

THE LIFEBOAT.

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Four Double Rescues.

It does not often happen that the same Life-boat goes out to the help of the same vessel twice over within a short time, but this has happened recently in the case of four vessels.

On 29th December of last year the steam trawler *Arctic Prince*, of South Shields, was anchored off Tenby, in South Wales. A heavy S.S.W. gale was blowing, with a rough sea; the trawler's anchors were dragging; and at ten at night she signalled for help. The Tenby Motor Life-boat went out, and, as the trawler was in danger of going ashore, took off the ten men of her crew.

Fortunately the trawler did not go ashore; the weather moderated; and her crew went aboard again. But the weather got worse, and rose to a whole gale from the S.W. with a very rough sea, and again the trawler's anchors began to drag. This was on 1st January, three days after the first service, and once more, about eight in the evening, the crew made signals of distress. The Life-boat went out, but this time, owing to the rough sea, she had great difficulty in taking off the crew, and one of the men had his foot crushed between the trawler and the Life-boat. Except for this accident all ten men were once again brought safely ashore.

On the same day that the first rescue of the crew of the *Arctic Prince* took place, the ketch *Millom Castle*, of Barrow, was seen making signals for help in St. Tudwal's Outer Roads, Cardigan Bay. She was on a voyage from Kinsale, in Ireland, to Bideford, and had been driven north into Cardigan Bay by a southerly gale. Her steering gear had broken down, and she had taken shelter in the outer roads and anchored. A very heavy sea was running. The Abersoch Life-boat went out to her early

in the afternoon, found her crew exhausted by their struggle, and took them off, but owing to the very low tide and the heavy sea on the beach she was unable to return ashore until 8.30 in the evening. After the ketch was abandoned her anchor started, she drifted towards Pwllheli, and was salvaged. Her crew then went aboard her again.

A fortnight later, on 13th January, the *Millom Castle*, bound from Portmadoc to Bideford with a load of slates, was again caught by heavy weather off Abersoch. A whole S.S.E. gale was blowing, with a very heavy sea, and the ketch had anchored, but she was in a dangerous position, and was kept under observation from the shore. Shortly before ten o'clock that night she was seen burning flares, and the Life-boat put out in a sea which her crew said was one of the worst that they had ever experienced. The crew of the ketch were taken off, but she rode out the storm, and they were able to go aboard again.

On the evening of 9th January, 1924, the fishing smack *Irene*, of Lowestoft, ran ashore near the South Pier in a rough sea when homeward bound from the fishing-grounds with a load of fish. The Motor Life-boat went out and, with some difficulty, took off the five men of the crew and the ship's cat. Next day the *Irene* was refloated and brought into harbour.

Eighteen months later, on 27th June of this year, the *Irene* was leaving the harbour on her way to the fishing ground, in a strong N.N.E. wind with a heavy sea, when, in tacking, she was thrown on to the North Beach. Her position was dangerous, and at three in the afternoon the Life-boat was launched. The four men on board the smack would

not leave her at first, but as by four o'clock she was full of water, they were taken off, the service being witnessed by crowds of people on the shore. This time the *Irene* was less fortunate. She could not be refloated and became a total wreck.

In the fourth case the interval between the two services was rather longer. On 17th April, 1922, the cutter *Dulcebella*, of Westcliff, with six people on board, ran aground on the Maplin Sands in a strong N.N.E. gale with a heavy sea.

The Clacton Motor Life boat was launched to her help early in the afternoon, and found the yacht, in great

difficulties, badly knocked about, and with her dinghy smashed. The party on board, of whom two were ladies, was taken into the Life-boat and landed at Southend, while a small crew was put on board the yacht, and she was taken to Westcliff.

On 26th September of this year the *Dulcebella*, with two men on board, again ran aground on the Maplin Sands, in a strong N.W. gale with a rough sea and heavy rain. The Clacton Boat went out, found the yacht in great difficulties and put two men



Fishing smack "Ebenezer" of Lowestoft, after the crew were rescued by the Lowestoft Motor Life-boat, "Agnes Cross."

on board her. As the tide rose she floated off, and was towed into Clacton.

Buy a Life-boat Calendar !

For the last three years the Institution has distributed a Life-boat Calendar, with a view to keeping the work of the Life-boat Service continually before the public. By doing this the Committee of Management have felt that they might also increase the steadily growing number of those who not only make gifts to the Institution, but remember it in their wills.

This Christmas it is proposed to have an extra number printed for the use of Life-boat workers and of all who are interested in the Service. Calendars are becoming each year a more popular form of gift, and those who use the Life-boat Calendar may feel that they are making it do a double service. They will be sending their friends a beautiful calendar and they will be helping the Institution.

With this idea in view, a competition was held during the summer, prizes of £25, £10 and £5 being offered for the most suitable pictures for reproduction

as a Life-boat Calendar. The number sent in was small, and the Committee decided not to award the second and third prizes. The competition, however, brought one very graphic and spirited picture of a Life-boat rescue, entitled "Found at Last: The Morning after the Gale." To this picture, painted by Mr. Robert H. Smith, of Looe, Cornwall, the first prize has been awarded. It will be found in black and white on page 108, and will be reproduced in colours on the Calendar.

The Calendars will be 12 inches long by 10 inches wide, and they can be obtained from the Institution in any quantity. They will be sent, post free, for 1s. each, this price including a large cardboard-backed envelope with each Calendar. Those who wish to order Calendars should apply as soon as possible to the Secretary, Royal National Life-boat Institution, Life-boat House, 22, Charing Cross Road, London, W.C. 2, and should enclose with their order a postal order or stamps.

An Income Tax Concession.

How Subscribers can Increase their Contributions without Cost to Themselves.

WE wish to bring to the notice of subscribers to the Institution a method by which those who already give generous subscriptions can still further increase their support without any additional cost to themselves.

Charities are themselves exempt from income tax, and, under the Finance Act of 1922, this exemption applies also to individual subscriptions. In order to obtain the exemption the subscriber enters into an agreement to pay the subscription for not less than seven years. Where such an agreement is made, the charitable society is able to collect each year from the Inland Revenue authorities the income tax which the subscriber has paid on his subscription. The agreement, of course, comes to an end should the subscriber die before the completion of seven years.

How the scheme works can best be shown by an example. Income tax is now at 4s. in the pound. In the case of a subscriber of £10 who enters into the agreement, the nominal subscription becomes £12 10s. Of this sum the subscriber continues to pay the original £10. The remaining £2 10s. the Institution obtains from the Inland Revenue. Should the income tax be varied during

the period of the agreement, the amount which the Institution obtains from the Inland Revenue will, of course, be varied in proportion. But supposing that the income tax remains at 4s. in the pound for the period of the agreement, this means that the subscriber of the actual sum of £10 a year will have contributed in these seven years, not £70, but £87 10s., and this additional contribution of £17 10s. he will have made, simply by signing the agreement, and *without any additional cost to himself.*

The Committee of Management have decided to invite large firms and corporations, and also individual subscribers of £50 and over, to enter into seven-year agreements with the Institution so as to enable it to take advantage of this exemption. The system is extremely simple, and the Institution provides the necessary forms.

Although the Committee of Management are approaching only firms and other subscribers of considerable amounts in the first instance, we need hardly say that we should warmly welcome the decision of any of our subscribers to avail themselves of the method here described of benefiting the Institution. It applies, of course, to any subscription, even of 5s. a year.

American Gold Medal for the Institution.

THE Institution has been awarded the "Gold Life-saving Medal of Honor" of the United States of America, which was personally presented on 25th June by Commander C. D. Hinckley, of the U.S. Coast Guard, who had represented the American Life-boat Service at the International Life-boat Conference held in London last year. With the medal was the following letter from Rear-Admiral T. C. Billard, Commandant of the U.S. Coast Guard:

"The Honorable the Secretary of the Treasury authorizes me to present to

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION OF GREAT BRITAIN the Gold Life-saving Medal of Honor of the United States Government in commemoration of the one-hundredth anniversary of the Institution, and in recognition of the renowned service the Institution has rendered humanity in saving lives from the perils of the sea. . . . I desire to renew my expressions of profound admiration of your Institution. The record of its achievements in the cause of humanity have brought enduring distinction and honor to the life-saving



annals of the world. The United States Coast Guard is happy to join hands with its sister Service across the sea in hearty felicitation and good will."

In addition to the American Medal the Institution has received, in commemoration of its Centenary, the Gold Medals of

both the Dutch Life-boat Societies and of the Spanish and Norwegian Societies, the Silver Medal of the Greek Fund for Naval Pensions, which is awarded for saving life at sea, and Illuminated Addresses from the Swedish Government, the Swedish Life-boat Society and the French Life-boat Society.

The Centenary of Two Life-boat Stations.

Boulmer, Northumberland; Appledore, Devon.

THIS summer two of the Institution's Life-boat Stations have celebrated their centenaries, Boulmer, in Northumberland, and Appledore, on the north coast of Devon.

Boulmer was the first of the Institution's Stations in Northumberland,

of years before the Boulmer Station was established.

Since 1909, Boulmer and Alnmouth, where a Station was established in 1853, have formed one Branch, with one Honorary Secretary, but each is a separate Station with its own Life-boat.



THE BOULMER LIFE-BOAT AND HER CREW.

but in 1786, forty-one years before the Boulmer Station was opened, the first Boat intended expressly for saving life from shipwreck had been placed at Bamburgh, serving there for several years, in 1789 the first permanent Life-boat Station had been established at Tynemouth, and the Station at Blyth, which was taken over by the Institution in 1826, had been in existence a number

During the century there have been six Life-boats at Boulmer, of which the present Boat, *Arthur R. Dawes*, went to the Station in 1911, and the Station's record is 196 lives rescued.

In a foreword to the programme of the celebrations, Sir Godfrey Baring, Bt., Chairman of the Committee of Management, paid a tribute to the work of the Station.

"Boulmer was one of the very first Life-boat Stations to be established by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and it has an unbroken record of a hundred years of service to humanity. During that time many gallant rescues have been carried out, and never has the call to the Life-boatmen been in vain.

"The earliest service to which attention is called in the records of the Institution was in June, 1830, when the Master and three seamen of the sloop *Helen* were rescued, James Addison

in 1866 received the Silver Medal on retirement, after forty years' service; Penment Stephenson and Andrew Stanton, whose services of thirty-three and thirty-two years respectively, as Coxswain and Second Coxswain, were recognized on their retirement in 1898; and William Stephenson, who was an Officer of the Boat from 1890-1922.

"From the first years of the Station the women of Boulmer have taken part in the dangerous and exhausting work of launching the Life-boat, and their



THE BOULMER LIFE-BOAT AND SOME OF HER LAUNCHERS.

being then Coxswain of the Life-boat. In recent years, perhaps the most conspicuous service is that to the steam-trawler *Tadorne*, of Boulogne, on 29th March, 1913, when twenty-five men of the crew were rescued. Coxswain William Stephenson gained the Silver Medal of the Institution by this service, and the Gold Medal and Diploma of the French Government, and two Medals and the Diploma of the Breton Life-saving Society were received.

"Life-boatmen everywhere on the coast are distinguished for long and faithful service, and the Boulmer Station in this respect need not fear comparison with others. It will be sufficient to mention Bartholomew Stephenson, who

fine spirit and endurance are an example to all.

"The valour of the Crews and Launchers has been rivalled by the generosity of the people of Boulmer and Alnmouth, who from the earliest days of their Stations have contributed freely towards the upkeep of the Life-boats and the general funds of the Institution.

"The Committee of Management congratulate the Alnmouth and Boulmer Committee, the Crews and Helpers, and all generous sympathizers on the fine record of the Station, and, in thanking them all for what has been done, feel confident that Boulmer will continue to maintain its Life-boat Station in accord-

ance with the highest traditions of the 'Chivalry of the Sea.'"

The centenary was celebrated on 19th August, by a demonstration of life-saving in which the Pulling and Sailing Life-boats of Boulmer and Alnmouth and the Motor Life-boat of Holy Island took part, going to the rescue of an oil-tanker on fire, a demonstration of the use of the Line-throwing Gun, a Bazaar, a Concert and then a Dance. The following week

"Never," said the *Alnwick and County Gazette and Guardian*, "was there such a crowd, such enthusiasm and such a programme" in Boulmer.

A centenary address was delivered by the Right Hon. the Viscount Grey of Fallodon, K.G., to a large audience from an open-air platform outside the Memorial Hall, in which the Bazaar was held, and after the address, Lord Grey presented Life-boatmen's Certificates of



Photograph by]

[R. Bell Bolton, Amble.

LORD GREY PRESENTING THE CERTIFICATE OF SERVICE TO JOHN STEPHENSON.

a full account of the day was broadcasted from Newcastle at the children's time for listening-in, by one of the "Uncles" who had attended the celebrations.

These celebrations were organized by the Honorary Secretary, Mr. H. B. Stephenson, with the generous help of Mrs. G. Middlemiss and the Ladies' Committee. Special travelling arrangements had been made, cheap railway tickets issued, and leaflets printed with particulars of them, with the result that some 3,000 visitors came from all parts of North Northumberland. The whole village was decorated with flags, and

Service which the Institution had awarded to the following members of the Crew who had retired: William Stephenson, forty years' service; Robert Nasan Stephenson, thirty-five years' service; John Stephenson, thirty years' service; Thomas Stephenson, thirty years' service.

At this ceremony the Chair was taken by Mr. Arthur Scholefield, J.P., Chairman of the Alnmouth and Boulmer Branch. The Bazaar itself was opened by Lady Grey, who was presented by the daughter of the Coxswain, Miss Nellie Stephenson, not with the usual bouquet,

but with a fisherwoman's basket containing a 7-lb. salmon caught that morning by her father.

The Memorial Hall was hung with pictures and relics of Life-boat work at Boulmer, and in a field outside were side-shows and a marquee where over a thousand people had tea. Altogether £527 was made by the Bazaar and Fête.

In the course of his address, Lord Grey said:—

"Seaborne commerce has been and still is the foundation of the greatness of the British Isles. Without our seaborne commerce we should not have had one-

wrecked. That has been done in a manner so efficient and so public-spirited, that we are rightly proud of it.

"It has been done not by Government. It has been done without any pecuniary assistance from the Government, without any organization from the Government—it has been done by the pervading local energy and public spirit. It has been done, in other words, by private enterprise and voluntary service. There are many things in this country that have been done by private enterprise and voluntary service. The British Empire does not owe its exist-



TWO WRECKS AT BOULMER.

third of the population we have to-day, or one-third of the prosperity and wealth and power that Great Britain has achieved in the history of the world. So that you see all the traffic on the sea that comes around our shores is closely connected with the very foundation of our prosperity and large population. If that be so, is it not fitting and right, a moral obligation and a duty, that around our coast we should have an institution to help and rescue those who, by the hazards of the sea, are shipwrecked on our coast? That has been done by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION (applause). We have had pre-eminently in this country, as we ought to have, an efficient organization all around our coast for extending help and rescue to those who may be ship-

wrecked. That has been done in a manner so efficient and so public-spirited, that we are rightly proud of it.

"In the same way, our Life-boat Institution, which has been so successful and efficient, has been the result not of Government help, but of private enterprise. That is the reason why we should be proud of it.

"In these days when there is so much talk of the Government managing everything I still hold to this—that where a thing can be efficiently managed and instituted by private enterprise and voluntary service, it is better done than if it were done by Government agency (applause).

"There are some things which must be done by the Government. The Army

and Navy must be under one central authority, and we must look to Government agency and policy to manage them. But that is all the more reason that when a thing can be successfully done voluntarily without Government help, it should be done. And the ROYAL NATIONAL LIFE-BOAT INSTITUTION is pre-eminently one of those things which has been efficiently done, and which, I trust, will always be done by local effort and voluntary service.

Advantages of the Voluntary System.

"There are three advantages, of which I think THE NATIONAL LIFE-BOAT INSTITUTION is an example, of voluntary local work as compared with Government agency. We have thousands of miles of coast, and it is a very big work to provide Life-boat Stations all round that coast. Well, it has been done, and the annual cost of it is about £250,000. If it had been left to the Government to do—the Government never does anything under a million a year at least (laughter). Probably more. That is one advantage—it is being done more cheaply.

"But that is not the most important advantage. It is being done with a maximum of harmony and good-will and good spirit among all connected with it. Whenever you come to the question of Government agency and employers and employed you get friction and want of harmony. THE ROYAL NATIONAL LIFE-BOAT INSTITUTION being purely voluntary is an example not only of work which is done efficiently, but work which is done with the greatest amount of harmony and good-will and good spirit, and no friction on the part of anybody connected with it.

"Another advantage is this—that precisely because it is voluntary, Life-boat Branches in every part of the country are proud of their Life-boat, proud of their Branch, proud of their Crews, because they are their own—the result of their work, their own effort, their own good-will. And that is what we are having an experience of to-day (applause).

"The Alnmouth and Boulmer Branch of the Life-boat Institution is justly and rightly proud of itself and more proud of itself than it would have been if it had been part of a Government concern,

simply because it knows that its work is due, and its organization and all that it does are due to its own public spirit and its own effort."

After paying a tribute to the men and women of Boulmer, the Crew and Launchers of the Life-boat, Lord Grey went on to say:—

"You have all been thinking no doubt of this Life-boat Service as a gallant Service. There is one further aspect of it which appeals to me. It is called a 'National' Service, and it is a National Service, but it is a Service which is rendered without distinction of nationality. If a foreign ship is wrecked, the same qualities of courage and self-sacrifice are shown as if it were a British ship. It is a Service which is not limited to national ends; it is a real Service to humanity at large.

"The Life-boat Service is one of those instances of how common peril brings all men together with a sense of humanity. If only we could have through all national affairs and through all international affairs that sort of spirit which distinguishes the Life-boat Service—all people feeling that in the interest of common humanity what they needed most to-day was to help each other—then instead of fighting each other the world would very nearly have approached the millennium (hear, hear)."

Appledore, Devon.

Appledore is the oldest of the Life-boat Stations on the North Devon coast. On the South Devon coast, the Plymouth Station was also established in 1825. Moreover, Appledore is a very important Station, being the only one between Land's End and the coast of South Wales at which there is a Motor Life-boat.

There were at one time three Stations at Appledore, but one was closed in 1897, and another in 1919. It was in 1922 that the Station was provided with a Motor Life-boat.

The records of the earliest Appledore Life-boats and of the lives rescued are uncertain, but it is on record that in 1829 Silver Medals were awarded to three Appledore men, Owen Smith, William Brinksmead, and Philip Grey, for rescuing eleven passengers and the

crew of the sloop *Daniel*. There have been fifteen or sixteen Life-boats at Appledore, and the number of lives rescued since 1850 is 211.

One of the most famous services in the long history of the Appledore Station was the service to the Austrian barque *Pace* in December, 1869, and no service has ever shown more clearly the splendid staunchness of the Life-boatmen of Devon. The full story is told in *THE LIFEBOAT* for January, 1870. At one in the morning of December 28th, Coxswain Joseph Cox was informed by the Coast Guard that two vessels were in danger of going ashore. The Life-boat *Hope* was taken along the shore, following the

The remainder of the crew of the barque would not stir, and the Life-boat returned ashore, and landed the nine rescued men. Then the Coxswain, although he himself was injured and the Boat was damaged and rudderless, called for a second crew. Once more the Boat was launched, the Coxswain, his son and one other member of the first crew going with her. As there was no rudder, young Cox steered with an oar, and when the Life-boat had nearly reached the wreck a wave swept him right over the stern. The Boat broached to and the next wave rolled her over, throwing all the crew into the surf. She righted herself, all managed to get aboard



THE CENTENARY PROCESSION AT APPLEDORE.

Pace, as she tried to beat out of the bay, for of the two vessels she appeared to be in the greater danger. She grounded, and the Life-boat was launched into a terrific surf. "At times she was as upright as a ladder against a wall, and seas swept through her from stem to stern," but the crew stuck to it, reached the barque, and made fast to her. Except, however, for one boy who ran to the side and dropped into the Life-boat, it was five minutes before any of the crew would stir from the shelter of the cuddy. Then eight of them made a rush, jumped over the side, missed the Life-boat, and fell into the sea. They were picked up one by one. A tremendous sea then drove the Life-boat under the counter of the barque and carried away the rudder. The Coxswain was jammed against the counter so violently that his life-belt was broken. It saved him from serious injury, but he was badly bruised.

her again, and she returned to the shore with only three oars. A third crew came forward at once to man her, and horsemen dashed off for spare oars. But by now the tide had turned, and had already dropped two feet. In a little time it would be possible to reach the wreck by wading to her, and "those on the spot most rightly interfered and would not allow the Boat to be launched again, although there were four distinct crews of volunteers."

Such was and is the spirit of the men of Appledore.

The record of the present Committee of the Station is remarkable. The Chairman, Captain Prideaux-Brune, has served on it for twenty-nine years. The President, the Rev. J. W. White, comes next with twenty-eight years of service. The Honorary Secretary, Mr. H. C. Whitehead, has served for twenty-four years; Captain Mead for the same

period, and Dr. Valentine for twenty-three years. That is a total of 128 years of service for five members of the Committee. We understand that

raised the record sum of £120, post-cards of the Life-boat and Crew being sold as well as the usual Life-boat emblems. In the evening there was a



THE APPLIEDORE LIFE-BOAT HOUSE AT A HIGH SPRING TIDE.

Appledore challenges other Stations to beat that if they can.

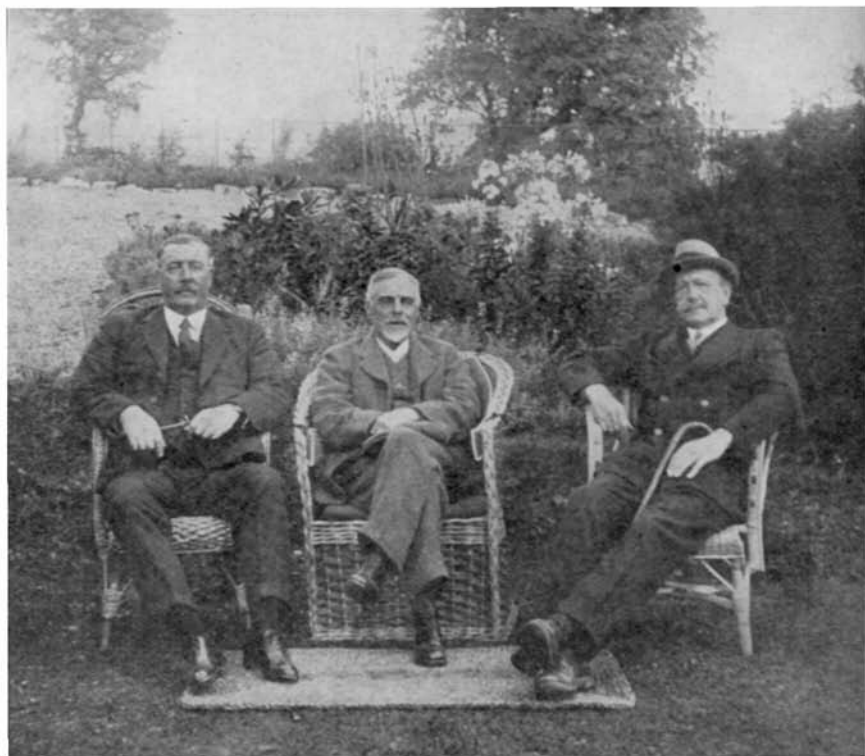
The Centenary celebrations were held on 18th August. The programme started with a Life-boat Day, which

civic procession from the Town Hall to the river bank, near the Quay Flagstaff. It was headed by the Town Band, followed by the Fire Brigade and the Church Lads' Brigade. Then came the

mace-bearers, and the Mayor of Bideford, in his robes and chain of office, and he was followed by the aldermen and councillors, magistrates and members of the Life-boat Committee. A religious service was held at the river-side, conducted by the Rector (the Rev. W. N. Manning) and the Rev. J. T. Halstead,

Swimming Club gave an exhibition of rescuing from drowning.

The Mayor, after speaking of the record of the Station, referred to the work of that hard-working body—the Branch Committee, and gave the particulars quoted above. Their Station was thoroughly efficient. Their financial



81 YEARS' SERVICE!

Mr. H. C. Whitehead, Hon. Secretary of the Appledore Branch since 1901; the Rev. J. B. White, President since 1897; and Captain G. S. Prideaux-Brune, Chairman since 1896.

of the Wesleyan Church, and short addresses were delivered by the Mayor (Dr. E. J. Tove), the Mayor of Torrington (Mr. G. M. Doe), the Chairman of the Northam Urban District Council (Major-General Sir J. M. Irwin, K.C.M.G.), and the Vicar of Appledore (Rev. Hugh C. A. S. Muller).

After the ceremony the Life-boat carried out a rescue from a barge, there was a demonstration of the Rocket Life-saving Apparatus, and the Bideford

support of the Institution was generous, and he felt that their Branch had contributed in no small degree to the high prestige in which the Life-boat Service was held. If any attempt were made to nationalize it, he was sure it would lead to disaster.

