asked for an increased number of annual subscribers. The Mayor, in moving the adoption of the report, expressed his pleasure in being once more connected with the Life-boat Service, for which he had worked twenty years before, and said

that he was very glad to see some of those who had then been associated with him, still carrying on the work. In seconding the adoption of the report, Alderman Drinkwater, the Chairman of the Branch, paid tribute to the work of the Honorary Secretary, Mr. Liggins, and said that he was very glad to see that the Council had now reduced the number of street appeals to thirteen, of which the Life-boat Day was one.

**HULL.**—On 31st March, the Lord Mayor (Councillor A. Digby Willoughby), President of the Branch, in the chair. The report for the year ended 30th September, 1924, showed that the Branch had raised £820 as compared with £801 in the previous year. In moving the adoption of the report, the Lord Mayor said that he thought Hull ought to respond much more liberally to such a cause, and suggested that it should follow the example of Bradford, which had raised a special fund to provide the Motor Life-boat stationed on the Humber at Spurn Head. The Rev. Martyn Roberts, Port Chaplain of Hull, said that he felt the citizens of Hull did not realise their debt to the Life-boat Service. Reference was made to the great loss which the Branch had sustained by the death of its late Honorary Secretary, Commander Regan.

**KEIGHLEY.**—On 11th February the Mayor (Mr. Robert Calverley), President of the Branch in the Chair. The report for the year ended 30th September, 1924, showed that the Branch had collected £393 as compared with £279 in the previous year. This was a record collection, and the report congratulated the Ladies' Life-boat Guild on the result of its efforts. The Mayor said that he thought the Branch had every reason to be satisfied with its year's work.

**LEEDS.**—On 6th March, the Lord Mayor, President of the Branch, in the chair, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution, and Sir Charles Wilson, M.P., the new Chairman of the Leeds Committee. The report for the year ended 30th September, 1924, showed that £1,873 had been collected as compared with £1,634

the previous year. Sir Godfrey Baring thanked Leeds in the name of the Institution for its support. A vote of thanks was passed to Mr. Arthur J. Batley, who had resigned the Honorary Secretaryship which he had held for fourteen years. In replying, Mr. Batley said that the revival of the Branch was due in great measure to the energies of the late Mr. J. S. R. Phillips, editor of the *Yorkshire Post*. The annual contribution of the Branch had been increased from under £100 to nearly £2,000, and it should never go back.

**CITY OF LONDON.**—On 11th March, the Lord Mayor presiding. The report for the year ended 30th September, 1924, showed that the revenue of the Branch was £10,385 as compared with £8,649 in the previous year, this gratifying increase being due to two Centenary Gifts sent in response to direct appeals from the Institution, one of £1,363 from Lloyd's and the other of £500 from Messrs. Wallace Bros. Mr. J. G. Howell, Chairman of the Executive Committee, in moving the adoption of the report, referred to the Centenary gift of £10,000 which the Prudential Assurance Co. was making for the provision of a Motor Life-boat to be stationed at Ramsgate. A number of other Motor Life-boats were nearing completion, and he wished especially to bring this to the notice of those business exchanges in the City which in the past had provided Boats bearing their names. He suggested that if unable to present a Boat itself, one exchange might combine with another, Lloyd's with the Stock Exchange, and the Coal Exchange with the Corn Exchange, and give Boats to bear a double name. The Lord Mayor made an appeal for more general support, and asked the shipping companies in particular to increase their subscriptions.

