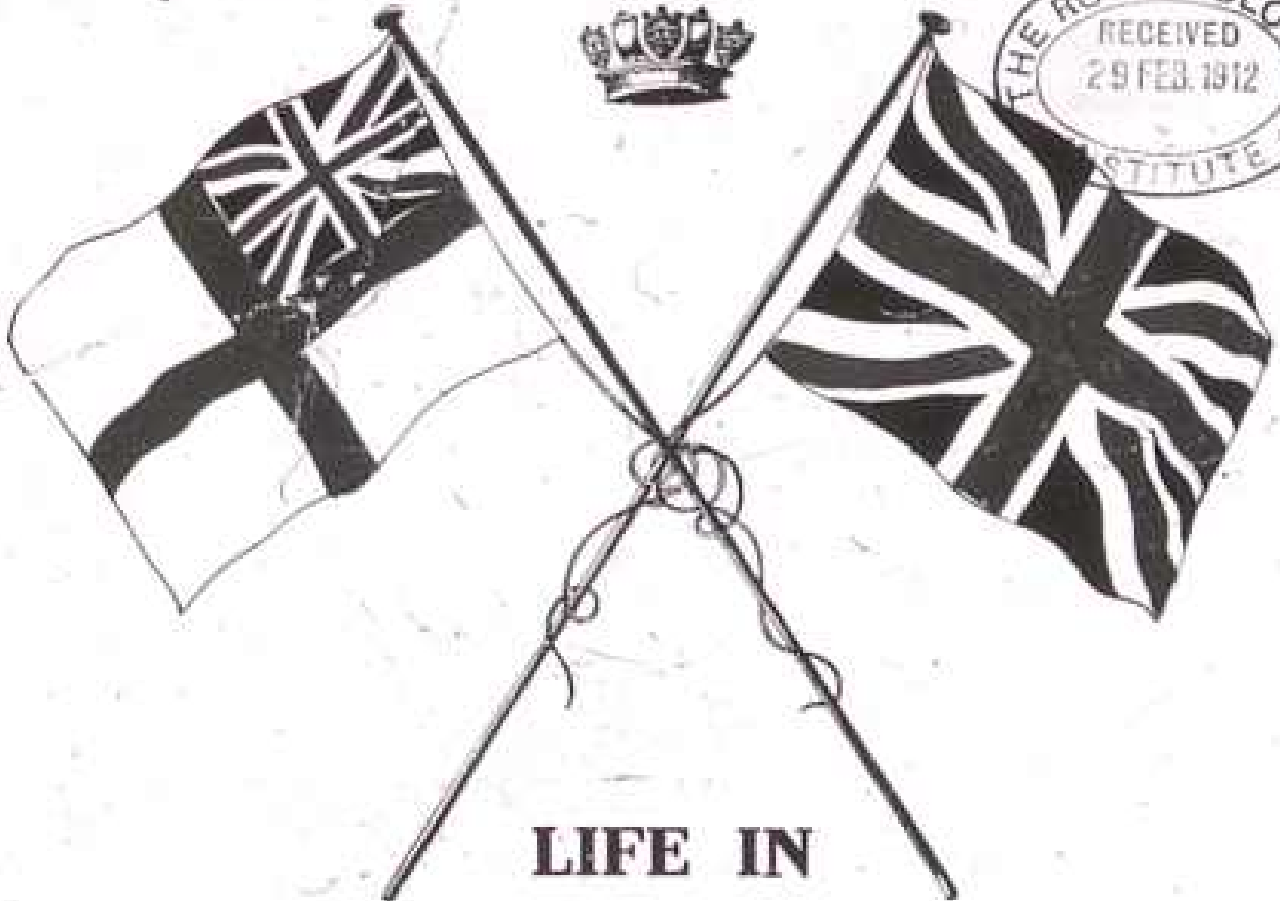


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THE NAVY'S MOTTO:

FEAR GOD, HONOUR THE KING.



LIFE IN
OUR NAVY
AND
OUR ARMY

BY

ALFRED WEST, F.R.G.S.



9529-12.314.

A SYNOPSIS
of the Life-Work of
ALFRED WEST, F.R.G.S.,

Depicting Cinematograph Scenes of Life in

OUR NAVY

AND

OUR ARMY

Our Mercantile Marine

OUR COLONIES

Our Pleasure Fleet & Our Homeland



Medals awarded to Alfred West
for Marine Photography.

