

# THE LIFE-BOAT.

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## Royal National Life-Boat Institution.

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### RESTORATION OF THE APPARENTLY DROWNED.

IN the year 1864, after making exhaustive inquiries extending over some years, the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION issued to all its Life-boat stations the regulations for the restoration of the apparently drowned, drawn up by the distinguished physiologist, the late Dr. Marshall Hall, whose views were approved by numerous other medical men. In the case of Dr. Hall's method not proving successful the Institution recommended that the rules of the late Dr. Silvester should be resorted to. These rules were printed side by side with those of Dr. Hall, and have since been circulated by the Institution in all parts of the world. There is no doubt that, as a result, a very large number of persons apparently drowned have been resuscitated, in many cases after hours of perseverance and when success had seemed almost unattainable.

Last year the Board of Trade informed the Institution that the attention of the Board had been drawn to the method of restoring the apparently

drowned advocated by Professor E. A. Schäfer, F.R.S., Professor of Physiology in the University of Edinburgh. This method had been adopted by the Board of Trade, by the Metropolitan Police Force, and by the Royal Life-Saving Society. The Institution as a result made inquiries and were informed by the Royal Society of Medicine that the Society considered the Schäfer method "better than any other method known, or any combination of other methods." The Institution thereupon decided to adopt and circulate the Schäfer rules, which will shortly be issued to all the Institution's Life-boat Stations. The District Inspectors of Life-boats will, as opportunity offers, explain to the coxswains and selected members of the Life-boat crews the new rules and instruct them in their use for "first aid" in the Life-boat service.

The rules are fully given and illustrated here and it is hoped that the publicity given to them in this Journal will be of service to the cause of life-saving which this Institution has at heart.

### DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

The following Directions are those of Professor E. A. Schäfer, F.R.S., etc., Professor of Physiology in the University of Edinburgh, and they have been adopted by the Board of Trade, by the Metropolitan Police Force, the St. John Ambulance Association, etc. The Committee of Management of the ROYAL NATIONAL

LIFE-BOAT INSTITUTION have ordered their use in its Service. The directions will be extensively circulated by the Institution throughout the United Kingdom and in the Colonies, and will henceforth supersede the directions which have, for very many years past, been issued by the Institution.

Send immediately for medical assistance, blankets, and dry clothing, but proceed to treat the Patient *instantly* on the spot.

The points to be aimed at are—

First and *immediately*, the *Restoration of Breathing*;

Secondly, after breathing is restored, the *Promotion of Warmth and Circulation*.

#### TREATMENT.

Immediately after removal from the water, lay the patient face downwards with the arms extended. Turn the face to the side. Kneel or squat astride or on one side of the patient (Fig. 1, A B).

Place the hands on the small of the patient's back, one on each side, with the thumbs parallel and nearly touching (Fig. 1).

Bend forward with the arms straight, so as to allow the weight of the operator to bear on

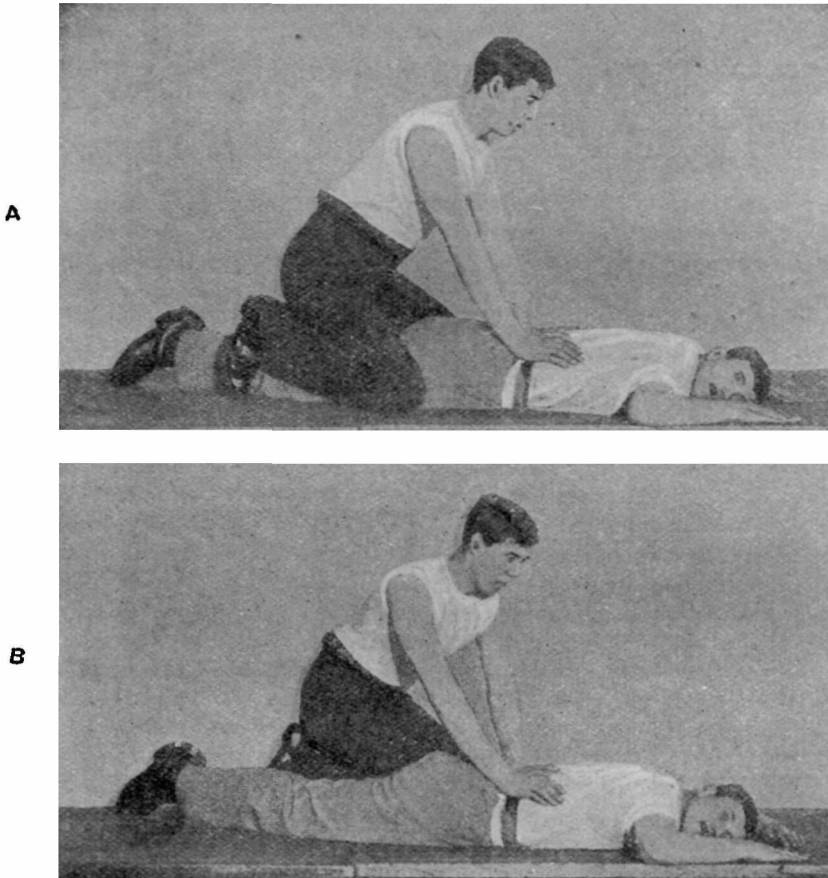


FIG. 1.

The efforts to *restore Breathing* must be commenced *immediately* the patient is removed from the water—no time should be lost in removing or loosening clothing—and persevered in energetically for two or three hours, or until a medical man has pronounced life to be extinct. Efforts to promote *Warmth and Circulation* must be postponed until after the first appearance of natural breathing.

his wrists and thus make a steady, firm, downward pressure on the lower part of the patient's back (the loins and lowest ribs), as shown in Fig. 2. (This part of the operation should occupy the time necessary to count—slowly—*one, two, three.*)

Immediately after making the downward pressure, the operator should swing backwards so as to relax the pressure, but without lifting his hands from the patient's body (Fig. 1). (This part of the operation should occupy the time necessary to count—slowly—*one, two.*)

Repeat the forward and backward movements (that is, the pressure and relaxation of pressure) without any marked pause between the movements. The downward pressure forces the air out of the lungs and the relaxation of pressure causes the air to be drawn in again.

Continue the movements at the rate of

pits and feet; but the movements of artificial breathing must not be interfered with.

After natural breathing is restored, the wet clothing may be removed and a dry covering substituted. This must be done without disturbing the patient, who should be allowed to lie quiet, and watched, for at least an hour, and encouraged to sleep.

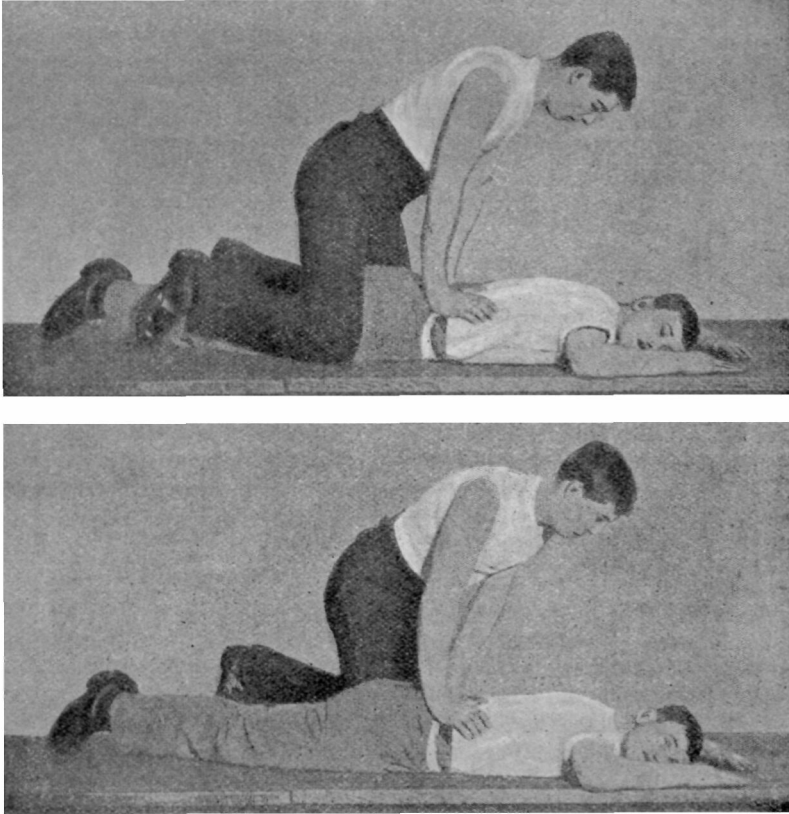


FIG. 2.

about 12 per minute until natural breathing has recommenced.

When natural breathing is fairly begun, cease the movements. Watch the patient closely, and if natural breathing ceases, repeat the movements as before.

When natural breathing has commenced, the patient should be allowed to lie in a natural position on one side, and treatment for the promotion of warmth and circulation may be proceeded with.

The movements of artificial breathing are of the first consequence. If the operator is single-handed, he must attend to these alone until natural breathing is restored. If other assistance is at hand, a dry and warm covering may be placed over the patient, and warm wrung-out flannels, hot bottles, etc., may be applied between the thighs, and to the arm-

#### TREATMENT AFTER NATURAL BREATHING HAS BEEN RESTORED.

**TO PROMOTE WARMTH AND CIRCULATION.**—Commence rubbing the limbs upwards, with firm grasping pressure and energy, using handkerchiefs, flannels, etc.: [*by this measure the blood is propelled along the veins towards the heart*].

Dry the hands and feet; and as soon as dry clothing or blankets can be procured, strip the body and cover, or gradually reclothe it. The friction must be continued under the blanket or over the dry clothing.

Promote the warmth of the body by the application of hot flannels, bottles or bladders of hot water, heated bricks, etc., to the pit of the stomach, the armpits, and the soles of the feet.

On the restoration of life, when the power of swallowing has fully returned, small quantities of warm coffee, or tea, or milk, or broth, or other light warm nourishment, should be administered. The Patient should be kept in bed, and a disposition to sleep encouraged.

GENERAL OBSERVATIONS.—The above treatment should be persevered in for two to three hours, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance.

APPEARANCES WHICH GENERALLY ACCOMPANY DEATH.—Breathing and the heart's action cease entirely; the eyelids are generally half-closed; the pupils dilated; the jaws not clenched; the fingers semi-contracted; the tongue approaches to the under edges

of the lips, and these, as well as the nostrils, are covered with a frothy mucus. Coldness and pallor of surface increase.

#### CAUTIONS.

Prevent unnecessary crowding of persons round the body, especially if in an apartment. Avoid rough usage.

Under no circumstances hold the body up by the feet.

On no account place the body in a warm bath unless under medical direction and even then it should only be employed as a momentary excitant.

Spirits are on no account to be given without direct medical orders, as the giving of spirits may lead to a fatal result.

#### SECRETARY OF THE INSTITUTION.

THE Committee of Management, at their meeting on the 11th August last, appointed George F. Shee, M.A., Secretary of the Institution in succession to the late Mr. Charles Dibdin. Mr. Shee was educated at Stonyhurst and at the University of London. He matriculated in 1887, and took his B.A. degree in 1889 in Classics, Philosophy and English, French and German Literature, taking the Gold Medal in Philosophy and the prize for English Literature at college in the same year, and being first in the Honours List in German. In 1896 he took the M.A. Degree in the Language, Literature and Philology of France and Germany, being second on the list. Mr. Shee is the author of "The Briton's First Duty," written in 1899, which for the first time gave a complete statement of the case for the reform of our system of Home Defence upon the basis of national service. The fifth edition of this book is to be published shortly, bringing the issue up to 90,000. The interest

aroused by this book eventually led to the formation of the National Service League in 1902, under the presidency of the Duke of Wellington, and Mr. Shee was offered the Secretaryship. This office he has held since that date till his appointment as Secretary of this Institution. From 1903 he was Editor of "The Nation in Arms," the official organ of the League. The organization of the League has been largely Mr. Shee's work, and it is interesting to note that it now numbers, with adherents, over 200,000 supporters, and that it has been the model upon which the sister Leagues of Australia, New Zealand and, recently, Canada have been founded. At a Meeting of the General Council of the League, held on the 20th October, a vote of thanks to Mr. Shee for his services was moved by Lord Roberts (President since 1905), seconded by the Duke of Wellington, and carried unanimously; and he was awarded the Gold Medal of the League.

## NEW LIFE-BOATS.

AYR, SCOTLAND.—The Life-boat at this station has been replaced by a new one of the Liverpool type, 35 ft. long by 10 ft. wide, rowing 12 oars and fitted with 2 drop keels. Like her predecessor she is named the *Janet Hoyle*, as desired by the late Mr. Thomas Kincaid Hardie, of Hyde Park, London, who, in addition to providing her cost, was in other ways a generous supporter of the Institution.

The public inauguration and naming ceremony took place in perfect weather on Saturday, the 11th June last, in the presence of thousands of spectators who lined the quays and other parts from which a good view of the proceedings could be obtained. The company included the Countess of Glasgow, Provost Hunter, Chairman of the Ayr branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION; Captain Hardy M'Hardy, R.N., Commander Hunter-Blair, R.N., of Blairquhan; Lieut. Forbes, R.N., Inspector of the Northern District of the ROYAL NATIONAL LIFE-BOAT INSTITUTION; Mr. R. J. Semple, hon. secretary of the local branch; Sir Charles Craufurd and the Misses Craufurd, Lady Coats, Mrs. Arthur, Mr. and Mrs. Kennedy, Sir Wm. Arrol, Dr. Gairdner, Councillor Learmont, Mr. Hugh Young, Harbour Clerk; Mr. James Scott, Mr. William Dick, Mr. James Lowdon, Captain Carnochan, Lieut.-Colonel M'Fadin, Rev. Archibald Alexander, Mr. John Steele, Redgorton; Mr. John Galloway, Mr. R. M. Davidson, Dean of Guild Meikle, Councillor Fraser, ex-Provost Allan, ex-Provost Ferguson, Mr. John Rusk, Rev. J. Vavasour Hammond, Trinity Church; Rev. Chas. O'Malley, St. Margaret's Roman Catholic Church; ex-Superintendent John M'Cracken, ex-Bailie Semple, Capt. Mackenzie, Harbour Master; Mr. D. J. Lockhart, Harbour Treasurer; Rev. W. Phin Gillieson, Rev. Oswald B. Milligan, St. Leonard's, etc.