The Mayor of Torrington said that he came from a small town, and an inland town, where they could not see the actual work of the Service. But their sympathies with it were just as great as

if they were by the sea. And that sympathy was found all over England, even in the centre of the country. Everywhere there was an interest in the Life-boat Service, and in the churches prayers were said, and hymns were sung for those in peril on the sea.

Major-General Irwin spoke of the example which England had set to other countries. Every Englishman must be proud, not only of the record of the Service, but of the fact that it was an Englishman who had brought into being the first Life-boat Service to be established in any country.

The Rev. Hugh Muller spoke of the successive generations of Appledore sailors who had manned the Life-boats, the unknown men who had manned the earliest Life-boats, and whom that day they remembered with gratitude, and the later Life-boatmen whose names they knew, such Coxswains as the two Joseph Coxes, Philip Hutchings, John Berry, Robert Batten and George Hamer, and on the north side such men as James Smallridge and William Jenkins. Once Robert Batten had told him, after they had been out in the Life-boat together, that he had only to call for a second crew, and he would get it at once.

The religious service was followed by a Centenary Concert at the Gaiety Cinema, which the proprietor had lent to the Branch. The chief feature of it was a tableau, "Warriors of the Sea," arranged by Mr. Alfred Green. The first part of the tableau showed the wreck, the launch, the rescue and the return, the Life-boat Crew coming on in their full service-dress. In the second part of the tableau Mr. Green gave a brief history of the Station. As it was told, the scene was filled with a cenotaph, on which were laid two wreaths, one in memory of the Life-boatmen of Appledore whose names were known and remembered, the other in memory of the unknown men who had manned the Life-boat at the beginning of the century.

A number of other Stations have just completed, or will shortly complete, their centuries. Newhaven, which held a Centenary Dinner early in the year, Skegness, Plymouth and Holyhead, all complete the century this year. Blythe, Dungeness, Lyme Regis and Arklow will complete it in 1926. It is to be hoped that they will all celebrate the event with as much enthusiasm and success as Boulmer and Appledore.

The Annual Meeting of the French Life-Boat Service.

At the invitation of La Société Centrale de Sauvetage des Naufragés, the Hon. George Colville, Deputy Chairman of the Committee of Management, attended the Society's Annual Meeting, which was held in Paris on Sunday 17th May, but Mr. George Fisher, M.A., the Secretary, was unable to be present. The two Dutch Life-boat Societies also sent representatives.

On the evening before the meeting, Vice-Admiral Touchard, President of the Society, entertained the guests to dinner in the garden of the Ritz. As the evening was sultry, it was very pleasant dining in the open air, but the surroundings made formal speeches impossible. Admiral Touchard, however, warmly welcomed the guests, and Mr. Colville replied.

The Annual General Meeting itself was

held in the amphitheatre of the Sorbonne. Admission was by ticket, over 3,000 people were present, and practically every seat was occupied. After his opening speech the President, Admiral Touchard, decorated Coxswain Gouley, of the Honfleur Life-boat, with the Cross of Chevalier of the Legion of Honour. This high honour was conferred on him as "a tried sailor of a courage beyond praise, the author of many acts of life-saving." For forty-three years he had been a member of the Honfleur Life-boat's crew, and had taken part in 29 services, by which 70 lives had been rescued.

The financial report for the year was then read, and its figures are very interesting in comparison with our own. (They are given here at the pre-war value of the franc.) The total income of the

Society amounted to just under £110,000, and its total expenses to nearly £114,000, of which nearly £55,000 was spent on new construction. As, however, considerable sums had been brought forward from the previous year, the Society was able to put in reserve over £31,000 towards construction not completed during the year, and to carry forward a balance of over £10,000. Our own total income in the same time was £294,702 (of which £123,500 was from special gifts and legacies), and our total expenditure £246,634, of which sum nearly £100,000 was spent on new construction. The French Society, it may be mentioned, has a fleet of 114 Life-boats, of which 22 are Motor Life-boats, as compared with our own fleet at the end of 1924, of 220 Life-boats, of which 50 were Motor Life-boats.

One figure in the French accounts is of particular interest. "The magnificent contribution of the steamers," says the report, "should be mentioned first. It amounts to £18,758, striking proof of the confidence of the great users of the sea in the value of our organization and of our equipment for Life-saving."

Presentation of Medals.

The report was followed by the presentation of over fifty medals and monetary awards which had been granted during the year for gallantry in saving life. Unlike the awards of the Institution, which are made for saving life from shipwreck round the coasts of Great Britain and Ireland, the French awards included a number for gallantry on the high seas. One of these, the Leon Guérin Prize, of the value of 2,150 francs, which had been awarded to the S.S. *Ontario*, of La Compagnie Générale Transatlantique, Mr. Colville had the pleasure of presenting. At the same time, the Captain of the *Ontario* received a Gold Medal.

On 10th January, 1924, in a heavy sea the *Ontario* went to the help of the sinking Italian steamer *Feronia*, in answer to its wireless S. O. S. Attempts were made to take the steamer in tow, but the hawsers broke. Next day further attempts were made, but the *Feronia* was out of control, and again the hawsers broke. Wireless calls were then sent out for tugs, but without re-

sult. Finally, on the fourth day, the *Feronia* went down, but the *Ontario*, exhausted though its crew was by the long struggle to save her, was able to rescue the twenty-nine men on board.

The total number of lives rescued from shipwreck by the French Service in 1924 was 288, and 15 vessels were saved or helped.

After the presentations there was a musical programme by the band of the 46th Regiment of Infantry and the Sadko Russian Choir, dressed in their national costumes; and Madame Dusane of La Comédie française, who recited some poems, brought the house down by warmly embracing a young sailor, one of the recipients of awards, who presented her with a bouquet. Altogether the meeting lasted two and a half hours.

Inspection of Life-boats.

On the following day the foreign guests were taken to Dunkirk by Commander Chollet, one of the Inspectors of Life-boats, and saw a launch of the Motor Life-boat. She is a boat, 37 feet by 9 feet 2 inches, with one motor giving a speed of 7 knots, and is launched over a slipway, the capstan being worked by a petrol motor.

The party then visited Calais, where two boats are maintained near the Harbour Railway Jetty. The Motor Life-boat is a twin-screw boat, 36 feet by 9 feet 5 inches, with two 10-12 h.p. engines, and is conveyed by a trolley from the shed under a crane, worked by hand-power, by which she is lowered over the quayside into the harbour. This Life-boat, it will be remembered, visited the Thames last year for our Centenary celebrations. The party went for a very enjoyable cruise in the Boat, and were then entertained by the Mayor of Calais at the new Hotel de Ville, which has only recently been finished at a cost of 12 million francs. The building contains some very fine rooms, among others a registry for the civil marriage service, a very large and beautiful ballroom and a fine council chamber. The Mayor gave the foreign delegates a very cordial welcome, and in doing so told Mr. Colville that he was the first foreigner to be received in the new building.

Centenary of the Boulogne Life-boat Society.

By Major C. R. Satterthwaite, O.B.E., R.E., Deputy Secretary of the Institution.

THE *Société Humaine et des Naufrages de Boulogne-sur-Mer* was founded in August, 1825, by the joint efforts of two members of the English colony, Mr. John Larking and the Reverend Symons, who, no doubt, drew their inspiration from our own founder, Sir William Hillary. It is thus a few months younger than the Dutch societies, and a year younger than ourselves, but it is the oldest life-saving society in France, and, apart from Holland, the oldest on the Continent of Europe. The society celebrated its centenary on 12th July, 1925, and, in the absence on sick leave of the Secretary of the Institution, I was fortunate enough to be invited to accompany the Hon. George Colville, Deputy Chairman of the Committee of Management, who represented the Institution at the Centenary Fête.

In giving some account of a memorable week-end, I propose to describe what I saw, and to make no attempt to catalogue all there was to be seen. The intensive hospitality of our French and English friends made it quite impossible for one person to see everything.

The Committee of Management had decided to send to Boulogne the new Margate No. 2 Motor Life-boat, *The Lord Southborough*, the gift of the Civil Service Lifeboat Fund, and on arrival at Boulogne shortly before 6 P.M., on Saturday, 11th July, in the Channel mail-boat, I was glad to see her trim lines in the harbour. Accompanied by Mr. T. W. Gomm, Honorary Secretary at Margate, and Commander R. L. Hamer, R.N., Southern District Inspector, and manned by Coxswain Clayton and a crew of seven, she had made the passage from Margate in five hours, weather and tide being favourable.

I was met on the quayside by Mr. S. C. Early, Vice-President of the Society, who drove me to its headquarters in the Rue Jules Lecomte. Here I was introduced to the President, M. Roger Lesage, to Mr. H. F. Farmer, Honorary Vice-President, to Mr. H. S. Bradbrook, the British Vice-Consul, who was responsible for all the Centenary arrangements, and

to various other members of the Committee. It was interesting to see, close to the Society's headquarters, and in a place of honour on the sea-front, a venerable Life-boat bearing the name of "Farmer," and the gift of Mr. H. F. Farmer's father to the Society some fifty years ago.

An inspection of the headquarters revealed that the scope of the Society's work is considerably wider than our own, as indeed the records of its century's work show. During this period 824 persons have been rescued by Life-boats, while 1,574 bathers have been brought ashore by watchmen, and 423 rescues have been carried out by means of Brunel lines. (The Brunel line is furnished with a formidable grappling-hook, and while, no doubt, the 423 were grateful for their safety, it is permissible to suppose that some of them would have preferred the ministrations of the Life-boat!) The Society attends to the after-care of those of the rescued who need it, and there is a dispensary and two spotlessly-clean hospital wards, one for men and one for women, with four beds in each. Though empty when I saw them, they are, I was told, very often fully occupied.

In Memory of the Dead.

Shortly after my arrival, the President and Committee, with the Institution's representatives and the Margate crew, walked in procession from the headquarters to the ancient Seamen's Chapel on the cliff above the sea-front. Here a large and beautiful wreath was laid at the foot of the Calvary on behalf of the town of Boulogne, and smaller wreaths on behalf of the *Société Humaine*, the Institution, and the Margate crew. A large crowd watched this simple act of homage to the men and women of Boulogne who have lost their lives at sea. The interior of the tiny chapel, hung with innumerable wreaths and memorial tablets, is a most impressive sight, and one which all visitors to Boulogne should see.

The next item on the programme was

a Gala Ball, at the Casino, in aid of the funds of the Society. This was a most enjoyable and well-attended affair—so well-attended in fact, that some of the guests preferred the comparative cool of the illuminated Casino gardens, where a *Bal Populaire* was in progress, and where, after dark, there was a torchlight tattoo by soldiers of the 110th Regiment of Infantry, and a display of fireworks.

Sunday, 12th July, dawned misty, but the mist soon gave way to intense windless heat. Activities began at 10 o'clock at the Society's headquarters, where we were told off to cars, and a round of visits began. First, we went aboard H.M.S. *Carstairs*, which had arrived from Chatham early in the morning, bringing Admiral Sir William Goodenough, Commanding-in-Chief at the Nore, who represented the First Lord of the Admiralty, and Lady Goodenough. Next, to the Central Station, where a Guard of Honour of the 110th Regiment, with band, was drawn up, to meet the representative of the French Minister of Marine. At 11.15 the Paris train arrived, and Vice-Admiral Salaün, Chief of the Naval General Staff, alighted, and proceeded to inspect the Guard of Honour, with the British Admiral, and General Mourier, representing the Commander of the 1st Army Corps, the band having played the "Marseillaise" and "God Save the King."

Representatives of Foreign Countries.

The next move was to the "Haute Ville" where, in front of the ancient Mairie, a band from the military school and a number of Life-boatmen and war veterans were drawn up. Again the "Marseillaise" and "The King," and we entered the Mairie, where, in the "Salle Eurvin" the Senator-Mayor, M. Roger Farjon, formally welcomed the guests, whose numbers were now swelled by the arrival of Sir R. Burton Chadwick, Parliamentary Under-Secretary to the Board of Trade, and representatives of other French and foreign Life-boat Societies. Sir William Goodenough responded (in admirable French) and Admiral Salaün expressed the regrets of the Minister of Marine (M. Emile Borel) at his inability to be present. M. Lesage also spoke.

After this ceremony, Mr. Early drove me to the quayside in time for the arrival of the *Engadine*, bringing Mr. Colville, who had been unable to leave London on Saturday. We then went to the Casino, where the official banquet was timed to begin at 12.30. By this time the crowd on the sea-front was enormous, and collectors for the Society, dressed most becomingly as hospital nurses, were much in evidence.

Our excellent friends across the Channel will agree that you can have too much of a good thing, and may forgive me for suggesting that on a very hot day it is a pity to spend the hours between 12.30 and 4 P.M. on luncheon. For this extended duration the eloquence and enthusiasm for the cause of life-saving of the various speakers were mainly responsible. I wish my knowledge of the French language had been good enough to enable me to appreciate the oratory more fully. Besides those who had spoken at the Mairie, the following addressed the company: M. Peytral, Préfet of the Pas de Calais; M. Granjon de Lépiney, representing the Société Centrale de Sauvetage des Naufragés; M. Wierdsma, representing the South Holland Society; M. Schmidt, representing the Belgian Society; M. Bertaux, representing the Breton Society, and Mr. Colville. It is no disparagement of the others to say that the speech of the day was that made by M. Bertaux, whose impassioned eloquence, partly in French and partly in excellent English, brought down the house. Mr. Colville in his speech made the announcement that the Institution proposed to present the Society with a Line-throwing Gun. This was greeted with hearty applause, but seems to have mystified the French reporters, who were only able in the next day's issue of the local papers to refer darkly to a *don important*.

At the close of the proceedings Admiral Salaün made certain presentations, including that of the insignia of the Legion of Honour to Pilot Tétart, a most distinguished Life-boatman. At the age of fourteen, in 1877, he saved the life of his Coxswain, and has since been concerned in forty Life-boat rescues.

The extended duration of the banquet

made it impossible for us to see the performance of the cinema films (lent by the Institution) and caused us to miss most of the regatta events, which took place in and near the harbour before an immense crowd. We felt the need of a change from the *tenuë de ville* prescribed for the banquet, and a trip in the Margate boat in cooler clothes seemed indicated. Mr. and Mrs. Early, Sir Burton Chadwick, Mr. Colville and some others accordingly went afloat. The Line-throwing Gun was fired, where it could be most easily seen and admired by the bathers, and threw its line a full seventy yards. We learnt on this trip that the crew had been informed that they had quite unwittingly taken part in a race in the early afternoon, and won a prize (a very beautiful Bronze Medal). We also saw and passed the Society's Motor Life-boat, *les Frères Ployer*, presented to them by the Société Centrale. As we returned, a diving competition was in progress, and a water-polo match was about to begin.

We were the guests of Mr. and Mrs. Early at dinner at the Casino in the evening. Mr. Colville was obliged to leave early to go on board the *Carstairs* for return to England, but the rest of the Institution's party heard an excellent rendering of "Tosca" at the Casino opera house, before retiring to bed after an intensely interesting, if exhausting, day.

The *Lord Southborough* returned to Margate on the 13th, and I thought it the duty of an inexperienced Deputy Secretary to learn something about

the behaviour of a Life-boat at sea. We left at 10 A.M., and had an excellent and most enjoyable trip. The crew appeared to have had a splendid time. On the previous evening they had been the guests of the Boulogne crew at dinner, and from the fact that the party did not break up till 2 A.M. it may be deduced that the function was a success. Besides this, Coxswain Clayson had been an honoured guest at the official banquet at the Casino. A fresh north-westerly breeze and adverse tides made our progress slower than on the outward trip, but by 5 P.M. we were alongside Margate pier, where a large crowd watched the housing of the boat; a difficult feat in the strong tide, but successfully accomplished.

The Boulogne Society is to be congratulated on a most successful Centenary fête. The amount of organizing work put in by Mr. Bradbrook must have been immense, and to him, perhaps, above all others, was due the success of the festival. Mr. Early acted as the especial guide and friend to the English party, and our warmest thanks are due to him.

Many friends of the Life-boat cause in these Islands pass through Boulogne occasionally. All should make a point of visiting the headquarters of the Society, and they may be sure that a contribution to its funds will benefit the cause of life-saving in the Channel. The heartiest wishes for many more years of successful endeavour in the cause of humanity go out from the senior Life-boat Institution to its energetic and capable little cousin.

Two French Life-boat Disasters.

It is with very great regret that we record two Life-boat disasters on the French coast during the present year. In one of them two Life-boats of La Société Centrale de Sauvetage des Naufragés were wrecked with the loss of fifteen lives, and in the other a Life-boat of the Société des Hospitaliers Sauveteurs Bretons, with the loss of five lives.

The following telegram of sympathy was sent from the Institution to the French Society and a similar one to the Breton Society: "Profondément émus nouvelles du double désastre canots sauvetage avec perte grande partie

d'équipages nous vous envoyons témoignage sympathie plus sincère en calamité qui a été si souvent le prix des efforts des sauveteurs héroïques de nos Sociétés sœurs.—BARING, Chairman; COLVILLE, Deputy Chairman; SHEE, Secretary."

The weather was fine on 23rd May, and a number of fishing boats went out from Penmarc'h, on the coast of Finistère, some way to the south of Brest. It is a low coast sown with innumerable reefs. Towards mid-day a sudden and violent storm rose from the south, and the boats returned, but one of them with six men on board was seen to capsize

when still over a mile away from the shore. The Life-boats at Kérity and Saint Pierre-Penmarc'h were immediately manned. Both are Pulling and Sailing Life-boats, the Kérity boat being a self-righter. Several of the regular crew of each Boat were at sea, but volunteers at once came forward. The tide was not high enough for the Boats to float in the little harbours, but they were quickly launched, the women helpers wading in up to their waists as they pushed the Life-boat carriages out. While the Boats were being rowed out another fishing boat with seven men on board was wrecked in the same place as the first.

The Kérity Boat had to pass through a channel between two rocks, and found there a sea coming from several directions, and of such violence as her crew had never before experienced. She met a huge breaking wave, on which she rode with perfect ease, but the next wave lifted her by the port bow and flung half her crew into the sea. Those who were still on board helped their comrades to get back, but before the Boat was under full control again, another wave struck her and this time she was completely capsized, all her crew being thrown into the sea. Seven were drowned. The remaining five were rescued by a fishing boat. The Boat herself was swept ashore, turning over several times.

Wreck of the Second Life-boat.

The other Life-boat was about 120 yards behind. She was struck by the same wave which, a few seconds before, had wrecked the Kérity Boat, and was seen to stand up with her bow in the air almost vertically. The entire crew of twelve was flung into the sea, and the Life-boat fell back on her keel, and drove towards the shore. Four only of her crew were saved by a fisherman in a dinghey, who had put out to change the anchorage of his fishing-boat.

Of the Boats themselves, the self-righter was so slightly damaged that it was possible to repair her at the Station. The other was of so stable a type that she did not capsize, but in driving to the shore she was badly holed passing over the reefs.

This disaster is the worst in the history

of the French Life-boat Service. Fifteen Life-boatmen lost their lives, and the entire crews, twelve men in all, of the two wrecked fishing boats, disappeared.

Twenty-seven lives were lost, but to the honour of French seamen and the French Life-boat Service it has to be recorded that "scarcely had the first bodies been buried, when numbers of sailors of Penmarc'h came forward to fill the vacant places . . . and the nearest relative of each victim insisted eagerly on being chosen." It was found impossible to refuse them, and, as the only way out of the difficulty, it was decided to increase the number of the enrolled members of the crews. It is the practice of the French Service to enrol, in addition to the Coxswain and Second Coxswain, two complete crews of ten men each, making a total for each Boat of twenty-two men. At Kérity and Saint Pierre-Penmarc'h, as a result of this terrible disaster, with the loss of twenty-seven lives, the enrolled crews now number twenty-four.

The Breton Disaster.

The other disaster took place earlier in the year. On the night of 23rd February a Spanish steamer, *Cristina-Rueda*, of Bilbao, was wrecked on the Ile de Ré, off La Rochelle. She lay there half submerged, with a very heavy sea breaking round her, and her crew lashed to the rigging. Two of the ship's boats were launched, and one of them, with one man on board, reached the shore and gave the alarm. Attempts were first made by fishermen in their own rowing boats to reach the wreck, and they picked up two of the crew who had left the steamer on a raft. Three Life-boats were then launched, the Motor Life-boat at La Rochelle, *Le Commandant Viort*, belonging to the Breton Society, and two Pulling and Sailing Life-boats of the Central Society. A Motor Life-boat of the Central Society was also called out, but was put out of action by striking a barge just after being launched.

None of the three Life-boats succeeded in getting near enough to rescue the crew of the Spanish steamer, and *Le Commandant Viort*, manœuvring in the broken water with the wind and sea

abaft, was caught under the stern by an enormous wave. As the wave receded the Boat had not enough water and struck violently on the bottom. She capsized and was swept ashore, with four members of her crew. Two were alive; two were dead. The Coxswain was shortly afterwards washed ashore alive. The same evening the

dead bodies of the other three members of the crew were recovered.

This was on the Wednesday. On the following morning the steamer broke in half. Several members of the crew of twenty had already put off from her on rafts and been dragged ashore alive by living chains of men, women, and even children, but the majority perished.

Naming Ceremonies of Motor Life-boats.

The "Manchester and Salford" (Douglas, Isle of Man); the "Milburn" (Holy Island); the "J. W. Archer" (Teesmouth); the "Lord Southborough" (Margate); Port Erin, Isle of Man.

DURING the summer the Naming Ceremonies were held for four new Motor Life-boats, the *Manchester and Salford*, the Centenary gift of the Manchester and Salford Branch; the *Milburn*, the gift of the late Sir Charles Stamp Milburn and Mr. Frederick Milburn, of Newcastle-on-Tyne; the *J. M. Archer*, which has been presented and endowed by Mr. J. W. Archer, of Bournemouth; and the *Lord Southborough*, which has been presented and endowed by the Civil Service Life-boat Fund. They are all Boats of the latest type, the Watson Cabin, 45 feet by 12 feet 6 inches, with 80 h.p. engines. The Motor Lifeboat *Ethel Day Cardwell*, which had previously been stationed at Teesmouth, has now gone to Port Erin in the Isle of Man, and a few days after her arrival a dedication ceremony for the new Boat-house was held.

The "Manchester and Salford."

The three days' bazaar in Manchester and Salford, by which a sum of over £10,000 was raised to build a Life-boat as a Centenary gift to the Service, was held in May of last year. In November, 1924, the Boat reached her Station at Douglas, in the Isle of Man, and on 21st June of this year, she was formally named *Manchester and Salford*, the ceremony taking place in Manchester, on the Ship Canal, at the Trafford Wharf.

The Boat had left her Station on the previous Thursday, and reached Manchester on the Friday morning, having spent the night at Liverpool. On the Saturday she was open to the public and was visited by many hundreds of people when she lay at the wharf-side "look-

ing," as the *Manchester Guardian* said, "very small to contain so many wonders."

At the ceremony itself over 25,000 people were present. Among them were the crews of the Blackpool, Lytham, Southport and St. Annes Life-boats, in jerseys, belts and red caps, boys from Manchester Grammar School, which had presented the Douglas Boat with her searchlight, and girls from Manchester High School for Girls, which had presented her with her line-throwing gun.

Sea Scouts and Boy Scouts manned the jetty and regulated the crowd, and a detachment of troops acted as a guard of honour. The singing was led by the Festival Chorus, including the Hallé, Brand Lane and Hospital Choirs, conducted by Mr. R. H. Wilson, and accompanied by the police bands of Manchester and Salford.

The City of Manchester, the Royal Borough of Salford, the Isle of Man and the Institution were all fully represented—Manchester and Salford by the Lord Mayor of Manchester (Alderman F. J. West, C.B.E.), President of the Manchester and Salford Branch, who presided, the Mayor of Salford (Alderman G. Billington), a Vice-President of the Branch, Sir William Milligan, M.D., J.P., Chairman of the Branch Committee and a Vice-President of the Institution, the Lady Sheffield, D.B.E., J.P., Hon. Secretary of the Manchester, Salford and District Ladies' Life-boat Guild, Sir Edwin Stockton, J.P., Hon. Secretary of the Branch, Mrs. H. J. Wilson, Honorary Secretary of the Bazaar Committee, and Captain W. C. Bacon, J.P., Chairman of the Manchester Ship

Canal; the Isle of Man by the Lieutenant-Governor, Major-General Sir William Fry, K.C.V.O., C.B., President of the Douglas Branch, and Lady Fry; the Institution by Sir Godfrey Baring, Bt., Chairman of the Committee of Management, Captain H. F. J. Rowley, C.B.E., R.N. (Chief Inspector of Lifeboats), Major C. R. Satterthwaite, O.B.E., R.E. (Deputy Secretary), and Mr. Edgar H. Johnson, F.C.I.S., Organizing Secretary for the North of England. Before the ceremony Sir

vices, the Roman Catholic Church was not represented, a message was read from the Vicar Capitular of the Diocese of Salford, in which he said :—

"Admiration and practical support from every patriot must be evoked by so magnificent a voluntary undertaking as this, which at once holds up before us the highest ideal of Christian charity and self-sacrifice, calls forth manly courage and heroism and is an incentive to that noble giving of means and service that God loves and rewards."