AN ILLUSTRATED AND
DESCRIPTIVE CATALOGUE.

Over two million people
have visited the Poly-
technic, Regent Street,
W., to witness these
pictures.



Yours faithfully,
ALFRED WEST.



Since the coming of the cinematograph, and its perfection in the sphere of practical photography, it has been applied to many and varied uses of amusement and instruction; but it remained for Mr. ALFRED WEST, F.R.G.S., to make it a factor of importance in the domain of

PATRIOTISM.

Always a pioneer in photographic work of a maritime nature, as shown by his magnificent series of yachting and naval pictures produced immediately, the advent of the rapid dry plate, and of lenses of large relative aperture, rendered really instantaneous photography possible. He was quick to see the possibilities of the new means by which the successive phases of motion in moving objects could not only be photographed, but also be again reproduced in sufficiently rapid succession to give a natural impression on the retina (on the well-known principle of persistence of vision), and to apply the new instrument to his favourite subjects of yacht racing scenes, which as instantaneous photographs, had already obtained so much favourable notice from

THE PRESS

and so many medals and awards at countless British and foreign exhibitions.

Born close to the old "Victory," and living at "The Anchorage," Southsea, he is naturally in the midst of the naval and military life of the great station of Portsmouth, and from his early youth was a close observer, and interested in the lives and training of

OUR SAILORS AND OUR SOLDIERS.

His two Brothers had served their country in the senior service, and his Father, a typical

BRITISH PATRIOT

Of great photographic ability, it was only natural that his son should follow in his father's footsteps, and it is also natural that his attention should be directed to such things as eminently worthy of record by the new system of animated photography, which does for the visual aspect of nature what its scientific cogener, the gramophone, does in the domain of acoustics; and in this lay the first germ of the now famous Entertainment,

"OUR NAVY AND ARMY."



"LEST WE FORGET"

Kipling's stirring poem reminds us that we should ever be mindful of our magnificent heritage.

When you think of our history, you must realise that we men and women of the

BRITISH EMPIRE

have been called to a destiny of unequalled splendour ; and all of us who are worthy of the name of Britons must be determined both to achieve that destiny and to leave its splendour untarnished.

Our aims and actions must be noble as our strength is great ; we have much to be proud of in the past ; much to be thankful for in the present, and much to achieve in the future. Trace the growth of our Empire and our course in patriotic duty will be made clear.

Until the spacious days of Great Elizabeth,

“ BRITAIN WAS A LITTLE ISLAND

off the coast of France.” Then when Portugal, Spain and Holland were scouring the world for colonies, we were fired to emulate their example.

Step by step, led by such men as

Drake and Howard, Cook and Wolfe, Frobisher and Raleigh, Marlborough and Wellington, Clive, Warren Hastings and Pitt.

Not to name a thousand others, we planted our flag in the fairest dominions of the earth.

By the nineteenth century we had grown so strong that half the world was up in arms against us. But “the time finds the man,” and that time of our mortal struggle produced

NELSON

To him, above all others, belongs the credit of having given us the control of the sea. On that

MEMORABLE DAY OF TRAFALGAR

He opened up for

OUR EMPIRE

a future as glorious as her past. We have never lost the proud position he gave us, and every true-born Briton is determined

WE NEVER SHALL.

Today the British Empire covers a

FIFTH OF THE WHOLE WIDE EARTH

The regions it comprises contain over

400,000,000 SOULS

Nearly every second ship on the world’s seven seas belongs to us, and our wealth can scarcely be computed.

Look at the map of the world and you will see there are five natural keys between ocean and ocean : the

**Straits of Dover, Gibraltar, Straits of Malacca, the Red Sea,
and the Cape of Good Hope**

With these keys we can lock in or lock out the

NAVIES OF THE WORLD

And everyone of these keys are in our hands.

Not Caesar, in ancient times, nor Charlemagne, in the middle ages, nor Napoleon, in the 19th century, ever dreamed of such an Empire, nor of such world-wide power.

The Roman Empire crumbled away because it ruled like a Tyrant.

But

BRITAIN RULES AS A MOTHER DOES

By weight of authority, by force of example, by encouragement and sympathy.

Between the Mother Country and her Colonies there exist bonds as unbreakable as those which bind well-reared children to a devoted mother. We have a common ancestry, a common tongue, and a common right to freedom in religious thought and worship ; we have the same ideals ; indeed in every aspect of our lives, we are as closely akin as the children of any family.