Provost HUNTER said it was quite manifest from the large gathering assembled that much interest was taken in the Life-boat and in Life-boat work in Ayr, and this work went back a very long distance. He thought it was in

1803 that the first Life-boat here was presented to the Harbour Trust by the Royal Artillery Company of Ayr. That boat was followed by another in 1819. So far as they could gather from official records, it was not until 1859 that the ROYAL NATIONAL LIFE-BOAT INSTITUTION placed a boat at Ayr; and it might interest them to know that she was only a few months at the station before being called into active service, on which occasion the crew were the means of saving fourteen lives. That boat was superseded by another, which rendered excellent service on something like fourteen different occasions, and was the means of saving forty lives. In 1887, through the kindness of Mr. Thomas Hardie, of London, a Life-boat was presented to Ayr. (Applause.) It was named after the donor's wife, *Janet Hoyle*, and did very good service. It was pleasant to look upon the placid sea that afternoon, but when people "went down to the sea in ships," they had to take the chance of wind and weather. They were making preparation for the winter blasts that were to come. He called upon Lieutenant Forbes to officially hand over the Life-boat to the local committee. (Applause.)

Lieutenant FORBES, R.N., said he had a very pleasant duty to perform, as representing the Life-boat Institution, to hand over to the local committee the splendid boat which they saw and admired. The *Janet Hoyle* was a very fine sailing boat of the Liverpool type, four and a half tons in weight, 35 ft. long, with 10 ft. beam. She was well built in every way, and in spite of her size and weight, was easy to manipulate either on land or sea. That she was a seaworthy boat was known to those who had already had experience of her. On her arrival at Ayr on 10th January, he had the pleasure of taking her out in a westerly gale, when she behaved as well as any Life-boat could have behaved. He wished to remind them that when the Life-boat Institution handed over a boat, they gave it as a trust to the people of the district and they expected them to show some practical sympathy with the

objects of the Institution. (Applause.) They had a very able and energetic Honorary Secretary, and the town of Ayr stood very high in the Scottish district in the list of places giving financial support to the Institution. He asked Captain M'Hardy, on behalf of the Local Committee of the Institution, to accept the boat. (Applause.)

Captain HARDY M'Hardy, R.N., said he had been asked by the Committee, of which the Provost of Ayr was the chairman, to accept the boat on their behalf. Captain M'Hardy expressed the hope that the public of Ayr would give greater support to the Life-boat Institution.

The hymn "For those at Sea," was sung, accompanied by the band, and prayer offered up by the Rev. John Miller, the oldest officiating clergyman in Ayr, who preaches his farewell sermon shortly.

Provost HUNTER presented Lady Glasgow with a pair of silver scissors with which to perform the ceremony of cutting the ribbon. He expressed the hope that she would be long spared to perform such acts of kindness. They had always found her ladyship willing—nay, more than willing—to assist every good cause. They knew she was deeply interested in Life-boat work and in other work for the welfare of humanity.

The COUNTESS OF GLASGOW returned thanks for the gift, and said it was a great pleasure to her to come to Ayr on this occasion. The Life-boat cause was especially deserving of their sympathy and support and she had no doubt that the new boat would prove worthy of the confidence reposed in her.

The boat was then named *Janet Hoyle* and glided gracefully into the water amid the loud cheers of the spectators.

The proceedings concluded by the playing of "God Save the King" by the band.

**HYTHE, KENT.**—The Life-boat on this station has also been replaced by a new boat of the self-righting type, 35 feet long by 8 feet 6 inches wide, rowing ten oars, fitted with two water ballast tanks and one drop keel. She is named *Mayer de Rothschild*, as was the previous boat, and is the endowment of the late

LADY ROSEBERY, who, before her marriage, when Miss Hannah de Rothschild, presented the Institution with a sum of money for the purpose in memory of her father.

The inauguration ceremony took place on the 27th May, and the immediate neighbourhood of the Life-boat house and the Coastguard Station were considerably brightened by a capital display of bunting and flags. The new Life-boat had been placed ready for launching and previous to the beginning of the ceremony, the crew, under Coxswain Dearman, manned the boat. Over the boat hung the device "May God aid our efforts."

Shortly before half-past three the guard of honour, consisting of the Fire Brigade, under Lieut. E. S. Manning, and the Boy Scouts, under Scoutmaster Marchant, took up their position, while the Hythe Excelsior Town Band was stationed at the stern of the boat. The band enlivened the proceedings with a bright selection, as the choir of the parish church, accompanied by the Revs. H. D. Dale (the Vicar), and A. S. Wetherall, walked from the boat-house to the boat. Then followed the Town Sergeant (Mr. Baker), the Mayor (Councillor F. W. Butler) wearing his robes and chain, Lord Brassey, Mr. Keppel Foote, R.N. (District Inspector of the ROYAL NATIONAL LIFE-BOAT INSTITUTION), Mr. H. D. Hildyard (Honorary Secretary), the Town Clerk (Mr. B. C. Drake), Aldermen Scott, West, Jeal and Price, Councillors Strahan, Goodyear, Tunbridge, Cobay, Lee and Sharp, Mr. C. Jones (the Borough Surveyor), Dr. Robinson (the Medical Officer of Health), Mr. Chitty (the Borough Treasurer), and Mr. R. R. Ellis. Among those present were Lieut. Garrett, R.N., Col. Congreve, Capt. Luckock, the Mayoress (Mrs. F. W. Butler), Mrs. Garrett, Mrs. H. Strahan, Mrs. Deedes (Saltwood Castle), the Misses Deedes, Mrs. Hildyard, Mrs. Molyneux, Drs. R. Davis and Scoones, Major Brodribb, R.A.M.C., Messrs. F. B. Nines, H. Stainer, Adams, Straughan, Molyneux, J. D. Friend, Smith, Ryan, R. Dann, S. Bean, E. Tudor Johnson, Court, and G. Elliott.

While awaiting the arrival of Sir

Edward Sassoon and Miss Sybil Sassoon, Lord Brassey, Mr. Foote and Alderman Jeal boarded the boat, which was inspected by them. On the arrival of the Borough Member and Miss Sassoon, the Misses Drake, two charming ladies, presented bouquets to Miss Sassoon and the Mayoress.

Lord BRASSEY then followed with an interesting speech. He said he appreciated the honour they had done him by asking him to be present on an occasion which was of very deep interest to the people of Hythe. He had heard that morning, with the deepest satisfaction, of the interest which the people of Hythe took in their Life-boat. (Hear, hear.) They shared the interest which was universally felt in England for sailors. The people of England dearly loved their sailors. There was no more lovable type than that of the brave true-hearted British seaman. As a proof of the interest they took in their seamen, it was only necessary for him to say that the ROYAL NATIONAL LIFE-BOAT INSTITUTION was able to expend something like £100,000 a year in the building of Life-boats, in the maintenance of Life-boats and in providing money for rewarding the brave men who manned them. He had confidence in the crew at Hythe, for they had it in their hearts to do their duty when the call was made and they would do it gallantly and well. He was pleased to be associated in that ceremony with Sir Edward Sassoon and Miss Sassoon. Finally he wished God-speed to the new Life-boat.

Sir EDWARD SASSOON was the next speaker. He said it devolved upon him to carry out the behest of the Local Committee and to present to the ROYAL NATIONAL LIFE-BOAT INSTITUTION that seaworthy and serviceable craft which was about to be launched on its proper and rightful element. His daughter had the greatest possible pleasure in undertaking the duty of launching it, a duty, which, under other circumstances, would have been performed by one whose sudden removal from his home had darkened and rendered it desolate. The new boat, he understood, formed a portion of a gift of a lady who was no longer among them, a relative of his,

who had the sagacity to perceive the need for and the generosity to make provision for a Life-boat and the necessary apparatus. The dangers of the seafaring populace was unfortunately only too evident, and he congratulated the local committee upon the possession of such a magnificent and gallant craft, which he presented to the Life-boat Institution. (Applause.)

Mr. KEPPEL FOOTE, on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, accepted the boat. He said it was his pleasant duty to hand it over to the care of Councillor Strahan and the Committee. Without the local committees all round the coast—whose services were so highly appreciated by the Institution—it would be absolutely impossible to carry on the Life-boat service. They knew that Hythe was second to none in the interest taken in the work of their great Institution. He then spoke in high appreciation of the services of Mr. Hildyard, the local hon. secretary, and proceeding, said that they had the greatest confidence in the two coxswains and crew of the Life-boat. He wished very great success to the Life-boat Committee and the gallant crew. (Applause.)

Councillor Strahan, as chairman of the local branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, accepted the boat with the deepest gratitude on behalf of the Committee, the crew, and all concerned. On behalf of the Institution, he presented a picture of the Life-boat to Mr. Hildyard as a token of appreciation for his services.

Mr. Hildyard briefly replied.

The choir then sang Psalm 107, and the Vicar offered up prayer, this was followed by the hymn, "Eternal Father, strong to save."

Miss Sassoon, Sir Edward Sassoon, Lord Brassey and others then proceeded to the bow of the boat, and the former breaking a bottle of wine across its bow named the craft the *Mayer de Rothschild*. Immediately afterwards the Coxswain gave the signal to let go and the boat sliding down the slipway took the water beautifully, making a splendid launch. The band struck up the National Anthem, and a ceremony which will long be remembered in the locality was completed.

POOLE, DORSET.—A new Life-boat has also been sent to Poole. The boat is of the self-righting type, 37 ft. 6 in. long by 9 ft. 3 in. wide. She rows 12 oars, is fitted with two drop keels, and is called the *Harmar*, as desired by her donor, the late Mr. George John Harmar, of Kensington. The inauguration took place on Saturday, the 4th June, in beautiful weather and amidst great enthusiasm. The naming ceremony was performed by Miss Daisy Harmar, who was accompanied by her mother; the other distinguished visitors included the Earl of Malmesbury (President of the Local Branch), the Countess of Malmesbury, the Mayor and Mayoress of Bournemouth (Councillor G. E. Bridge and Mrs. Walker Bridge). Others present were the Mayor and Mayoress of Poole (Councillor L. D. Ballard and Miss Ballard), the Sheriff of Poole (Councillor G. W. Green, J.P.) and Mrs. Green, Sir Richard Glyn, J.P., the Rector of Poole (the Rev. R. Fawkes) and Mrs. Fawkes, Alderman George Curtis, J.P. (Deputy-Mayor of Poole), Alderman W. Tucker (Christchurch), Mr. Joseph Cutler (Bournemouth), Alderman C. H. Mate, J.P. (Bournemouth), Alderman W. H. Yeatman, Mr. Keppel Foote (the Institution's District Inspector), Mr. Henry Burden (Chairman of the Local Branch), Mr. Harrie E. Shave (Hon. Secretary and Treasurer of the Local Branch), Mr. C. Stacey Hall (Hon. Secretary, Bournemouth Life-boat Saturday Fund), Councillor J. A. Hawkes, J.P., and Mrs. Hawkes, Councillor W. J. Stevens, Councillor F. J. Bell (Bournemouth), Capt. Prankard, Mr. C. Thresh, Mr. J. Andrew (reader-in-charge of the Seamen's Mission), Mr. E. Whitley Baker (Wimborne), Mr. B. J. Tucker (Christchurch), Mr. and Mrs. G. McWilliam (Bournemouth), Miss Rake, Miss Hoskins, Miss Lowe, Miss Tucker (Christchurch), and other members of the Committee.

The proceedings commenced with a short service at the Missions to Seamen Church, Poole Quay, and the sacred edifice was filled to overflowing. The Rector, who is also Chaplain to the Missions, officiated and Mr. J. Andrew read the Lesson, which was the incident of Christ stilling the tempest. The

prayers were a feature of the service, Divine blessing being asked upon the new boat, the crew, the family through whose generosity the vessel had been provided, and upon the work of the Institution generally. The hymns sung were "Eternal Father, strong to save," and "O God, our help in ages past."

At four o'clock the company proceeded to the Life-boat house on the East Quay, where the new craft was in readiness to be launched. An enclosure had been roped in, and both outside and inside this were large crowds of interested folk, while the water in the immediate vicinity was black with small craft laden with sightseers. There was a considerable display of flags and bunting, which lent a gala appearance to the occasion. The ceremony was preceded by some speech-making.

The EARL OF MALMESBURY, who presided, said that he was glad to tell them they had with them that day Mrs. Harmar and her daughter, and he was sure they all offered to them their warmest welcome and sympathy. (Applause.) It was through the generosity of the late Mr. Harmer that they were able that day to have one of the finest Life-boats in the service—(applause)—and it was a fitting occasion, an occasion marked by beautiful weather and congenial surroundings, to offer to Mrs. Harmar their deepest sympathy and deep sense of gratitude. (Applause.) After alluding to the splendid financial support which the Institution received from that branch, 200*l.* being sent up for 1909, Lord Malmesbury touched briefly on the work of the Institution in general.

Mrs. HARMAR, who was heartily received, then formally presented the new Life-boat to the Institution and hoped it would do good work. (Applause.)

Mr. KEPPEL FOOTE, District Inspector, accepted the boat on behalf of the Institution, and informed Mrs. Harmar that it would be really difficult to find a better place to station her husband's gift than Poole, where they had a magnificent crew and a most energetic Committee, who took the deepest interest in the Institution. (Applause.) In his turn, the speaker asked the Local Branch to accept the



Life-boat from the Institution and said he had the greatest confidence in handing the new vessel to their care. (Applause.)

Mr. HENRY BURDEN, as Chairman of the Poole, Bournemouth, Christchurch, and Wimborne Branch of the Institution, said it gave him the greatest pleasure to accept that Life-boat on behalf of his Committee. They had had some very splendid boats in the past, and he was satisfied from the initial trial they had with the new boat the other day the crew felt the greatest confidence in the vessel they would have to take out in the future. Mr. Burden expressed himself prouder of their crew than he could say. They had saved in the various boats a large number of lives, and he could say with confidence that the experience of the past showed that they had never gone out to a casualty without bringing in any lives there were to be saved: there had never been a life lost. And he could say to Mrs. Harmar that she could be satisfied that her boat would be as ably and well manned. (Cheers.)