Photograph by]

[“Manchester Guardian.”

LADY FRY NAMING THE “MANCHESTER AND SALFORD.”

William Milligan entertained the principal guests at luncheon, as well as the Life-boat Crews from Douglas and the other four Stations already mentioned.

All the Churches took part in the religious ceremony. The opening prayer was said by the Rev. Herbert Cooper, Superintendent of the Wesleyan Mission; the lesson was read by the Rev. Berendt Salaman, of the Great Synagogue, and the Boat was dedicated by the Bishop of Manchester, Dr. Temple. Although, following its usual principle of not participating in combined religious ser-

After the opening hymn, the prayer and the lesson, Sir William Milligan made a statement as to how the gift of the Boat had been made, and how Manchester had contributed in the Centenary year a larger sum than any other city, more than half as large again as the sum received from the City of London, and representing $3\frac{1}{2}d.$ a head of the population as compared with Liverpool's $1\frac{1}{2}d.$ a head. Lady Sheffield then formally presented the Boat to Sir Godfrey Baring, who, in receiving her, expressed the deep indebtedness of the

Service to the people of Manchester and Salford. He then handed her to the Lieutenant-Governor of the Isle of Man, who received her on behalf of the Douglas Branch.

Captain Rowley gave particulars of the Boat, her size and range of action, pointing out that she had so many air-cases that twenty holes might be knocked in each side, and she would still be able to go on with her work, that her engines could keep on running when submerged, and that she was of the Watson type, the most popular type on our coasts, and a type which originated in the designs of a Salford man.

There followed the singing of the "Hallelujah Chorus" and the solemn dedication, and then Lady Fry, breaking a bottle of champagne on the bows of the Boat, named her *Manchester and Salford*.

The music and the speeches were not only magnified by loud speakers so that all in the great audience of 25,000 people were able to hear, but were relayed by land-line so that wireless listeners in followed the ceremony in Blackpool, Southport, Colwyn Bay, Crewe, the Isle of Man, and many other places.

The meaning and value of this notable ceremony could not be better expressed than they were by the *Manchester Guardian* in a leading article which appeared on the following morning.

"More than a Life-boat was launched in the heart of Manchester yesterday, when Church and State, Army and Navy, combined to give a fair and ceremonial send-off to the *Manchester and Salford*. Her pageanted passage into the Ship Canal set a seal on the city's link with the sea. . . . The queer sight of a great ship sailing among the haystacks out Lymm way becomes familiar, and the hoot of a liner outward bound on a three-thousand-mile voyage has long learned to chime with the owls at night in the Cheshire suburbs. And now the proud consciousness of being the fourth port of the Empire which these portents bring is well expressed in the Life-boat that is called after the city. The response to appeals for the Boat—a response greater per head of the population than any city can boast—is proof of a true realization that the dark lane of

water which starts at the end of Deansgate runs to the farthest ends of the Seven Seas, and that a man and his goods may take ship among the tram-lines for the uttermost parts of the ocean. It was time the city gave a hostage to Neptune. This new craft, the latest of her kind, with room and security for a hundred souls in the worst seas our coasts have to face, will yet from its point of vantage at Douglas do work worthy of the spirit that begot her and, of the port whose name she bears."

The "Milburn."

Holy Island, off the coast of Northumberland, is only some eight miles in circumference, but it lies off a very dangerous coast, and it has two Life-boat Stations. Some miles to the south are the Farne Islands, with the Longstone Lighthouse, the scene of many wrecks; and in memory of the most famous of the rescues from them two of the Holy Island Life-boats have been named *Grace Darling*.

Not only is Holy Island one of the oldest Life-boat Stations on the coast, but it has a distinguished record. The number of lives rescued is 228. The present Coxswain, George Cromarty, has twice been awarded the Silver Medal of the Institution, and the women of Holy Island have been specially thanked by the Institution for the gallantry which they have often shown in the difficult and sometimes dangerous work of launching.

This year a Motor Life-boat of the latest type, a 45-foot Watson Cabin Boat, with an 80 h.p. engine, was sent to take the place of the Pulling and Sailing Life-boat *Lizzie Porter*, which has been at the No. 1 Station since 1909 and has rescued 77 lives. The Pulling and Sailing Life-boat *Edward and Eliza*, which was built in 1900 and has rescued 28 lives, remains at the No. 2 Station.

The new Boat is the third Motor Life-boat to be stationed in Northumberland, the other two being at Tynemouth and Blyth. She has been built out of a legacy which the late Sir Charles Stamp Milburn, Bt., left to the Institution to provide a Motor Life-boat for a Station on the coast of Northumberland. As, however, this sum was not sufficient to build a Motor Life-boat of the powerful type

required for Holy Island, Mr. Frederick Milburn, of Newcastle-on-Tyne, generously gave another £5,000.

The new Boat reached the Station in June, and on 27th August the naming ceremony took place. At low tide it is possible to get to the island from the mainland by vehicle, and the ceremony was fixed for 2.0 in the afternoon to allow of this being done.

Dr. Ralph Wilson presided, and the Boat was formally presented to the Institution by Mr. A. W. Milburn, who was accompanied by Clara, Lady Milburn, the widow of Sir Charles Stamp Milburn. Sir William Milligan, M.D., J.P., a Vice-President of the Institution and Chairman of the Manchester and Salford Branch, received the Boat on behalf of the Institution and expressed the gratitude of the Committee of Management to the two donors. He then handed her to Mr. Fred Hollingsworth, the Honorary Secretary of the Station, who, in accepting her on behalf of Holy Island, said that he had never known the slightest hesitation in responding to the call, and small though Holy Island was, there were times when he could have manned three Life-boats instead of one. The Vicar of Holy Island (the Rev. W. B. Hall) then dedicated the Boat, and Mr. David Askew, of Berwick-on-Tweed, named her *Milburn*.

Many people were present at the ceremony, among them the Right Hon. Walter Runciman, M.P., a member of the Committee of Management, who proposed the vote of thanks to the Chairman, Lieut.-Col. C. L. Fraser, V.D., R.A.M.C. (T.), J.P., Honorary Secretary of the Berwick-on-Tweed Station, who proposed the vote of thanks to Mr. Askew, and Mr. James H. Dawson, who proposed the vote of thanks to the Officers and Crew of the Station, and, in the absence of the Honorary Secretary, had made all the arrangements for the ceremony.

The "J. W. Archer."

Teesmouth is one of the youngest of the Life-boat Stations. It was established in 1911, the same year as the Station at the mouth of the Humber. Before that time shipping entering and leaving Tees Bay was protected by the Life-boat at Redcar, to the south of the

bay, and five miles from the present Teesmouth Station, and Seaton Carew, to the north. Seaton Carew was closed in 1922, but Redcar remains, one of the oldest Stations on the coast, established twenty-two years before the Institution itself was founded. It is Redcar men who man the Teesmouth Life-boat, being brought to the South Gare Breakwater, where the Boat lies, by a railway engine and van. The Station was opened experimentally in 1911, and one of the old experimental Motor Life-boats, which had previously been at Seaham, was sent there. She was a 42-foot Self-righting Boat, with a 30-h.p. engine. It was decided to make the Station permanent, and in 1917 the experimental Boat was replaced by a 40-foot Self-righting Boat with a 40-h.p. engine, the *Ethel Day Cardwell*, which has now been sent to Port Erin, in the Isle of Man. The present Boat is of the latest type, a Watson Cabin Boat, with an 80-h.p. engine.

The new Boat has been both presented and endowed by Mr. J. W. Archer, of Bournemouth, with a gift of £20,250. She went to her Station in December, 1924, and the naming ceremony took place on 15th July. Sir Hugh Bell, Bt., the ironmaster and colliery owner, and His Majesty's Lord-Lieutenant for the North Riding of Yorkshire, presided. After the opening prayer by the Rev. James A. Saxton, President of the Middlesbrough Free Church Council, Sir Hugh Bell spoke of the dangers of Tees Bay, recalling the time, in the days of the old *Zelland* Life-boat at Redcar, when one could see twenty ships and more wrecked between Teesmouth and Saltburn.

Unfortunately, ill-health prevented Mr. J. W. Archer himself from being present, and his son, Mr. Charles W. Archer, F.R.C.S., presented the Boat to the Institution in his name. She was received by Sir William Milligan, M.D., J.P., a Vice-President of the Institution, and Chairman of the Manchester and Salford Branch, who, in the name of the Committee of Management, thanked Mr. Archer for his magnificent gift and formally handed the Boat to Mr. W. M. Friskney, Joint Honorary Secretary of the Station. Canon Lawson, M.A., Rural

Dean and Vicar of Middlesbrough, and the Rev. E. W. T. Greenshields, Chaplain of the Missions to Seamen, then dedicated her, and Mrs. Charles W. Archer named her *J. W. Archer*.

Among those who were present were the Mayor and Mayoress of Middlesbrough (Councillor and Mrs. E. Turner), the Mayor of Hartlepool, the Mayor of Thornaby-on-Tees, and Mr. John H. Amos, Honorary Secretary of the Middlesbrough Branch. The Mayor and Mayoress of Redcar (Alderman and Mrs. B. O. Davies) were prevented at the last moment from being present.

The Hartlepool Motor Life-boat and the Pulling and Sailing Life-boat from Redcar both came from their Stations to welcome the new Life-boat. The guests were brought down the river from Middlesbrough on the steamer *Sir Hugh Bell*, belonging to the Tees Conservancy Commissioners, and, before being taken back by the steamer, were entertained to tea by the Commissioners at the Fifth Buoy Lighthouse.

The new Boat was not long in performing her first service. On the morning of 25th August she was called out to the rescue of two men in a motor launch. Their engine had broken down, a half gale was blowing from the north-east, and they were in a perilous position, shipping water and being carried inshore. The Life-boat reached them in time to rescue both men and to take the launch in tow.

The "Lord Southborough."

The first Margate Life-boat Station was established in 1860, the second in 1889, and the two stations have the very fine record of 504 lives rescued and forty-two vessels and boats helped into safety.

The first Station has had, up to the arrival of the Motor Life-boat this year, four Life-boats. The first was at the Station only six years. She was followed by two Life-boats, both called *The Quiver*, as they were built out of funds raised by the magazine of that name. One served from 1866 to 1883, and the second from 1883 to 1898. Between them they rescued 131 lives and saved five boats and vessels.

In 1898, when the second Station was opened, a new Life-boat was also sent

to the old Station. They were both Pulling and Sailing Life-boats of the Self-righting type, 40 feet long, with twelve oars, and both built that year. The Boat for the old Station was named *Eliza Harriett*, the Boat for the new, *Civil Service No. 1*, as she had been built and endowed for ever out of the Civil Service Life-boat Fund. These two Boats remained at Margate until this year, when the *Civil Service No. 1* was replaced by a Watson Cabin Motor Life-boat, the *Eliza Harriett* remaining at the No. 1 Station. The Boat-houses are on either side of the pier.

In their twenty-seven years these two Boats have done splendid work. The *Civil Service No. 1* has rescued 212 lives and saved twenty-two vessels and boats, the *Eliza Harriett* 152 lives and fifteen vessels and boats, a total of 364 lives and thirty-seven vessels and boats.

The new Boat is of the latest type—the Watson Cabin. She is 45 feet long by 12 feet 6 inches wide, and has an 80 h.p. engine. She has been both presented and endowed out of the Civil Service Life-boat Fund, and has been named after the Lord Southborough, G.C.B., G.C.M.G., G.C.V.O., K.C.S.I., the Fund's Chairman and Honorary Treasurer.

The Fund was established in 1866, and has so far contributed to the Life-boat Service £67,750, out of which seven Life-boats have been built and endowed. By arrangement with the Committee of the Fund, when it presents and endows a Motor Life-boat, this takes the place of two Pulling and Sailing Life-boats, so that there are now actually five Civil Service Life-boats on the coast, two of them, those at Margate and at Kingstown, in Ireland, being Motor Life-boats, and the other three, at North Deal, Montrose and Maryport, Pulling and Sailing Life-boats. The two other Stations at which there have been Civil Service Life-boats are Douglas, Isle of Man, where the Boat presented by Manchester and Salford is now stationed, and Walmer, Kent, which was closed in 1912. During the fifty-eight years of the Fund the Civil Service Life-boats have rescued 1,134 lives.

The new Life-boat, although she only went to her Station in March of this year, has already had an eventful career.

She was completed early last year and was on exhibition at Life-boat House, Wembley, during the six months of the British Empire Exhibition. There, tens of thousands of people went aboard her. Then in July of this year she went to Boulogne, to represent the Life-boat Service at the Centenary Celebrations of the Boulogne Life-boat Society, and a week before the Naming Ceremony she was inspected by delegates of the Belgian Life-boat Service, who had come over to study our latest type of Motor Life-boat.

permission of the Chairman and Board of the Margate Pier and Harbour Company, who not only made enclosures for the specially invited guests, but lent their fine string orchestra to play during and before the ceremony. It was estimated that with those who watched from the sea front, about 30,000 were present. The actual ceremony began at noon, but before that the Mayor (Councillor T. D. Wood), accompanied, among others, by the Hon. George Colville, Deputy Chairman of the Committee of



LORD SOUTHBOROUGH PRESENTING THE NEW MARGATE MOTOR LIFE-BOAT TO THE INSTITUTION.

Beside him is the Hon. George Colville, Deputy Chairman of the Committee of Management.

The Motor Life-boat at New Brighton, which went a tour right round the British Isles in 1923 before going to her Station, has travelled further. The Life-boat which did a road tour through the Midlands last year of 2,400 miles has possibly been seen by as many people. But it is safe to say that no British Life-boat has had aboard her people from so many different countries.

The Naming Ceremony took place on 5th September, at the Life-boat House, on Margate Pier. The pier itself was packed with people, thanks to the kind

Management of the Institution, Mr. T. W. Gomm, Honorary Secretary of the Margate Branch, Coxswain S. Clayson and members of the Margate Crew, went in procession to the memorial erected to the nine of the crew of thirteen of the surf-boat, *Friend of All Nations*, who lost their lives when the boat capsized in December, 1897, on her way to help a vessel in distress. Both the Mayor and Mr. Gomm laid wreaths on the memorial. In the procession, and later on at the Naming Ceremony, were the four survivors of the disaster.

At the ceremony, Mr. W. J. Mercer, J.P., the Chairman of the Branch, presided. Lord Southborough himself presented the Boat to the Institution on behalf of the Civil Service Fund. Mr. Colville received her on behalf of the Institution and formally handed her to the Mayor of Margate, the President of the Branch. The Rev. David Railton, M.C., M.A., the Vicar of Margate, dedicated her, and Lady Southborough named her. The singing was led by the

seconded the Vote of Thanks to Lord and Lady Southborough, and other members of the Committee of the Margate Branch, Mr. T. W. Gomm, Honorary Secretary of the Branch, Mr. J. B. Hartland, Honorary Assistant-Secretary, Mr. G. C. Boulting, whose help contributed greatly to the record success of Life-boat Day, and the Honorary Secretaries and Coxswains of the Stations at Ramsgate, North Deal, Kingsdowne and Folkestone.



Photograph by]

[Sunbeam, Cliftonville.

LADY SOUTHBOROUGH NAMING "THE LORD SOUTHBOROUGH."

choristers from the Parish Church, under the Choir Master, Mr. H. E. Smallercross, and among those present at the ceremony were the Mayoress of Margate, the Rev. M. Pryor, D.D., Vicar of Holy Trinity, Margate, and Honorary Canon of Canterbury, Mr. W. Fortescue Barratt, Honorary Secretary of the Civil Service Life-boat Fund, and several members of its committee, the Chief Constable of Margate, Mr. Kerbey Cleveland (President of the Margate Rotary Club), Captain M. H. Friend, M.C., and Alderman J. P. Coleman, who proposed and

In his opening address Mr. Mercer said that Margate was one of the most important Life-boat Stations on the coast, for every day and in all weathers vessels of every nation were passing on the way to London by the treacherous sandbanks of the Thames. They now had a Motor Life-boat of the latest type, able to face, with the minimum of risk, the heaviest gales and the roughest seas. But there was always grave risk; and he recalled the disaster to the surf-boat *Friend of All Nations*. Mr. Mercer then spoke of the work of life-saving

before the days of the Life-boat Service, when the fishermen of Margate went out to the rescue in open boats called luggers. It was a lugger named *Lord Nelson*, which in 1803 rescued 100 lives from the *Hindustan* when she went ashore on Margate Sands.*

In formally presenting the new Boat to the Institution, Lord Southborough referred to the great record of the Civil Service Fund, and thanked his colleagues of the Fund for the honour which they had done him in choosing his name for the Boat. He reminded them that it was a name taken from a town in Kent, and said that the Boat was a second link between him and Margate, for as a boy he had been at a Margate School. He then presented the Boat to the Institution with the hope that for many years to come she would do noble work in the service of those who faced the perils of the sea.

Mr. Colville expressed the gratitude of the Life-boat Service to the Civil Service Life-boat Fund, not only for this new Boat, but for the seven Life-boats in all which the Fund had presented and endowed. He then spoke of the value of the Motor Life-boat, with its greater power, speed and range, and formally entrusted the new Boat to the Margate Station. The Margate Crew, he felt sure, now that they had this new instrument for saving life, would excel their gallant deeds of the past.

After the Mayor had accepted the Boat in the name of the Branch, the Vicar of Margate went on board and conducted the Dedication Service, offering the Boat "to the service of God and humanity."

Lady Southborough then broke a bottle of champagne on her stern, naming her "The Lord Southborough," and wishing her all success, and the Boat was launched to the sound of ringing cheers, the Vicar going with her.

Life-boat Day was held in Margate on the same day, and the Boat cruised

* In this connexion it is worth recalling that it was at Margate that Lionel Lukin tested the *Witch*, the second of the two boats which he converted into "unimmovable boats," sailing her down to Margate from the Tower in eight hours. His first boat had been tried at Ramsgate in 1786.

about during the afternoon. The Day raised the record sum of over £303 as compared with £162 in 1924.

Port Erin, Isle of Man.

THE *Ethel Day Cardwell*, the Life-boat which had been at Teesmouth since 1917, was withdrawn from that Station, to be replaced by the new Watson Cabin Motor Life-boat, on 5th December of last year, and was sent to the store-yard on the Thames to be reconditioned. She is a Motor Life-boat of the self-righting type, 40 feet long, with an engine of 40 h.p., and the record of her seven years at Teesmouth is 29 lives rescued.

On 1st August she left the Thames to go by sea to her new Station, Port Erin, in the Isle of Man, where she replaces a Pulling and Sailing Life-boat. She arrived on 10th August. On 12th August the new Boat-house, which has been built for her was formally opened by the Governor of the Isle of Man, and the Boat was launched. Mr. Qualtrough, the Honorary Treasurer of the Branch, was in the chair, and Canon Lucas conducted the dedication ceremony. A great many people were present and over £30 was collected. Port Erin is the youngest of the five Stations in the Isle of Man, having been established in 1883, and its record up to the arrival of the Motor Life-boat was 27 lives rescued.

A feature of the new Boat-house is that it has a tipping cradle. That is to say, the slipway does not run right to the floor of the Boat-house, but ends about 10 feet below it, and the floor itself is tipped down to meet the slipway when the Boat is launched. This device is used at a number of Stations where the House and Slipway have to be built in confined space. At Port Erin, for example, if the slope of the slipway had been continued up to the height of the floor of the Boat-house, the Boat-house would have had to be built further back, which was impossible owing to a road; and if, with the Boat-house in its present position, the floor had been a continuation of the slipway, it would have been so low that at high tide in bad weather the Boat would have been awash.

Life-boat Services of the World: Belgium.

By E. Pierrard, Director-General for the Belgian Marine Administration.

THE establishment of the Service for the Saving of the Shipwrecked on the Belgian coast dates from 1838, when the Belgian Government decided to provide an organization. Since then, as the Public Authorities have felt that the maintenance of a Service of such humanitarian importance could not be left to the chance generosity of individual people, the State has continued alone to bear the cost both of equipment and *personnel* necessary for organizing and carrying on the Service. The War brought the work of the Service to a stop, but one of the first cares of the Government from the moment when the coast was evacuated by the enemy was to re-establish it without delay.

The Life-Saving Posts are under the direction of the Chief of the Pilotage Service in Ostend, who is, by tradition, a naval officer serving under the Central Marine Administration. This officer has under him at each station an Overseer, who is also a retired officer or a retired seaman.

Equipment of the Service.

The Life-Saving Posts placed along the thirty-five miles of the Belgian coast number ten. At each of these posts is an unsinkable pulling Life-boat, thoroughly equipped and either kept afloat or mounted on a carriage drawn by horses, and a cart, equipped with such life-saving apparatus as lines, rocket apparatus, breeches buoy, medicine chest, etc. This apparatus is kept in stone sheds, situated so as to be easily accessible from the shore. Close to these buildings are guard houses for the purpose of sheltering the crews when they have been called out and are waiting on duty.

Slopes of stone, with an easy gradient, have been constructed to enable the Life-boats' carriages and the carts to reach the shore, and these are placed at short distances right along the Belgian coast.

The Boats themselves have been built exactly to meet the requirements of a Service working on a flat coast, off which there lies, parallel to it, a series of shoals, on which heavy seas roll and break,

driven by high winds from the open sea. They are of small draft, very light in proportion to their size, so that they are easily launched in the breaking waves and have the essential quality of being easily transportable along the shore.

All the Life-Saving Posts are connected by telephone both with the Central Post where the Head of the Service is stationed and with one another. In addition there are intermediary observation posts, also provided with telephones, and placed, as far as possible, half-way between the Life-saving Posts. The Overseers already mentioned have under them, for each Boat, a Coxswain, a Second Coxswain and six men. The Coxswain and Second Coxswain are chosen from among the Life-boatmen themselves, while these are recruited among the sailors, fishermen and pilots of the locality, men already trained to the work. The Life-boatmen, whether they are the men appointed by the Administration or volunteers, are rewarded according to fixed rates and in proportion to the services rendered.

The crews are warned on the approach of bad weather, and hold themselves ready in the guard houses to go out. The observation posts are also warned; the equipment is got ready for immediate use; and the Central Post (at Ostend) gets under steam a powerful tug, of which the crew is also on the alert during the whole time that the crews are on duty. This tug is in the harbour, standing off ready to answer the first call and to go out with the Life-boat from one or other of the posts to the rescue of any vessel in distress, or of shipwrecked men. There are also at the eastern and western ends of the coast—Zeebrugge, Blackenberghe, and Nieuport—motor boats, which are used in ordinary weather for towing or piloting, and which are called out in heavy weather to fulfil the same duty as the Ostend tug on their own sections of the coast.

Regular exercises maintain the spirit, discipline, and cohesion necessary for the

work of saving life. Practical instructions have been drawn up and published by the Administration in a *vade-mecum* for the use of Coxswains and crews, and the doctors approved by the Administration have the duty of arranging conferences at which the men are instructed in the methods of treating the apparently drowned, and in the use of the contents of the medicine chests.

The Administration of Marine does not publish the records of the life-saving work accomplished by the Posts on the coast, but the summaries of two periods, one before the Great War, half-way between 1838 and 1914, and the other from the reorganization after the war to the end of 1924, show that the Belgian Life-boatmen have always known how to do their duty as well as their brother Life-boatmen of the neighbouring countries on the North Sea.

The following is the record for the period before the War :—

1877.—The crews of five vessels in distress were rescued and brought safely to land.

1878.—The crew of a stranded fishing boat was saved, and an English schooner driven on the shore was refloated.

1879.—The Station at Nieuport saved the crews of three fishing boats, and helped and brought to Ostend an English cutter.

1880.—An English steamer, a pilot boat, and six fishing boats, stranded on the Flemish coast, were helped.

1881.—The crews of two fishing boats, an English schooner, and a Norwegian schooner were helped. Four fishing boats and two English steamers were refloated with the help of the State tug.

1882.—The crews of two wrecked fishing boats were rescued, and also the passengers of a mail packet wrecked to the west of Ostend. Help was also given to a sailing ship in distress. With the help of the tug, a French brig and two fishing boats were refloated.

Since the reorganization of the Service after the War the following services have been performed :—

1920.—In February the Station at Ostend helped two men who were in peril on a wreck to the east of the port, and saved the crew of a barge which had capsized in the surf. In July of the

same year the Service rescued the crew and passengers of an excursion boat which had stranded off Middelkerke.

On the night of 12th November the Life-boatmen went out towards the Rammekens Bank to the help of the English steamer *Clan Graham*, on which a fierce fire had broken out. Seventy-one men of the crew of the English steamer were snatched from the furnace by the Belgian Life-boatmen.

