

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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THE MOTOR FLEET.

“STEADILY onwards,” may be said to be the policy of the Institution, in regard to the installation of motive power in its Fleet of Life-boats.

A year ago we gave a description of the various boats which were already on the coast. Since then the advance has been satisfactory, two more having been completed and sent to Broughty Ferry and Donaghadee, both under their own power, the distance by sea being 425 and 558 miles respectively.

The Broughty Ferry boat experienced some trouble when leaving Harwich, due to her propeller blades being bent, owing to a hardwood wedge which lodged in the propeller tunnel when launching from the boatyard, and also to some difficulty with the magneto; but after these defects had been made good, she cleared from that port, on the 7th

October, and arrived at her destination on the 11th, without further incident.

The Donaghadee boat left Harwich earlier in the year, on the 1st July and, proceeding *via* the East Coast and the Forth and Clyde Canal, arrived at her Station on the 11th of that month, the run throughout being very satisfactory, the only delay experienced being for 2½ hours, due to slight heating of the thrust and after crank-shaft bearings.

The Wicklow boat has also carried out her river trials, and is, at the time of writing, preparing to leave for Harwich to carry out her sea trials, prior to her despatch to her Station.

In this issue we give a table showing some interesting particulars in connexion with the boats at their Stations, and those being built.

STATION.	BOAT.			MOTOR.							PROPELLER.		SPEED.		PETROL.		REMARKS.				
	Date.	Type.	Size.	Crew.	Maker.	B.H.P.	Revolutions.	Weight.	Number.	Diameter.	Length of Stroke.	Lubrication.	Ignition.	Diameter.	Pitch.	Reverse gear.		Revolutions developed.	Knots developed.	Pints consumed per hour.	Galls. carried.
Tynemouth (old)	1904	S.R.	38' x 8'	14	{Fay & Bowen}	11	500	24	2		Dual					{Durbam Churchhill}	430 to 450	5.9	12	16	Experimental Boats
Reserve No. 2	1906	S.R.	42' x 11'	16	Taylor	30	900	15½	4	5	Forced	L.T.M. Dual	21"	15"	Buffalo	861	7.2	18.5	38		
Newhaven	1907	S.R.	37' x 9' 3"	11	Thorny-croft	24	1000*	15½	4	4½	"	H.T.M. 22"	19"	14"	Thornycroft clutch	800	7.27	15.6	36		
Walton-on-Naze	1906	N.&S.	43' x 12' 6"	16	Blake	40	550	20½	4	5½	"	H.T.M. 22"	21"	21"	Blake clutch	600	6.98	20.4	60		
Stronsay	1908	W.	43' x 12' 6"	12	Blake	40	600	12	4	5½	"	H.T.M. 22"	24"	24"	G.R.P.	612	7.2	25	60		
Stromness	1908	S.R.	42' x 11' 6"	12	Taylor	30	800	10	4	5	"	L.T.M. 18"	21"	21"	V.R.P.	816	6.65	21	50		
Fishguard	1908	S.R.	40' x 10' 6"	12	Taylor	24	650	10	4	5	"	L.T.M. 19½"	23"	23"	M.R.P.	680	6.70	22	50		
Broughty Ferry	1909	W.	40' x 11'	12	Taylor	40	700	10	4	5½	"	L.T.M. 21"	22"	22"	V.R.P.	700	7.2	34.5	50		
Donaghadee	1909	W.	43' x 12' 6"	10	Blake	40	600	11	4	5½	"	H.T.M. 24"	24"	24"	H. & S.	580	6.9	29.25	60		
Wicklow	1910	S.R.	40' x 10' 6"	10	Taylor	40	700	11	4	5½	"	L.T.M. 23"	21"	21"	H. & S.	640	6.96	31.5	60		
Seaham	1910	W.	38' x 10'	10	Wolsley	34	700	13	4	5	"	"	26½"	26½"	V.R.P.	500	6.38	18.75	50		
St. Abbs	1910	W.	38' x 10'	10	Wolsley	34	700	13	4	5	"	"	21"	21"	V.R.P.	500	6.38	18.75	50		
St. Davids	1911	S.R.	40' x 10' 6"	10	Taylor	40	700	11	4	5½	"	"	21"	21"	H. & S.	640	6.96	31.5	60		
Tynemouth (new)	1911	S.R.	40' x 10' 6"	10	Taylor	40	700	11	4	5½	"	"	23"	20"	Gardner	640	6.96	31.5	60		
Campbeltown	1911	W.	43' x 12' 6"	10	Taylor	55	700	7½	4	6½	"	"	"	"	"	"	"	80	80	80	
Beaumaris	1911	W.	43' x 12' 6"	10	Taylor	55	700	7½	4	6½	"	"	"	"	"	"	"	80	80	80	
Peterhead	1911	W.	43' x 12' 6"	10	Taylor	55	700	7½	4	6½	"	"	"	"	"	"	"	80	80	80	