A vote of thanks to Mrs. and Miss Harmar for their presence and assistance at that ceremony was submitted by the MAYOR OF POOLE, but his remarks were cut short by the premature firing of the gun as the signal for the crew to make ready for the launching, and, with much merriment at the interruption, the company turned their attention to the naming ceremony.

The Life-boat was on the slipway which forms its permanent stand in the Life-boat house, from which, when released by a windlass, it glides out directly into deep water. Its bows projected a few feet from the house and were decorated with multicoloured ribbons from which was suspended a bottle of champagne. Lord and Lady Malmesbury mounted into the Life-boat with the crew, but no one else who were invited appeared willing to go.

Miss DAISY HARMAR then came forward and in the memory of her father named the boat *Harmar* hoping it would do good service. She then lifted the champagne bottle and dashed it against the vessel's bows, whereupon a rocket was fired and amidst great cheering, the *Harmar*, with Lord and Lady Malmesbury and the full crew aboard, glided at a rapid rate off the skids into the water. A magnificent bouquet of Malmaison roses and stephanotis was then presented to Miss Harmar on behalf of the Committee by little Miss Vera Bacon, daughter of Mr. Frank J. Bacon, for which the child received a kiss and the ceremony closed.

The Life-boat, after a short cruise, in which it was followed by the Swanage Life-boat, came alongside the Quay and took off Mrs. and Miss Harmar, the Mayor and Mayoress of Bournemouth, the Mayor of Poole, Mr. Burden, and Mr. Shave, and went for another short tour to exhibit itself to the crowd that was watching its manœuvres with keen and delighted interest.

At 5.30 P.M. the Sheriff and Mrs. Green entertained the distinguished visitors, officials, committee and crews of the Poole and Swanage Life-boats to tea at the Guildhall. A very excellent repast was served being much enjoyed.

CRAIL (SCOTLAND), ST. ANDREWS (SCOTLAND), AND SOUTHSEA (HAMPSHIRE).—New Life-boats have also been sent to these Stations, all the boats being of the self-righting type. The Crail boat is named the *Edwin Kay*, as wished by her generous donor, the late Mr. Edwin Kay, of Southsea. The St. Andrews boat bears the name *John and Susan Hatfield* and is the gift of the late Mr. John Hatfield, of Colwyn Bay; while the Southsea boat is called the *Richard Crawley*, her cost being provided for from the legacy of the late Mr. Richard Crawley, of Southampton.



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Port St. Mary, Isle of Man.*

#### LIFE-BOAT SONG.

SING ho! ho! ho! how the wild winds blow,  
 And the breakers in fury foam,  
 While, with thund'ring roar, o'er the storm-swept shore,  
 The waves in their frenzy roam!  
 Oh, many a ship, in the storm-fiend's grip,  
 Would add to the ocean's dead,  
 Were there not afloat, in a gallant boat,  
 The lads who no danger dread.

Hurrah for the lads of the Life-boat,  
 Hurrah for the craft and crew;  
 Hurrah for the lads and the Life-boat,  
 And their Institution too!

Sing ha! ha! ha! as they say him bah,  
 Though the storm-fiend he howl and yell,  
 And they ride each wave, on their way to save  
 The lives that he loves so well!  
 Oh, many a man since the storm began,  
 And many a maid and wife,  
 May devoutly dote on the battling boat  
 That wins for him back his life!

Hip! hip! hurray! though the winds may bray,  
 For the lads who the Life-boat man,  
 Who forsake their wives and who risk their lives  
 To rescue where'er they can!  
 When the trump shall blow, and the sea shall show,  
 To the Judge of All, her prey,  
 Oh, the British race shall feel no disgrace  
 For the Life-boat lads that day!

Hurrah for the lads of the Life-boat,  
 Hurrah for the craft and crew;  
 Hurrah for the lads and the Life-boat,  
 And their Institution too!

W. KELLY.

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL  
LIFE-BOAT INSTITUTION.

SOUTHWOLD, SUFFOLK.—At 2.15 A.M. on the 24th January the Coastguard reported that a message had been received stating that a smack was ashore about two miles below the town, near Covehithe. The No. 1 Life-boat *Alfred Corry* was smartly launched, and on arriving at the vessel, which proved to be the *Integrity*, of Lowestoft, the master engaged the Life-boatmen to save his vessel. Two anchors were laid out and eventually, with the assistance of a tug, the vessel and her crew of five hands were saved. When the Life-boat reached the smack the seas were breaking across her decks, and as the flood made she bumped heavily.

BERWICK-ON-TWEED, NORTHUMBERLAND.—Six of the fishing cobsles belonging to Berwick and Spittal went to sea on the morning of the 24th January, and when at their lines, were overtaken by a sudden gale from N.E. The Coxswain launched the Life-boat *Matthew Simpson*, at the first sign of danger, obtaining a crew from amongst the helpers, as most of the regular crew were in the cobsles. A tug was obtained to tow her out, as the wind and tide were against her and the need for the Life-boat was very great. The gale increased very quickly, and the boats, which tried to get their lines ran serious risk by the delay. The cobsles ran in one by one through an angry sea, followed by the Life-boat, until at 1 P.M. all the boats, by splendid management and skilful handling had reached harbour in safety. The tug also stood by, and to reach the last boat towed the Life-boat a mile out to sea. It was found that the coble had lost her mast; spare life-belts were lent to the men on board and, narrowly escaping being swamped, she succeeded in getting into harbour. Shortly after the Life-boat returned and was being hauled up, a steamer was observed standing into danger, and as it was feared that she would be lost, the Life-boat was again launched. The steamer came too far in-shore before she decided not to take

the harbour, and was in much danger of going on to the rocks when turning; she eventually succeeded however and the services of the Life-boat were not required.

BULL BAY, ANGLESEY.—At 8.30 A.M. on the 29th January it was reported to the Coxswain that a vessel was flying signals of distress about four miles N.W. of Bull Bay. The Life-boat *James Cullen* was launched in a very heavy sea, and on reaching the vessel, which proved to be the schooner *Four Brothers*, of Runcorn, found that she had been abandoned. With great difficulty five men were placed on board and setting the head sail brought her into the straits, where a steamer was engaged to tow her to Bangor.

HOYLAKE, CHESHIRE.—The ketch *Alexandra*, of Chester, left that port on 31st January bound for Millom with a cargo of coal and next day stranded on the East Hoyle Bank. For three days every effort was made to get the vessel off, and about thirty tons of cargo was jettisoned. On the 3rd February the wind changed from S. to W.N.W., and threw up a nasty sea. Shortly before high water she began to fill, and it was unsafe for the four hands to remain aboard. Signals of distress were made, and the Life-boat *Hannah Fawcett Bennett* was launched and rescued the crew, landing them in safety at 7.25 P.M. The vessel would probably become a total wreck.

SALCOMBE, DEVONSHIRE.—At 7.30 A.M. on the 6th February, during thick weather, with a strong W. breeze blowing and a moderate sea, a message was received by telephone stating that a vessel was ashore between Prawle Point and Start Point. The crew of the Life-boat *William and Emma* were assembled and the Life-boat proceeded to the scene of the wreck. On arrival at Woodcombe Point they found the ketch *Sunflower*, of Lowestoft, on the rocks. The Life-boat went alongside

and inquired if assistance was required. The master of the vessel, in reply, asked the boat to stand by until he knew if tugs would be able to tow the vessel off. The Life-boat stood by the vessel for about three hours, when three tugs arrived, and two of them succeeded in getting the vessel off. The boat then returned to her station, arriving at 1.15 P.M.

SCARBOROUGH, YORKSHIRE.—On the morning of the 9th February the Coxswain of the Life-boat *Queensbury* went off in his coble, intending to go to his crab-pots. When well outside the break-water he found the sea very heavy and increasing. Knowing that several fishing cobles had gone to the fishing grounds he returned, and when he sighted a coble returning he launched the Life-boat and proceeded to her assistance. Taking the two men from the coble into the Life-boat, he towed the boat in. The Life-boat then put to sea again, and as the boats arrived she rendered them the necessary help until all were in safety.

CLACTON-ON-SEA, ESSEX.—At 8 A.M. on the 12th February the Coastguard reported a barge at anchor near the South East Buxey Sand, with her foremast and head gear carried away, but there was no signal indicating that help was required. The barge was kept under observation and a little later a flag was hoisted as a signal of distress. The Life-boat *Albert Edward* was promptly launched and found the ketch-rigged barge *Cecilia*, of London, bound for Whitstable with coal, in a crippled condition. The master reported that a steamer had collided with him the previous night. He availed himself of the offer of the Life-boatmen, and taking the barge in tow they succeeded in saving the vessel and her crew of four hands.

ANSTRUTHER, FIFESHIRE. — Shortly before midnight on the 13-14th February a messenger reported that a vessel was ashore opposite Ardross Castle, half a mile east of Elie. It was blowing a S.S.W. gale with a heavy sea running.

The crew of the Life-boat *James and*

*Mary Walker* were at once summoned and assembled without delay. Considerable difficulty was experienced in launching the Life-boat, as the tide was low and a heavy wind blowing home into the harbour mouth. On the first attempt the Life-boat was washed behind the West Pier and was in danger of being damaged on the rocks.

One of the crew gallantly swam ashore with a line, and this being attached to a rope, the boat was hauled back to the harbour. Using their oars, the crew then pulled the boat out, after which sail was set for the steamer. It was about 1 A.M. when the boat finally left Anstruther, and at about 3 o'clock they found the steamer *Ansgar*, of Copenhagen, a vessel of 1,365 tons, hard on the rocks.

It appeared the vessel left London early on Saturday morning for Methil, loaded with coal, and went ashore about 10.30 on Sunday night. The night was intensely dark and the Coxswain of the Life-boat was obliged to use considerable care and judgment to get alongside. Once there the whole of the crew, eighteen in number, were quickly rescued and conveyed to Anstruther. The steamer was likely to become a total wreck as her stern was under water when the Life-boat reached her.

CROMER, NORFOLK. — At about 5.45 A.M. on the 15th February flares were observed by the Coastguard about five miles E.N.E. of Cromer, and he promptly reported to the Coxswain of the Life-boat *Louisa Heartwell*. On arriving at the vessel, which proved to be the sprit-sail barge *Resurga*, of London, bound for Maldon with a cargo of tiles, the Life-boat put four men on board. The captain stated all his sails had been blown away, and that he required a tug to assist him to Yarmouth. He also asked the Life-boat to stand by him. Before doing so the Life-boat proceeded to Cromer and sent a telephone message to Yarmouth for a tug; she then returned to the vessel. In the meantime the wind had shifted from S.S.W. to N.W., and with the assistance of the Life-boat's crew the master rigged up what little sail he had left and proceeded. When about half way there a

tug picked up both the barge and Life-boat and towed them into Yarmouth, arriving at 3 P.M.

MARGATE, KENT.—Shortly after noon on the 18th February information was received stating that a large ship was aground on the Shingle Sands. The crew of the No. 2 Life-boat *Civil Service No. 1* were assembled and the boat launched. On reaching the vessel the captain was asked if he required help, and at his request the Life-boat stood by until the following high water, when the weather having improved she was able to return to her station, tugs remaining with the vessel. Margate was reached at 1 A.M.

The ship was the *Marechal Suchet*, of Nantes, and at the time of the casualty was bound from Japan to London.

BLACKPOOL, LANCASHIRE.—At 3 P.M. on the 18th February a Life-boatman observed a vessel about three and a half miles out in a dismantled condition. There was a moderate westerly breeze blowing and the sea was heavy. The Life-boat *Samuel Fletcher of Manchester* was launched and proceeded to the vessel which proved to be a derelict schooner, the *Prosperity*, of Carnarvon. The rolling of the vessel made boarding her difficult, but it was eventually effected. In the meantime a tug had been telephoned for from Fleetwood and on arrival took her in tow. The vessel had suffered badly in the gale, having been dismantled and her decks were clean swept.

WINTERTON, NORFOLK.—At 6.30 A.M. on 19th February the watchman reported that a vessel was ashore about one and a half miles north of the station. The crew of the No. 1 Life-boat *Edward Birkbeck* were promptly assembled and the boat launched. On reaching the place indicated she found the ketch *Young Fox*, of Goole, loaded with scrap iron and bound from London to Grange-mouth. The Life-boat stood by her until the seas began to break over her, when they rescued the five men on board and landed them on the beach near their vessel. As it was blowing a gale from S. by E. the vessel would probably become a total wreck.

NEWLYN, CORNWALL.—At 7 P.M. on the 19th February information was received at Newlyn that a vessel was ashore at Penberth about seven miles to the westward, and that the life-saving apparatus had been called out to her assistance. The wind, which was W. by S., had been blowing a gale all day and the sea was very heavy, the Life-boat *Elizabeth and Blanche*, was therefore despatched to the assistance of the craft. The Coxswain having searched the shore east and west of Penberth and found nothing, stood out about three quarters of a mile when he fell in with the sailing trawler *Radiance*, of Brixham, running before the gale into Mounts Bay. As the *Radiance* had had a bad hammering and her decks were being well washed, the Coxswain deemed it advisable to stand by until she was in a safe anchorage. During this service the crew had a wet and trying time, not regaining their station until nearly midnight, and the Committee of Management granted them an additional reward.

PADSTOW, CORNWALL.—A strong S.W. gale was blowing on the 20th February with a rough sea, and at about 11 A.M. a message was received from Cove by telephone that a trawler was in a dangerous position, dragging her anchor. The crew of the No. 1 Life-boat *Arab* were at once summoned and the boat proceeded to the trawler, which proved to be the *New Boy*, of Lowestoft. The Assistant Coxswain boarded the vessel and the master asked that the Life-boat should remain with him until assistance could be obtained to get the vessel into safety. At 1.30 P.M. a tug arrived and towed the trawler, accompanied by the Life-boat, to the town quay.