**MANCHESTER AND SALFORD.**—On 18th February, The Lord Mayor, (Alderman West) in the chair. The report for the year ended 30th September, 1924, which was presented by the Honorary Secretary, Sir Edwin Stockton, J.P., showed that £15,983 had been collected as compared with £5,170 the previous year. Of this sum £12,132 was raised by the three days' bazaar held in the

summer for the purpose of providing the Motor Life-boat, to be named *Manchester & Salford*, which is now at its Station at Douglas, Isle of Man. The Searchlight for this Boat was the gift of the boys of the Manchester Grammar School, and the Line-Throwing Gun the gift of the girls of the Manchester High School for Girls. The Lord Mayor, who moved the adoption of the Report, and the Mayor of Salford (Alderman Billington) who seconded it, spoke of the close association between the City and Borough and shipping, a fact which brought home to them the need of supporting the Life-boat Service. The Lord Mayor also pointed out that Manchester had raised in 1924 a larger amount than any other part of the country, not excepting the City of London. Votes of thanks to the various Life-boat workers were passed, and the Lord Mayor presented to Mr. C. E. Fielding a framed picture, which had been awarded to him by the Institution in recognition of his long and valuable services to the Life-boat cause.

**MYTHOLMROYD.**—On 3rd March, Councillor F. Sager, J.P., President of the Branch, in the chair. The report for the year ended 30th September, 1924, showed that £24 had been collected as compared with £30 in the previous year. The Chairman said that although the Branch had only been formed two years, it had done very good work, and it was a pleasure to know that, far removed though Mytholmroyd was from the sea, there were people in it who were ready to respond to the claims of this great Sea Service.

**NORTHAMPTON.**—On 10th March, Mr. Charles E. H. Archer, Vice-Chairman of the Branch, presiding. The report for the year ended 30th September, 1924, showed that the Branch had collected £191 as compared with £224 in the previous year. In addition to this about £950 was collected towards the County Motor Life-boat Fund. Councillor W. Harvey Reeves, O.B.E., J.P., was re-elected Chairman. The resignation of the Assistant Secretary, Mr. F. Branson, due to ill-health and pressure of business was accepted with regret, and he was thanked for his services.

The offer of the Right Hon. F. O. Roberts, M.P., a very old friend of the Branch, and a member of the Committee of Management, to become Honorary Secretary, was accepted.

OXFORD.—On 6th February, the Right Hon. the Viscount Valentia, K.C.V.O., C.B., in the chair, supported by the High Sheriff of Oxfordshire (Mr. G. B. Randolph), the Mayor and Mayoress, Admiral the Hon. Sir Stanley Colville, G.C.B., G.C.M.G., the Rev. L. O'Hea, Principal of the Catholic Workers' College, and Major Sir Maurice Cameron, K.C.M.G., a member of the Committee of Management of the Institution. The report for the year ended 30th September, 1924, showed that £1,118 had been collected as compared with £1,212 in the previous year. Admiral Sir Stanley Colville congratulated the Institution on having such a champion in Oxford as the Honorary Secretary of the Branch, Miss Alice Marshall and the Branch on the wonderful contribution which it had made to the Life-boat Service. In the old days those who lived in the centre of England knew little about the sea, but that had long since changed, and inland towns were as generous as any in their contributions. The Rev. L. O'Hea said that he looked on the Institution as a great Christian brotherhood. It was doing a work of Christian charity, and for that very reason must be voluntary. Sir Maurice Cameron, in the name of the Committee of Management, thanked the workers of the Branch. During the meeting the High Sheriff of Oxfordshire presented prizes which had been won by two Oxford schoolgirls in the Life-boat Essay Competition in 1924.

SOUTHAMPTON.—On 19th January the Mayor (Alderman T. McDonnell), President of the Branch in the chair, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The report for the year ended 30th September showed that £1,392 had been collected as compared with £732 in the previous year. Several special efforts had been made, and the Century Life-boat Day had raised over £360. Sir Godfrey

Baring thanked the Branch and the people of Southampton for their response to the Centenary Appeal, and said how much the Institution valued the help which it received from great ports like Southampton.

WARRINGTON.—On 25th March the Rev. the Hon. C. F. Cross presiding in the absence of the Mayor. The report for the year ended 30th September, 1924, showed that £166 had been collected as compared with £158 in the previous year. The Officers and Committee were re-elected, and it was decided to ask the clergy of the town and district on one Sunday of the year to speak of the work and claims of the Life-boat Service.