* Motor and accessories.

NOTES.

L.T.M. = Low Tension Magneto.
 H.T.M. = High Tension Magneto.
 Dual = Starts on accumulator and coil and runs on L. T.M.

G.R.P. = Gaine's Reversible Propeller.
 V.R.P. = Villing's Reversible Propeller.
 M.R.P. = Meissner's Reversible Propeller.
 H. & S. = Hesse and Savory Reverse Gear.

THE WRECK REGISTER AND CHART FOR THE YEAR
ENDED 30TH JUNE, 1909.

THE machinery of modern civilization is so complicated, and moves, withal, so smoothly and silently, that the majority of people never give a thought to its intricacies, or to the constant effort and strain which the smooth working implies. This is as it should be, just as the healthy man is not aware of the action of the heart or the lungs, provided they are working properly. But there is a class of national work so splendid in its aims and so constantly inspired by the natural heroism of our people, that it would surely attract more attention than it does were it not that most of the work is carried out in the dark of the winter's night, when "the man in the street," who represents the Nation as a whole, is safe in bed.

It is only on the occasion of some specially notable storm, with its terrible tale of disaster and loss of life, that the public notices, almost with a start, that there are thousands of men around these coasts ready, at a moment's notice, to face the terrors of the gale, and fully organized by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to do so with effect. Often it is only the magnificent achievements of some Life-boat crew which lights up the general gloom of the dreary tale of wrecks around our coast. But there is one sober official document, issued year by year, which would bring home to the people of this country the splendid work done by the Life-boat service and the urgent needs of that service—if it were only read. We all know, however, that a Government Blue Book has small attraction for the average reader, and probably not one in a hundred thousand of the public ever reads the "Wreck Register and Chart," published by the Board of Trade.

We propose, therefore, to make a brief analysis of this Blue Book, lately issued, giving the facts and statistics for the year ending 30th June, 1909. For nothing can be more impressive and better calculated to bring home to the British public the great claims which the Life-boat service has upon their generosity than a brief study of these striking figures.

Shipping Casualties.

Looking first at the shipping casualties, we find that the total number in the year 1908-9 was 3,660, representing, fortunately, a considerable decrease of 203 on the number in the previous year, and the number of those who perished in these casualties was 248, being also a decrease of 70 on the corresponding total for the year 1907-8. The 3,660 casualties included shipping accidents of all kinds, foundering, strandings, collisions, missing vessels, etc., and the Board of Trade allots the casualties as follows:—

1. Total loss.
2. Serious casualties.
3. Minor casualties.

The cases of total loss and serious casualties show a satisfactory decrease of 58, the total number being 1,095. This is what we might expect from the general progress of science in ship-building, the greater proportion of steam vessels, and the higher educational qualifications of the masters. The number of minor casualties also showed a decrease of 145, the total being 2,565. Whereas 92 casualties resulted in loss of life in the previous year, 81 resulted in loss of life in 1908-9.

Of the 3,660 casualties which occurred, 3,284 were sustained by British and Colonial vessels, and only 376, a little more than 10 per cent., by foreign vessels. This shows a decrease of 376 on the former category and 38 on the latter category of vessels.

The total casualties were distributed on the coasts as follows:—

East Coast of England—	537, a decrease of 118
South Coast of England—	325, a decrease of 65
West Coast of England and Scotland, and East Coast of Ireland—	802, a decrease of 12
North Coast of Scotland—	156, a decrease of 16
East Coast of Scotland—	124, a decrease of 19
The remainder of the Irish Coast, etc.—	125, a decrease of 75
Total decrease	305

Loss of Life.