ABERSOCH, CARNARVONSHIRE.—During a whole W.S.W. gale on the night of the 20th February signals of distress were observed from a vessel in the St. Tudwell's Roads. Throughout the day it had been seen that the vessels there had been having trouble on account of the severity of the weather. At about 10 P.M. the ketch *Snowdon*, of Carnarvon, parted her cables and

commenced to drift. When she had drifted about a mile the stream anchor was let go and to the surprise of everybody held. In the meanwhile the Life-boat *Oldham* had been launched in a very heavy sea and on reaching the ketch took off the crew of four hands. She then returned to an anchorage near the boat-house, as it was impossible to land at low water in the heavy sea. At 3.15 A.M. next morning when the Life-boat was at anchor with the four rescued men on board, signals were observed from the schooner *Aeron Belle*, of Aberystwith, which had parted one of her cables and was riding very heavily. The Life-boat at once proceeded to the schooner and rescued the three men on board. At 7 A.M. both the rescued crews were landed by means of a cantilever and basket specially provided at this Station, as they were all in an exhausted condition; the boat being left at moorings until the weather moderated.

TENBY, PEMBROKESHIRE.—At about 12.15 on the morning of the 21st February the schooner *Ellen*, of Arklow, when at anchor in the Caldy Roads, commenced to drift and was in danger of driving ashore. There was a whole gale blowing, veering from S.W. to W.N.W., with a very heavy breaking sea. In response to the vessel's signals of distress, the Life-boat *William and Mary Devey*, which lay at moorings in the harbour was got ready for sea, and as soon as there was sufficient water for her to get out of harbour she proceeded to the schooner and rescued the three men on board. The Life-boat then went on to the schooner *John and Margaret*, of Carnarvon, also in danger, and rescued her crew of four hands, returning to her station at 3 A.M. Both the vessels were laden with coal, outward bound from Swansea and Cardiff respectively.

RAMSGATE AND WALMER, KENT.—The S.S. *Brinkburn*; of London, with twenty-two men on board, whilst bound from Antwerp to Cardiff in ballast on the 24th February, stranded on the Goodwin Sands near the S.E. buoy. The weather at the time was threatening, and the *Charles and Susanna Stephens*

and *Civil Service No. 4* Life-boats were sent to the vessel's assistance. The steamer was almost dry and the captain at once engaged the Life-boatmen to try and save her. An anchor was run out with a hundred fathoms of wire hawser and other rope attached. The weather had now become very bad, a hard southerly gale blowing and very heavy sea, but fortunately on the rising tide the vessel was got clear and anchored. With the heavy sea running the Ramsgate Life-boat, with only four men in her, broke adrift, and the men knowing she was no longer required made for Ramsgate. The remainder of the Life-boat crew were taken off the steamer by the Walmer Life-boat, one man falling overboard and narrowly escaping from being drowned.

FILEY, YORKSHIRE.—The Life-boat *Hollon the Third* was launched at 9.15 A.M. on the 24th February to the assistance of the cobles *Marguerite* and *Isabel and Rita*, which were overtaken by rough weather when to the north of the Brig. The E.S.E. wind caused the sea to rise very much and the men on board were placed in considerable danger. The Life-boat proceeded to their aid with all possible haste and supplied each of the men with a life-belt and accompanied both cobles into safety.

MONTROSE, FORFARSHIRE.—The paddle steamer *Mabel*, of Newcastle, whilst bound from North Shields to Cork in ballast, stranded on the Annat Bank off Montrose on the morning of the 24th February. There was a strong S.S.E. breeze at the time with a heavy sea, and the No. 1 Life-boat *Sarah Jane Turner* experienced considerable difficulty in getting to the steamer on account of the shallow water on the bank. The Life-boat remained alongside whilst the crew got some of their belongings and then took them ashore, arriving at 9.30 A.M.

DUNGENESS, KENT.—At 3.40 A.M. on the 25th February the Coastguard watchman reported that he had seen signals of distress in the direction of the Newcombe Bank. The crew of the

No. 2 Life-boat *Thomas Simcox* was promptly summoned and the Life-boat proceeded in the direction indicated. They found the ship *Blackbrae*, of London, homeward bound, from San Francisco, ashore on the Bank, and at the request of the captain the men assisted to save the vessel, tugs also being employed. The Life-boat in the meantime remained alongside, returning to her station after the vessel had been successfully floated. There was a S.S.W. gale at the time of this service and the sea was rough.

LITTLEHAVEN, PEMBROKESHIRE.—On the night of the 23rd February the ketch *Falcon*, of Cardiff, came to anchor in St. Bride's Bay, off Broadhaven, about half a mile from the shore, and very shortly afterwards a N.W. gale sprang up. The vessel being on a lee shore, was in a dangerous position, and was kept under constant observation. On the evening of the 26th February the wind increased to a strong gale and the anchors commenced to drag. The three men on board made signals of distress and the Life-boat *William Roberts* was promptly launched. On reaching the ketch the crew were rescued and conveyed ashore, the Life-boat being left at moorings until the sea moderated.

FILEY, YORKSHIRE.—At 7 A.M. on the 4th March the fishing cobles put to sea in a S.E. wind with a nasty sea. Two hours later the weather became worse, the wind increasing to a gale, and it was decided to launch the Life-boat *Hollon the Third* to the assistance of the men in the boats. The Life-boat proceeded outside the breakers and provided the fishermen as far as possible with life-belts. She then stood by the boats as they made for the shore, and remained afloat until all the cobles had regained safety. Before the boats got in, the sea had become very rough, it being one of the worst days experienced for years.

GOURDON, KINCARDINESHIRE. — At about 2 P.M. on the 4th March it was necessary to launch the Life-boat *Theo-*

*philus Sidney Echalaz* for the protection of some of the fishermen in haddock and small crab boats, which were overtaken by a very heavy sea. To approach the harbour seemed highly dangerous, and great excitement existed in the village. The Life-boat proceeded to the endangered craft and remained in attendance until all were in harbour. She then returned and was rehoused at about 5 P.M.

RYE HARBOUR, SUSSEX.—At 9.25 P.M. on the 9th March a telephone message was received stating that a vessel was ashore to the eastward of Jury's Gap. There was a strong S.W. breeze at the time and the sea was rough. The Coxswain and crew of the Life-boat *John William Dudley* were assembled and the boat launched. The Life-boat brought up within speaking distance of the vessel and found that she was the steam trawler *Margaret*, of Rye. The master stated that he did not require any assistance, but as the seas were breaking over the trawler the Coxswain considered it was advisable to stand by her until the men on board were out of danger.

HOYLAKE, CHESHIRE.—The screw flat *Victoria*, of Liverpool, bound from Penmaenmawr to Birkenhead with a cargo of macadam, became unmanageable in the Rock Channel on the 12th March, in consequence of a mishap to the steering gear and the bursting of the engine-room casing. Signals of distress were observed by the Coastguard, and the Life-boat *Hannah Fawsett Bennett* was promptly launched. The crew of five hands were rescued and the vessel, before they left, was scuttled to prevent her driving on to the bank and becoming a total wreck. There was a moderate E.N.E. wind at the time and the sea was rough. It was high water when the men were rescued, but at low water it was possible to pump the vessel out and refloat her and she was eventually taken to Birkenhead.

The vessel belonged to the Northwich Carrying Company, Ltd., and the following month they showed their practical appreciation of the services rendered by sending the following letter to the local

Hon. Secretary of the Branch, J. P. Brocklebank, Esq. :—

“Northwich Carrying Co., Ltd.,  
“19, Brunswick St., Liverpool,  
“11th April, 1910.

“J. P. Brocklebank, Esq.,  
“Dear Sir,

“*Victoria*.

“We as owners of the above steamer, wish (through your good self) to most heartily thank the crew of the Life-boat, who rendered such valuable and timely service to her crew when their vessel was in difficulties off Hoylake, 12th March last, and as it is our desire to further express our appreciation by contributing to the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, we will be glad if you will kindly inform us as to whom the contribution should be sent.—Yours faithfully,

“NORTHWICH CARRYING CO., LTD.”

BERWICK-ON-TWEED, NORTHUMBERLAND.—At about 6 P.M., on the 12th March, two men put off in a pilot boat to pull a line set at sea. It was too dark to find it and they tried to get into harbour again, and twice were driven back, the boat shipping heavy seas. The third time they tried, the boat broached to, shipped a sea that half filled her and washed one of the men overboard, leaving the other man with only one oar. Fortunately by means of this the man was got on board again and both men shouted for help. Their cries were heard and the Life-boat *Matthew Simpson* was smartly launched and proceeded to sea with all haste. After searching for nearly an hour the Life-boat picked them up, both men being helpless from exhaustion, and the boat half full of water. Two Life-boatmen were put on board to bale the boat out and then she was taken in tow, the exhausted men in the meantime having been transferred to the Life-boat and supplied with restoratives.

SENNEN COVE, CORNWALL.—At 2.45 A.M., on the 13th March, the Coast-guard reported by telegram that flares were being burnt off Porthcurnow, close to the shore. The Life-boat *Ann Newbon* was launched, and when near Porthcurnow they observed a flare. They

proceeded to the direction and fell in with a small boat containing four men. The men stated they were the crew of the Brixham trawler *Harry*, which had gone ashore when proceeding to the fishing grounds, and had become a total wreck. The Life-boat brought the men and boat to Sennen Cove, which was reached at 9 A.M.

A heavy gale had been blowing during the night.

RHOSNEIGIR, ANGLESEY.—The ketch *County of Anglesea*, of Carnarvon, whilst bound from that port to Rhosneigr with a cargo of bricks, was seen at 8.50 P.M., on the 15th March, drifting down towards the cliffs of Treacastell. The weather was not very bad at the time, although a heavy ground swell was making, she was therefore kept under observation. Seeing that the vessel was getting dangerously near the rocks the crew of the Life-boat *Thomas Lingham*, were assembled and the boat launched. About this time the wind veered to the southward, which enabled the ketch to reach out, and the Life-boat stood by her until she made an anchorage.

PORTHDINLLAEN, CARNARVONSHIRE.—In a strong N.N.E. wind with snow squalls on the 18th March, signals of distress were seen from a vessel in the Bay. The Life-boat *Barbara Fleming* was launched with all speed and proceeded to the vessel, which proved to be the ketch *Sarah*, of Runcorn. One of the cables had parted and she drove into shallow water. The two men on board were rescued and the vessel left drifting towards the rocks.

PLYMOUTH, SOUTH DEVON.—Shortly before midnight, on the 3rd April, information reached the Coxswain of the Life-boat *Eliza Avins*, that a steamer was ashore on the west end of Plymouth Breakwater. The weather was fine, but it was considered advisable to send the Life-boat to her assistance. On arriving at the steamer it was found that a Government tug was in attendance. The tide was then ebbing and the master of the steamer thinking that she might take a dangerous list asked that the crew and their baggage might



be transferred to the tug. The baggage was accordingly put on board together with nine of the crew, the remaining five standing by on the steamer. After this was completed the boat returned in tow of the tug, the portion of the vessel's crew going in the tug to the dockyard. In going alongside the steamer the Life-boat touched the rocks, but no damage was done. Later in the day the steamer having been lightened was floated off and came in under her own steam. The steamer was the *Rocheport*, of Belfast, bound from Penarth to Devonport with a cargo of coal.

SELSEY, SUSSEX.—At 9.30 A.M., on the 4th April, when the fishing-boats were proceeding to the fishing grounds, the Coxswain saw a large steamer ground on the "Outer Owers." He in company with the other boats at once returned and on getting ashore telegraphed to Southampton for a tug. He then ordered the Life-boat *Lucy Newbon* to be launched, and on reaching the vessel found that she was the s.s. *Craigearn*, of Cardiff, bound from London to Swansea loaded with grain. On getting alongside the captain asked the Life-boat to stand by him. During the afternoon four tugs arrived, but their services were not required as the steamer floated off at high water, and the Life-boat returned ashore. During the morning the weather was very thick, but the sea was smooth.

ST. ANDREWS, FIFESHIRE.—At 6.50 P.M., on the 4th April, the fishing-boat *Jane and Margaret*, of St. Andrews, when running for harbour in a heavy sea and E.N.E. gale, struck the beacon about 220 yards from the pier, and sank at once, the cause of the wreck being the bursting of the drogue in the surf. The four men on board jumped for the beacon and clung there, washed to the waists and shoulders by a heavy sea, until rescued by the Life-boat *Louisa*, which was very promptly launched, the wreck of the boat and the dangerous position of the men being seen from the shore. The men managed with difficulty to hold on to the beacon, and the Coxswain in effecting their rescue managed his boat

in the vicinity of the rocks with great skill. The endangered men behaved with quiet bravery and perfect coolness throughout. Noticing that one man was becoming exhausted, being an old man, the other three hoisted him up the beacon and kept him secure by clasping their arms round him. This was a troublesome task owing to their own insecure position, and the Committee of Management showed their appreciation of their conduct by giving them a reward.

NORTH DEAL, WALMER, AND RAMSGATE, KENT.—The Life-boats *Charles Dibdin*, *Civil Service No. 4*, and *Charles and Susanna Stephens* were launched a few minutes after midnight on the 4th-5th April, in answer to signals of distress, the steamer *Artificer*, of Newcastle, having stranded on the N.W. part of the Goodwin Sands. On reaching the vessel, the captain stated that he did not require any assistance at that time, but asked the Life-boats to stand by him. They accordingly did so until 4 A.M., when with the flowing tide the steamer got off and was able to proceed on her voyage. The weather was fine but cold.

WHITBY, YORKSHIRE.—Seven fishing cobles went off early in the morning of the 6th April to their crab-pots, but when the time came for their returning, the entrance to the harbour was very dangerous owing to the strong easterly sea and the outset of the tide. The No. 2 Life-boat *John Fielden* proceeded with spare life-belts to the bar. The cobles were escorted into harbour one at a time, the Life-boat rowing out to each coble and supplying the fishermen with life-belts. At times the heavy seas broke the whole width between the piers and one coble narrowly escaped being swamped. The life-saving apparatus was also in attendance.

RHOSNEIGIR, ANGLESEY.—The s.s. *Aquila*, of Liverpool, inward bound from Las Palmas with cargo and passengers stranded near Rhosneigir, at 8.30 P.M., on the 6th April. A strong N.E. wind was blowing and the weather was very thick and very cold. The Life-

boat *Thomas Lingham* was promptly launched and proceeded to her assistance. At the request of the captain the Life-boat stood by her all night until 7.30 A.M., when on the morning tide she floated off and was able to proceed.