1921.—On 6th November the Life-boatmen at Knocke saved the entire crew of the *Midsland*, stranded on the shore, and the crew of the smack *N.5*, which had been driven ashore after failing to make Ostend. On 28th December the crew at Ostend succeeded in saving seven men of the smack *G.616*, sinking out at sea east of the port. On 30th December the Motor Boat at Zeebrugge took on board the crew of the disabled smack *B.41*.

1922.—On 8th March the smack *O. 121* was driven on the shore to the east of Knocke, and its crew was saved by means of the rocket apparatus.

1923.—On the 10th October the Lifeboatmen of Nieuport helped, most effectively, in the work of refloating a motor fishing vessel which had stranded in the channel.

1924.—On the 18th July a violent storm burst on the Belgian coast, taking by surprise the Ostend fishing fleet. The Crew of the Ostend tug succeeded in saving the lives of two sailors who had been thrown into the water when their boat was wrecked, and going out a second time brought into harbour a smack which had signalled that she was sinking off Wenduyn. On 10th September the Crew of the Station at Knocke saved, in very difficult circumstances, the lives of fourteen men, two women and two children, on board the trawler *Nebriis*, which was sinking off Knocke.

Service to a French Vessel.

Here is an account by the French Consul at Ostend of the help given by the Belgian Life-boatmen to a French vessel in distress off Ostend. It is taken from a speech which he delivered on the occasion of the presentation of the awards :—

“ On the afternoon of 28th December,

1921, between noon and 1 o'clock, the French fishing smack *Germaine*, driven by a gale from the S.W., arrived off the port of Ostend, under jury-rig. She had been dismasted towards 4 o'clock in the morning, about thirteen miles to the north of the port of Gravelines. Flying before the gale she was seeking refuge at Ostend. When she arrived before the booms the *Germaine* missed the entrance, and drove towards the place where lie the wrecks of two cruisers and an English minelayer. She had time to drop her two anchors, and in a furious sea swung straining at her cables, which threatened every moment to part. When the Ostend Life-boat left the port, towed by Tug No. 4, she was already dragging her anchors, and getting near the dunes, but under oars the Life-boatmen succeeded in reaching her, and took on board the five men and the two boys who formed her crew.

"Thanks to you, seven French sailors have been saved from death, and it is your splendid action that the President of the Republic wishes to recognize. I congratulate myself in having been chosen by him to hand you the medals which have been awarded to you. They are an honour to you and an honour to the Service to which you belong, and which your Chief, M. de Grave, controls with so much skill and devotion. My countrymen, like myself, are grateful for the help which they know that, on all occasions, they will receive from him."

Here is a notice from the Orders of the Day of the Marine Administration with regard to the Belgian Life-boatmen who carried out the service to the English steamer *Clan Graham*.

Service to an English Steamer.

"On the night of 12th-13th November, Tug No. 4 of Ostend, under the command of the Master, E. C. Verstraete, was sent out towards the Rammekens Bank to the help of the English steamer *Clan Graham*, which had sent out wireless appeals for help. When our tug, towards three in the morning, reached the scene of the casualty the English vessel, aboard which a violent fire had broken out, was nothing but an immense furnace. The efforts to put out the fire were useless, and at 5.30 in the morning

a terrible explosion shook the vessel, blowing up the upper bridge and covering our boat with burning fragments. It was in these perilous circumstances that the crew of the *Clan Graham* were saved. In spite of the danger our Captain manœuvred so as to bring his boat against the stern of the English steamer and succeeded in taking on board the seventy-one men of the *Clan Graham*. The life-saving work lasted nearly half an hour, and was carried out by our tug alone, without the help of any of the other tugs in the neighbourhood. In this service the whole crew showed splendid qualities of courage and devotion and Captain Verstraete great coolness and decision in directing the work. In proof of his satisfaction, the Minister has decided that the bravery of these men shall be notified to the Service. In consequence their names are published here in the Orders of the Day as follows. (Here follow the names of the Captain and his crew of eight.) These Orders of the Day will be posted, in both languages, on board all vessels belonging to the State, in the guard houses, offices, workshops and depôts.

(Signed) PIERRARD, Director-General.
Brussels, 4th December, 1920."

A Visit to England.

A Commission, composed of technical experts, State officials, and private men, has just been formed to study the best methods of improving the organization of the Service. The great progress made in recent years in the use of motor-power at sea entitles us to expect that on certain parts of the coast Boats equipped with motors will be adopted, the weight of which will not unduly reduce the buoyant qualities which are an essential condition to success in life-saving operations on the shoals and sandy beaches of the Belgian coast.

A delegation of this Commission visited Margate on 28th August last in order to study the working of a Motor Life-boat. It returned delighted with the welcome given by the English Life-boat authorities, and with the most valuable information which it obtained. The Motor Life-boat of the Watson Cabin type, on which the members of the Commission made a trip, specially

interested them. They were astonished at the rapidity with which the Life-boat was launched, the smooth and consistent running of the engine and the perfection of the whole installation.

The question of replacing the horse-drawn carts by mechanical tractors is one that is also being considered.

Whatever happens, Belgium will con-

tinue the course which she has followed for nearly a century, and will not relax her efforts in this humanitarian work; her phalanx of Life-boatmen, as modest as they are determined, will maintain those traditions of self-sacrifice which are held in honour among all the members of the great and world-wide family of sailors.

The Help of Theatres and Cinemas.

IN *The Lifeboat* for last February an account was given of the help received from cinemas during the display of two films, "Down to the Sea in Ships" and "Women Who Give," which had a Life-boat interest. These films were released in the autumn of 1924, and up to February last sixty-one cinemas, when showing them, made collections for the Life-boat Service, amounting to over £776. Since February a number of additional contributions have been received.

Another, and in this case regular, way in which the Service receives the help both of theatres and cinemas is from the annual collection organized in the places of amusement in Manchester and Salford. It was held this year on 18th and 19th September. Out of 149 places of amusement which were approached, 81 gave their consent to the appeal; 70 Life-boat films were shown; and 357 people took part in the work of collecting. In a few cases the collecting was done inside the theatres, but in the great majority it was in the vestibules. As showing the generous way in which the theatres gave their help it may be

mentioned that the Manchester Hippodrome, not being able to allow the appeal on the 18th and 19th, gave permission for collections during the whole of the following week.

The total collections amounted to the record sum of £349 11s. 6d., giving an average of £4 6s. 3½d. for each house. The largest collection was £41 15s.; this being the collection during the week at the Hippodrome. The largest for the two days was £17 12s. The smallest was 3s. 7d.

In 1922 the collection amounted to £308, and in 1923 to £277. With the constant requests made to them for collections, managers of places of amusement not unnaturally hesitate to give permission for fear of annoying their patrons, but this substantial increase in Manchester and Salford in the year following the very special Centenary efforts, by which an extra fund of £10,000 was raised, shows that Life-boat organizers asking for the help of theatres, may fairly urge on them that they are being asked on behalf of a cause to which their audiences will be very ready to give.

A False Alarm.

EARLY in the morning of 22nd August the Selsey Motor Life-boat was launched in answer to signals from what appeared to be a vessel in distress off Bognor. She cruised about for three hours, but could find no sign of any vessel. The only explanation seemed to be that the supposed flares were the headlights of a motor car close to the seashore.

In February of last year a similar mistake occurred at Skegness, when a bonfire on land was reported to the

Life-boat Station as a vessel on fire at sea. There have, of course, been other cases, and, as the *Journal of Commerce* pointed out in commenting on the Selsey case, the distress signal which is unmistakable has still to be invented. It also told a story of a lighthouse which flew an urgent signal, "Am being attacked by savages" (the signal is F J W, V I B), and when help was sent out it was discovered that the flags were the initials of the keeper's little son, whose birthday it was!

Lionel Lukin.

LIONEL LUKIN, who shares with William Wouldhave the honour of having invented the Life-boat, is rightly held in high honour in his native place of Dunmow, in Essex. There is, in fact, a local dispute as to whether the honour belongs to Great or Little Dunmow. A special commemorative service for Lukin was held in the old Priory Church of Little Dunmow on 3rd March last year, the day before the hundredth birthday of the Institution; and this year Mr. Frederick Robus, of a firm of printers and publishers in Great Dunmow, has written and published a short life of Lukin,* and reprinted with it Lukin's own pamphlet on his unimmovable boats which was first published in 1806. Mr. Robus is anxious that something more should be done to perpetuate Lukin's memory. He suggests that a memorial should be erected to him and that "our school children (especially of Great and Little Dunmow) should have one day in each year set apart for the purpose of telling them stories of the wonderful work of our modern Life-boats, now transcending anything in usefulness that Lukin ever dreamed of, and be taught to reverence the memory of the man who made these things possible."

It is an excellent idea, and we wish that it could be realized, but it would not be right to do it in the name of one man. With Lukin would have to be remembered William Wouldhave, Henry

* "Lionel Lukin, of Dunmow, the Inventor of the Lifeboat," by Frederick Robus (Robus Bros., ls. net.).

Greathead, Nicholas Fairies, Michael Rockwood and Sir William Hillary, all of whom played a notable part in those events which gave us first the idea of a Life-boat, then an actual Life-boat and Life-boat Station, and finally a national Life-boat Service.

On the Tyne, and in the North of England generally, people remember Wouldhave, but forget Lukin. Mr.

Robus goes to the other extreme, and it is the weak point in his otherwise admirable life of Lukin that he claims for him the honour of being the sole inventor of the Life-boat. He mentions Wouldhave but without any reference to the cardinal feature of his model, that it embodied the self-righting principle, not adopted until many years later, but now used in more than half the Life-boats of the Institution's Fleet. He writes with regard to Lukin's first experiments that he "purchased a Nor-

way yawl and converted this into a Life-boat," overlooking the fact that Lukin, as is clearly shown by his own pamphlet, was not thinking of Life-boats in the special sense of boats designed for the express purpose of saving the lives of the shipwrecked, and does not use that word. He was trying to devise a safer type of open boat for ordinary use. It contained some of the essential features of a Life-boat, and a coble converted by Lukin, at the request of Archdeacon Sharp, into a safety boat, was actually the first boat to be used on our shores expressly for the purpose of life-saving. Archdeacon Sharp established her at Bamburgh on the Northumbrian coast



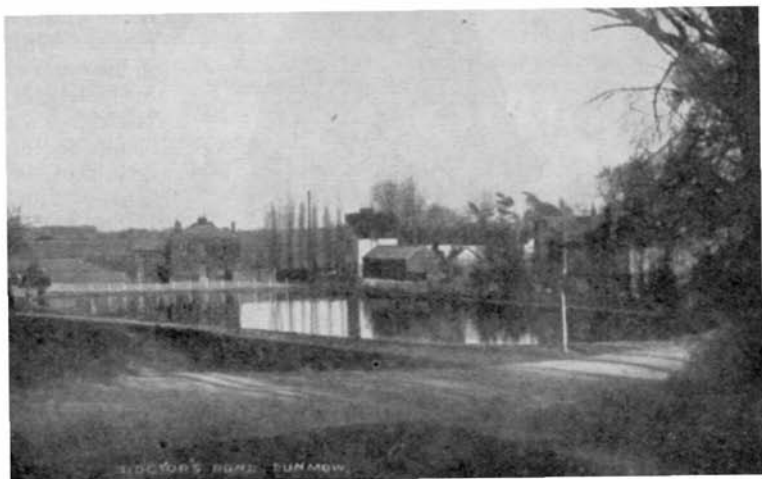
LIONEL LUKIN.

From a silhouette in the possession of Mrs. Lionel Lukin, of Perth, Western Australia.

in 1786, and there she served for some years. Then followed the independent experiments of Wouldhave, his discovery of the self-righting principle, the construction by Greathead, partly from Wouldhave's model, of the *Original*, and the establishing in 1789, at South Shields, of the first permanent Life-boat Station largely through the energy and public spirit of Mr. Fairles and Mr. Rockwood.

Eighteen years later Lukin helped the Suffolk Humane Society to design

which continued to increase all the time the boat was at sea. After sailing in various directions she reached the north end of Corton Sand, upon which the sea and surf were very high. The utility of the boat was eminently shown in running the whole length of the sand without shipping any water. When she came off the sand, the plugs were taken out, and the water was suffered to rise as high as the air casks (which were lashed within the boat) allow. She then stretched, under a press of sail, to Pake-



Photograph by]

[Miss M. Bradley.

LIONEL LUKIN'S POND AT DUNMOW.

Reproduced by permission of the Author, from "Lionel Lukin, of Dunmow," by Frederick Robus.

the first Sailing Life-boat. The following very interesting account of her first test at Lowestoft appeared in a newspaper shortly afterwards.

"Lowestoft, Nov. 26 (1807).

"This day se'nnight was launched the *Frances Anne*, Life-boat, built at this place, under the direction of Mr. Lukin, of Long Acre, London. The weather was very unfavourable, incessant and heavy rain falling all day. From this cause, the number of persons assembled was not so great as it would have been, though some gentlemen, animated by the noble wish of promoting the means for saving the lives of their fellow creatures, came from a considerable distance to witness the success of the undertaking. At twelve o'clock the boat was launched, the wind about S.E.,

field; the water with which her bottom was filled not appearing to retard her progress. There were sixteen persons in the boat, including some gentlemen who had volunteered their services. Though all of them got over the leeward side, and some of them stood on the gunwale, yet from all their weight, the press of sail, and the plugs all open, her side was not depressed, nor did the water within increase. On her return near the shore, she was, by means of brackets, completely filled with water, and the intention was, whilst in that state, that she should receive as many persons on board as was possible. On account, however, of the storminess of the day, no boat could go off from the beach, but four more persons were taken in. It is calculated she would have carried fifty persons with safety,

when quite filled with water. In the melancholy cases which are frequently occurring on this coast, there is every reason to conclude that many valuable lives will now be saved, which would otherwise be lost. The seamen too will be enabled to render their assistance on these occasions with a confidence of security to which they have been unaccustomed. The boat has an iron keel, which serves her for ballast, with a contrivance of casks, filled with water when necessary, to increase her ballast. Other air casks, for the purpose of buoyancy and to prevent her sinking, though filled with water, are fixed round her inside. She has also projecting gunwales, with concealed air boxes, and cased with cork. Although the safety of a Life-boat depends very little upon her form, yet this boat is built after a model which the Lowestoft seamen consider to be best adapted to their shore, for rowing, for sailing, for stowage, and for every other useful purpose."

This Boat is the forerunner of the present Norfolk and Suffolk type which is used at the great majority of the Stations on that coast.

The conclusion to which the facts point is that Wouldhave was the father of the Self-righting Life-boat, and Lukin of the staunch Sailing Life-boat. Neither should be remembered and honoured without the other.

Lukin's Other Inventions.

Lukin was a fashionable and successful coach-builder, but he was also a man of scientific tastes and a real inventive faculty, and it was not only in his experiments with an "unimmovable" boat that he used that faculty to prevent suffering. He designed a raft for rescuing persons who had got under the ice, which he presented to the Royal Humane Society, and an adjustable reclining bed for invalids which he presented to various infirmaries. He showed his scientific tastes by the invention of a rain gauge. These three inventions are mentioned in the "Dictionary of National Biography," and quoted by Mr. Robus. But there is yet another invention which showed both his scientific bent and his humanity. It was a stove, on which he worked for

some five years, from 1805 to 1810, for ventilating the lower parts of ships, a problem to which he turned his attention because he had "often heard great complaints of the ill-health of the people" on board ship, and had observed "many evident proofs of the premature decay of ships." In a letter addressed to the Admiralty, after these experiments, he quotes from the reports which he had received from various ships in which his apparatus had been tried. They bear witness to its value and to the awful conditions on shipboard due to the entire lack of ventilation.

There is a tradition, Mr. Robus tells us, that Doctor's Pond, at Dunmow, was used by Lukin for his experiments for an unimmovable boat. It is a tradition only, but it is at least worth recording, and we publish a picture of the pond, which Mr. Robus uses as the frontispiece to his book. We also reproduce here what is of still greater interest, a silhouette of Lukin. It is all the more interesting since, when the history of the Institution, "Britain's Life-boats," was published two years ago, we could find no portrait of Lukin—nothing, in fact, but a photograph of his grave. We are indebted for this silhouette to Mr. George D. Gould, a great-grandson of Lukin, his mother being the daughter of Lukin's daughter Ann. In sending it to us, Mr. Gould wrote: "I now enclose you the only portrait I have been able to find of my great-grandfather, copied from a portrait sent me by Mrs. Lionel Lukin, of Perth, W.A." We also owe to Mr. Gould the account of the trial of Lukin's Sailing Life-boat, which is quoted above, and the particulars of the ventilating apparatus.

When the Institution was founded, in 1824, Lionel Lukin was in his 82nd year, with ten years of his life still before him, and he wrote to the Chairman the following letter, the original of which can still be seen at the house of the Institution. It is printed here exactly as it was written:—

"SIR,—Having seen in the morning *Herald* a notice of the commencement of a most laudable Institution of the purpose of saving the lives of persons suffering shipwreck, etc., etc. I take the liberty,

Sir (and hope you will not consider me as an impertinent intruder), to send to you as Chairman of the preliminary meeting the enclosed pamphlet, the last part of which contains the particulars of the Boat built at Lowestoft in Suffolk under my direction in the year 1807, and which I considered as the best Life-boat that had then been built—nor do I know that any better have been built since. I am, however, of opinion that very efficient life-boats may be made at much less expense than the Lowestoft boat, by taking a common fishing boat, of a shape and size suitable to the station (if with wells in them the better, as they will want no other ballast, and liquid ballast is far preferable to any other), fix in a temporary way, as many empty casks well corked as can be stowed along the *inside* of the gunwale and in the head and stern, the casks lying even with the top of the boats frame—or if the boat has no well in it, let the floor be strong and firmly fixed, and calkt, so as to resist the pressure of the water upwards—and then pierce the bottom below the floor full of small holes—the space under the floor may perhaps contain as much water as would be necessary for ballast, and which it would admit as soon as the boat is afloat, and discharge as soon as it is on shore.

“By knowing the capacity of the casks, the boats buoyant power may be known—supposing it should by any accident be filled with water—as every gallon of air will support in water about eight pounds of any substance that is not specifically heavier than water.

“I conclude, Sir, with begging your pardon for the trouble I am giving you,

and assuring you that I shall be most happy to contribute anything in my power to the success of the proposed Institution.

“I have the honour to be with great respect,

“Sir, Your most Humble and Obedient Servant,

“(Signed) L. LUKIN.”

With this letter there hangs on the walls of the Institution Lionel Lukin's family tree, starting with Geoffery Lukin, of High Ongar, in the county of Essex, who was granted the manor of Mashbery by Henry VIII., and died there in 1549. There were six more generations of Lukins, all living in Essex, until we come to Lionel Lukin, and then little by little the family begins to roam. Lukin himself worked in London, in Long Acre, and he lived in Chelsea, and then at Hythe, Kent, where he is buried. His son lived at Battersea, and is buried in Somerset. His grandson, George Lukin, became an officer in the service of the Czar of Russia, and then went to Australia, where he died in Queensland in 1848; and in Australia the last three generations of Lukin's direct descendants have been born. In each generation the name Lionel occurs. Lionel Lukin's grandfather, Robert, married the daughter of Admiral Blake's captains, and it was in this way that the name Lionel came into the family. Is it too fanciful to think that it was the blood of the Lanes which, two generations later, gave this fashionable coach-builder his interest in the sea, and which set his descendants roaming?

Descendants of William Wouldhave in Australia.

LAST year the Institution lent photographs of portraits of Sir William Hillary and Henry Greathead, and of a bust of William Wouldhave, to illustrate an article called “The Red Cross of the Sea: the Romance of the Life-boat,” which was published in *Mersey*, the magazine of the Mersey Dock Board Staff's Guild. This article appeared in the October number. In the spring of this year the editor of the paper received the following letter from a correspondent in Brisbane:

“I am obliged for your kindness in sending me copy of the October issue of *Mersey*, in which appears my previous letter of early recollections. The number under notice was on my office table, and on returning to the office after lunch a few days ago I found one of my typists reading same and very much interested in the ‘bust’ photographs of William Wouldhave, on page 78. It appears that this young lady is a descendant of his, as he was an uncle of her great-grand-mother.”

The Browns of Cresswell.

THERE has been a Life-boat at Cresswell, on the Northumbrian coast, for the last fifty years. What manner of place it is was described by the then Hon. Secretary in an article which appeared in *The Lifeboat* in February, 1922.

"Over 90 per cent. of the villagers,"

At present two families, both named Brown, compose the Life-boat crew. It is a small village. The men man the Boat; the launchers are the wives, daughters, and younger sons of the crew.

In the summer of 1874 a sudden



Photograph by]

[Pentland, of Ashington.

MRS. BROWN, WIFE OF WILLIAM BROWN THE CRESSWELL COXSAIN.

he wrote, "are named Brown, and from time immemorial they have been renowned for their hardihood and giant stature. In the days of the sailing ships many traders making to and from the busy Tyne were cast ashore here, and many gallant rescues have been performed by the men and women of Cresswell. The village has been the nursery of many daring seamen, for its fisherfolk have been trained in courage, resource, and knowledge of the sea by the hard and dangerous conditions under which they gain their livelihood."

easterly gale caught the Cresswell fishing boats while they were at sea. The women waited on the shore in growing fear as the gale increased. At last one of the cobbles was seen running in, but when she was almost within reach a breaking wave overturned her. The women made desperate efforts to rescue the four men on board, but when at last they were brought ashore—a father and his three sons—they were dead. It was as a result of this disaster that, within a year, the Institution had placed a Lifeboat at Cresswell. There a Station has

been maintained ever since, and its Life-boats have up to the present time rescued ninety-one lives.

In the first Life-boat crew enrolled at Cresswell were William Brown and James Brown, the present Coxswain and Second Coxswain. Now, after fifty years of service, they have retired at the ages, respectively, of seventy and seventy-two.

They both have reason to remember that storm in the summer of 1874 which led to the founding of the Station, for William Brown was out in another fishing boat, which got safely back to land, and it was James Brown's father and three brothers who were lost in the wrecked coble; while among the women who brought the four bodies out of the surf was his sister Margaret, now Mrs. Armstrong, who in 1921 was awarded the Gold Brooch of the Institution in recognition of her long services as a launcher.*

Since a Life-boat was stationed at Cresswell, William Brown has served continuously, and has, in fact, only twice been absent. He was appointed Second Coxswain on 30th October, 1893, and Coxswain on 8th August, 1908. James Brown has also served in the Boat since 1875, with the exception of about four years, when he lived further down the coast, and helped in the Life-boat there. He was appointed Bowman on 30th October, 1893, and Second Coxswain on 8th August, 1908.

The Three Life-boats.

During their fifty years' service these two men have seen duty in three Boats. The first to be stationed at Cresswell was the *Old Potter*, which rescued thirty-three lives. This was followed by the *Ellen and Eliza*, which rescued forty-one lives. The present Boat, the *Martha*, was launched on 7th October, 1909, about a year after William Brown became Coxswain, and has, up to the present, been out on twelve services, rescuing seventeen lives. The *Martha* actually arrived on the Station in the afternoon of 23rd September, 1909, and was called out for service at 11.30 P.M. the same day.

* It is her services which are described in the Honorary Secretary's article already referred to.

One of the best remembered services, in which both men played their parts, was that to the steamer *Korea*, which stranded about one and a half miles south of the Station on 22nd December, 1909, at about 9.30 P.M. Owing to the heavy sea, the Boat could not be launched at the Station, but had to be taken by road one and a half miles, and then, the road to the sea at that point being too narrow for the carriage, the Boat had to be taken from it and skidded down to the shore. Many of the helpers, women as well as men, were knocked down by the violence of the breakers, and drenched with the rain and the sea, and the Boat was three times washed ashore before getting away. She stood by the *Korea* until noon the following day, the vessel being eventually floated by the aid of tugs.

In recognition of their long services, the Coxswain and Second Coxswain have both received pensions, commuted at their own request into lump sums. They have also been presented with Certificates of Service.

The Women of Cresswell.

Mrs. William Brown and Mrs. James Brown have been staunch in support of their husbands' work by constant attendance at service and practice launches.

Mrs. William Brown, better known to a wide circle of friends as "Kitty" Brown, is a familiar figure in the district, as on two occasions she has helped at Life-boat processions, when she occupied a post at the busiest part of the main street of Ashington and took part in the flag selling. In addition to helping at Life-boat Day last year, she made, on her own initiative, a collection amongst her customers and friends, and handed over to the Branch the sum of £10 10s. 6d., a very fine achievement. She has also acted as telephonist at the Station, has seen many stirring events, and has helped at a number of rough launches during her fifty years of service. On one occasion, in the year 1876, she figured in a single-handed rescue. William Brown and two other men, who had been out all night in a herring boat, were unable to make harbour, owing to the size of their boat, which could not have been beached and refloated at low

tide on account of the rocks. There were no fishermen available, and, after endeavouring unsuccessfully to enlist the help of two workmen who were working at a wreck, but who had never been out in a small boat, Mrs. Brown launched a small boat herself and went alone to the rescue. Although exhausted, she managed to reach the herring boat, and thus enabled the three fishermen to make the shore in safety. She has been awarded the Institution's Gold Brooch and its Record of Thanks.