There are more ships to-day in the

BRITISH MERCANTILE FLEET

Than there were in Spain's great Armada.

But the greatest glory of Britain lies in her future ; all her energies and resources are happily devoted to the arts of Peace, and so long as we are

SAFE FROM MOLESTATION

We shall travel swiftly along the road to prosperity. Perhaps the very success which must attend our efforts may cause other nations to look upon us with envious eyes, but so long as the

British Navy is strong enough to maintain peace

We have nothing to fear.

We are at present on terms of peace and goodwill with all the world, and as true Britons, our pride and boast is that we passionately desire to remain so. But if envy should lead any nation to seek a quarrel with us, our

“ FAR FLUNG BATTLE LINE ”

must be prepared to defend our shores, to protect our immense fleet of Merchantmen.

We must at all costs maintain the Naval Supremacy which

NELSON BEQUEATHED TO US 106 YEARS AGO.

*“ Lord God of Hosts, be with us yet,
Lest we forget – Lest we forget ”*

'OUR PLEASURE FLEET'

When dry plates were first invented, Alfred West, who had a yacht in which he sailed about the Solent was struck by the possibilities of obtaining yachts in full sail. He was the first to do so, and these first attempts were sent to the London Exhibition of the

ROYAL PHOTOGRAPHIC SOCIETY OF GREAT BRITAIN,
and were awarded the medal. They caused quite a sensation, especially one subject of a yacht named the

"CHITTYWEE," OWNED BY LORD FRANCIS CECIL,
which was secured under difficult conditions, but as the critics expressed, it was like an exquisite monochrome in water colour, and no artist could have combined so happily the various items that went to make an artistic picture.

"Punch" had a word to say upon it saying it was a

"GEM OF THE FIRST WATER, TAKEN BY A WEST WIND OF COURSE."
The next wonderful invention in Photography was obtaining

MOVING PICTURES.
So enraptured was Alfred West with the idea of obtaining animated scenes of yachts racing that he gave up plates and turned his attention to obtaining

RACING SCENES
in animation with the result that what he was so successful over with plates, and for which he holds over

50 MEDALS
he is so successful in Cinematography. Those who have seen them at his Entertainment

OUR NAVY
AT THE POLYTECHNIC REGENT STREET LONDON
are struck with their artistic beauty.

It is natural after so many years that miles of films of yachts have been secured, but the following is the pick of them.

ON BOARD THE 25 METRE YACHT "BRYNHILD," OWNER SIR CHARLES PENDER,
who invited Mr. Alfred West on board during a race for the **Royal Albert Cup.**
(This yacht was unfortunately sunk the following year whilst racing of Harwich.)

The following series are unique, and give a clear insight of life on a big crack yacht during a race

HOISTING SAIL AND GETTING UP ANCHOR

451* Towed to the starting line-let go the Tow Rope

THE START

"Brynhild" first over the line, followed by "Shamrock" and "White Heather," all with spinnakers set. After rounding the Mark Boat the yachts are close hauled, having to turn to windward for the next mark buoy, their lee rails are awash, as they heel over in a strong breeze.

**ROUNDING THE MARK BUOY.
SPINNAKERS AGAIN SET**

A run down to the Committee Vessel. The first time round. the yachts are all together, and good views of the racers are obtained, with the bow of the Brynhild in the foreground

RACE FOR THE COMMODORE'S CUP

- 451! A splendid start of yachts. they come over the starting line close hauled, on the Port tack with a good breeze, and there is a dash and go as all hands are busy hauling away on the sheets. They run down for the first round with their spinnakers well out, swollen by the wind on the starboard side, looking like balloons, and which are hauled in as they near the Committee vessel. They appear to come right out of the picture.

Code:-COMMODORE 135

YACHTS RACING IN HALF A GALE

The wind is blowing so hard that it is impossible to carry topsails.

the yachts swoop down, rounding the Committee Vessel, luffing up so as to get the sheets well in, as they have to sail on close-hauled, causing the sea to beat and dash over them, and then they head away and carry on, until lost amidst the dashing waves.

Code:-GALE 220

- 452 Another view, which shows them coming bow on, weather view, and on the Port tack, as they come nearer and nearer, until they seem to be coming out of the picture smothered in sea foam, which buries them as they sail by showing their keels. the race was stopped after the first round owing to the weather being so rough.