WALTON-ON-NAZE, ESSEX.—At 5.50 A.M., on the 12th April, a schooner was seen through the haze stranded on the Gunfleet Sands, and almost at the same time the Coastguard received a telephone message from the Light-house reporting a vessel ashore. The Life-boat *James Stevens No. 14* without delay proceeded under sail and motor power to the vessel, which proved to be the steam yacht *Sea Belle*, Royal Thames Yacht Club. The services of the Life-boat were offered, but the captain whilst declining active assistance asked the Coxswain to stand by for a time, to see if the vessel would get off on the flowing tide. At 9.40 A.M., the yacht floated and under her own steam proceeded to Brightlingsea, the Life-boat returning to her station where she arrived at 10.13 A.M.

THURSO, CAITHNESS-SHIRE.—At 1.30 A.M. on the 14th April, during a whole E. by N. gale, the schooner *Emma Louise*, anchored in the roadstead, showed distress signals. The crew of the Life-boat *Sarah Austin* were already assembled as the night was exceedingly wild; the boat was launched and on reaching the schooner the four men on board were rescued, as the vessel was dragging her anchors. Later in the day the weather improved and the wind changed W.N.W. and five men again went off to the vessel. Towards nightfall the weather again became very rough and shortly before 8 P.M. a strong gale was blowing and a heavy sea running. The schooner *Agnes Craig*, bound from London to Thurso, was anchored in an exposed position, and as the wind increased was in imminent danger of being wrecked. Signals of distress were made and the Life-boat again launched and rescued the five men on board. Two other vessels—the ketch *Sunlight*, of Hull, and the schooner *Emma Louise*, also made signals and the Life-boat proceeded to them and landed their crews, nine in

number. Fortunately for the owners the vessels rode out the gale.

RUNSWICK, YORKSHIRE.—During a light S.E. breeze with a heavy ground swell four fishing cobbles belonging to Whitby were seen making for Runswick. As the landing at Runswick was considered to be very dangerous the Coxswain of the Life-boat deemed it prudent to launch the boat and proceed to their assistance. The Life-boat was launched and towed one of the cobbles in, she then returned to the other three and stood by them until all were in safety.

ST. MARY'S, SCILLY.—At 1.30 A.M. on the 18th April the Coastguard reported that a vessel was firing guns apparently on the rocks to the west of Bryher, and at about the same time the Bishop's Rock Light-house fired signals for the Life-boat. The crew of the Life-boat *Henry Dundas* were assembled and the boat despatched with as little delay as possible. The sea was smooth but the weather very thick. On arrival the Life-boatmen found the Transatlantic liner *Minnehaha*, of Belfast, on the rocks. The vessel, a steamer of upwards of 13,400 tons gross tonnage, was bound from New York to London, and had on board sixty-six passengers in addition to one hundred and sixty cattlemen and crew. Before the Life-boat reached the steamer all the passengers had been landed with the assistance of gigs from Bryher, but the crew and cattlemen remained on board. Two tugs arrived from Falmouth and the Life-boat stood by until 3 P.M., when the captain ordered all but the officers and part of the crew to leave in the tug. As the vessel remained on an even keel and no further assistance was required the Life-boat returned to St. Mary's, arriving shortly before 4 P.M.

HAUXLEY, NORTHUMBERLAND.—Six men, whilst working on the Pit Heap, Newburgh Colliery, saw the coble *Sunbeam*, of Newbiggin, capsize in Druridge Bay. A messenger was sent for the Life-boat, and the remaining five, knowing that there was a small boat lying on the beach about one and a half miles to the south of them, which would give them a

favourable wind, ran and launched it. Only one had any knowledge of boat-management. Fortunately they counted on the help of the Life-boat to get back, or they could not have gone. They successfully picked up the three men clinging to the boat, almost drowned, two being very exhausted. With great risk to their own lives they got them into their boat, which was scarcely capable of carrying eight people.

In the meanwhile the news of the disaster reached Hauxley. Most of the crew of the *Mary Andrew* were in bed after a rough day's work from early morning. Word of "urgency" was passed round, and several coming partly clothed, the Life-boat was launched in ten or twelve minutes, proceeded to the wreck in face of a strong head wind, and passing part of the wreckage, fell in with the overladen boat. The eight men were taken aboard and two Life-boatmen were put in the small boat and taken in tow. After a few minutes' towing it was seen that the rescued men were so exhausted that any delay was dangerous, the boat was therefore cast adrift and brought in by the two Life-boatmen. Whilst the Life-boat was returning she signalled for medical assistance and a doctor and nurse were in attendance shortly after landing. All three were bad cases, one man recovered quickly, but the other two were with great difficulty brought round.

**ATHERFIELD, ISLE OF WIGHT.**—The Coxswain of the Life-boat *Gem* was informed by the Coastguard at 2.40 A.M. on the 19th April that a vessel was on the rocks. He immediately proceeded to the boat-house and took steps to assemble the crew. The boat was launched and found the steamer *Diligent*, of Sunderland, a vessel of 1,400 tons, was ashore. The Life-boat remained alongside until the arrival of a tug, and then stood by the vessel until she was successfully towed off. The sea was rough and choppy at the time, with a thick fog and strong S.W. breeze.

**PALLING AND CROMER, NORFOLK.**—At about 6 A.M. on the 20th April, signals were heard denoting a vessel was on the Haisboro' Sands. The

No. 2 Life-boat, *Hearts of Oak*, was launched, and with the assistance of a friendly tow by a passing steamer, reached the vessel about 9 A.M. She proved to be the S.S. *Haakon*, of Arendal, bound from Hull to Rotterdam with coal. The captain engaged the Life-boatmen to lay out anchors and salve the vessel. Help was also given by five tugs. Part of the cargo was jettisoned, and the vessel floated at 3 P.M. on the 21st. When the vessel stranded, information was sent to Cromer, and the Life-boat, *Louisa Heartwell*, was sent to her assistance. On reaching the steamer they found the Palling Life-boat was already there. They stood by for some hours in case further help should be required, but, finding they were not wanted, returned ashore. When the vessel floated she proceeded to Yarmouth, and the Palling Life-boat accompanied her until in safety, not reaching Palling again until 4 P.M. on the 22nd April.

**WHITBY, YORKSHIRE.**—Three cobles put to sea in the early morning of the 22nd April, and at 8 A.M. one of them returned, as the sea was rapidly growing. The other two—the *Robert and Mary* and the *Brotherly Love*—reached the roads about 10 o'clock, and lay waiting to get in. About 10.30 the No. 2 Life-boat, *John Fielden*, was sent to their assistance, and brought up in the roads near them. At 1 o'clock it was seen that it was not possible for the cobles to enter, neither was it safe for the men to remain in them. All the men—seven in number—were therefore taken into the Life-boat, and the cobles cast adrift to wash up on the beach.

**BARRY DOCK, GLAMORGANSHIRE.**—At 3.45 P.M., on the 25th April, the Coastguard reported that a small boat had capsized off Whitmore Bay, and two men were clinging to her. The Life-boat, *John Wesley*, was smartly launched, and, in tow of a tug, proceeded to the capsized boat. She succeeded in saving one of the men, who immediately became unconscious, but no trace could be found of the other man, who had already sunk. The Life-

boat at once made for the shore and landed the man. She then returned and picked up the boat. There was a moderate W.N.W. gale blowing, with a heavy sea, at the time of the accident.

WALTON-ON-NAZE, ESSEX.—In the evening of the 25th April, whilst the Coxswain and two motor-men were on board the motor Life-boat, *James Stevens No. 14*, running the engines, they saw a barge—the *Mary Jane*, of Rochester—apparently in difficulties, with the crew hard at work at the pumps. The Coxswain slipped the Life-boat's mooring and went alongside the barge, which was found to be in a sinking condition and urgently in need of assistance. The Life-boat immediately returned ashore, a full crew was obtained and she again proceeded to the vessel. The Life-boatmen were engaged to get the barge to Harwich Harbour, and were put on to man the pumps and to bail with buckets, and eventually the barge was got into Harwich and placed on the mud.

ILFRACOMBE, NORTH DEVON.—The Life-boat *Co-operator No. 2* was called out during the afternoon of the 8th May, a small vessel having been observed in difficulties off the "Hangman," near Combmartin. The sea was heavy with a moderate gale blowing and weather very cold. On reaching the vessel she proved to be the ketch *Honour*, of Jersey, bound for Ilfracombe. The ketch was making water, but the skipper stated that he did not want any help as he hoped to get his vessel into port. In case anything should go wrong the Life-boat stood by her until she arrived at Ilfracombe.

RAMSGATE, KENT.—At 9.15 p.m. on the 11th May it was reported that a fishing vessel, the *Harry Martin*, of Ramsgate, in trying to make the Harbour had failed to do so and was driving ashore. The weather at the time was very bad, with a strong N.E. gale blowing. Orders were at once given for the Life-boat *Charles and Susanna Stephens* and the Harbour tug to proceed to her assistance. The smack was in

shallow water and bumping heavily on the chalk rocks. The Life-boat with great difficulty got near enough to the smack to get the end of her trawl warp on board, and this she ran away. The Life-boat then anchored and held the vessel from driving farther on to the rocks. Another rope was now made fast to the end of the trawl warp, and when the water had risen sufficiently for the tug to approach, she did so, and eventually picked up the rope, and at great risk to all, started to tow the smack into deeper water, and the vessel was at length taken into Harbour. There is little doubt that, but for the prompt assistance given, this vessel and probably her crew of three hands would have been lost, for there was a very heavy sea running and breaking on the shore.

ST. IVES, CORNWALL.—At 10 a.m. on the 12th May, during a heavy N.N.E. gale, the fishing lugger *Jonadab*, of St. Ives, was returning from the fishing ground. When trying to make the Harbour she struck and grounded on the ridge, bumping heavily. A shore boat succeeded in getting ropes on board from the Quay, but when trying to haul the vessel clear the ropes carried away and the heavy seas beat the vessel towards the rocks inside Pednolver Point, where she again stranded. The Life-boat *James Stephens No. 10* was promptly launched and succeeded in taking off the six men on board, the vessel becoming a total wreck.

BERWICK-ON-TWEED, NORTHUMBERLAND.—About midday on the 12th May the weather began to look boisterous with a growing sea, and shortly before three of the Spittal cobbles had sailed for Goswick Bay. The Honorary Secretary having been apprised of this, he directed the Coxswain of the Life-boat *Matthew Simpson* to have everything in readiness to launch. At 1.30 p.m., as a rough sea was making on the bar, the Life-boat was despatched. She proceeded to sea, and for an hour could find no trace of the boats. The weather now got very thick and the sea rose fast. The Life-boat anchored inside the bar and awaited events. For another

hour nothing was seen of the cobbles; meanwhile the weather got worse, and it was evident their return would be attended by great danger. The first coble appeared at about 3.30 p.m. The Life-boat proceeded to her and supplied the men on board with life-belts. The coble got in without mishap, and the Life-boat then turned to meet the second, which had loomed out of the mist. She also entered after a narrow escape of being swamped. For upwards of another hour the Life-boat waited when the last boat hove in sight. She brought to until she saw a chance, and then ran for the bar, fortunately getting in safely, as a few minutes later it was breaking white everywhere.

ARBROATH, FORFARSHIRE.—During a strong E.N.E. gale on the 12th May the fishing boat *Catherine*, of Arbroath, whilst returning to Harbour was in considerable danger owing to the heavy sea running, and there was some probability of her being dashed on to the rocks. The Life-boat *James Stephens No. 13* was launched and proceeded outside. When the fishing-boat approached, the five men on board were each given a life-belt, and the Life-boat stood by the boat until she got into safety. The boat had a narrow escape from being swamped or being driven on to the rocks.

NORTH SUNDERLAND, NORTHUMBERLAND.—On the evening of the 12th May the weather came on thick, whilst a very heavy sea was running. Just before the fog came on the coble *Jane Douglas*, of Beadnell, was observed between North Sunderland Point and Beadnell. About 7 p.m., as the sea continued very heavy and the fog did not lift, great anxiety was felt at Beadnell for the safety of the men on board the craft, and the Life-boat *Foster Fawsett* was telephoned for. She was taken by road to Beadnell and launched there. After an unsuccessful search the Life-boat proceeded to the Inner Farne Islands, and found that the coble had landed there after a very rough time. The skipper had great difficulty in keeping his coble up to the sea to prevent her being swamped, and

he afterwards stated that on three occasions she practically "stood on end." At daybreak the crew of the coble decided to return to Beadnell, accompanied by the Life-boat. On reaching that place it was found that the sea was still very heavy, but by skilful seamanship she succeeded in making the harbour in safety. The Life-boat was then hauled up and taken back to her house by road.

HELVICK HEAD, CO. WATERFORD.—At 6.30 p.m. on the 18th May the fishing-boat *St. Bridget*, of Ballinagoul, whilst returning from Dungarvan, ran on to the rocks near Ballinacourty Light-house, in a squall of rain. As the four men on board were in danger, the Life-boat *James Stevens No. 16* was launched to their assistance. Eight Life-boatmen were put on board to lighten the vessel, and with the assistance of the Life-boat she was hauled off and taken to Ballinagoul, the men on board keeping her afloat by bailing. There was a moderate S.E. gale at the time, and the sea was moderately rough.

WALTON-ON-NAZE, ESSEX.—At 2.35 p.m. on the 19th May a telephone message was received stating a yacht was in distress on the Buxey Sands. The crew of the Life-boat *James Stevens No. 14* was promptly summoned, and the Life-boat, under motor power and sail, made for the place indicated. On reaching the vessel, which proved to be the yacht *Gwenyth*, the captain stated that he did not require any assistance, but asked the Life-boat to stand by whilst efforts were made to float the yacht. At 8.45 p.m. the yacht came off, and the Life-boat returned to her station, arriving at 10.15 p.m.

ROBIN HOOD'S BAY, YORKSHIRE.—The steamer *Hermiston*, of Glasgow, whilst bound from Antwerp to Shields in ballast, stranded on the north cheek of Robin Hood's Bay on the 19th May. There was a dense fog at the time, with a light breeze and moderate sea. A messenger reported the casualty at 7.20 a.m., and the Life-boat *Mary Ann Lockwood* was promptly launched. Two women passengers were taken off and

landed, the boat at once returning to the steamer. She remained alongside until about 3.30 P.M., whilst unsuccessful efforts were made to float the steamer. As there was then no immediate danger the Life-boat again proceeded to her station, and at the request of the captain, returned at 9 P.M. and stood by the vessel throughout the night. When returning the second time the Life-boat fell in with one of the ship's boats with four hands, which had been adrift all the previous night owing to the fog. The men were picked up and put aboard their vessel. Soon after 4 A.M. it was seen that the services of the Life-boat would not be required; she therefore made for Robin Hood's Bay, arriving at 5 A.M.