Mrs. James Brown has also been a launcher for fifty years, in all that time attending regularly at practice and service launches, except during the four years when she and her husband were not living at Cresswell. She has been

awarded the Institution's Record of Thanks. Cresswell may well be proud of the Life-boat service of its women. We doubt, in fact, if any Station on the coast can show such a record as Cresswell, with Mrs. William Brown, Mrs. James Brown, and Mrs. Armstrong, each with fifty years of service.

It was the intention of Sir Godfrey Baring, Bt., the Chairman of the Committee of Management, to go to Cresswell to present these awards, but owing to the illness of Mr. and Mrs. William Brown the idea of a public ceremony had to be abandoned, and the awards have therefore been presented to the recipients at their own cottages by the District Inspector, accompanied by the Chairman and Honorary Secretary of the Station.

The Fishwives of Cullercoats.

ONE of the happiest and most successful of annual Life-boat functions is the summer Road Exercise and Launch of the Cullercoats Life-boat at Whitley Bay. On that day the Fishwives of Cullercoats, headed by Mrs. Mary Scott, the Coxswain's wife, organize a Life-boat Collection of their own, and carry the whole thing through with such enthusiasm and success that we wish we could send them on tour through the country.

The Collection started in 1922, the fishwives not only organizing and carrying it out, but paying all expenses themselves. In that year they collected over £58; in 1923, £92; in 1924, £101; and this year £122. The star collector is Mrs. Polly Donkin, whose portrait appeared in the issue of *The Lifeboat* for December, 1923, in an article on the first two years of the Fishwives' Day. In that year Mrs. Donkin collected over £13. This year she has collected nearly £23, a wonderful achievement for an old lady. Life-boat workers may wonder enviously how she does it. We can only quote what the Honorary Secretary writes about her. "This amount," he says, "was, of course, not collected wholly on Saturday, as she has been collecting from the county and country houses quite far afield for the past fortnight, and she has such a pleasing personality that it is difficult to refuse her. Altogether she got five boxes tightly filled."

It is not only the Fishwives who take part in the Day, the men showed the same enthusiasm, though in a rather different way. We quote again from the Honorary Secretary: "Further, the younger men in the village formed themselves into a Jazz Band, and have been practising for the last few weeks, and they also added their efforts to the occasion."

But the Fishwives were not satisfied with Jazz alone. As in 1924, the Newcastle Highland Pipe Band—thirty pipers and drummers—gave their services. Finally, a resident at Whitley Bay entertained the Bands and the Fishwives to tea at a restaurant—140 guests in all. A very gay and happy Day! And as a film was taken both of the road journey of the Boat and of the Launch, many thousands of people will have seen how the Fishwives of Cullercoats work for the Service.

Times change, but not the spirit of the men and women on our coasts. So any visitor at Cullercoats on that day would have realised if, after watching the Exercise and Launch, and the busy band of Fishwives, he had gone into the Dove Marine Laboratory, for there he would have seen the coble (presented to the Institution twelve years ago by Lady John Joicey-Cecil), in which the most famous of the women of the Northumbrian coast, Grace Darling, performed her splendid service.

The Duke of Northumberland's Prize Life-boat Essay Competition.

THIS year's competition, the fifth to be held, proved, on the whole, still more successful than last year's, when the competition was revived after an interval of three years.

Nine hundred and forty-seven schools in all have sent in essays. Of the six districts into which the country is divided for the competition, the North of England came first with 279 schools. The South of England came next with 210; then the Midlands with 175; then London with 160. Only 65 schools took part in the competition in Scotland, 29 in Wales, and 29 in Ireland.

Where the number of competing schools was small, it does not, however, necessarily mean that the schools themselves were not interested, for in a number of districts the Education Authorities did not find themselves able to give permission for the competition to be held. In the South of England this has been particularly unfortunate, as it has prevented the school which not only won the Challenge Shield in the south last year, but sent in the best essay in Great Britain, from competing this year.

Last year, it will be remembered, the competition was not held in Ireland. This year, although permission was not obtained to hold it in the Irish Free State, it was revived in Northern Ireland, with, as will be seen, excellent results.

The Subject.

One change was made in the competition, which has been well justified by the results. As before, all schools were supplied with notes for a short historical lecture on the Life-boat Service, and the teachers were asked to give a lesson from these notes immediately before the writing of the essays. But this year, for the first time, the subject was not announced in advance. It was sent in a sealed envelope which teachers were asked not to open until the lecture had been delivered.*

* One other alteration was made, which affected only one district. At the request of the London County Council, each London school was asked to send in two essays. As a result, schools in Greater London which were not in the L.C.C. area were entered in the South of England.

The subject set was "Why does our Country require a Life-boat Service?" and we are particularly pleased that a much greater number of competitors this year really tried to write on the subject. Last year we were disappointed to find that the great majority were content simply to repeat the lecture.

Once more we have been struck by the correctness in spelling, in punctuation, and in English, by the clearness of the handwriting, and by the general neatness of the essays. For the rest the following passage from the report of the judge in the north of England gives an accurate summary of the essays for the whole country:

"Many of the unsuccessful essays were very good indeed, but were not on the subject set for the test. They were really good essays on the 'History of the Origin and Development of the Life-boat Institution,' and displayed a remarkably full and clear knowledge of that subject. The personal opinions, freely expressed by the majority of the candidates, are highly creditable to them, and one feels that the Institution will have, in the future, many really staunch supporters of the movement. Criticising the essays purely from the point of view of good composition, one would say that there is a marked tendency on the part of many children to write beyond their own vocabulary; they try to express themselves in 'fine' language (which is often obscure) and do not write naturally. For example, 'Wrecks are caused by their (i.e., rocks) obscuration'; 'Neptune's insatiable maw'; 'When we reached the foaming deep.'"

At the same time there were many good things in the essays, and it is not always the most correct phrase which is the most striking. More than one competitor coined really expressive words. One wrote "She (England) would have lost many lives of the most sturdious men." Another produced a perfect portmanteau word out of despair and poverty, when speaking of fishermen

who, if drowned, would leave their wives and children in "Despairity."

Another competitor wrote of the Institution as "a most excellent and amiable Society." Like Mr. Pickwick when confronted with the word conformable, we do not know its precise meaning, but take it to be a favourable expression. If we were giving a special prize for choice of adjectives it would go to the competitor in the Midlands who wrote of "the masterful oceans," but the most striking phrase came from a competitor in the south-east of England, who wrote: "To think of any one being smashed to pieces on rocks, or drowned, makes one shudder. So many shudders, I expect, helped to build up this famous Institution."

After-War Depression.

More than one essay, in discussing the origin of the Institution, rather bitterly reflects the distress and disillusionment of these post-war years, unconsciously recalling the fact that the Institution was founded at a time when, as now, the country was still suffering from the long strain of war. One essay begins "Hurrah! Hurrah! for the Life-boat," is what some Britishers should shout, instead of 'Hurrah! Hurrah! for the dole.' Another writes: "It was a good thing for us Life-boats were invented or we should be in a worse corner than ever"; and another, still more curiously and bitterly, "The Life-boat Institution was started to keep men from loafing in the streets."

These competitors clearly were writing with their thoughts on the streets outside. And can there perhaps be a reminiscence of the Thames floods in this account (from a London essay) of how Sir William Hillary occupied himself. "Sir William Hillary lived in the Isle of Man and spent most of his time rowing about in a Life-boat in the City of Douglas"?

One competitor touched on the question of State control. He does not believe in it. He expressed with great vigour that feeling of being tyrannized over which any State control, even for his good, awakens in the Englishman. "When a thing is taken over by the Government the interest seems to

go out of it. I suppose it is the Englishman's nature which revolts against the thought of being the under-dog."

Wonderful Life-boats.

Several attempted to describe the construction of a Life-boat, and some of these descriptions are as unexpected as the curious models which inventors occasionally send the Institution. One said of it that it "has a round shape, and goes of its own accord." Another wisely avoided the difficulty of precise description and was content to say that "the Life-boats of to-day have all the modern conveniences," but none equalled and none could hope to equal, in conveying quite simply the idea of something really marvellous in boat-building, the competitor (not, be it noted from Ireland, but from the matter-of-fact Midlands) who wrote: "The Life-boat is so wonderfully constructed that it can carry more than it can hold."

A number of competitors put the claims of the Institution higher even than we ourselves would dare to put them. To have rescued over 60,000 lives is a great record, but we should not go the length of saying: "The greatest thing we need the Life-boat Service for is to save lives, if it did not people would soon get scarce." Nor should we claim that, fine as was the war record of the Service, it entitled us to say, "While the Great War was on this Institution sent Life-boats out to help us, and we won the war more easily than we expected."

Several essayists, in their anxiety to show the need of Life-boats, were perhaps a thought too severe on both the Navy and the Mercantile Marine. Thus, a Scottish boy writes:

"Another reason is that we have a large Navy, and some captains who do not know much about the navigation are as likely as not to run up against some of the dangerous rocks which were formerly mentioned."

Another competitor, while admitting that the Navy is "very large and clever," says that we must have Life-boats "to keep a watch over it," while another, when dwelling on the "characteristic daring" of our sailors, agrees with the first that "more often than not they run their ships on to the rocks." Yet

another gives us the reason for this recklessness: "Our seamen are cheerful, happy and brave, for they know nothing about things going to happen to them in the future."

Two competitors have supplied us with phrases which we advise all members of the Ladies' Life-boat Guild to learn and to have ready when they are collecting. Your first request should be in these words: "For future prosperity and happiness all people ought to make a small subscription to the Institution." And if you fail with the gentle persuasiveness of that phrase, why then you must try something more severe and say, in the words of one of the London essayists, "People who despise giving money to the R.N.L.I. will quite suit the saying, 'You can't get blood out of a stone.'"

More than one was moved to a quaint gravity by the thought of death. "Therefore accidents on the sea must happen," wrote one, "and they are attended with loss of life. That of course means death." And another, "Many things in this world can, if lost, be replaced, but life can never be replaced by man."

This year brought us only one piece of original verse, from a girl of thirteen in a Welsh school:

Splendid are the Lifeboat men,
Their chivalry is like a gem
That shines o'er England's seas
And doth the nation please.

An Irish Victory.

It has not been easy to decide which was the best essay for the whole of the British Isles. In finally selecting the essay sent in by Gerald Lyttle, of Main Street Boys' P.E. School, Bangor, Co. Down, Ireland, which won the Challenge Shield for Ireland and Wales in the first year of the Competition, we have done so because, although there were other essays which gave more reasons in reply to our question, he expressed himself with greater coherence and freedom. Others said more, but his was the best essay.

Our congratulations to him and to his school. He is helping to establish a remarkable Irish ascendancy in Life-boat Essay writing, for in three out of

the five competitions so far held Ireland has sent in the best essay for the whole country, in 1919, 1920, and now again in 1925. As the competition was not held in Ireland last year she has beaten England, Scotland and Wales three times out of four, and this year she has done it in spite of the fact that only part of the country was competing.

In each district, it is interesting to note, the Challenge Shield has been won by a school which has not previously held it. Another interesting feature of the competition is the even balance between girls and boys. 1924 was very definitely a girls' year. Five out of the six Challenge Shields were won by girls' schools, and the best essay in the British Isles was the work of a girl. This year the girls have done much better than the boys in the south of England and Scotland, in each of which districts they hold seven out of the first ten places, and in the north of England, where the first three on the list are girls. In the Midlands, on the other hand, the boys have swept the board, holding the first nine places. The final result, however, is that the sixty principal prizes are equally divided between girls and boys. The 150 smaller prizes are divided in the proportion of seventy to girls and eighty to boys, and the six Challenge Shields are equally divided between them. The best essay in the British Isles, however, comes from a boy. Thus, in a very even year, the boys just have it.

Help of the Teachers.

In conclusion, the Institution would cordially thank the Education Authorities which gave their permission for the competition to be held, and in a number of cases distributed the particulars of it to the schools, and the teachers, to whose very kind help the success of the competition is, of course, chiefly due. The real and intelligent knowledge of the Life-boat Service, which practically all the essays showed, is evidence of their interest and care.

The Institution hopes to have the help both of Education Authorities and teachers in carrying out the competition again in 1926, and particulars of it will be sent to schools either in the autumn

of this year, or at the beginning of the new year.

Below will be found the list of successful competitors, in order of merit, and the best essay for the British Isles. The first ten in each district will receive copies of the history of the Life-boat Service, "Britain's Life-boats," by

Major A. J. Dawson; and the remaining twenty-five, copies of the smaller book, "The Life-boat and its Work," by Sir John Lamb. The writer of the best essay in the British Isles will receive a copy of the *Editio de Luxe* of "Britain's Life-boats" signed by the Prince of Wales.

LONDON DISTRICT (COUNTY COUNCIL AREA).

Name.	Age when given.	School.
W. Neal	15	Fulham Central School for Boys, Childerley Street, S.W. 6.
Emily Amelia Tracey . . . . .	...	Credon Road Girls' School, Rotherhithe New Road, S.E. 16.
Morris Solomons . . . . .	...	Myrdle Street L.C.C. Boys' School, E. 1.
A. H. Vallance . . . . .	...	The Stanley L.C.C. Central Boys' School, Camden Street, N.W. 1.
Henry John Ware	11	Teesdale Street Boys' School, Bethnal Green, E. 2.
Kathleen Hodges	13½	Salter's Hill Girls' School, West Norwood, S.E. 27.
Doreen Smith	12½	Salter's Hill Girls' School, West Norwood, S.E. 27.
F. Bridgen	14	The "Earlsfield" School (Boys' Dept.), Tranmere Road, S.W. 18.
Jessie Louisa Parker	13	St. Jude's Girls' School, Mildmay Park, N. 1.
Irene Smith	14	L.C.C. School (G), Hackford Road, Kennington, S.W. 9.
A. Bootman . . . . .	...	Myrdle Street L.C.C. (B) School, E. 1.
Nellie Hooper . . . . .	...	Bell Street Girls' School, Bell Street, Edgware Road, Marylebone, N.W. 1.
Florence Jones	13½	Carlton Road Girls' School, Kentish Town, N.W. 5.
A. Wallace	12	The "Forster" Boys' School, Hornsey Road, Holloway, N. 7.
Maisie Wilkes	13	Carlton Road Girls' School, Kentish Town, N.W. 5.
G. Hogben . . . . .	...	Broomsleigh Street School, West Hampstead, N.W. 6.
Elsie Gertrude Martin . . . . .	...	Croyland Road Girls' School, Croyland Road, Lower Edmonton, N. 9.
E. Lee	13	The "Earlsfield" School (Boys' Dept.), Tranmere Road, S.W. 18.
Ronald Beacham . . . . .	...	Kilmorie Road Boys' School, West Lewisham, S.E. 23.
Frank Mummery . . . . .	...	Kilmorie Road Boys' School, West Lewisham, S.E. 23.
H. Graham	15	Fulham Central School for Boys, Childerley Street, S.W. 6.
Ada Croome	13	Gainsborough Road Girls' School, Hackney Wick, E. 9.
Bernard Avery	10½	Essendine Road Boys' School, Maida Hill, W. 9.
J. Aldridge	11	Essendine Road Boys' School, Maida Hill, W. 9.
G. A. Brine	11	Holy Trinity Boys' School, Upper Tooting, S.W. 17.
G. Hughes	13	Holy Trinity Boys' School, Upper Tooting, S.W. 17.
Winifred P. Austin	13½	Glyn Road L.C.C. Girls' School, E. 5.
Lilian B. Gray	12½	Glyn Road L.C.C. Girls' School, E. 5.
Hilda Gates . . . . .	...	Creck Road School, Deptford.
Doris Young . . . . .	...	Mansfield Road Girls' School, Gospel Oak.
William Gage . . . . .	...	Christ Church School Boys' Dept., Albany Street, London, N.W. 1.
Leonard Lane	13	Mowlem Street School, Cambridge Heath, London, E. 2.
Louisa Humm . . . . .	...	St. Gabriel's (M.) School, Morris Road, Bromley-by-Bow, E. 14.
Victor Paler . . . . .	...	Senior Street School, Paddington, W. 2.
Edith Stone	11	Holy Trinity School, Dalston, E. 8.

NORTH OF ENGLAND.

Name.	Age when given.	School.
Ethel Atkinson . . . . .	...	Council School, Worsthorne, near Burnley, Lancs.
Annie Pickup	13	Western Council School, Stacksteads, Bacup, Lancs.
Bertha Rowell . . . . .	...	Slaley Council School, Riding Mill-on-Tyne, Northumberland.
Arthur Moore.	13	Demesne Road School, Douglas, Isle of Man.
John G. Williamson	13	Castleton Council School, North Yorks.
Mary Courtney	13½	Central Girls' School, Egremont, Cumberland.
Henry Carr	13	Western Council Boys' School, Penman Street, North Shields.
Thomas Edward Wainwright	11	Over St. John's School, Winsford, Cheshire.
Annie Dutton	13	Danebridge C.E. School, Northwich, Cheshire.
Frances Harrison	14	Walton C.E. Girls' School, Liverpool.
Edna Croston.	12	Haydock C.E. School, Haydock, Lancs.
Zena Ellwood.	13	St. Stephen's School, Burnley.
George Malcolm	9	Junior Dept. Western School, North Shields.
James Jamieson	13	St. Bridgets, Limekiln Lane, Liverpool.
Hilda Pedder	13	St. Anne's School (Girls'), Lancaster.
Marion Gawthroup . . . . .	...	Council School (Girls' Dept.), Station Road, Tadcaster.
Frederick Archer	11	St. Francis Xavier R.C. School, Langsdale Street, Everton, Liverpool.
Bernard Wilson	13	Council School, Boys' Dept., Rossington, Doncaster.
Thomas Millinger . . . . .	...	Balfour Road Boys' Council School, Runcorn.
Eileen Cronin	13	St. Anne's School (Girls'), Ruskin Avenue, Rock Ferry, Birkenhead.
Florence Tembey.	13	Montreal Girls' School, Cleator Moor, Cumberland.
Eileen Veney	13	St. Alban's R.C. School, Boundary Street, Liverpool.
Frank Lyon	13	St. Paul's School, Birkenhead.
Catherine Atherton	13	Loraine Street Council School, Everton, Liverpool.
John Moon	11	Hawthorne Road Council School, Bootle.
Kathleen Ware	14	Lady Feversham's C.E. Girls' School, Helmsley, Yorks.
Margaret Stephens . . . . .	...	Council Girls' School, Nantwich.
Winifred Wilkinson	10	Oakworth Oldfield Council School, near Keighley, Yorks.
Esther Mary Platt	13	St. Peter's C.E. School, Union Street, Oldham.
Edna Davies . . . . .	...	Star of the Sea School, Seaforth.
Margaret Orrell . . . . .	...	Boales Street Council School, Liverpool.
Rodney A. Kelly . . . . .	...	All Saints' Boys' School, Hoole, Cheshire.
Eileen Cringle . . . . .	...	St. Werburgh's Girls' School, Austin Street, Birkenhead.
Charles Padley . . . . .	...	Park Council Boys' School, Norwich Street, Sheffield.
Margaret Wearmouth	12½	Cadishead Council School, near Manchester.

MIDLANDS.

Name.	Age when given.	School.
W. Griffiths	13	Grove Senior School, Hanley, Staffs.
Frank Saunders . . . . .	...	Forster Street Boys' School, Tunstall.
Dennis Phillips	13	Duffield Endowed School, Derbyshire.
Percy Smith	13	Ingoldmells Council School, nr. Skegness.
Leonard Baker . . . . .	...	Wick Road Boys' School, Brislington, Bristol.
William Godfrey	14	Front Street Council School, Arnold, Notts.
William James . . . . .	...	Bolt Street Boys' Council School, Newport, Monmouthshire.
Stanley Copestake . . . . .	...	St. Barnabas' Boys' School, City Road, Bristol.
C. Dorey	11	Barcroft Street Boys' School, Cleethorpes, Grimsby.
Grace Paske	11	Stapleton School, Bristol.
Thomas Moore . . . . .	...	Campbell Square Council School (Boys'), Northampton.
David L. Steed	14	Bilston Central Boys' School, Bilston, South Staffs.
Alice E. Brown	13	Victoria Park Girls' School, St. John's Lane, Bedminster, Bristol.

MIDLANDS—continued.

Name.	Age when given.	School.
Ivy Curtis	12	Edenham School, Kesteven.
Ernest C. Chatterley	13	Church of England School, Studley, Warwickshire.
Florence Wale	12	Martley C.E. Mixed School, Worcester.
Cyril Gough	14	Maisemore C.E. School, Maisemore, Gloucestershire.
Ruth James	13	Florence Council Girls' School, Longton, Stoke-on-Trent.
Madge Saunders	13	Burmington C.E. School, Burmington, nr. Shipston-on-Stour.
Willie Kirkman	13	Costock Church of England School, Costock, nr. Loughborough, Notts.
Edna Goodall . . . . .	...	Church of England School, Hucknall, Notts.
Frederick Hewlett	13	The Council School, Tilton Road, Birmingham.
Cecil P. Hewitt . . . . .	...	Church Boys' School, Melton Mowbray, Leicestershire.
Thomas Marshall	14	Mina Road Boys' School, Mina Road, Bristol.
Dorothy V. Richens . . . . .	...	South Cerney C.E. School, nr. Cirencester, Gloucester.
Elsie Hunt	12	Council School, Aysworth, Notts.
G. Barratt . . . . .	...	Cross Street Council Senior School, Stoke-on-Trent.
Alice M. Chilton	13	St. Paul's School, Mount Pleasant, Stoke-on-Trent.
Ernest Pamment . . . . .	...	St. Matthew's Central School, Rugby.
Evelyn Lister	12	Nelson Girls' School, Great Yarmouth.
Violet Jefferies . . . . .	...	Easton Girls' School, All Hallows' Road, Bristol.
Cyril Gerson	12	Churchtown School, Darley Dale, Matlock.
Marjorie Tribe . . . . .	...	Gedney Drove End Council School, Long Sutton, Wisbech.
Olive Goodwin . . . . .	...	Wesleyan School, Goxhill, Lincolnshire.
Edward Pratten	14	Parson Street School, Senior Dept., Bedminster, Bristol.

SOUTH OF ENGLAND.

Name.	Age when given.	School.
Joan Stephen	13	Stockbury C.E. School, Sittingbourne, Kent.
Christabel Holloway	12	Chenies Council School, Rickmansworth, Herts.
George F. Beesley . . . . .	...	North Street Council School, Barking, Essex.
Linda Fricker . . . . .	...	The "Circus" C.E. Girls' School, Surrey Street, Portsmouth.
Kathleen Barrow	13	Shalford Council School, Shalford, nr. Guildford, Surrey.
George Dale	13	New Road Boys' School, Portsmouth.
Jessie Kemp	13	Church Street Girls' School, Church Street, Portsmouth.
Nora Trevett . . . . .	...	The Ingram Girls' School, Thornton Heath, Surrey.
Percy Wye	13	Farncombe Boys' C.E. School, George Road, Farncombe, Surrey.
Betty Goodhew . . . . .	...	Weald Council M. School, nr. Sevenoaks, Kent.
R. Fatcher . . . . .	...	Francis Avenue Council School (Boys), Portsmouth.
Lily Ails	14	Portsea Free School, Portsmouth.
Richard Dumper . . . . .	...	Ealing Road Council School, Brentford, Middlesex.
Beryl James . . . . .	...	C.E. Girls' School, Liskeard, Cornwall.
Elsie Mobbs . . . . .	...	St. John's R.C. School, Banbury, Oxon.
Margaret I. Herrington	14	Slindon Church of England School, Arundel, Sussex.
Miriam Fielding	13	Stamshaw Girls' School, North End Avenue, Portsmouth.
Cyril G. Stallwood	12½	Council School (Mixed), Princes Risborough, Bucks.
Leslie Tomes	13	Cuddington School, Aylesbury, Bucks.
John Durrant	14	St. Luke's Boys' School, Southsea.
Charles Williams	15	Clarence Square Council School, Gosport, Hants.
Eileen Bennett . . . . .	...	Girls' School, Waltham Abbey, Essex.
Arthur Reardon . . . . .	...	"Joseph Barrett" Boys' School, Walthamstow, E. 17.
George Stansbury . . . . .	...	High Street Boys' School, Plymouth.

SOUTH OF ENGLAND—continued.