#### Special Meetings.

CHESTER.—A meeting was held at the Town Hall, on 11th March, for the purpose of reconstituting the Chester Branch. The Mayor presided, supported by the Mayoress, the Bishop of Chester, the Dean of Chester, representatives of the other Churches and the Salvation Army, and the Town Clerk. Mr. Edward Andrews was thanked for his services for many years as Honorary Secretary, and was elected Honorary Treasurer. Mr. James Bennett Kennedy was elected Honorary Secretary, and Miss Hewitt Honorary Secretary of the Ladies' Life-boat Guild.

MACCLESFIELD.—A meeting was held on 26th February, the Mayor (Councillor D. M. Catlow) in the chair. The Mayor explained that the meeting had been called for the purpose of endeavouring to form a Macclesfield Branch. There had been a Branch some years ago, but it had been allowed to lapse, and he was very anxious that the Branch should be reconstituted, and that it should have a strong Committee and Honorary Secretary. It was proposed by the Mayoress, and unanimously agreed, that those present should form themselves into a Committee to reconstitute the Branch, and the Mayoress promised to call a meeting for the purpose of forming a Ladies' Life-boat Guild. The Mayor and Mayoress were elected Presidents, and Mr. T. W. Potts, Manager of the County Bank, Honorary Treasurer. Subsequently a Ladies' Life-boat Guild was formed, with Miss Winifred Brown as Honorary Secretary.

**PORT ST. MARY.**—A Concert was given at the Town Hall on 23rd March, in aid of the funds of the Institution. Mr. F. W. Lawson, J.P., Chairman of the Committee, took the chair, supported by Major-General Dunsterville, C.B., C.S.I., J.P., Mr. Alfred Moore, Honorary Secretary, and Mr. C. W. Leigh, late Honorary Secretary. During the interval General Dunsterville presented Mr. Leigh with the Thanks of the Institution inscribed on Vellum which had been awarded to him in recognition of his valuable services for nine years as Honorary Secretary of the Branch. The Chairman then presented Mr. Leigh with a silver entrée dish from the Committee of the Branch.

**WHITEHAVEN.**—A special meeting was held on 27th March, at which Mr. E. L. Nansen presided, for the purpose of presenting to Alderman J. G. Oldfield the Thanks of the Institution inscribed on Vellum in recognition of his valuable help during thirty-five years as Hon. Secretary at Whitehaven. Among those present were the Mayor and Mayoress (Alderman and Mrs. Evans), Captain Mackinley, Chairman of the Branch; and Mr. W. McGowan, Chairman of the Whitehaven magistrates. The presentation was made by the Mayor, and in replying Mr. Oldfield recalled that Whitehaven had a close, personal connexion with the founding of the Institution, as one of the resolutions passed at the original meeting in London on 4th March, 1824, was moved by Mr. Matthias Attwood, who six years later, became the first Member of Parliament for the borough of Whitehaven. During his thirty-five years as Hon. Secretary his relations with the Committee of Management of the Institution had always been very happy, and he had had from the Institution nothing but courtesy, consideration and help. In a maritime community like Whitehaven he felt sure that the Institution would continue to find generous support.

#### **Life-boat Balls.**

**CARLISLE.**—A Whist Drive and Dance was held on 20th February in aid of the funds of the Institution, and an address was delivered on the work of the Life-boat Service.

**EASTBOURNE.**—A Ball in aid of the

funds of the Institution was given on 11th February, and was a great success. Like the Centenary Ball on 4th March last year, it was organized by Mrs. Astley Roberts, President of the Ladies' Life-boat Guild, and Mrs. Edgar Allan Brown, and was held at Devonshire Park. As at the Centenary Ball, one of the features was the dancing of the quadrille by ladies and gentlemen in the costumes of 1824. During the evening Mr. George F. Shee, M.A., Secretary of the Institution, presented Mrs. Astley Roberts with a framed Vellum, signed by the Prince of Wales, recording the fact that she had been elected an Honorary Life Governor of the Institution in recognition of the splendid work which, for thirty years, she had done for the Life-boat Service in Eastbourne. He also presented to Mr. Mark Hookham a Gold Pendant and a Record of the Institution's Thanks in recognition of his work for the Life-boat Cause during forty years.