HUNA, CAITHNESS-SHIRE.—At 10 A.M. on the 25th May information was received stating that a large fishing vessel was ashore on a dangerous reef to the west of the Pentland Skerries, where there is a very rapid tide race. Although the weather was moderate at the time, the tides being spring with considerable surf, it was deemed expedient to launch the Life-boat *Ida*. The crew were assembled and the boat proceeded to the vessel, but found that the crew of seven men had, with the assistance of the Light-house keeper and others, managed to land on the island by means of a raft. The vessel was the *Strathyre*, of Findochty, bound from Stornoway to Wick. Shortly after the arrival of the Life-boat the vessel slipped off the ledge and drifted seaward. The Life-boat proceeded after her and attempted to tow her in and beach her, but had to give up the attempt. She then returned to the Island, took the seven men on board, and conveyed them to Huna.

PALLING, NORFOLK.—At about 2 A.M. on the 7th June, in a moderate E.N.E. breeze, but very heavy ground swell, the Coxswain of the Palling No. 1 Life-boat, *54th West Norfolk Regiment*, and the Coastguard saw what they thought was a smack driving along the beach; she proved, however, to be fast on the outer bank. The crew and helpers of the Life-boat were mustered,

horses obtained, and the boat launched at 2.35 A.M. On nearing the smack the Life-boat anchored and veered alongside. The crew of four hands, together with four cats, were taken off and landed in safety at 4.40 A.M. The smack was the *Sophia and Rebecca*, of Lowestoft. After the crew were rescued she was driven over the bank up on to the beach.

MOELFRE, ANGLESEY.—Whilst the new Life-boat *Charles and Eliza Laura* was being navigated from Liverpool to her station on the 27th June by a party of New Brighton Life-boatmen, the attention of the Coxswain was drawn by a passing dredger to a small yacht, which appeared to be in difficulties near the North Wall, Liverpool. The Coxswain bore down on her and found her to be the yacht *Drake*, of New Brighton, with two young men on board. They were quite unable to manage her, and the tide was drifting them on to the Wall. They hailed the Life-boat and asked for a line to be thrown them to tow them clear. This was done, and the boat and her occupants towed to New Brighton. Had the Life-boat not been there to render this assistance, the yacht would have undoubtedly been smashed against the Wall and the two men in all probability drowned.

LLANDUDNO, CARNARVONSHIRE.—On the evening of the 6th July a small trawler, the *Hero*, hailing from Rhyl, anchored in Llandudno Bay. There was a strong N.N.W. breeze blowing, with a rough sea, and at 7.40 P.M. the men on board hoisted a signal of distress. They raised the alarm because the anchor had dragged and they were in danger of being driven on to the rocks. The Life-boat *Theodore Price* was launched and rescued the two men, the master being in a very exhausted condition. The firing of the Life-boat assembly signal attracted a large crowd, and the rescue was witnessed by many thousands of people, who heartily cheered the Life-boatmen.

HOLY ISLAND, NORTHUMBERLAND.—About half-past four on the 7th July

two small yawl-rigged yachts, the *Cruiser* and *Raven*, were observed by Holy Island fishermen to be running south before the wind off Berwick. About 7 P.M. it was seen that these vessels meant to take Holy Island Harbour. They were kept under observation, and as the wind was from the N.E., blowing a strong gale, and very squally with a very heavy sea, it was considered necessary to send the Life-boat outside to meet them, as the bar was breaking every now and then. The Life-boat *Lizzie Porter* was promptly launched, and stood by the first yacht whilst she crossed the bar. The Life-boat then pulled out towards the Plough Rock and sailed up to meet the other craft, which was still some distance to the north. Great anxiety was felt by all regarding the little vessel, as she was so long in coming south. At 9.30 P.M. she came in sight, and took the bar, followed closely by the Life-boat, and got into smooth water in the Harbour. This was the first service by the *Lizzie Porter* in a heavy sea, and the Coxswains and crew were delighted with her behaviour under sail. In going out she shipped two heavy seas, but cleared herself quickly.

DONAGHADEE, Co. DOWN.—A telephone message was received from Cloughey at 7.30 A.M. on the 28th July, stating that the Life-boat was required to stand by a stranded steamer, as the Cloughey Life-boat was not available. The crew were promptly assembled and the new motor Life-boat *William and Laura* despatched. They found the s.s. *Agamemnon*, of Liverpool, bound for Glasgow, was ashore inside the South Rock Light-house. The captain stated that he had already landed most of his crew of Chinamen. The Life-boat stood by the steamer for a time, but the officers decided to remain on board; the Life-boat therefore returned to Donaghadee, arriving at 2.45 P.M.

PADSTOW, CORNWALL. — During a moderate E.S.E. gale on the 1st August the schooner *Belle of the Pym*, of Plymouth, stranded on the Doombur, at the entrance of the harbour. The chief officer of Coastguard reported the

casualty by telephone at 6.30 P.M., and it having been ascertained that the vessel was in a position of danger, the No. 1 Life-boat *Arab* was launched. When the Life-boat reached the schooner, the tide was flowing, the Coxswain therefore stood by her until 10.15 P.M., when she was successfully towed clear by the local tug.

FRASERBURGH, ABERDEENSHIRE.—At 10.30 A.M. on the 6th August, whilst the fishing fleet were returning from sea, in a strong northerly wind and rough sea, serious congestion took place in the harbour channel, and it was feared that serious damage might be caused to life and property. On the orders of two members of the Local Committee, the Life-boat *Anna Maria Lee* was launched, and took up her position at the entrance of Balaclava Harbour in readiness to give assistance should any casualty occur. Fortunately nothing happened to require the services of the Life-boat, and after standing by for four hours she returned to moorings in the new South Harbour.

HUNA, CAITHNESS-SHIRE.—During the afternoon of the 6th August signals of distress were heard from the direction of Duncansbay Head; a dense fog prevailed at the time, with a north-east swell. The crew of the Life-boat *Ida* were immediately assembled and the Life-boat proceeded in the direction of the signals, which continued until she nearly reached the vessel. Before getting to the scene of the wreck, however, two boats were passed bottom up, which turned out to be the two life-boats from the wrecked vessel, which had been swamped alongside, with the loss unfortunately, of one life. The Life-boat with some difficulty got alongside the steamer, and two men were put on board. The vessel proved to be the s.s. *Indian*, of Liverpool, a four-masted vessel of nearly 6,000 tons register, bound from Nordenham *via* the Tyne for Pensacola, with a cargo of agricultural salt, and carrying a crew of fifty-two hands. Shortly after the vessel struck and before the Life-boat arrived, she had heeled over to port until almost rail under. It was now considered necessary

to transfer the crew to the Life-boat, and accordingly part of the crew were taken on board clad in their life-belts. With the turn of the tide the vessel righted herself and slipped off the rocks. An examination showed that she was making water rapidly. Two attempts were made to take the steamer in tow, but the tow ropes carried away; it was therefore decided, as the vessel was gradually sinking, to beach her in Sinclair Bay, in order to save life and property. This was accomplished in safety, but with only one bulkhead holding between the water and the engine-room, which might burst at any moment, and as the forepart was already full of water, the captain requested the Life-boat to stand by the vessel until tugs arrived. The Life-boat remained in attendance until the 10th August, when her services being no longer required, she returned to her station, arriving at 6 P.M.

CRICCIETH, CARNARVONSHIRE.—During the evening of the 11th August a breeze sprang up very suddenly from the S.S.W., and continued to freshen until there was a fresh gale. At 11 P.M. signals of distress were seen from the ketch *James*, of Cardigan, on Portmadoc Bar. The Life-boat crew were summoned, and the Life-boat promptly launched. She proceeded alongside the ketch and rescued the two men, landing them in safety at 3 A.M. The vessel rode out the gale, and was towed into Portmadoc at noon next day.

GORLESTON, SUFFOLK.—During a strong W.S.W. breeze with heavy sea on the 12th August, a man put off in a small rowing-boat, but got into difficulties, and was seen drifting with the tide rapidly towards the Corton Sands. His signals of distress were reported to the Coxswain, who launched the No. 1 Life-boat *Mark Lane*. They proceeded with all haste after the boat, and having taken the occupant on board, towed the boat back to Gorleston.

CRICCIETH, CARNARVONSHIRE.—The pleasure yacht *Iris*, of Chester, was seen to be in a dangerous position in the breakers near Portmadoc Bar on the

15th August. The Coxswain launched the Life-boat and proceeded to the assistance of the crew. He asked them if they wanted the assistance of the Life-boat; they at first declined, stating that they would remain on board until swamped, and would then try and swim ashore. It was pointed out to them that this would be impossible, and that they would incur very great and unnecessary danger; as soon as they realised that this was so they readily availed themselves of the proffered aid. The three men were then taken into the Life-boat and brought ashore in safety, the yacht being left at anchor to weather the storm if possible. The sea was rough during this service, with a moderate W.S.W. gale blowing.

RAMSEY, ISLE OF MAN.—At 6.45 P.M. on the 18th August information was received by telegram from the Light-keeper at Point of Ayr Light-house to the effect that a small yacht was in difficulties close by, flying signals of distress. The Life-boat *Mary Isabella* was at once ordered out, and in a south-westerly gale and heavy sea proceeded to Point of Ayr. She reached the yacht a few minutes after 8 P.M. and found that she was the *Sea Bird*, of Carnarvon, with three persons on board, bound from Lamlash to Pwllheli. The three men were quickly transferred to the Life-boat, and she at once started on her return journey, arriving at Ramsey at 4 A.M.

HASTINGS, SUSSEX.—The cutter-yacht *We're Here*, of Burnham-on-Crouch, was in grave peril of being lost on the Castle Rocks, Hastings, in the early morning of the 19th August. The yacht, with the owner, his wife, man, and two dogs on board, left Folkestone about noon the previous day, and had to beat against the wind all the way down Channel. During the night it came on to blow hard and the owner tried to run for Rye, but missed the harbour in the darkness. He then decided to make for Hastings, which place was reached, but not knowing the shore, he could not discover a suitable place for landing. The anchors were let go, but the yacht was in shallow, broken water in close



proximity to a dangerous and extensive reef. The anchors held fairly well, but the sea was so rough the yacht was knocked about badly, and the position of those on board was one of considerable peril. At 5.20 A.M. signals of distress were made, and the Life-boat *Charles Arkcoll* was promptly launched. The Coxswain handled his boat splendidly, taking her into the broken water and rescuing all on board, including the dogs. He found that the craft was so near to the rocks that he could not get to leeward, but had to effect the rescue from windward. Had the Life-boat been less skilfully handled she might have been very seriously damaged, if not wrecked.

The Committee of Management at their following meeting, in appreciation of the excellence of the service, made an additional reward to each member of the crew. The owner of the yacht, Dr. Shenton, showed his appreciation of the rescue by sending a pecuniary present to the Coxswain and crew, and forwarding a letter to the Institution expressing his gratitude.

SALTBURN, YORKSHIRE. — The Life-boat *Mary Batger* was launched shortly after noon on the 19th August to the assistance of the pleasure coble *Thelma*, of Saltburn, which had put to sea with three persons on board. A N.W. gale suddenly sprang up, making the coble difficult to handle, and she drifted down the coast. Signals of distress were made, and the Life-boat proceeded after the helpless craft. When near Skinninggrove the occupants of the coble decided to try and land, and the Life-boat stood by until the boat was safely beached. The Life-boat was compelled to wait off Skinninggrove at anchor for some hours until the ebb tide set in, as she was unable to row back in the teeth of the gale.

MARGATE, KENT, and HARWICH, ESSEX. — At 11.30 A.M. on the 19th August information was received at Margate that a large vessel was ashore on the Longsand. The crew of the No. 2 Life-boat *Civil Service No. 1* were assembled, the Life-boat launched, and proceeded to the sands. On arrival the Coxswain found the barque *Fox*, of

Arendal, aground. He asked the captain if he required any assistance, and in reply he stated he wished the Life-boat to stand by until high water, also to inform him as to his position, as he had been unable to take his bearing, and was in ignorance as to where he was. In the meanwhile a message reached Harwich reporting the casualty, and the steam Life-boat *City of Glasgow* put to sea. She made straight for the Longsand, and both Life-boats stood by the barque until high water at 11 P.M. When she succeeded in the strong N.W. wind in getting clear of sands she was put upon her course for America, and the Life-boats returned to their respective stations.

DUNBAR, HADDINGTONSHIRE. — The Life-boat *William Arthur Millward* was called out shortly after nine in the morning on the 21st August to a vessel which had stranded on the Peffer Sands, some miles westward of Dunbar. The Life-boat was promptly launched, not without some difficulty, the rudder being damaged. The state of the wind and tide necessitated the Life-boat being towed to the Harbour mouth by a large squad of helpers. On getting outside the Life-boat encountered a strong N.E. wind, but by good seamanship quickly got to sea. On arrival at the scene of the wreck, the vessel was found to be the small steamer *Inchcolm*, of Leith. The Life-boat crew made signals offering to take the crew off, but they did not desire to be landed; she stood by the vessel for a considerable time, and then returned to Dunbar. The steamer was in a very bad position and likely to become a total wreck.

The weather was very bad at the time of this service, and the crew and helpers had a very arduous time; the Committee of Management therefore gave them an additional reward.

NEWHAVEN, SUSSEX. — At about 6.30 P.M. on the 21st August the Coxswain of the Life-boat sighted a steamer making for the Harbour, when she struck the bar and at once commenced to drift ashore. As the vessel appeared to be quite unmanageable and in a dangerous position owing to the heavy sea, the Life-boat was launched. A

pilot asked to be put on board the disabled vessel, stating he had tried to board her before she came in, but was unable to do so, his boat being nearly swamped. He was put on board as requested, and the Life-boat stood by until asked by the captain of the steamer to get a tow-rope from a tug, which had also gone to the steamer's assistance, but was unable to get near. A rope was obtained and taken to the steamer, but in the meantime she had succeeded in getting her head to sea, and the rope was refused. The Life-boat continued to stand by the steamer until, eventually, the wind and sea moderating, she got clear on the rising tide. The Life-boat then returned to Harbour.