Name	Age when given.	School.
Georgina Watkins . . .	13	Dudden Hill Girls' School, Willesden Green, N.W. 10.
Robert H. Johnson . . .	14	Cowley Boys' School, Cowley, Oxford.
Gladys Blake . . .	...	Forest Road Girls' School, Walthamstow, E. 17.
Dorothy Butlin . . .	...	Campsbourne Girls' School, Nightingale Lane, Hornsey, N. 8.
Esther Williams . . .	13	Alexandra Girls' School, Hounslow.
Eric O. Edwards . . .	...	St. Mary and St. Peter's School (Boys), Teddington.
Maurice Oaten . . .	...	Trull C.E. School, Taunton, Som.
Kathleen Staveley . . .	...	Wimborne Road Girls' School, Portsmouth.
Dorothy Weaver . . .	12	Chew Stoke C.E. School, nr. Bristol.
Margaret Perry . . .	...	St. Benedict's School, Stratton-on-the-Fosse, nr. Bath.
Cyril F. Dilnot . . .	12	Church of England (Boys') School, Birkington, Kent.

SCOTLAND.

Name.	Age when given.	School.
Marion Hunter . . .	13	Bonnington Road Public School, Leith, near Edinburgh.
James R. Jamieson . . .	14	Ollaberry Public School, Ollaberry, Northmavine, Shetland, N.B.
David Bell . . .	...	North Port Street Public School, Leith, near Edinburgh.
Ella W. Russell . . .	...	Higher Grade School, Chryston, near Glasgow.
Kathleen Duffin . . .	14	St. Paul's R.C. School, East Calder, Midlothian.
Jeannie Teye . . .	13	Longriggend R.C. School, Lanarkshire.
Georgina Turnbull . . .	...	St. John's R.C. School, Portobello, Edinburgh.
Sarah Young . . .	...	All Saints' School, Glen Street, Edinburgh.
Alexander Murray . . .	13	Forglen Public School, By Turriff, Aberdeenshire.
Molly Stewart . . .	11	Almondbank Public School, Perth.
Jessie Laing . . .	14	Muirland School, By Denny, Stirlingshire.
Ella White . . .	13	Merry Street School, Motherwell, Lanarkshire.
Andrew Duncan . . .	...	Lamington Public School, Lamington, Lanarkshire.
Hugh Morrison . . .	13	Thrumster Public School, Wick, Caithness-shire.
Donald Macleod . . .	...	Scarista Public School, Leverburgh, N.B.
John Jenkins . . .	12	Hallside Public School, Hallside, By Glasgow.
William Mallinson . . .	14	Public School, Ardersier, Inverness-shire.
Rachael Josephthall . . .	14	Sciennes Central School, Sciennes Road, Edinburgh.
William Blair . . .	11	The Academy, Montrose, N.B.
Ellen Devidge . . .	13	Public School, Ardersier, Inverness-shire.
John C. Ratter . . .	14	Brae Public School, Shetland.
William McLeod . . .	...	Bayble Public School, Stornoway.
Evelyn Mitchell . . .	13	St. David's School, Dalkeith, Midlothian.
Robert Marshall . . .	12	Tulliallan Public School, Kincardine, Fife.
Robert Smith . . .	14	King's Road Public School, Rosyth, Fife-shire.
Stewart Stout . . .	...	Fair Isle Public School, Shetland.
Alastair McKay . . .	12	Strathconon Public School, Muir of Ord.
Elizabeth Russell . . .	12	Sciennes Central School, Edinburgh.
John Thomson . . .	13	Niddrie Public School, Portobello, Edinburgh.
Cornelius Douglas . . .	...	Greenfield Public School, Burnbank, Lanarkshire.
Andrew Thomson . . .	...	Higher Grade School, Chryston, nr. Glasgow.
John Gray . . .	11	Yetholm Public School, By Kelso, Roxburghshire.
Nora Laidler . . .	...	Kelso Public School, Kelso, Roxburghshire.
Ella Brown . . .	11	Clunie Public School, Blairgowrie, Scotland.
Marion McLaughlan . . .	...	Greenfield Public School, Lanarkshire.

IRELAND AND WALES.

Name.	Age when given.	School.
*Gerald Lyttle . . . . .	...	Main Street Boys' P. E. School, Bangor, co. Down, Ireland.
C. Tonge . . . . .	...	Llantfaes Council School, Brecon, South Wales.
Joseph Harper . . . . .	...	McQuiston Public Elementary School, Donegall Pass, Belfast, Ireland.
Francis Morris	16	Leekin Public Elementary School, Gortin, Co. Tyrone.
Joseph Flood . . . . .	...	McQuiston Institute Public Elementary School, Castle-reagh Road, Belfast.
Celestie Alta Davies . . . . .	...	Vaynor Non-Provided School, Pontsticill, near Merthyr Tydfil.
Lily Wilkinson	13	Belmont Girls' Public Elementary School, Strandtown, Belfast.
Mary O'Connor	13	Glenmornan Public Elementary School, Strabane, Co. Tyrone.
Emma Warren	13	Frongoch Girls' Council School, Denbigh, North Wales.
John F. Thomas	12	Llanllwchaearn C.E. School, Newtown, Montgomeryshire.
John Champion	14	Allensbank School, Cardiff.
Samuel Duddy	13½	Lower Cumber Public Elementary School, Goshaden, Londonderry.
Edith Fowles	13	Girls' National School, Haverfordwest.
Joseph Cocking . . . . .	...	Corporation Road Boys' School, Newport, Monmouthshire.
Winnie Murdoch	13½	St. Luke's Public Elementary School, Belfast.
Samuel Hunter	14	Bloomfield Public Elementary School, East Bread Street, Connswater, Belfast.
Sadie McKee	12	Duncairn Girls' Public Elementary School, New Lodge Road, Belfast.
Robert Adams	12	Palentine Public Elementary School, Doagh, Co. Antrim.
Thomas Graham . . . . .	...	Annahilt Public Elementary School, Hillsboro', Co. Down.
Joseph Lee . . . . .	...	Highlands Public Elementary School, Limavady, Co. Londonderry.
Edmund C. Arnold	13	Laurelvale Public Elementary School, Crumlin, Co. Antrim.
Samuel J. Graham	13	Drumaghlin School, Crossragar, Co. Down.
Benjamin Hoey	15	Antrim Road School, Belfast.
Kathleen E. Green	12	Brookfield School, Moira, Co. Down.
Grenville Harries	13	Prendergast Boys' Council School, Haverfordwest, Pembrokeshire.
Evelyn Widdis . . . . .	...	Jones Memorial School, Enniskillen, Northern Ireland.
Robert Murray . . . . .	...	Tynan Public Elementary School, Tynan, Co. Armagh, Ulster.
Sarah A. Owen	14	Penderyn Council School, near Aberdare, Breconshire.
Jessie Delaney	13	St. Mary's School, Lea Road, Wrexham.
John Sproat	12	National N. P. School, Neyland, Pembrokeshire.
Moses McMurray	13	St. Luke's Public Elementary School, Belfast.
John Prichard . . . . .	...	Talybont-on-Usk School, Talybont-on-Usk, Breconshire.
Maurice Edwards	13	Roath Park School, Cardiff.
George W. Lister . . . . .	...	Lansdowne Road Council School, Boys' Dept., Cardiff.
Sara Morrow . . . . .	...	Aughagash Public Elementary School, Glenarm, Co. Antrim.

* The best essay in Great Britain and Ireland.

THE BEST ESSAY IN THE COMPETITION.

By GERALD LYTTLE, of Main Street Boys' P.E. School, Bangor, Co. Down, Ireland.

WHY DOES OUR COUNTRY REQUIRE A LIFE-BOAT SERVICE?

EACH year, in almost every town of the British Isles, a flag day is held in aid of an

institution known as the Royal National Life-boat Institution. Hundreds of thousands of people subscribe to this worthy object, but only a small percentage stops to think of the heroic work done by the life-boats or to ask themselves why our country requires a life-boat service at all.

A life-boat service is extremely useful to a maritime country and to Great Britain, with 9,000* miles of sea-coast, it is not only useful but indispensable. The reason why this is so, is the enormous amount of shipping which is constantly about our coasts.

Being the chief manufacturing and commercial nation in the world, Britain requires an immense number of ships in order to trade with other countries. In addition to this, there is a huge number of smaller vessels employed in coastal trade.

Again, the great trading nations of Europe are only separated from Britain by the North Sea, while America is only separated from us by the Atlantic, therefore the sea-trade between the principal commercial nations of Europe and the West must pass, or call at our shores.

These facts mean that thousands of ships, in a year, are within sight of our land. With such an immense amount of shipping round our coasts, it is well nigh impossible for a year to pass free from wrecks.

It is in this connection that our country requires that efficient service which works so modestly and quietly.

Since the institution was founded in 1824, over 60,000 lives have been saved. At first

reading, this appears to be merely a humane work, but if one thinks on it for a moment, it shines out in a new light. Those 60,000 lives saved from death are really 60,000 lives saved to the gain of the world, for almost all of them by continuing in life's work, benefit the world in one way or another. So, we see now, that the work is not only humane but extremely beneficial to mankind.

Though the institution is British, nationality does not enter into account when a wreck is sighted. Whether it be foreign or native, friend or foe, the life-boat speeds on its errand of mercy, manned by its heroic crew of courageous British seamen.

To carry out this work, the institution maintains 260* Life-boats, comprising motor-, steam- and sailing-boats. These boats, together with all necessary equipment, are stationed right round our coasts so that at least one "messenger of mercy" may be within helping distance of any vessel perishing near to land.

So, with the work of this great institution in mind, the public should give it their utmost support, and in doing so should feel immensely honoured that, in this way, they are helping one of the most humane, heroic and beneficial works ever carried on by man.

* This should be 5,000 miles.

* Now 218.

Generous Ships' Crews and Passengers.

THE facsimile reproduction which we give of a ship's collection sheet, as it was returned to the Port of Liverpool Branch, is only one example, but a very striking example, of the generosity of the mercantile marine to the Life-boat Service.

This steamer, which contributed over £10, is an oil tanker of only 6,500 tons. Her officers are British and her crew Chinese.

Similar collecting sheets are issued by a number of our Branches, the two principal being the City of London and the Port of Liverpool. During 1924 the Port of Liverpool received contributions from 77 vessels, amounting to £648, and the City of London from 360 vessels, amounting to £2,277, these sums being contributed in part by the officers and crews and in part by the passengers.

A "Liners' Week" was held in the Mersey at the beginning of October, and during the week liners of the White Star and Cunard Lines and of the Canadian Pacific Railway were on exhibition for the inspection of the public. It was not possible, as had at

first been hoped, for the 60-foot New Brighton Motor Life-boat, which, though not a liner, is the most powerful Motor Life-boat in the world, to take part in the Week, but collections were made for the Life-boat Service, which amounted to £325. This is a very gratifying increase on last year's Liners' Week, when £100 was raised.

Another example of the readiness of passengers to contribute comes from Southampton. Since 1917 the manager of the Southampton and Isle of Wight Royal Mail Steam Packet Company, Mr. L. T. Wilkins, who is also one of the directors, has personally arranged and looked after collections made on the steamers of his company which run between Southampton and Portsmouth and the Isle of Wight. In the first year collections were made on three vessels, and amounted to £3 10s. 1d. By the third year they had increased to over £50, by the fifth year to over £125. Each year, in fact, has shown an increase on the previous year, and in the present year the collections made on ten vessels, not only amounted to £240, but brought

HEAD OFFICE.



22, CHANCERY CROSS ROAD,
LONDON, W.C. 2

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Founded 1824. Supported entirely by Voluntary Contributions.

Patrons—

HIS MAJESTY THE KING. HER MAJESTY THE QUEEN. HER MAJESTY QUEEN ALEXANDRA.
President—H.R.H. THE PRINCE OF WALES, K.G.

The crews of the Life-Boats are always ready to rescue those in peril round the coasts of the British Isles.

59,000 lives have been saved since 1824, the great majority the lives of British Seamen.

Will you help those who help you?

SHIP'S COLLECTION

on board the

S/S Cordelia

Master

John Bowman



The amount collected appears in the Annual Report of the Institution for the following year.

NAME.			AMOUNT.			NAME.			AMOUNT.			NAME.			AMOUNT.		
			£	s.	d.				£	s.	d.				£	s.	d.
<i>John Bowman</i>	<i>1</i>	<i>0</i>	<i>0</i>			<i>李 叶 竹</i>			<i>5</i>	<i>—</i>		<i>李 日</i>			<i>5</i>	<i>0</i>	
<i>E. Hayward</i>		<i>10</i>	<i>0</i>			<i>王 叶 祥</i>			<i>3</i>	<i>—</i>		<i>王 文</i>			<i>4</i>	<i>—</i>	
<i>E. Carr</i>		<i>5</i>	<i>0</i>			<i>王 叶 强</i>			<i>3</i>	<i>—</i>		<i>王 强</i>			<i>4</i>	<i>—</i>	
<i>W. Spence</i>		<i>10</i>	<i>0</i>			<i>陈 叶 叶</i>			<i>3</i>	<i>—</i>		<i>王 九</i>			<i>4</i>	<i>—</i>	
<i>Walter R. Lewis</i>		<i>10</i>	<i>0</i>			<i>王 叶 水</i>			<i>3</i>	<i>—</i>		<i>王 佳</i>			<i>5</i>	<i>—</i>	
<i>W. R. Brown</i>		<i>5</i>	<i>0</i>			<i>叶 叶 叶</i>			<i>3</i>	<i>—</i>		<i>王 耀</i>			<i>3</i>	<i>—</i>	
<i>J. H. Brown</i>		<i>5</i>	<i>0</i>			<i>文 章</i>			<i>3</i>	<i>—</i>		<i>李 尔 尔</i>			<i>3</i>	<i>—</i>	
<i>W. Fleming</i>		<i>10</i>				<i>叶 叶 王</i>			<i>4</i>	<i>—</i>		<i>王 王</i>			<i>3</i>	<i>—</i>	
<i>W. Smith</i>	<i>1</i>	<i>0</i>	<i>0</i>			<i>王 叶 王</i>			<i>4</i>	<i>—</i>		<i>王 王</i>			<i>3</i>	<i>—</i>	
<i>Long King</i>		<i>5</i>	<i>0</i>			<i>王 王</i>			<i>4</i>	<i>—</i>		<i>王 王</i>			<i>3</i>	<i>—</i>	
<i>W. K. Moon</i>		<i>3</i>	<i>0</i>			<i>叶 叶</i>			<i>4</i>	<i>—</i>		<i>王 王</i>			<i>2</i>	<i>—</i>	
<i>P. A. Galt</i>		<i>3</i>	<i>0</i>			<i>叶 叶</i>			<i>4</i>	<i>—</i>		<i>王 王</i>			<i>1</i>	<i>—</i>	
<i>Y. J. Jean</i>		<i>3</i>	<i>0</i>			<i>叶 叶</i>			<i>2</i>	<i>—</i>					<i>2</i>	<i>0</i>	<i>0</i>
<i>R. J. Jang</i>		<i>3</i>	<i>0</i>			<i>叶 叶</i>			<i>1</i>	<i>—</i>							
<i>Y. Jue</i>		<i>3</i>	<i>0</i>														
		<i>25</i>	<i>15</i>	<i>0</i>					<i>2</i>	<i>6</i>	<i>0</i>						
										Grand Total							
										<i>£ 10-1-0</i>							
										<i>John Bowman</i>							
										<i>Master</i>							

FACSIMILE OF A SHIP'S COLLECTION SHEET RECEIVED BY THE
PORT OF LIVERPOOL BRANCH.

The "Cordelia" is an oil-tanker belonging to the Oil Tank Steam Ship Company, of Liverpool.

the total for the nine years to over £1,000.

Yet another example comes from two river steamers, the s.s. *Norfolk* and the s.s. *Suffolk*, belonging to the London and North Eastern Railway Company, which run during the summer on the River Orwell between Ipswich and Harwich and Felixstowe. Life-boat boxes were placed on these two steamers in June of this year, and by the end of September, when the season closed, they had collected over £24 on the s.s. *Suffolk*, and over £64 on the s.s.

Norfolk. These contributions, so the Honorary Secretary at Ipswich writes, have been obtained "through the zeal and energy of two members (in particular) of the crews."

Both these cases are striking illustrations not only of the generous help which the Institution receives all over the country in making its appeals, but of the fact that the public are always ready to give, no matter where, on liners or on river boats, on the coast or inland, if only there are people of "zeal and energy" to interest them and appeal to them.

Contributions from Shipping Companies.

THE following shipowners have sent contributions to the Institution as a result of its placing the services of the Institution before them, after the crews of their vessels had been rescued by Life-boats. The first list of such contributions was published in *The Life-boat* for last February.

On the 29th December, 1924, the Tenby Motor Life-boat landed the crew of the steam-trawler *Arctic Prince*, of Shields. The weather moderated and the crew were able to return to the vessel, but then the weather got worse, and on 1st January, 1925, they again made

signals of distress, and the Tenby boat went out again and rescued them. The owners of this vessel, the Swansea Steam Trawling Co., Ltd., gave a donation of £20.

On the 19th April, 1925, the Cromer Motor Life-boat rescued the crew of the steam drifter *Couronne*, of Lowestoft, and the owner of this vessel, Mr. A. Mitchell, gave a donation of £5.

On 4th April, 1925, the Ramsey Life-boat rescued the four hands of the schooner *Elizabeth Hyam*, of Chester, and the owners, Messrs. Hancock & Co. (Hawarden), Ltd., gave a donation of £5 5s.

Line Throwing Gun at Naval Display.

A TOURNAMENT and Display, organized by the Naval, Military and Air Force authorities at Portsmouth, was held on Southsea Common during the first fortnight of August. It was on the lines of the Naval and Military Tournament at Olympia, and one of the items was a Life-saving Display. This Display was given by the Royal Naval Physical and Recreational Training School at Portsmouth, and a Line-Throwing Gun was lent by the Institution. What happened is best described in the language of the official programme:—

"This display is intended to show the method employed by the modern Life-boat in the rescue of the passengers and crew of vessels in distress, when the

weather is too rough to allow the Life-boat to go alongside.

"The Display will consist of two parts:—

"(1) The rigging of a mast, up which climb the captain of the ill-fated barge and his wife. The hungry waves which pursue them are a little late for the performance, as they are delayed on Southsea beach. As the captain fires his signal of distress the situation appears desperate.

"(2) The signal is seen by a lynx-eyed look-out, who gives the alarm, and a Life-boat immediately puts out into the boiling surf (still delayed on Southsea beach). After struggling for many a weary second through the murk, the

mast of the ill-fated vessel is at last sighted. Manœuvring his Boat into position, the Coxswain raises the Line-throwing Gun to his shoulder and fires. Will the projectile with its line fall athwart the yard on which sit the captain of the ill-fated barge and his wife?

"The awful suspense! With feverish haste the captain of the ill-fated barge hauls in the thin line, and then the thick line and tail block, which he secures to the mast. The Life-boat is quickly hauled out to the wreck by the Life-boat's crew. Placing himself in the buoy, the captain of the ill-fated barge bids his wife a fond farewell. But, owing to the efficiency of the gear and the gallant efforts of the Life-boat's crew, he is shortly rejoined by her, and they live happily ever afterwards.

"The hungry waves and boiling surf are told they can go away, as they are too late."

It only remains to add that the Life-boat, built on the chassis of a motor car, was most realistic; that all the actors in the scene were bluejackets, including the wife of the Master of the barge, who played her part with masculine vigour; that in the struggle to be first to be rescued the Master's beard became detached, and was carried away by the breeze; and that his "wife" showed that there is more than one way of using a breeches buoy by being rescued upside-down.

The acting of the two chief performers caused much amusement, but the display gave as realistic an idea as is possible on land of a rescue from shipwreck, and of the value of the Line-throwing Gun, which was fired at a distance of about 25 yards, and secured a "hit" at the second shot, although the line had to be dropped across a yard only about 12 feet long.

Summary of the Meetings of the Committee of Management.

Thursday, 30th April, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Reported the resignation from the Committee of Management of Engineer Vice-Admiral Sir GEORGE G. GOODWIN, K.C.B.

Reported the receipt of the following special contributions:—

	£	s.	d.
EXORS. OF THE LATE MR. A. W. BANNERMAN (Don.)	1,013	2	6
EXORS. OF THE LATE MR. EDWARD R. HALSTED (Don.)	25	—	—
M. BRISTOW, Esq.	25	—	—
—To be thanked.			

Paid £23,127 10s. 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 £231 6s. 3d. to pay the expenses of the following Life-boat Services:—

Life-boat.	Vessel.	Lives rescued.
Berwick-on-Tweed.	Coble <i>May</i> , of Burnmouth	3
Cardigan.	Fishing boat <i>Eliza Ann</i> , of Cardigan	2
Cromer No. 1 (Motor)	Drifter <i>Couronne</i> , of Lowestoft	8
Dunghess No. 2.	Schooner <i>Liesbet</i> , of Groningen. Stood by vessel.	
New Brighton No. 2 (Motor)	Hopper No. 9, of Liverpool	9

Life-boat.	Vessel.	Lives rescued.
Ramsey	Schooner <i>Elizabeth Hyam</i> , of Chester	4
St. Mary's (Motor)	Steam trawler <i>Cité de Verdun</i> , of Boulogne	30
Scarborough (Motor)	Cobles <i>Jock and Morning Star</i> , of Scarborough. Escorted cobles into harbour.	
Southend-on-Sea.	Cutter <i>Vision</i> , of Brixham	3
Southend-on-Sea.	Barge <i>Hand in Hand</i> , of Rochester	2
Weymouth (Motor)	Yacht <i>Roseen</i> , of Southampton. Rendered assistance.	
Whitby (Motor)	Fishing boats <i>Mizpah</i> and <i>Fortuna</i> , of Whitby. Escorted boats into harbour.	
Whitby No. 2	Fishing coble <i>Jean and Alice</i> , of Whitby. Escorted coble into harbour	
Whitby No. 2	Sailing vessel <i>Meme Selmer</i> , of Wedel. Stood by vessel.	

Also voted £273 13s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Caister, Coverack, Cromer No. 1, Dunbar, Fraserburgh, Gorleston, Ilfracombe, Johnshaven, Lowestoft, Moelfre, New Brighton, Newhaven, Palling No. 2,

Peterhead No. 2, Poole, Runswick, Southend-on-Sea and Whitby.

Granted £81 9s. 6d. to men for injury in the Life-boat service at Baltimore, Blackpool, Blakeney, Cardigan, Moelfre, New Brighton, Sheringham, Skegness and Whitehaven.

Granted an additional monetary reward to the crew of the Ramsey Life-boat for an arduous service on the 4th April to the schooner *Elizabeth Hyam*.

Voted a grant of £20 to the widow of ex-Coxswain John Howells, of Fishguard, in recognition of her husband's distinguished services.

Voted a compassionate grant of £5 to the widow of John Mills, who had served in the Littlehaven Life-boat, as Bowman and Second Coxswain, for twenty-one years.

Granted a special gratuity of £10 to THOS. WICKHAM, Signalman at Wexford, on his retirement after twenty-seven years' service on the transfer of the station to Rosslare.

Awarded an Aneroid Barometer, suitably inscribed, to Mr. T. SHEADER, Senr., and addressed Letters of Thanks to two of his sons, Messrs. HARRY and JOHN SHEADER, in recognition of their services in rescuing the four occupants of the coble *Tipperary*, of Scarborough, on the 1st April and again on the 2nd April. Two of the rescued men were sons of Mr. Sheader. While out in his coble *Jock* in a heavy sea, on the 1st April, Mr. Sheader saw the coble *Tipperary* washing ashore in broken water at Robin Hood's Bay, with her crew waving for help. At some risk, and with considerable difficulty, the disabled coble was taken into Scarborough. Next day, when near Ravenscar, the *Tipperary* was again seen in distress, during a strong S.W. wind with a heavy sea. Her engine had broken down but sail was hoisted. She was then lost sight of. When seen again her mast was broken, she had dropped her anchor, and the S.S. *Idona*, of Aberdeen, was standing by to rescue the crew. The *Jock* arrived on the scene just in time to effect the rescue, and the steamer was able to proceed.

Voted £3 15s. to the Coxswain of the New Brighton Life-boat and four other men for putting off to the help of the S.S. *Abadesa*, which stranded during a thick fog on the 15th March. The services of the men were not required, and the vessel got off on the next tide.

Voted £5 to the Coxswain of the Walton-on-the-Naze Life-boat and four other men for rescuing the four occupants of the yacht *Valatta*, which stranded on a lee shore on Dudmore Bank during a S. by W. gale on the night of the 14th April. Also granted 30s. for the use of the rescuing boats, etc., and 7s. for the men who gave first information of the wreck. The salvors put off in the yacht *Madeline*, with a ferry boat in tow. On reaching the scene, three men manned the small boat and transferred the occupants of the yacht—a man and his wife and their son

and daughter—to the *Madeline*, which then returned to Walton, arriving at 2 A.M. No great risk was incurred, but it was a dark, wet and stormy night. The rescued people wrote expressing their thanks to the men for their help.