**EXETER.**—A very successful Centenary Ball in aid of the funds of the Institution was held on 19th February. The Ball was organized by Mrs. Arthur Reed, Honorary Secretary of the Branch, and between 400 and 500 people were present. Music was provided by three bands, including the Maurice Mayfair Four, which Mrs. Reed had arranged to come down to Exeter specially for this Ball. Loud speakers had also been installed so that some of the dancing was done to the music of the Orpheans Band, playing at the Savoy in London. Favours were distributed from a model Life-boat, with two little girls on board, which was carried round by two members of the Exmouth Life-boat Crew wearing their red caps and belts, and a signed photograph, in a silver frame, of Admiral of the Fleet Lord Beatty, First Lord of the Admiralty, was sold by auction.

**ILKESTON.**—A Fairyland Carnival Dance was held at the Town Hall in aid of the funds of the Institution on 23rd March. It had been organized by Councillor John E. Smith and Mr. John Coates, Chairman and Honorary Secretary of the Branch. There were over 250 people present.

**LEEDS.**—A Shawl Dance in aid of the

funds of the Institution was held in January, organized by the Ladies' Life-boat Guild. It was attended by the Lord Mayor and Lady Mayoress (Mr. and Mrs. C. G. Gibson), and between 400 and 500 people were present. A number of very beautiful shawls were worn, some of them being over 100, and one 200 years old.

STOKE-ON-TRENT.—A Carnival Dance in aid of the funds of the Institution was held on 16th January. It had been organized by the Honorary Secretary, Mr. Donald Bates. This is the second annual dance carried out by the Branch.

#### Presentation of Medals.

NEWHAVEN.—The Newhaven Station was founded in 1825, and in celebration of its Centenary and of the service on 27th November last to the tug *Richmere*, for which Coxswain R. Payne had been awarded the Bronze Medal, and the members of the Crew the Thanks of the Institution inscribed on Vellum, a dinner was held on 27th March. In the absence, through illness, of Mr. H. J. Bannister, Chairman of the Station, the chair was taken by Mr. J. J. Lines, who has been Honorary Secretary of the Station for the past twenty-five years. The Vice-Chairman was Mr. J. J. Thyer, J.P. (Lloyd's Agent at Newhaven, and a member of the Life-boat Committee), and among those present were Rear-Admiral T. P. H. Beamish, C.B., M.P. for Lewes, and a member of the Committee of Management of the Institution, Mr. W. G. Sargeant (Chairman of the Urban District Council), Mr. R. W. Dewdney (Assistant Marine Superintendent and Harbour Master), and Mr. J. G. Mainwood (French Vice-Consul). A letter was read from the Docks and Marine Manager of the Southern Railway expressing the gratitude of the company "for the splendid manner in which the Coxswain and Crew carried out their rescue work during the gale on 27th November last." In the course of the evening Admiral Beamish handed to Coxswain Payne the

Bronze Medal, with which he had already been decorated at the Annual Meeting of the Governors of the Institution (as described elsewhere in this issue), and to the members of the Crew the framed Vellums. In its hundred years the Life-boats of the Newhaven Station have rescued from shipwreck 289 lives and helped to safety twelve vessels. Some interesting particulars of the trade of Newhaven were given. It was crippled by the War, but has been steadily increasing during the last two or three years. In 1924 over 640,000 tons of shipping entered Newhaven. The tonnage of cargo was 278,475 tons, and the number of passengers passing through the port on the cross-Channel vessels was the record number of 274,000.