The steamer was the *Brittany*, a new boat built for the London, Brighton and South Coast Railway Company, for the Newhaven and Caen route. She was on her way from Hull to Newhaven when the mishap occurred, and she was very fortunate in getting off as she did, because had the wind increased instead of moderated, she would have, in all probability, been lost.

GORLESTON, SUFFOLK.—A telephone message on the 22nd August reported that a vessel was ashore on the Holm Sands. The No. 1 Life-boat was launched, and in tow of a tug proceeded to the vessel, which proved to be the smack *Young Harry*, of Lowestoft, homeward bound with fish. The master on being asked if he required the assistance of the Life-boat, replied that he had not done so up to the present; the Life-boat therefore stood by until the tide flowed sufficiently to enable a tug to get the smack afloat. This she eventually did, and the Life-boat returned to her station.

PEEL, ISLE OF MAN.—At 5 A.M. on the 26th August the Coxswain of the Life-boat *Mayhew Medwin* received information that there were no tidings of a small fishing yawl, the *Shamrock*, of Peel, which left Harbour at 10.30 A.M. the previous day. The Assistant Harbour-Master was consulted, and the launch of the Life-boat ordered. The assembly signal was fired, and in the short space of ten minutes the Life-boat was

afloat and proceeded to sea in a S.W. gale. The Life-boat stood to windward for some time and then ran to leeward for ten miles. After searching a wide expanse of sea for four hours the Coxswain observed a small sail about five miles away. He kept the Life-boat in the direction of the sail, which proved to be the missing boat with its three occupants. They were taken into the Life-boat in a most exhausted condition, after a terribly trying experience. The Life-boat then made for land, being twelve miles to leeward. The wind was still increasing at this period, with heavy squalls of rain and a heavy sea running. It was realised at Peel that the Life-boat in beating home in the teeth of the gale would have a very heavy task, and Mr. C. F. Egner, the owner of the steam drifter *Manx Bride*, very kindly directed his vessel to put off and tow the Life-boat home, he and the Honorary Secretary of the Branch, Lieutenant A. Newnham, R.N., accompanying her. The Life-boat was picked up when about six miles off, the drifter being so smartly handled that the hawser was aboard in two minutes. All being secure she steamed for Peel, the small boat still being in tow of the Life-boat. During the voyage into port the yawl was swamped by a heavy sea and sank, the tow-rope breaking as she went down. It was now blowing a whole gale, and large crowds had gathered to witness the return of the Life-boat. When she arrived at 1.30 P.M., having been at sea eight hours, rousing cheers greeted them. This was a brilliant rescue, and much praise and credit are due to the Life-boat's crew, and to Mr. Egner for his timely assistance with his steamer, which saved some hours of exposure to the rescued and their rescuers.

The Committee of Management at the meeting next following showed their appreciation of this service by presenting the Coxswain CHARLES CAIN with the thanks of the Institution inscribed on vellum and framed, and double pay to each of the crew. They also sent special letters of thanks to Mr. Egner and to Lieutenant Newnham for their valuable assistance, and made a monetary reward to the crew of the drifter.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 9th June, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P.,  
in the Chair.

Read a letter from His Majesty's Principal Secretary of State for Home Affairs conveying His Majesty's thanks for the loyal and dutiful resolution of the Committee of Management on the occasion of the lamented death of His late Majesty King Edward VII. Also the thanks of Her Majesty Queen Alexandra for the Committee's expression of sympathy.

Read and confirmed the minutes of the previous meeting.

The Committee expressed their heartfelt sorrow at the death of their highly-esteemed and much beloved Secretary, Mr. Charles Dibdin, who had held his important office to the great advantage of the Institution for the long period of 27 years during which he had given himself with unstinted devotion and the utmost loyalty to the interests of the Life-boat Service which he loved so well.

Read the minutes of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Also read the minutes of the last meeting of the Central Committee of the Life-boat Saturday and having made some modifications, approved same.

Read the reports of the District Inspectors on their visits to the following Life-boat Stations:—

Northern District.—Eyemouth, Berwick-on-Tweed, Holy Island (two boats), Dunbar, Skateraw, Montrose (two boats), Gourdon, Johnshaven, Newburgh, Port Erroll, Fraserburgh, and Stonehaven.

Eastern District.—Sunderland (three boats), Cambois, Blyth, Gorleston (two boats), Southwold (two boats), Aldeburgh (two boats), Filey, Redcar, Saltburn, Flamborough (two boats), and Bridlington Quay.

Southern District.—Dover, Newhaven, Littlehampton, Worthing, Hastings, Eastbourne (two boats), New Romney and Rye Harbour.

Western District.—Port Eynon, Ferryside, The Mumbles, Clovelly and Appledore.

Irish District.—Groomsport and Carrickfergus.

Reported the receipt of the following special contributions since the last meeting:—

	£	s.	d.
Mr. WILLIAM TAYLOR, J.P., donation to the Endowment Fund, in celebration of his Golden Wedding . . . . .	500	—	—
Mr. and Mrs. JAMES HUTCHINSON. "Conscience Money" (per the Rev. H. S. NICHOLSON) . . . . .	25	—	—
H.M.S. <i>Vanguard</i> , Offertory on board (per the Rev. GUY A. BROWNING, R.N.) . . . . .	9	17	—
Hamilton Memorial Bible Class, Birkenhead . . . . .	2	5	—
	—	10	—

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. J. A. HOGAN, of Epsom . . . . .	£	s.	d.
	1,000	—	—
The late Mr. ALEXANDER ROBERTSON, of Corstorphine . . . . .	100	17	9
The late Miss ADELA F. BARLOW, of Dover (per Dover Branch) . . . . .	90	—	—
The late Mr. EDWY CROOKE, of Guildford (additional) . . . . .	72	12	7
The late Mr. W. H. DEAN, of Stratford, E. (additional) . . . . .	68	12	4
Paid 4,062 <i>l.</i> for sundry charges in connexion with various Life-boat establishments.			

Voted 137*l.* 1*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath . . . . .	Fishing-boat <i>Catherine</i> , of Arbroath. Stood by vessel.	
Berwick-on-Tweed . . . . .	Three cibles of Spittal. Stood by cibles.	
Helvick Head . . . . .	Yawl <i>St. Bridget</i> , of Ballinagoul. Saved boat and . . . . .	4
Huna . . . . .	Fishing-boat <i>Strathyre</i> , of Findochty. Landed 7	
Ilfracombe . . . . .	Ketch <i>Honour</i> , of Jersey. Stood by vessel.	
North Sunderland . . . . .	Coble <i>Jane Douglas</i> , of Beadnell. Stood by vessel.	
Robin Hood's Bay . . . . .	S.S. <i>Hermiston</i> , of Glasgow. Landed 2.	
St. Ives . . . . .	Lugger <i>Jonadab</i> , of St. Ives . . . . .	6
Walton-on-Naze . . . . .	Yacht <i>Gwenyth</i> . Stood by yacht.	

The Ramsgate Life-boat assisted to save the fishing vessel *Harry Martin*, of Ramsgate, and 3 lives; and the Robin Hood's Bay Life-boat rendered assistance to the s.s. *Hermiston*, of Glasgow.

Voted 226*l.* 4*s.* 6*d.* to pay the expenses of assemblies of crews or launching the following Life-boats, etc., with the view of rendering assistance to persons on vessels in distress:—Anstruther, Caister No. 1, Dunbar, Flamborough No. 2, Gorleston No. 1, Helvick Head, Kessingland No. 1, Newhaven (motor), Port Erroll, Sutton, Walton-on-Naze (motor), Wexford, and Winterton No. 1.

Voted 5*l.* to ten men for their promptness in carting a punt one and a half miles and putting off and saving three persons from the yacht *Gannett* which struck on the edge of the Rock Channel near Hoylelake and sank in fine weather on the 29th May. The men when rescued were in an exhausted condition. Also sent a letter of thanks to Mr. P. R. Griffin, who swam from the yacht a considerable distance to the shore, for the purpose of obtaining help.

Voted 10*s.* to two men for their promptness in saving three persons from a boat, which was drifting out to sea, on 4th May, off Ballycotton, owing to her mast having carried away and no anchor being on board.

Also 5*l.* 5*s.* to twenty-one men for rescuing at moderate risk five persons from the fishing-boat *Confidencce*, which was thrown on to the North Extension Pier when proceeding out of Lowestoft Harbour in a light E.S.E. breeze and heavy sea on the 13th May.

Voted 1*l.* 2*s.* 6*d.* to three men for promptly putting off in a small motor boat and saving two men from an open boat which was in difficulties in a moderate off-shore gale and heavy sea, and was in danger of being swamped off Workington on the 13th May.

THURSDAY, 14th July, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P., in the Chair.

The meeting learned with great satisfaction that His Most Gracious Majesty King George V. had consented to be the Patron of the Institution in succession to His late Majesty King Edward VII.

Read and confirmed the minutes of the previous meeting.

Read minutes of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the District Inspectors of Life-boats on their visits to the following Life-boat Stations:—

Northern District.—Nairn, Lossiemouth, Ayr, Ballantrae and Girvan.

Southern District.—Southend-on-Sea, North Deal, Walmer, Kingsdowne, Dover, Atherfield, Brooke, Brighstone Grange, Totland Bay, Ryde, Worthing, Brighton, Looe, Plymouth, Yealm River, Teignmouth, Shoreham and Littlehampton.

Western District.—Cemaes, Bull Bay, Cemlyn, Penmon, Moelfre, Rhoscolyn, Rhosneigr, Bude, Port Isaac, Padstow (Life-boat and steam tug), Barmouth, Llandudno, Llandulas, Rhyl and Point of Ayr.

Irish District.—Dunmore East, Aranmore, Culdaff, Greencastle, Portrush and Cloughy.

Reported the receipt of the following special contributions since the last meeting:—

	£	s.	d.
Mrs. ELIZA STREATFIELD, towards the cost of a Life-boat to be named <i>Hugh Taylor</i> . . . . .	500	—	—
The Thorngate Trustees (annual subscription) . . . . .	80	—	—
The late Mr. JAMES SMITH (per Liverpool Branch) . . . . .	50	—	—
The Co-operative Wholesale Society (annual subscription) . . . . .	21	—	—
Highfield School, Hendon, Offertory in Chapel (per the Churchwardens) . . . . .	1	3	—

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. EDWIN J. A. AYLIFFE, of Paris . . . . .	1,812	9	—
The late Miss SELINA CRESSEY, of York . . . . .	300	—	—
The late Miss EMMA BRANDRETH, of Wimbledon Park . . . . .	250	—	—
The late Mr. THOMAS SKIDMORE, of Wolverhampton . . . . .	100	—	—
The late Miss SOPHY LE FEUVRE, of Guernsey . . . . .	76	10	10
The late Mr. ALBERT THOMPSON, of Poplar . . . . .	10	—	—

Reported the transmission to their stations of the Donaghadee and Moelfre new Life-boats.

Voted the best thanks of the Committee to Mr. W. J. D. Whitaker, Mr. Robert Lochhead, Mr. W. L. Corlett and Mr. George Scarborough, in acknowledgment of their valuable services as Honorary Secretaries of the Sidmouth, Falkirk, Ramsey and Halifax Branches of the Institution, which offices they had just resigned.

Paid 7,823*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 77*l.* 13*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Holy Island No. 1	Yachts <i>Raven</i> , and <i>Stood</i> by yachts.	
Llandudno .	Smack <i>Hero</i> , of Rhyl .	2
Moelfre . .	Yacht <i>Drake</i> , of New Brighton. Saved yacht and . . . . .	2
Palling No. 1	Smack <i>Sophia Rebecca</i> , of Lowestoft . . . . .	4

Also voted 251*l.* 2*s.* 8*d.* to pay the expenses of assemblies of the crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Berwick-on-Tweed, Blakeney, Clacton-on-Sea, Fleetwood, Gorleston No. 1, Harwich Nos. 1 and 2 (steam), Hasborough, Hilbre Island, Kingstown No. 1, Plymouth, Point of Ayr, Poolbeg, Sennen Cove, Sheringham, Walton-on-Naze and Yarmouth.

Voted a pair of binoculars suitably inscribed to Mr. JOHN R. LAWRENCE, Principal Light-keeper at Pentland Skerries Light-house, and 3*l.* to three other men for their meritorious conduct in saving the crew of seven hands of the fishing vessel *Strathgyle*, of Findochty, wrecked at Pentland Skerries, in a heavy tide race, in moderate weather, on the 25th May. The vessel sank immediately after the men had left her.

Voted an aneroid binocular bearing a suitable inscription to Mr. LEWIS JONES, for saving a young man whose boat was swamped through trying to anchor in the tide race near Hilbre Island, on the 25th June. The salvor heard cries for help, and promptly launching a punt, succeeded after considerable trouble in saving the man in a very exhausted condition.

Voted 15s. to two men for promptly putting off in a boat to the assistance of a lad, who was adrift in a smack's boat with only one oar, in Lowestoft Roads, on the 13th June. There was some sea on the banks, and the two men incurred slight risk.

Also 7s. 6d. to a man for saving at moderate risk four persons, unused to the management of a boat, who were being blown out to sea off Penzance, in a moderate N.W. gale and rough sea, on the 2nd July.

Voted 1l. 10s. to three men for their promptness in saving two persons from the sailing boat *Viking*, which capsized in moderate gusty weather and smooth sea, in Mumbles Bay, on the 29th May. A third man who was in the boat was unfortunately drowned.

Voted 3l. to three Scarborough men for saving a man from a small coble which capsized off Filey Brigg on the 12th April. The salvors observed the accident and rescued the man in a very exhausted condition. There was a moderate S.S.W. wind blowing, and the salvors incurred great risk owing to the broken water.

Also 1l. 15s. to seven men for promptly putting off in a boat and saving four persons from a small boat which was being blown out to sea off Deal, in a moderate westerly gale and very choppy sea on the 29th June.

Also 1l. 1s. to seven men for their promptness in putting off in three boats and rescuing three men, whose boat capsized off Courtmacsherry in fine weather on the 24th June.