Voted £2 5s. to the Second Coxswain of the Port Erin Life-boat and two other members of the crew for rescuing the occupant of the small fishing-boat *Green Maiden*, on the 18th April. Also granted 5s. for petrol consumed. The fishing-boat was returning home, and was overtaken by a strong N.E. wind when still three miles out. Seeing that she was in difficulties, the salvors put off in a motor-boat and found the one man on board very much exhausted. He was with difficulty transferred to the rescuers' boat, which then made for Port Erin, arriving at 7.30 P.M., with the other boat in tow.

Voted £3 to four men for rescuing two men, off Campbeltown, on the night of the 15th April. Also granted 5s. for petrol consumed. At about 9 P.M., during a N.N.W. gale, a flare was seen in the Loch. The four salvors put out a motor fishing-boat and found a motor-boat disabled, and drifting out to sea with no oars or sails on board. She was taken in tow and brought into safety. The signal for help was made by one of the men soaking his shirt in petrol and lighting it with the only match on board.

Voted £3 15s. to the Coxswain of the Filey Life-boat and five other men for rescuing the three hands of the motor-boat *Venture*, on 16th April. Also granted 4s. for petrol consumed. During a whole W.N.W. gale the *Venture's* engine failed. Seeing her in difficulties, the men put off in two motor boats and brought her and her occupants into safety. Some risk was incurred by the men in the heavy sea, and their prompt action saved the launching of the Life-boat.

Thursday, 21st May, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Elected Sir WILLIAM MILLIGAN, M.D., J.P., Chairman of the Manchester and Salford Branch, a Vice-President of the Institution.

Co-opted Commander GUY D. FANSHAWE, R.N., J.P., a Member of the Committee of Management.

Reported the receipt of the following special contributions :—

	£	s.	d.
"BATH" (additional donation)	1,000	-	-
E. G. WHITLEY, Esq.	£100	H.H.	
The Nizam of Hyderabad			
Guarantee State Railways Co.			
3½ per cent. Mortgage Debenture Bond.			

—To be thanked.

Paid £17,830 18s. 4d. 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 £16 12s. 6d. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives rescued.
Lowestoft (Motor).	Motor hopper <i>Mud-sucker</i> , and Fishing smack <i>Pathway</i> , of Lowestoft. Stood by vessels.	
Fraserburgh. (Motor).	S.S. <i>Glentuce</i> , of Glasgow. Stood by vessel.	

Also voted £21 14s. 6d. to pay the expenses of the following assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Caister, Holyhead, and Palling No. 2.

Granted £45 7s. to men for injury in the Life-boat service at Fleetwood, New Brighton, and Winterton.

Thursday, 18th June, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Decided to close the Courtown (Co. Wexford) Life-boat Station.

Reported the receipt of the following special contributions :—

	£	s.	d.
CIVIL SERVICE LIFE-BOAT FUND, per Mr. W. Fortescue Barratt, in respect of expenditure incurred for the Civil Service Life-boats in 1924.	1,612	—	7
"J. L. G." (donation)	100	—	—
MISS MARION HARRISON (donation)	100	—	—
MRS. WADDINGTON (additional donation)	100	—	—

—To be thanked.

Paid £16,086 11s. 7d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £117 13s. 5d. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives rescued.
Clacton-on-Sea (Motor).	Yacht <i>Chione</i> , of Southampton. Stood by vessel.	
Donaghadee. (Motor)	A fishing coble of Donaghadee.	1
Lowestoft (Motor)	Longshore fishing boats of Lowestoft. Stood by boats and rendered assistance.	
Margate No. 2 (Motor).	Yacht <i>White Heather II.</i> of Glasgow. Stood by vessel.	
Montrose No. 1	Small fishing boat of Montrose. Saved boat and rescued	2
Peterhead No. 2 (Motor).	Steam Trawler <i>Abronia</i> of Grimsby. Stood by vessel.	
Southend (Can-tyre)	S.S. <i>McKie</i> , of Quebec. Stood by vessel.	

The Cromer No. 1 (Motor) Life-boat and the Palling No. 2 Life-boat rendered assistance and stood by the s.s. *Equity*, of Goole.

Also voted £169 14s. 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 :—Arklow (Motor), Caister, Clacton-on-Sea (Motor), Filey, Gorleston (Motor), Hasborough, Hope Cove, Johnshaven, The Lizard (Motor), Rhoscolyn, and Torbay (Motor).

The Cromer No. 2 Life-boat was also launched.

Voted the sum of £5 to the widow of ex-Coxswain WM. SCHOFIELD, of the Clacton-on-Sea Life-boat, towards the expenses of his funeral.

Voted a gratuity of £7 10s. to OWEN LEWIS, in recognition of his services in the Moelfre Life-boat for a period of thirty years, during the latter part of which he held the position first of Bowman and then of Second Coxswain.

Voted £1 10s. to three men for rescuing two men from the coble *Ellen*, which had had her sails blown to pieces while crabbing off Staithes, on the 28th May, and was in danger of being blown out to sea by a strong S.W. wind. The salvors took the disabled boat in tow and brought her into safety.

Voted £7 12s. to the Coxswain and seven other Life-boatmen at St. Mary's, for putting off in two motor-boats to search for a vessel in the fog on 12th June. Also granted 5s. for oil fuel consumed. The search was unsuccessful as the vessel—the steam trawler *Europe*, of Boulogne—after having stranded at Rosvear, refloated and proceeded.

Thursday, 23rd July, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Reported the receipt of the following special contributions :—

	£	s.	d.
MR. JAMES B. ALLAN (donation)	80	—	—
ANONYMOUS (donation)	50	—	—

—To be thanked.

Paid £23,170 8s. 8d. 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 £30 16s. to pay the expenses of the following Life-boat Services :—

Life-boat.	Vessel.	Lives rescued.
Lowestoft (Motor)	Fishing smack <i>Irene</i> , of Lowestoft.	4
Sunderland (Motor)	Fishing boat <i>Economy</i> , of Sunderland	4

The Wexford (Motor) Life-boat saved the fishing boat *Mona*, of Wexford, and rescued from shipwreck her crew of four.

Also voted £197 11s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress :—Appledore (Motor), Brighton, Caister, Clacton-on-Sea (Motor), Eastbourne (Motor), Folkestone, Gorleston (Motor), Hope Cove, The Humber (Motor), Johnshaven, The Mumbles (Motor), New

Brighton, North Deal, Southend (Cantyre), Weymouth (Motor), and Whitby.

Granted £8 7s. 8d. to men for injury in the Life-boat Service at Courtown and Folkestone.

Voted a compassionate grant of £5 to THOMAS CROWLEY, who, after having served in the Ballycotton Life-boat crew since 1880, and having acted as Bowman for a year, is now in very bad health and very poor circumstances.

Presented an Aneroid Barometer, bearing a suitable inscription, to Mr. CHRISTOPHER GUY, Pilot, and addressed a Letter of Thanks to the Skipper and crew of the Tees pilot cutter *Coytobee*, for rescuing the two occupants of a small sailing boat near Redcar, on the 21st June. The men had set out from Staithes (Yorkshire) the previous evening with the intention of sailing to the Tees. When off Salthurn, the wind fell completely, and, as the tide was against them, they anchored for the night. They started again at 5 A.M., but were overtaken by a moderate N.N.E. gale, which brought up a very rough sea, and their little boat was in great danger of being wrecked on the rocky coast. When drifting helplessly in Coatham Bight, the boat was seen by the cutter. Realizing the need of prompt action, Mr. Christopher Guy, one of the Pilots, volunteered to take charge when the Skipper and senior pilot on board hesitated to take the cutter into the broken water. No time was lost, and although swept by heavy seas, the cutter succeeded in reaching the small boat, threw her a line, and hauled the men on board. When rescued, the men were in a state of collapse. Their boat was abandoned.

Voted £10 to five men for saving one of two Larne fishermen whose small boat was wrecked in Church Bay, Rathlin Island, on the 23rd March. A moderate N.W. gale was blowing with a heavy ground swell, and the boat was capsized when crossing the bar. The two men were thrown into the water. The accident was witnessed by five men from the shore, and they immediately rushed to get a boat, and launched her. In the meanwhile, another man tried to reach the drowning fishermen by means of a line, but in this he was unsuccessful, as they could not catch it. (This man was awarded 10s.) The five salvors in the boat, at great risk to themselves, went into the heavy surf and picked up the two men. Unfortunately one was injured and unconscious, and all efforts to restore him failed. The other, after being landed, was carefully tended, and two days later, was able to return to his home.

Voted £2 to two men for rescuing the two occupants of a small boat which capsized, near Portdinllaen, during a squall on the 14th June, 1925. Also granted 15s., the value of two oars broken by the rescuers in saving the men. The accident was seen by two young men who were walking along the cliffs. They at once got a boat and succeeded in picking up the two men, who would most probably have been lost but for the very prompt action of the salvors.

Voted £1 10s. to two men for rescuing two other men, at Deal, on the 12th July. The

weather at the time was fine, but the two men, who were out in a small boat, capsized her by changing seats, and they were thrown into the water. The accident was witnessed by the salvors, who were cruising in a motor boat with passengers. Hastening to the spot, they threw life-buoys to the men, who were soon afterwards picked up and landed.

Thursday, 17th September, 1925.

Sir GODFREY BARING, Bt., in the Chair.

Decided to close the Salcombe and North Berwick Life-boat Stations.

Reported the receipt of the following special contributions :—

	£	s.	d.
LLOYD'S, MEMBERS AND SUB- SCRIBERS AT (collection) . .	1,600	—	—
ANONYMOUS	1,000	—	—
THE LATE MRS. C. M. J. C. WHITE, GIFT FROM ESTATE OF	100	—	—
MISS R. M. HAMMERTON (addi- tional donation)	50	—	—
—To be thanked.			

Paid £21,420 17s. 4d. 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 £183 13s. 7d. to pay the expenses of the following Life-boat Services :—

Lifeboat.	Vessel.	Lives rescued.
Bembridge (Motor)	Cutter <i>Truant</i>	3
Boulmer	S.S. <i>Sojourner</i> , of New- castle-on-Tyne. Ren- dered assistance.	
Gorleston (Motor)	Steam drifter <i>Viking</i> , of Yarmouth. Stood by vessel.	
Holy Island No. 2.	S.S. <i>Yewdale</i> , of Glas- gow	9
New Brighton No. 1.	Yacht <i>Lady Dorothy</i> , of New Brighton. Ren- dered assistance.	
Runswick	S.S. <i>Eolo</i> , of Bilbao. Stood by vessel.	
Teesmouth (Motor)	A motor launch. Saved launch and rescued . . .	2
Walton-on-the- Naze (Motor)	S.S. <i>St. Abbs Head</i> , of Leith. Stood by vessel.	
Whitby (Motor).	Motor fishing boat <i>Pilot Me</i> , of Whitby. Stood by boat.	

The Clacton-on-Sea (Motor) Life-boat saved the schooner *Walkyrie*, of Lannion, and rescued from shipwreck the only man found on board; Runswick Life-boat rendered assistance to the s.s. *Eolo*, of Bilbao; and the Wexford (Motor) Life-boat assisted to save the schooner *Matilda*, of Arbroath.

Also voted £259 14s. 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: Brighton, Buckie

(Motor), Caister, Clacton-on-Sea (Motor), Holyhead, Johnshaven, Kingstown (Motor), Longhope, Margate No. 2 (Motor), Newhaven (Motor), Palling No. 1, Poolbeg, Poole, Rhoscolyn, Scarborough (Motor), Selsey (Motor), Stromness (Motor), Teignmouth, and Whitby (Motor).

Granted £25 7s. 6d. to persons for injury in the Life-boat Service at Blakeney, Cardigan, Cresswell, and Port Erin.

Voted a small compassionate allowance to THOMAS KEW, a survivor of the Wells Life-boat disaster of 1880, who distinguished himself on that occasion, and who is now old and in very poor circumstances.

Voted £2 10s. to Mr. EDWARD KENNY, towards the cost of repairing his boat, which was damaged when an attempt was made to launch it in order to help a vessel in distress off Courtown, on the 19th July.

Directed that Letters of Thanks be addressed to MESSRS. T. HOOPER, JOHN EVANS, HUGH JONES, and ROBERT OWEN, for rescuing the two occupants of a small boat, off Porthdillan, on the 4th August. The two rescued men were visitors, who had gone out fishing during a fresh N.W. wind, but got into difficulties and signalled for help. Mr. Hooper, Foreman of Works to the Institution's Engineers, who was engaged on some constructional works at the Life-boat House, saw the signals and, with the other men, took out the Life-boat's boarding boat. The two men, when rescued, were exhausted, and their boat was in a sinking condition and being carried out to sea by the tide.

Voted £1 2s. 6d. to three men for rescuing the only occupant of a small boat, off Filey, on the 24th July. Also granted 1s. 6d. for fuel consumed. While the motor cable *Topsy* was out hauling crab pots the crew saw a small boat in danger, as the sea was rough and a strong northerly wind was blowing, and went to her help. They found her rudderless and half full of water. The man on board was a

University student. He had only bought the boat the previous day, and was without experience of the sea. He and his boat were taken into safety.

Voted £2 10s. to four men for rescuing two boys who were in danger, off Ballycotton, during squally weather, on the 26th July. Also granted 5s. for the use of the rescuers' boat, and 1s. 6d. for fuel consumed. The boys, who were visitors, put off for a row in a small boat, but lost control of her and were drifting on to Ballycotton Island. The Second Coxswain of the Life-boat, Thomas Sliney, seeing the danger, at once took out his motor boat, the Life-boat being under survey, and brought the boys and the boat to the Pier in safety.

Voted 15s. to two men for landing a man whose boat was in distress, at Piel (Barrow), on the 29th July. Also granted 2s. 6d. for the use of the rescuers' boat. During a strong W. breeze with a rough sea the boat carried away her mainsail and boom, and was in danger of drifting on the rocks. The salvors put off and brought the boat and her occupant ashore.

Voted £2 to four men for rescuing the three occupants of a small pleasure boat which had been capsized, off Weymouth, on the 1st September, in a strong W.S.W. wind with a choppy sea. A pilot cutter which was near launched her boarding boat and picked up the three people, who were in the water.

Voted £2 12s. 6d. to three men who landed four persons from two small yachts at Llandudno, on the night of the 27th July. Also granted £1 to four men who helped to launch the rescuers' boat. The yachts were bound for Beaumaris, but failed, against a moderate gale from the W.N.W., to round Orme's Head, and put into Llandudno Bay in a battered state, with their crews exhausted. In answer to their signals for help, the Second Coxswain of the Life-boat, Robert T. Williams, had a boat launched, and with two other men went out to the yachts and brought ashore the four persons who were on board.

Obituary.

Mr. J. F. Jellico, Hon. Secretary, Port of Liverpool Branch; Mrs. Ferris Tozer, Hon. Secretary of the Exeter Ladies' Life-boat Guild; Lieutenant F. W. Hayes, R.N.R., late District Inspector of Life-boats; Mr. William Potter, late Assistant Surveyor of Life-boats.

Mr. J. F. Jellico.

MR. J. F. JELICO, the Honorary Secretary of the Port of Liverpool Branch, died early in August after a long illness. He was in his sixty-ninth year. Mr. Jellico had been the Honorary Secretary of that very important Branch since 1907, and in 1919 was presented by the Institution with an inscribed Barometer in appreciation of his services to the Life-boat Cause. The great interest of his life

was the sea. By profession he was a yacht insurance broker, and he had one of the largest businesses in the north-west of England. He was an enthusiastic yachtsman, and was associated with the Royal Mersey Yacht Club, the New Brighton Sailing Club, of which he was secretary for some years, and the Hilbre Island Club. The Chairman of the Branch, Mr. Charles Livingston, has written to us of him, "He will be much

missed by a large circle of friends, and as far as I am concerned, the blank can never be filled," and he has sent us this appreciation by another friend: "A typical sailor, with the love of salt seas in the very blood of him; of a strength and courage that made him the soundest of stays in real bad weather, never was he so thoroughly at home as when coaxing some small sailing craft in ticklish surroundings. But what endeared him to all was the transparent sympathy and honesty of the man, his disregard of self and personal gain. When so many look upon life as 'a gainful fair' it was refreshing to meet one who had a truer standard of values, and who cared little for gain, but much for friendship and kindness and straightforwardness. The cleanness of the great seas was in him, and one can only hope that St. John was mistaken when he painted Heaven as a place where there is no more sea, but that in that Valhalla reserved for valiant souls like his, he may find again that sea he loved so much."

Mrs. Ferris Tozer.

By the death of Mrs. Ferris Tozer on 7th October the Institution lost one of its oldest and most energetic honorary workers. The Honorary Secretary of the Ladies' Life-boat Guild at Exeter, she had been a Life-boat worker for thirty-seven years, and by the appeals which she organized had brought to the Life-boat funds nearly £2,000. She died after a long illness, but up to the end she kept her interest in, and continued her work for, the Life-boat Service. She was a daughter of Mr. William Widgery, the artist, and her husband, Dr. Ferris Tozer, the organist and musician, is the Honorary Treasurer of the Exeter Branch. She was a woman of many interests and activities—a Poor Law Guardian, a Governor of the Royal Albert Museum, and an active worker for numerous social causes; she had also been one of the first supporters of the University Extension Movement, out of which grew the present University College of the South-West. It was true in her case, as in the case of many of our honorary workers, that it is those who have the most interests and claims who

find most time and energy to give to the work of the Life-boat Service.

Mr. F. W. Hayes, R.N.R.

Lieutenant F. W. Hayes, R.N.R., late District Inspector of Life-boats, died in a nursing home on 21st August. He was only in his thirty-fourth year. He was educated at Malvern College, and then became a cadet on H.M.S. *Conway*. He left the *Conway* with a permanent appointment in the Royal Naval Reserve, and served for three years in the Ellerman-Hall Line, obtaining his Master's Certificate. On the outbreak of war he joined H.M.S. *Caronia*, an armed merchant ship on the Atlantic Patrol, serving on her as Boarding Officer. Towards the end of 1916 he joined the Submarine Service, in which he remained until the end of the war. In April, 1920, he was appointed a District Inspector of Life-boats, and was sent to Ireland. There he remained for a year, and was then transferred to the Southern District, where he served until January of this year, when ill-health compelled him to leave the Life-boat Service.

Mr. William Potter.

Mr. William Potter, at one time Assistant Surveyor of Life-boats, died on 4th May last, at the age of ninety-four. The son of a dockyard shipwright, he was born in 1831, was apprenticed as a shipwright at Woolwich Dockyard, and was later transferred to Devonport. Here he worked as a shipwright until the Crimean War. Towards the end of the war he was appointed a charge-man of shipwrights and transferred to the Royal Dockyards at Malta. After the war he returned to Devonport as a shipwright, and for a time he did overseer's work, superintending the building of a number of ships for the Navy. Later, he was appointed Inspector of Timber, and held this post until he retired in 1891. Eighteen months later he was appointed Assistant Surveyor of Life-boats to the Institution. He was engaged at first on coast survey work, and then, in 1898, became Resident Assistant Surveyor, first at the Thames

Ironworks, and then at the yards of Messrs. Saunders, at Cowes, superintending the building of the Institution's Life-boats. He remained at Cowes until April, 1915, when, at the age of eighty-four, he retired on a pension. During the seventeen years that he was Resident Assistant Surveyor, he superintended the building of from 300 to 400 Life-boats. It was after his retirement that one of the workmen said of him, "He used to harass us a bit, but he made good workmen

of us." An officer of the Institution recalls his fine healthy old age, and his extraordinary gift, almost a sixth sense, for knowing the soundness of timber and the delicate grades of quality. He could tell if a baulk of timber were sound simply by laying his hand on it, and he was never known to pass any timber which had afterwards to be rejected. About the man himself there was something which seemed to suggest the character of a rugged old tree, healthy to the core.

Awards to Coxswains and Life-boatmen.

To JOHN BENSLEY, on his retirement, after serving 3 additional years as Coxswain of the Gorleston No. 2 Life-boat when the No. 2 Station was temporarily re-opened, an increase of his Pension and a Certificate of Service. Bensley had previously served 23 years as Coxswain, and 6½ years as Second Coxswain.

To THOMAS MORLEY, on his retirement, after serving 3 additional years as Second Coxswain of the Gorleston No. 2 Life-boat when the No. 2 Station was temporarily re-opened, an increase of his Pension. Morley had previously served as Second Coxswain for 14½ years.

To JOHN TERRY, on his retirement, after serving 25 years as Coxswain of the Helvick Head Life-boat, a Certificate of Service and a Pension. Terry died shortly after his resignation, and before it had been placed before the Committee of Management, and the Pension, for six months, and the Certificate were handed to his widow.

To HENRY MELLING, on his retirement, after serving 37 years as a member of the crew, the last few years as Coxswain, of the St. Anne's Life-boat, a Life-boatman's Certificate and a Pension.

To ROBERT HARRISON, on his retirement, after serving 34 years as a member of the crew, the last few years as Second Coxswain, of the St. Anne's Life-boat, a Life-boatman's Certificate and a Pension.

To HUGH RIMMER, on his retirement, after serving 28 years as a member of the crew, the last few years as Bowman, of the St. Anne's Life-boat, a Life-boatman's Certificate.

To RICHARD WRIGHT, on his retirement on the closing of the Station, after serving 5 years as Coxswain of the Southport Life-boat, a Gratuity.

To RICHARD SUTTON, on his retirement on the closing of the Station, after serving 5 years as Second Coxswain of the Southport Life-boat, a Gratuity.

To JOHN DOWNING, on his retirement, after serving 19 years as Second Coxswain of the Aldeburgh No. 2 Life-boat, and previously as a member of the crew of the Aldeburgh No. 1 Life-boat, a Life-boatman's Certificate.

To OWEN LEWIS, on his retirement, after serving 1½ years as Second Coxswain, 5½ years as Bowman, and previously 23 years as a member of the crew of the Moelfre Life-boat, a Life-boatman's Certificate.

To ERNEST WELHAM, after serving 24 years as a member of the crew, the last few years as Bowman, of the Clacton-on-Sea Life-boat, a Life-boatman's Certificate.

To THOMAS WICKHAM, on his retirement on the transfer of the Station to Rosslare, after serving 27 years as Signalmans to the Wexford Life-boat, a Pension and a special Gratuity.

To SOLOMON JAMES, on his retirement, after serving 32 years as Signalmans of the New Quay (Cardigan) Life-boat, a Pension.

To ROBERT W. ABBOTT, on his retirement, after serving 22 years as Coxswain, and previously 4 years as Second Coxswain and 12 years as Bowman, of the Lyme Regis Life-boat, a Certificate of Service and a Pension.

To JAMES T. LETHERIDGE, on his retirement, after serving 11 years as Coxswain, and previously 13 years as Second Coxswain and 3 years as Bowman, of the St. Mary's Life-boat, a Certificate of Service and a Pension.

Life-boatmen's Certificates of Service have been awarded to the following men who have retired, the figure after their names being their years of service:—GEORGE ROWE (30), of Hayling Island, and WILLIAM STEPHENSON (40), ROBERT MASON STEPHENSON (35), JOHN STEPHENSON (30), and THOMAS STEPHENSON (30), of Boulmer.

The Institution has also awarded a Record of Thanks to Mrs. JAMES BROWN, wife of the ex-Second Coxswain at Cresswell, in recognition of nearly 50 years' service as a Launcher.

Awards to Honorary Workers.

To Mr. GEORGE COCKSHOTT, Honorary Secretary of the Southport Branch, a Gold Pendant and a Record of Thanks, in recognition of his long services in connexion with the Life-boat Station at Southport, which has now been closed.

To Mr. S. M. HARRIS and to Mr. W. H. SHAW, Joint Honorary Treasurers of the Southport Branch, a Framed Photograph of the Life-boat going out to a vessel in distress, in recognition of their long services in connexion with the Station.

To Mr. W. B. SAVILLE, Chairman of the Life-boat Day Committee, and Mrs. SAVILLE, in recognition of their many years' valuable co-operation at Bradford, a Framed Photograph of the Life-boat going out to a vessel in distress.

To Mrs. J. PIERCE-LEWIS, in recognition of her valuable co-operation at Rhyl for many years, a Framed Photograph of the Life-boat going out to a vessel in distress.

In recognition of long and valuable co-operation in connexion with the Douglas Branch, Framed Photographs of a Life-boat going out to a vessel in distress have been awarded to the following :—

His Worship the Vicar-General and Mrs. HUGHES-GAMES, the Vicar-General being Chairman of the Local Committee, and Mrs. Hughes-Games President of the Ladies' Life-boat Guild.

Mr. J. S. EVARARD, Vice-Chairman of the Local Committee, and the Misses EVARARD.

Mr. R. H. MILNER, the Honorary Treasurer, and Mrs. MILNER.

Mr. R. G. SHANNON, the Assistant Secretary, and Mrs. SHANNON.

And Mrs. CHARLES GILL, for many years an organizer and collector.