BEATING TO WINDWARD

- 453 There is nothing in yacht racing that brings forth better seamanship or shows the good points of a yacht as turning to windward. These racers can lay up so close to the wind as to almost sail in the wind's eye, provided the sheets have been well hauled in, so that each sail is as flat as a piece of cardboard.

Code:-WIND 135

THE ROYAL THAMES YACHT CLUB REGATTA.

- 454 The start-Turning to windward-Rounding the Mark Buoy-The finish

Code:-MARK 225

CLOSE VIEW OF ONE OF THE BIG YACHTS

- 455 Before the start and during the race, in a strong breeze

Code:-BREEZE 195

RACING YACHTS ALL SIZES

- 456 from the big cracks to the start of the smallest yachts, who, owing to a strong tide, have mis-judged the distance and are

ALL OVER THE LINE

before the starting gun has been fired

215

Code:-CRACK

ROYAL HARWICH YACHT CLUB REGATTA

457 Start and finish of various races. 170
Code:-HARWICH

RACING IN THE SOLENT.

458 The start is made in a soft breeze, which freshens until the yachts come sailing in heeling well over. 170
Code:-SOLENT

THE COWES REGATTA

459 brings over various excursion steamers. A view on board of an excursion steamer, showing the passengers. Steaming from Ryde and Cowes they pass the racing yachts, and finally arrive at Cowes, of which a fine panoramic view is seen of all the yachts . 100
Code:-COWES

ROYAL VICTORIA YACHT CLUB REGATTA

460 Off Ryde, Isle of Wight 65
Code:-RYDE

A RACE FOR MOTOR BOATS

461 which rush past at a terrific speed, buried in foam 80
Code:-MOTOR

SHAMROCK THE 1ST,

462 which raced for the America Cup. Lee view on Port and Starboard tacks in a strong breeze. 50
Code:-SHAMROCK

A RACE FOR MODEL YACHTS

463 it is almost difficult to imagine these miniature vessels are not manhandled, so cleverly do they sail. There is however a collision, which upsets the illusion. 80
Code:-MODEL

YACHT RACING 1911.

CORONATION YEAR OF KING GEORGE V.

INTERNATIONAL RACES.

We have to go back many years since so many schooners took part, and everyone was pleased to see two such splendid vessels as the

"METEOR," OWNED BY H.M. THE EMPEROR OF GERMANY

and the "Germania," against which the British yacht, "Waterwitch" fought so gallantly.

OWING TO VERY FAVOURABLE CONDITIONS OF WEATHER, THE FOLLOWING PICTURES ARE ESPECIALLY GOOD:-

RACE FOR THE ROYAL YACHT SQUADRON CUP.

- 464 The **Meteor**, **Germania**, **Waterwitch**, and **Cariad** come dashing along on the Starboard reach with sails slightly eased off. A close view is obtained of them on the lee bow. the **Meteor and Waterwitch are so close together as to look like one yacht** until they come near, when it is seen one is immediately behind the other. Following comes the next race, the 19 Metre class in a charming group, heeling well over. They come nearer and nearer, until they appear to be sailing right out of the picture, the mainsail, heeling over, shadows the screen.

THE INTERNATIONAL RACES, AUGUST 7TH AND 8TH

were held in perfect wind and weather, and the following countries were represented:-

GREAT BRITAIN, GERMANY, FRANCE, SPAIN, HOLLAND, NORWAY AND BELGIUM,

and the results went to suggest that we would be ill-advised to rest too securely on the yachting superiority with which we have been credited, and undoubtedly enjoyed for very many years.

500

- 465 Alfred West took up a position from which the various races must pass, and therefore obtained a series of pictures of the yachts bearing down towards him and sailing away. These are weather views, and the work of hauling in the main sheet is seen, as they sailed so close that one of them fouled the boat he was on.

RACE FOR THE 19 METRE CLASS

- 466 This is a specially pretty yacht racing scene. A lee quarter view is obtained of two of the yachts as they tear past heeling over two planks under. This view is usually very difficult to obtain, and can only be photographed under certain conditions. These are followed by yachts of various sizes, all racing together, the different classes having to meet at this particular spot during their course.

START OF THE 8 METRE CLASS

- 467 in which 20 yachts competed. They went over the starting line in close order, bearing away close hauled on the starboard tack, making a scene of great interest.

Approximate length 2,850 feet

Code:-METRE