THURSDAY, 11th August, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

Reported that the design for the badge of the Institution had been submitted to His Majesty the King and met with approval.

Elected Mr. GEORGE F. SHEE, M.A., Secretary of the Institution, in the place of the late Mr. Charles Dibdin.

Read the minutes of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the report of the Deputy Chief Inspector of Life-boats on his visit to Nairn.

Also the reports of the District Inspectors of Life-boats on their visits to the following Life-boat Stations:—

Northern District.—Aokergill, Wick, St. Andrews, Crall, Anstruther, Kirkcudbright and Balcary.

Eastern District.—Donna Nook, Skegness, Mablethorpe, Sutton, Hunstanton, Brancaster, Wells and Blakeney.

Southern District.—Margate (two boats), North Deal, Walmer, Kingsdowne, Exmouth, Brixham, Torquay, Plymouth, Yealm River, Teignmouth, Hope Cove, Salcombe, Lyme Regis and Sidmouth.

Western District.—Llanddulas, Holyhead (two boats), St. Mary's, St. Agnes and Newlyn.  
Irish District.—Donaghadee.

Reported the receipt of the following special contributions since the last meeting:—

	£	s.	d.
Miss MARY SARAH HALL . . . . .	100	-	-
Mr. E. F. WHITE (annual subscription) . . . . .	50	-	-
In memory of the late Miss S. E. WHITE . . . . .	25	-	-
Court <i>Fountain of Friendship</i> , No. 2634, A.O.F., collected at Church Parade (per Mr. H. T. BEADLE, Snodland, Kent) . . . . .	4	17	-
H.M.S. <i>Gibraltar</i> , donation from Canteen Fund (per Staff-Paymaster J. S. PLACE, R.N.) . . . . .	1	5	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss ELIZABETH L. IRVING, of Reddish, near Manchester (additional) . . . . .	645	-	4
The late Miss MARY HEZMALHALCH, of York . . . . .	450	-	-
The late Mr. CHARLES SMITH, of St. John's Wood . . . . .	450	-	-
The late Mrs. ELEANOR MILLS, of West Kirby . . . . .	259	8	4
The late Mr. RICHARD A. A. JONES, of Guildford . . . . .	100	-	-
The late Mr. JACOB NATHAN, of Plymouth, 5l. 15s. 4d. Consols, value . . . . .	42	14	3
(Interest to be applied for the benefit of the Plymouth Branch.)			
The late Mr. F. W. N. LLOYD, of Bromley (interest) . . . . .	15	1	4
The late Capt. JOSEPH BOOTH GORDON, of Liverpool (per Liverpool Branch) . . . . .	9	-	-

The Committee expressed much regret at the deaths of Mr. C. N. Bevan, who had been joint Honorary Secretary of the Lynnmouth Branch for some years; Mr. John Burnard, Honorary Secretary of the Clovelly Branch; and Mr. George Humphrys, Secretary of the City of London Branch.

It was decided to send letters of condolence to the bereaved families.

Decided to close the Nairn Station, and to form new stations at Cromarty and Penlee (Penzance).

Paid 4,472l. for sundry charges in connexion with various Life-boat establishments.

Voted 20l. 6s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Donaghadee . . . . .	S.S. <i>Agamemnon</i> , of Liverpool.	Stood by vessel.
(Motor)		
Padstow No. 1 . . . . .	Schooner <i>Belle of the Plym</i> , of Plymouth.	Stood by vessel.

Also voted 25*l.* -s. 8*d.* to pay the expenses of the following Life-boat launches or assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Clacton-on-Sea, Cloughey, Donaghadee (motor), Gorleston No. 1, Harwich (steam), Hilbre Island, Hoylake, Little Haven, New Brighton (steam), North Deal, Pakefield, Port Erroll, Pwllheli, Tenby, Wicklow, and Yarmouth.

Granted 12*s.* 6*d.* to a man for injury on Life-boat service at Llandudno.

Voted 2*l.* 5*s.* to three men of the lugger *Gipsy King* for saving, at moderate risk, two persons from the sailing punt *Curlew*, which was being blown out to sea off the North Foreland in a strong N.W. breeze and rough sea, on the 24th July.

Also 1*l.* to two men for promptly putting off in a boat and, at slight risk, saving a man who was being driven out to sea about two miles to the east of Alnmouth, in squally weather, on the 23rd July.

Voted 1*l.* 10*s.* to six men for their promptness in saving a man whose boat was being driven out to sea off Killough, in a strong N.W. wind and rough sea, on 7th July.

Also 1*l.* 5*s.* to five men for promptly putting off in a boat and, at moderate risk, saving two visitors and a boatman, whose boat was caught in a severe squall and was in danger of foundering in Llandudno Bay, on the 21st July.

THURSDAY, 8th September, 1910.

Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the reports of the District Inspectors on their visits to the following Life-boat Stations:—

Eastern District.—Winterton (two boats), Palling (two boats), Sheringham, Hasborough, Caister (two boats), Yarmouth and Aldeburgh (two boats).

Southern District.—New Romney, Dungeness (two boats), Folkestone, Swanage, Poole, Hayling Island, Bembridge, Totland Bay, Selsey, Southsea, Shoreham, St. Peter Port, St. Helier and Weymouth.

Western District.—St. Ives, Ilfracombe, Lynmouth, Minehaven, Little Haven, Fishguard, The Mumbles, Clovelly, Port Isaac, Barry Dock, Newquay (Cornwall) and Bude.

Irish District.—Blackrock, Hilbre Island, Hoylake, New Brighton (two boats), Formby, Peel, Castletown, Port Erin, Port St. Mary, Douglas and Ramsey.

Reported the receipt of the following special contributions since the last meeting:—

	£	s.	d.
"S. W. A." (annual subscription)	25	-	-
P.S. <i>Shamrock</i> , collected on board (per Captain READ)	3	-	-

H.M.S. <i>Andromeda</i> , surplus canteen money (per Fleet-Paymaster J. COOPER, R.N.)	£	s.	d.
Harby Church Collection (per Mr. J. STOKES, Churchwarden)	2	4	11
	-	14	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. SARAH ELIZABETH BENNETT, of Albrighton	200	-	-
The late Mr. EDMUND LYTHGOE, of Melbourne (further on account)	100	-	9
The late Mr. WILLIAM MCCUNN, of Largs, for the maintenance fund of the <i>John Ryburn</i> Life-boat at Stronsay	100	-	-
The late Miss MARTHA H. POWELL, of Wolverhampton (on account)	50	-	-
The late Mrs. MARY JANE LIGHTON, of Liverpool (to the Liverpool Branch)	18	-	-
The late Mr. EDWIN J. AYLIEFFE, of Paris (additional)	-	5	6

Reported the decease of Captain John Smith, who had been honorary secretary of the Seaham Branch for 9 years, and decided to send a letter of condolence to the bereaved family.

Reported the transmission to her Station of the Pakefield new Life-boat.

Paid 3,985*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 262*l.* 19*s.* 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 2	Schooner <i>William and Alice</i> , of Hull. Stood by vessel.	
Criccieth	Ketch <i>Jane</i> , of Cardigan	2
Dunbar	Yacht <i>Iris</i> , of Chester	3
Fraserburgh	S.S. <i>Inchcolm</i> , of Leith. Stood by vessel.	
Gorleston No. 1	Fishing fleet of Fraserburgh. Stood by boats.	
	Rowing boat <i>Girl Lily</i> , of Gorleston	1
	Smack <i>Young Harry</i> , of Lowestoft. Stood by vessel.	
Harwich (Steam)	Barque <i>Fox</i> , of Arendal. Stood by vessel.	
Hastings	Yacht <i>We're Here</i> , of Burnham-on-Crouch	3
Margate No. 2	Barque <i>Fox</i> , of Arendal. Stood by vessel.	
New Brighton (Steam)	Dredger <i>Walter Glynn</i> , of Liverpool	5
Newhaven	S.S. <i>Brittany</i> , of Newhaven. Stood by vessel.	
Peel	Open boat <i>Shamrock</i> , of Peel	3

Life-boat.	Vessel.	Lives saved.
Port Erin . . .	Fishing-boat <i>Expert</i> , of Castletown . . .	6
	Fishing-boat <i>Milky</i> <i>Way</i> , of Port St. Mary. . . . .	7
Ramsey . . . .	Yacht <i>Sea Bird</i> , of Carnarvon . . . .	3

The Aldeburgh No. 2 Life-boat assisted to save the barge *Resurga*, of London and 3; Huna Life-boat assisted to save s.s. *Indian*, of Liverpool; North Deal Life-boat assisted to save the barque *Henrich*, of Larvik, and 10; and the Ramsgate Life-boat stood by the same vessel.

Voted 170*l.* 14*s.* 3*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Appledore No. 1, Castletown, Clacton-on-Sea, Douglas, Eastbourne No. 2, Fishguard, Fleetwood, Ilfracombe, Lowestoft No. 1, Newhaven, Port Logan, and Totland Bay.

Awarded the thanks of the Institution inscribed on vellum to WILLIAM CROSS, Coxswain-superintendent of the New Brighton steam Life-boat, together with an additional monetary grant to him and each of the crew, for a good service resulting in five men being saved from the dredger *Walter Glynn*, of Liverpool, on the 27th August.

Also awarded the thanks of the Institution on vellum to CHARLES CAIN, Coxswain-superintendent of the Peel Life-boat, together with an additional reward to him and to each of the crew for their excellent services in rescuing three men from the pleasure boat *Shamrock*, of Peel, in a strong S.W. gale and heavy sea, on 26th August. Also sent letters of thanks to the Honorary Secretary Lieut. A. Newnham, R.N., and Mr. C. F. Egner, owner of the steam drifter *Manx Bride*, for going out in the drifter and towing the Life-boat back to her station.

Voted additional monetary rewards to the crews of the Hastings, Dunbar, and Port Erin Life-boats, for good services in very bad

weather on the 19th, 21st, and 26th August respectively.

Voted 1*l.* to two men for promptly putting off and saving two fishermen, whose boat was capsized on the bar at Rathfran, Co. Mayo, in a strong S.W. breeze and heavy sea, on the 3rd June. Also 4*s.* to a man who assisted to launch the boat, and allowed 6*s.* for an oar which was broken in performing the rescue.

Also 15*s.* to three men for their promptness in rescuing three persons from the boat of a pleasure trawler, which capsized off Courtmacsherry at 10.30 P.M. on the 4th August. Also sent a letter of thanks to Mr. Sheehy, a visitor, who assisted at the rescue.

Voted 2*l.* 5*s.* to nine men for putting off in two boats and searching for a visitor, who had gone out in a pleasure boat from Port Erin, and was missing at 11 P.M. The man was found on Calf Island, and was landed by one of the boats. Also granted 10*s.* to four Life-boatmen who remained on duty in readiness from 11 P.M. until 4 A.M., in case the Life-boat should be required, and allowed 3*s.* 6*d.* for an oar which was lost.

Voted 1*l.* to four men for promptly saving two persons from a small rowing boat, which was unmanageable and in danger of being swamped off Moelfre Island, in a strong S.W. breeze and moderate sea, on the 16th August.

Voted 1*l.* 10*s.* to three men for rescuing two persons from an open sailing boat, which got into difficulties off Cemaes, in a fresh S.W. breeze and choppy sea on the 23rd August. The salvors, who were fishing, seeing signals for help, proceeded to the boat and at slight risk rescued the occupants, towing the boat into Cemaes Harbour.

Voted 2*l.* to four men for promptly putting off in a boat and at slight risk rescuing three persons from a boat of the S.S. *Empress of India*, which capsized in Poole Harbour, on the 27th August. Two other men were unfortunately drowned before help could reach them.

Voted 2*l.* to eight men for landing eleven of the crew of the French fishing vessel *Le Duc d'Aumale*, of Fécamp, which stranded on the Harbour bar at Whitby on the 23rd July.

## NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published on the  
1st February, 1911.*

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

Chairman—

Deputy-Chairman—

COLONEL SIR FITZROY CLAYTON, K.C.V.O., V.P.

SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.

Secretary—GEORGE F. SHEE, ESQ., M.A.



Telegraphic Address:

"LIFE-BOAT  
INSTITUTION,  
LONDON."

Telephone:

No. 2964  
("GERRARD  
EXCHANGE.")

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1909) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £74,567 on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1909.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 43 Vessels and Boats saved by them and 239 persons landed from vessels in distress and lightships . . . . .	434	...	...
Number of Lives saved by Shore-boats, &c. . . . .	210	...	...
Amount of Rewards granted during the Year . . . . .	...	11,994	19 8
Honorary Rewards:—Silver Medals and Clasps . . . . .	8	...	...
Decorations . . . . .	1	...	...
Binocular Glasses . . . . .	15	...	...
Aneroid Barometers . . . . .	4	...	...
Votes of Thanks on Vellum . . . . .	23	...	...
Certificates of Service . . . . .	7	...	...
<b>Total . . . . .</b>	<b>58</b>	<b>644</b>	<b>£11,994 19 8</b>

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1909), is **48,627**. The rewards and recognitions granted by the Institution in the same period comprise **101** Gold Medals and Clasps, **1,269** Silver Medals and Clasps, **69** Decorations, **412** Binocular Glasses, **15** Telescopes, **90** Aneroid Barometers, **1,916** Votes of Thanks inscribed on vellum and framed, **213** Certificates of Service framed, and **£298,177** in money.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION earnestly appeal to the British Public for Funds to enable them to maintain their **280** Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*.

The work of the Life-boat should appeal to all, whether they reside inland or on the coast. There are probably few inhabitants of the United Kingdom who have not friends or relatives who at one time or another "go down to the sea in ships," and no British men or women can be indifferent to a work which is of peculiar interest to the people of the greatest maritime country in the world.

We cannot all take a personal part in the noble act of life-saving, but we can all at least contribute to help those who make this splendid work part and parcel of their normal duty, and to assist the women and children who may be left without support through the heroic self-sacrifice of husband, father or brother.

The Committee are confident that, in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the generous support of the public, so that the scope and efficiency of our great life-saving service, of which the Nation has always been so proud, may not have to be curtailed.

*Annual Subscriptions* and Donations are earnestly solicited, and will be thankfully received by the Secretary, at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COURTTS AND Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—November, 1910.