Review.

"The Story of the Sea: The Sea, its History and Romance." By Frank C. Bowen (Halton and Truscott Smith. Vol. I. 15s. net).

MR. BOWEN has performed a public service in writing this book, which sets forth in a straightforward, and at times almost prosaic, way the romantic history of the sea and its ships. We use the word "prosaic" advisedly, for what is more cruelly prosaic than the way in which the author blows Dick Whittington's cat to pieces? He writes, "It is interesting to note that the fairy tale connexion between Dick Whittington and his cat probably arose from the fact that he made the greater part of his fortune in the coal trade, which at that time was carried down the coast in small sailing vessels called 'cats.'"

So for the first time we learn—

- (1) That Dick's cat was not an animal, but a ship;
- (2) That in those days, at any rate, there was money in coal, and that Whittington made his fortune out of it.

We commend this version of a great story to the notice of the members of the Coal Commission.

Although you may regret this destruc-

tion of a national figure, the fact remains that it is a book to be recommended to young and old, particularly the former, with whom lies our future destiny on the sea, for, despite the inexorable advance of the science of travelling by air, the time is not yet come when the sea will be regarded merely as the place for fishes to live in and Channel swimmers to show their prowess. It is, in fact, the very book for school prizes, not only because of the subject and the way in which Mr. Bowen has written about it, but because it is full of excellent illustrations. A number of them are coloured, and many are reproductions of rare and most interesting old prints. This is the first of five volumes, and it brings the story of the sea down to the end of the seventeenth century. We shall look forward with interest to the succeeding volumes.

We should add that the Publishers have kindly arranged that the funds of the Institution shall benefit by the sale of any copies of this book which are ordered through the Institution.

Gratitude for the Service to the "Rohilla"

It is just eleven years since the service to the Hospital Ship *Rohilla*, wrecked off Whitby on 30th October, 1914. It will be remembered how the Whitby No. 2 Boat, although badly damaged, made two journeys to the wreck, rescuing five women and thirty-five men; how four other Life-boats were launched and made fruitless efforts to reach the wreck, and how in the end the fifty survivors were rescued by the Tynemouth Motor Life-boat.

Each year, from 1917 to 1920 the Institution received, on the anniversary of the service, a gift from the chief of the medical staff and his friends. In that year he died, and since then this gift has been sent every year by his widow, who wrote this year, on 31st October, "As the anniversary comes round, I am ever mindful of the splendid work then,

and now, ever being done by the Life-boat crews."

In May of this year the Institution received a letter from one of the five women rescued by the Whitby No. 2 Life-boat. She had already made two or three contributions to the Service. Now she writes:

"I am one of the many people saved from shipwreck owing to your splendid Life-boat Service, and now that I am in a better position, I have great pleasure in sending you a cheque for £5, and hope to be able to send you the same amount annually. I was a naval nursing sister on board the Hospital Ship *Rohilla*, and was rescued by the Whitby Life-boat in 1914. It is not necessary for me to tell you how thankful I shall always be to your Institution, and I shall always give what help I can to enable other people in distress to be helped as I was."

The Help of Coxswains and Crews.

THE Institution is fortunate in often having the help of its Coxswains and Crews, not only in manning the Life-boats, but in raising funds, sometimes by their personal efforts and sometimes in the form of gifts out of salvage money which they receive.

One of the most noteworthy of the Coxswains in this way is Andrew Taylor, of Buckhaven, in Fifeshire. He has organized a number of concerts or whist drives in aid of the Institution, and this year, when the film "Women who Give," with the scene of a shipwreck and a Life-boat rescue, was shown at Buckhaven, he not only carried out a collection in the cinema on behalf of the Institution on both the nights on which the film was shown, but each night made an introductory speech on the work of the Service. The collection realized nearly

£5, a very generous sum for so small a place.

A gift of £10 has been received from the Coxswains and Crews at Cromer, out of a sum awarded them for salving the Yugoslav steamer *Vojvoda Putnik*, bound from Genoa to Blyth in ballast, which ran aground on the Haisborough Sands on 5th December last. Both the Motor Life-boat and the Pulling and Sailing Life-boat went out, and with their help the steamer was refloated.

A gift of £2 has been received from the Coxswain and Crew of the Steam Life-boat at Holyhead, out of salvage awarded them for helping save the schooner *Mary Ann Randall*, which had been carried on to the breakwater at Holyhead while attempting to make the harbour on 22nd February last in a strong S.S.E. breeze with a rough sea.

A Gift from an Infants' School.

A SHORT time ago the Institution lent to the head mistress of an infants' school in a very poor part of London, one of its models in glass tanks, which are used for showing how a self-righting Life-boat empties herself of water and rights herself when capsized. These models are much used by our lecturers, especially when lecturing to schools, and always

prove attractive. The head mistress asked to be allowed to keep it for a week, and when she returned it she wrote:

"The children were delighted with it, and hope you will lend it to them again next year. We made a collection for the Life-boat fund, for which I enclose cheque for 15s. It is a small amount, but our school is very, very poor."

News from the Branches.

Hull's Special Effort.

At the Annual Meeting of the Branch, held on 31st March, the Lord Mayor (Councillor Digby Willoughby), one of the Presidents of the Branch, proposed that Hull should make a special effort to raise £5,000 to provide a Motor Life-boat to be called *City of Hull*. The Annual Meeting of the Branch was followed, in May, by a meeting of the Ladies' Committee in the Guildhall, at which the Lady Mayoress, a President of the Branch, took the chair. In 1924 Hull's contribution was £820 as compared with £801 in 1923, and it was pointed out that while the actual cost per head of the Life-boat Service was 1½d., Hull's contribution was only ¾d., as compared with Manchester's 3½d. and Bradford's 1½d. The proposal for raising a special Motor Life-boat Fund was approved, and the best method of increasing Hull's regular contribution was also discussed. The *matinée* at the Palace, the Life-boat Day, and an American Tea are the efforts made each year, and it was decided to add to the committee in the hope of enlisting more help and making these three efforts raise larger sums.

The Lady Mayoress's *Matinée* at the Palace was held on 21st May, artistes from the Palace, Tivoli, Alexandra and Lyric Theatres all giving their services. The theatre was lent by Messrs. Moss Empires, Ltd., and the programme was arranged by the Manager of the Palace, Mr. J. Challons. A sum of £101 was raised. The Lady Mayoress made an appeal for support for the special fund, pointing out that Manchester, Bradford and other places had provided Motor Life-boats, and asking that so essentially a sailors' city as Hull should do the same.

On 23rd June a special meeting was held at the Guildhall, the Lord Mayor presiding. Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution was present, and gave an account of the work which the Institution was doing, and the money it was spending to provide Motor Life-boats at all the points on the coast where

they were required. A committee was appointed to consider the scheme of raising a special fund for a *City of Hull* Motor Life-boat, and it was announced that an anonymous gift of £500 had already been promised.

Revival of the Cork Branch.

Before the trouble in Ireland there was a flourishing Branch in the City of Cork, with a strong Ladies' Auxiliary in addition to the Branch Committee. In 1918 the Branch had a subscription list of over £80, and raised altogether £284. Since that year, however, it has been in abeyance until, last year, a Centenary Appeal was issued which brought in under £50. Mr. Sharman-Crawford, the Chairman, and Mr. H. P. F. Donegan, have now made a most successful effort to revive the Annual Life-boat Day. A meeting was held in July, at which Mr. Sharman-Crawford, who presided, announced that the Branch was assured of a great deal of help from a number of new supporters, and at which Miss A. L. Donegan, B.Sc., was appointed Honorary Secretary of a Ladies' Committee to organize the appeal. The Chairman also said that he wished to emphasize the fact that it was at the express wish of the Free State Government that the Royal National Life-boat Institution continued to maintain the Life-boat Service round the coasts of the Free State, and that it was a mistake to imagine that any section of the community in Ireland was opposed to giving the Institution the greatest possible support in collecting funds. "In common," he said, "with every other town and city in the British Isles, we in Cork are anxious to see that the fishermen along our coast who man the Life-boat are provided with the most efficient and seaworthy craft when on our dangerous rock-bound coasts they go out on their errand of mercy to save life."

This meeting was followed by an appeal by the Honorary Secretary in the *Cork Examiner*, which was warmly supported in a leading article, and led

to the publication of another letter, signed "Man-in-the-Street," which expresses so well the appeal of the Life-boat Service to all classes, even the poorest, and in bad times as well as good, that we quote it in full:—

"I read Mr. Donegan's letter in the *Examiner*, and as I may fairly call myself a man-in-the-street, for I spend most of my time there looking for work, I think I rank in the class to whom his letter is addressed, and therefore, may

these, one is forced to conclude there is something God-like in their actions. When an appeal for help is made to them there is no churlish refusal. They don't say: 'We are too busy to attend to you'; they don't say: 'Call again.' No. They risk their very lives to save complete strangers from shipwreck. I am a very humble man, but I can think; and I appeal to every person on Saturday next to think what the Life-boat stands for; and I ask my brother Irishmen to



Photograph by]

[Stephen Cribb, Southsea.

AIMING HIGH!

The Navy again took part in Portsmouth Life-boat Day. Among others who helped were the Portsmouth Brotherhood.

take it upon myself to say one or two words in reply. I cannot do better than adopt his own style. Here goes—Mr. Donegan, you said 'it was hard to "touch" me,' and you are right, for I am on my 'uppers.' I am broke or nearly so; but you have my full sympathy. If there is an institution in this sordid world that deserves universal support the Life-boat is *it*. When in everyday life men can be so hard, so mean, so unmindful of the suffering of others, when one contrasts the noble attitude of the Life-boatmen with

realize that it is our duty, as a Christian people, to lend a hand. If the hand cannot pull an oar let it pull a few bob or a few coppers out of your breeches pocket, and, although I am hard pressed, God knows, I'll practise what I preach and give my mite on Saturday."

The Day was held on 26th September, and two hundred collectors took part in the appeal—among them the wife of the Bishop of Cork. It raised the record sum of £273, the remarkable feature being that only £66 of this total was in copper. Seven pounds was in

notes, and among the £200 in silver there were no fewer than four hundred half-crowns.

The Branch has already got a subscription list of over £60; Miss Donegan hopes to form a permanent Ladies' Life-boat Guild; and there is every prospect that Cork will now be re-established as a flourishing Branch, which will not only contribute itself but, it is hoped, lead to other Branches being formed in the South-west of Ireland.

Annual Meetings: Station Branches.

BLACKPOOL.—On 18th May, the Mayor, President of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £621 had been collected, as compared with £543 in the previous year. The Honorary Treasurer pointed out that, while Life-boat Day had raised £523, the annual subscriptions amounted to only £52, and made a vigorous appeal for a much larger subscription list.

LYTHAM.—On 18th May, Mr. E. W. Mellor, J.P., Chairman of the Committee, presiding. The report for the year ending 30th September, 1924, showed that £245 had been collected, as compared with £171 in the previous year. Special mention was made of the Ladies' Life-boat Guild, which had not only organized a house-to-house appeal and Life-boat Day, but had obtained a number of new annual subscribers, and was largely responsible for the increased support.

SUNDERLAND.—On 27th April, the Mayor (Alderman J. S. Nicholson), 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 ending 30th September, 1924, showed that £637 had been collected, as compared with £537 in the previous year. Sir Godfrey Baring presented the Honorary Secretary, Mr. W. J. Oliver, with a Vellum, signed by the Prince of Wales, as President of the Institution, which recorded his election as an Honorary Life Governor of the Institution in recognition of long and distinguished services. In making the presentation, Sir Godfrey Baring expressed the deep gratitude of the Institution for the services which Mr. Oliver

had rendered to the Cause during twenty-five years. In replying, Mr. Oliver confessed that he would rather have been out in the Life-boat than attending such a function. He was afraid that he had been given credit for a great deal of work which had been done by the Ladies' Life-boat Guild. He had undertaken the Honorary Secretaryship in 1900, in which year the total receipts of the Branch were under £100, less than the expenditure on the Station. At the end of the first year he had formed a Ladies' Committee, which organized the first Flag Day which Sunderland ever had. From that day onwards the Branch had not only raised enough every year to pay all the expenses of the Station, but had made substantial contributions to the general funds of the Institution. Mr. Oliver then spoke of the value of the Motor Life-boat. He had known the time when no Pulling and Sailing Life-boat could be got over the Sunderland Bar. But to-day, with their Motor Life-boat, the storm had yet to rage which would stop them crossing the Bar. The Mayor and Mayoress were re-elected Presidents of the Branch, and Mr. W. J. Oliver and Captain W. J. Oliver, M.C., joint Honorary Secretaries.

WALTON-ON-THE-NAZE.—On 19th June, Mr. R. H. Palmer presiding. The report for the year ending 30th September, 1924, showed that £303 had been collected, as compared with £271 in the previous year. Mr. J. F. Graham was re-elected Honorary Secretary, and the other officers and Committee were also re-elected.

Annual Meetings: Financial Branches.

ALLOA.—Held on 4th June, Ex-Provost Duncanson, Chairman of the Branch, presiding. Reference was made to the death of Ex-Provost Grant, who was in the chair at the meeting in May, 1899, when Life-boat Saturday was inaugurated in Alloa, and who had ever since been an active and generous member of the Committee. The report for the year ending 30th September, 1924, showed that £262 had been raised, as compared with £246 in the previous year. This was the third highest collection on record. The officers were re-elected.

CARDIFF AND PENARTH.—On 26th May, the Lord Mayor (Alderman W. H. Pethybridge), President of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £263 had been collected, as compared with £515 in the previous year. The Lord Mayor, in proposing the adoption of the report, said that Cardiff, being a port, its citizens should take a special interest in the work of the Life-boat Service. Mr. Samuel Thomas, J.P., in seconding the adoption of the report, said that the income was disappointing, but times were hard, and he hoped that the Branch would share in the coming prosperity for which they all hoped.

CARNFORTH DISTRICT.—On 27th April, Mr. R. T. Barnard, Chairman of the Committee, presiding. The Chairman of the Urban District Council, Mr. J. Murray, was elected President, and all the officers and committee were re-elected. The report for the year ending 30th September, 1924, showed that £25 had been collected, as compared with £36 in the previous year.

CHELTENHAM.—On 4th June, The Mayor (Councillor W. J. M. Dicks), President of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £450 had been collected, as compared with £97 in the previous year. Miss Wanklyn, the Honorary Secretary, gave an account of the special activities of the Branch during the Centenary year. The Committee had set itself to raise £500, and appointed several sub-committees to run entertainments, on which people of influence were co-opted. Among those who gave their help were the Chambers of Commerce, to which the Branch sent a special deputation, and the National Citizens' Union. March 2nd was kept as Life-boat Sunday, and the Ministers of all the Churches were asked to hold a special Service on that day. A special appeal was made, and over 1,400 letters were sent out by the Mayor in March. This was followed by a Jumble Sale in April, a Flag Day and a *matinée* in July, and a *Fête* in August, when the Life-boat which toured the Midlands was at Cheltenham. In the autumn a *Thé*

Dansant was held at the Town Hall, and later a Whist Drive and Dance. During the summer a collection was made at Cheltenham College, and the Ladies' College Charity Fund sent a donation.

DARLINGTON.—On 15th May, Captain Ernest Pease, the Deputy Mayor, in the chair. The report for the year ending 30th September, 1924, showed that £218 had been collected, as compared with £214 in the previous year. The Mayor (Alderman W. E. Pease), was re-elected President. It was decided to hold a Life-boat Day, and to issue a special appeal. The Mayoress promised to arrange an open-air Whist Drive in the summer, and it was decided to hold a *matinée* in the autumn.

GATESHEAD.—On April 28th, Mr. Tom Peacock presiding, in the absence of the Mayor. The report for the year ending 30th September, 1924, showed that £117 had been collected as compared with £164 in the previous year. Of this sum, nearly £70 was raised by house-to-house collections. In proposing the adoption of the report, Mrs. Thubron, the Honorary Secretary, pointed out that since the Branch was revived in 1918 it had raised nearly £850 for the Life-boat Service. The Mayor and Mayoress were re-elected Presidents. It was decided to arrange a house-to-house collection, a Life-boat Day, a Garden Party and a Whist Drive in aid of the Branch funds.

GLASGOW.—On 25th May, Lord MacLay, Chairman of the Branch, presiding. The report for the year ending 30th September, 1924, showed that £2,747 had been collected, as compared with £2,566 in the previous year. The collections aboard Clyde-owned steamers amounted to £351, as compared with £456. In addition to the ordinary subscriptions, the Branch had received two legacies, one of £8,000 and the other of £500, in the course of the year, so that it had actually remitted to the Institution £10,974. In moving the adoption of the report, Lord MacLay spoke of the deep sense of loss felt by the Branch at the death of Sir William Martin, for so many years District Organizing Secretary for Scotland.

ILKESTON.—On 12th May, Councillor John E. Smith, the Chairman, presiding. The report for the year ending 30th September, 1924, showed that £135 had been collected in this, the first year of the Branch. Of this sum, over £50 had been raised by a Whist Drive and two Dances.

LEEDS.—On 22nd May, Sir Charles Wilson, M.P., Chairman of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £1,874 had been collected as compared with £1,634 in the previous year. Sir Charles Wilson pointed out that the Life-boat Day in Leeds in 1924 raised only £400. He said that he thought that they should aim to get at least £1,000. An active committee of about fifty members, both ladies and gentlemen, was elected, and a special Finance Committee, including among its members the Lord Mayor of Leeds (Mr. C. G. Gibson), President of the Branch, Sir Charles Wilson, M.P., and the Hon. Rupert Beckett. It was announced that the Committee of the Ladies' Life-boat Guild had several schemes on hand, among them the usual matinée at the Empire Theatre, a Pageant, and a Garden Party which Mrs. Hoyland Smith, Honorary Secretary of the Guild, had promised to give.

MIDDLESBROUGH.—On 27th April, the Mayor (Councillor Edward Turner) presiding, supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The report for the year ending 30th September, 1924, showed that £362 had been collected as compared with £327 in the previous year. Of this sum, £204 had been collected by the Ladies' Life-boat Guild as a result of subscriptions, two Whist Drives and an "Autumn Market," held for the third year in succession, at the house of Mrs. Harold Wright, which raised over £60. In presenting the report, the Honorary Secretary pointed out that the amount raised by the Ladies' Committee was £32 in 1921. In that year the Ladies' Life-boat Guild was formed, and in 1922 the amount had been increased to £213. In 1923 it was £195, and in 1924, £204. Altogether, since the Guild was formed, it had

raised £613. Sir Godfrey Baring delivered an address. The Mayor and Mayoress were re-elected Presidents, and the other officials were also re-elected.

NANTWICH.—On 13th May, Mrs. Verdin, President of the Ladies' Life-boat Guild, in the chair. The report for the year ending 30th September, 1924, showed that £62 had been collected, as compared with £48 in the previous year.

NEWPORT (MON.).—On 22nd May, Mr. A. J. Phillips, Chairman of the Committee, presiding. The report for the year ending 30th September, 1924, showed that £260 had been collected, as compared with £129 in the previous year. The officers and Committee were re-elected.

NOTTINGHAM.—On 12th May, Alderman J. Houston in the chair, in the unavoidable absence of the Mayor, the President of the Branch. He was supported by Sir Godfrey Baring, Bt., Chairman of the Committee of Management of the Institution. The report for the year ending 30th September, 1924, showed that £266 had been collected, as compared with £516 in the previous year. In addition, £1,985 had been received in donations towards the Motor Life-boat Nottinghamshire, making £5,334 towards the £7,500 required. In moving the adoption of the report, Mr. J. Haslam, the Deputy Chairman of the Branch Committee, said that all that was wanted to crown their efforts in connexion with the Motor Life-boat was one strong final effort. It would be a contribution to the Life-boat Service of which they could be proud. Sir Godfrey Baring presented to the Honorary Secretary, Mr. A. E. Heazell, the Gold Badge awarded to him by the Institution in recognition of his valuable services to the Life-boat Cause, and at the same time paid a tribute to the work of Mr. Lancashire, the Chairman of the Branch, and a member of the Committee of Management of the Institution.

PORTSMOUTH.—On 23rd April, the Mayor (Councillor Privet, J.P.), President of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £461 had been collected, as compared with £224 in the previous year. The report made special

reference to the indebtedness of the Branch to the Commander-in-Chief (Admiral Sir Sydney Fremantle) for the help which the Navy had given on Century Life-boat Day. It was hoped that the same help would be given again, and Lady Fremantle assured the meeting that the Navy was most willing to give it, and that the Institution had only to ask. The Mayor was elected President of the Branch, Lady Pink President of the Ladies' Life-boat Guild, and the Mayoress Chairman. In proposing a vote of thanks to the Mayor, Sir Harold Pink pointed out that the contribution per head of the population in Portsmouth was less than $\frac{1}{2}d.$, in Southampton $1d.$, and in some parts of the country as much as $9d.$

PRESTON.—On 21st April, the Mayor (Alderman J. R. Hodgson, J.P.), President of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £491 had been collected, as compared with £390 in the previous year. Of this sum, the Life-boat Day contributed £224, a record amount, and the house-to-house collection £114. Special reference was made to the splendid work done by Miss Cross, the Honorary Secretary of the Ladies' Life-boat Guild, who, in addition to her other work, personally visited several of the neighbouring towns in order to find people willing to undertake in them the organization of Life-boat appeals. The report pointed out that the most pressing need was for a large increase in the number of women workers.

SOUTH SHIELDS.—On 28th April, the Mayor (Alderman J. G. Winskell), President of the Branch, in the chair. The report for the year ending 30th September, 1924, showed that £203 had been collected, as compared with £207 in the previous year. It was decided to hold a Life-boat Day, to issue an appeal signed by the Mayor, to arrange for picture postcards to be sold in the elementary schools, to carry out Whist Drives and to make a special appeal to the Churches. The Mayor and Mayoress were elected Presidents. Mr. J. Bridge, the Borough Accountant, was re-elected Honorary Treasurer, and Mr. William Scott, the Chief Constable, Honorary Secretary.

Special Functions.

CLACTON-ON-SEA. The Annual Life-boat Sunday was held on 16th August, conducted by the Rev. C. R. S. Finch, Curate of St. James's Church, supported by ministers from the other Churches. An address was given by the Rev. W. H. Lovell, who said that although Clacton could not boast of any ancient historical remains, it had a long record of Life-boat work of which any place might be proud. Before the Service a procession marched through the town, in which representatives of the Clacton Committee, the Life-boat Crew, members of the Clacton Fire Brigade, Boy Scouts and members of several Boys' and Girls' Brigades took part.

STEPNEY.—A special meeting was held on 20th April, summoned by the Mayoress (Mrs. J. D. Somper), at which the Mayor presided. The object of the meeting was to prepare for London Life-boat Day in May, and the Mayor, in his opening speech, said that they were very anxious that Stepney should increase its support of the Life-boat Service. The people of Stepney should have a special interest in helping to maintain it, as, owing to its proximity to the Thames, Stepney was, to a great extent, a maritime district. He hoped that the task would now be easier, since the number of street collections officially organized in the Borough had been curtailed. Every society seemed to want to hold such collections, but if all were allowed to do so, flag days would lose their attraction. The Life-boat Service was one of the few to which help could and should readily be given. The Hon. George Colville, Deputy Chairman of the Committee of Management, delivered an address on the work of the Institution, and mentioned that not only was Stepney a maritime borough, but that everyone born at sea was registered at Stepney Church.

WALTON-ON-THE-NAZE.—The Annual Life-boat Sunday was held on 16th August. The Life-boat Crew, preceded by the Prize Band, and followed by officers of the Coast Guard, headed a procession through the town. The open-air Service which followed was conducted from the Life-boat by the Vicar (the

Rev. P. O. Gould), supported by Ministers from the other Churches. The address was delivered by the Rev. Arthur Lamb, the Congregational Minister. He pointed out that the Branch had the fine record of 399 lives rescued from shipwreck and thirty-four vessels brought into safety. After the service four certificates were presented which had been awarded by the Royal Humane Society for gallantry in rescue from drowning. One of them had been won by a boy of twelve years and another by a girl of the same age.

New Branches.

CLITHEROE.—A meeting was held in May at the house of Mr. Arthur Burton, at which, after an address by the Dis-

trict Organizing Secretary, it was decided to form a Branch. All who were present were enrolled as members of the Branch, and steps were taken to arrange a Garden Fête during the summer at Eaves Hall. It was held, and was a very happy and successful function.

OBAN.—The first Life-boat Day was held in 1924, and a Branch has now been formed, with Provost Mitchell as Chairman, Mr. William Campbell as Honorary Treasurer, Mr. J. H. Banks as Honorary Secretary, Mrs. Wallace as Organizer of the Flag Day, and a representative Committee. In addition to the Flag Day on 29th August, a Chamber Concert in the Church Hall and a Matinée in the Cinema House were arranged.

Notice.

The next number of THE LIFEBOAT will be published in February, 1926.