RUNSWICK.—A special meeting was held at the Picture Hall, Hindewell, on 7th March, at which the Chair was taken by Dr. J. B. Lavenick, J.P., for many years Honorary Secretary of the Runswick Station, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The object of the meeting was to present to Coxswain A. Tose and Second Coxswain T. Patton the Bronze Medals with which they were decorated at the Annual Meeting of the Governors of the Institution for the service to the Belgian steamer *Princesse Clémentine*, as described elsewhere in this issue. The Chairman gave an account of some of the services performed by the Runswick Station, and Sir Godfrey Baring presented their Medals to the Coxswain and Second Coxswain. The members of the Crew were then presented with the monetary grants which they had been awarded for the service. A number of Life-boat films were shown, including one taken at Staithes of the *Princesse Clémentine* and Life-boats going to her rescue, and loud and long were the cheers of a crowded house when members of the Crew, their women-folk and the inevitable dog which had got into the picture, were recognized.

#### Notice.

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

### A Noble Memorial.

GIFTS or bequests for any purposes are always most gratefully received by the Committee of Management. The most acceptable and most generous of all is a **gift or bequest for general purposes**, which leaves the Committee free to apply it in any way which they, with full knowledge of all the requirements of the Life-boat Service, consider will be of most value.

At the same time they recognize that

many may desire, by their gift to this permanent work of humanity, to keep their own names or the names of their friends "freshly remembered." To meet this wish the following table of gifts has been prepared:—

**A Life-boat can be given the name chosen by the donor, and in the other cases a commemorative tablet is affixed to the gift.**

Type of Boat.	Approximate Cost of Boat and Equipment.	Estimated Annual Upkeep.	Endowment, i.e. Estimated Cost of Maintenance for 15 Years, or for the Life of the Boat.	Endowment, i.e. Estimated First Cost of Boat and Replacement for Ever.
<b>Motor Life-boat</b> . . . . . (60 ft. Barnett Twin Screw)	£ 16,000	£ 1,000	£ 11,200	£ 36,000
<b>Motor Life-boat</b> . . . . . (50 ft. Barnett Twin Screw)	£ 12,000	£ 1,000	£ 11,200	£ 24,750
<b>Motor Life-boat</b> . . . . . (Watson Type)	£ 8,500	£ 750	£ 8,500	£ 19,000
<b>Motor Life-boat</b> . . . . . (Norfolk and Suffolk Type)	£ 8,000	£ 750	£ 8,500	£ 18,000
<b>Motor Life-boat</b> . . . . . (Self-righting Type)	£ 8,000	£ 750	£ 8,500	£ 18,000
<b>Concrete Slipway</b> . . . . .	costs £6,000 to £10,000 to construct.			
<b>Motor Life-boat House</b> . . . . .	£ 1,800	£ 3,000	£ 3,000	£ 3,000
<b>Motor Life-boat Engine</b> . . . . .	£ 1,600	£ 1,600	£ 1,600	£ 1,600
<b>Motor Caterpillar Tractor</b> . . . . .	£ 950	£ 950	£ 950	£ 950
<b>Winch and Engine</b> . . . . .	£ 750	£ 750	£ 750	£ 750
<b>Life-boat Carriage</b> . . . . .	£ 600	£ 600	£ 600	£ 600
<b>Set of Tipping Plates for Carriage Wheels (for passing over sand and mud)</b> . . . . .	£ 220	£ 220	£ 220	£ 220
<b>Power-driven Capstan for Motor Life-boats (for hauling on ropes and heaving in anchor)</b> . . . . .	£ 80	£ 80	£ 80	£ 80
<b>Line-throwing Gun</b> . . . . .	£ 15	£ 15	£ 15	£ 15
<b>Compass</b> . . . . .	£ 15	£ 15	£ 15	£ 15
<b>Steering Wheel</b> . . . . .	£ 15	£ 15	£ 15	£ 15
<b>Mercurial Barometer</b> . . . . .	£ 12	£ 12	£ 12	£ 12

LIFE-BOAT HOUSE,  
22, CHARING CROSS ROAD,  
LONDON, W.C. 2.

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