The total loss of life resulting from the 3,660 casualties was 248. These losses were distributed on the coasts as follows :—

East Coast of England—		
	60, an increase of	8
South Coast of England—		
	27, a decrease of	48
West Coast of England and Scotland, and East Coast of Ireland—	55, a decrease of	7
North Coast of Scotland—		
	11, a decrease of	13
East Coast of Scotland—		
	8, a decrease of	13
The remainder of the Irish Coast, and at Sea,—	87, an increase of	3

Of the 248 lives lost, 230 were lost in connexion with British and Colonial vessels and 18 from foreign vessels. There was a decrease of 26 in the number of lives lost from British and Colonial vessels, whereas in the case of foreign vessels the decrease was 44.

A point of special interest and great importance to the well-to-do inhabitants of these islands, is the fact that out of the 248 who lost their lives in the year 1908-09, only 16 were passengers (curiously enough the same number as the year before), *the remaining 232 being either officers or members of the crews of the vessels shipwrecked.*

A reference to the Chart issued yearly with the Abstracts will show that a black dot is placed against each spot on the coast where a serious casualty occurred during the year ending 30th June, 1909. A red mark is placed to indicate the precise position of the 281 Life-boat Stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and, on the whole, it will be found that the majority of the wrecks occurred in those districts where the Institution has made the best provision to guard against loss of life from shipwreck.

It may be of interest to give a few figures with regard to wrecks over a larger period. Between the year 1861 and the 30th June, 1909, there were 177,326 casualties to British, Colonial and foreign shipping on and near the coast of the United Kingdom; and in 6,989 cases these casualties were accompanied by loss of life, the total

number of those perishing in this period being upwards of 29,000.

While we deplore the loss of this large number of lives the ROYAL NATIONAL LIFE-BOAT INSTITUTION has the profound satisfaction of knowing that, through its efforts, 36,425 lives were saved during the same period.

There are two points in the survey which we have just given which stand out prominently, and which deserve the earnest attention of humane and patriotic Britons. The work of the Life-boat is at the call of *all* those "in peril on the sea," without distinction of race or nationality. But Britons should remember that Great Britain and her Colonies own nearly half the shipping of the world, and, as was shown above, of the 3,660 casualties which occurred round our coasts in the year ending the 30th June, 1909, nearly 90 per cent. were British and Colonial, and the loss of life from this category of vessels was 230, as compared with 18 from foreign vessels. These figures are not in themselves surprising when we glance at the following statistics with regard to the number of vessels and the gross tonnage of four countries—

Country.	No. of Vessels.	Gross Tonnage.
The British Empire	11,565	18,826,442
United States . . .	3,590	4,953,812
Germany	2,171	4,266,713
France	1,509	1,893,593

As throwing further light upon this question, it so happens that we have before us Lloyds Quarterly Return of all vessels lost during the period July to September, 1910. From this it appears that of 23 steam-vessels wrecked 11 sailed under the British flag, and more than half the total tonnage lost (37,084 gross) was accounted for by these 11 vessels. Six of the 19 sailing vessels lost in the same period were British, and the tonnage of these vessels was nearly half the total tonnage of the whole 19.

Still more remarkable are the figures with regard to the number of British subjects employed in the Mercantile Marine. In 1909 the United Kingdom employed 189,474 British and 43,960 Asiatic seamen, a total of 242,434. In the same year the Over-Sea Dominions employed 106,039.

Thus there were 348,473 British subjects employed at sea, the vast majority of whom were engaged in securing the safe transport of the food and raw material for the inhabitants of these islands. These facts serve to emphasize the figures to which we have already referred, viz., that out of the 248 which lost their lives in the year 1908-9, only 16 were passengers.

Need we say more to drive home the claims which the Institution has upon the generosity of the British public of all classes and of both sexes? Everyday there are, upon the seas that wash these shores, thousands of seamen either engaged in the Mercantile Marine or carrying on the hazardous calling of fishermen, which exposes them constantly to the risk of shipwreck, loss of life, and the consequent sufferings of the women and children who are left behind.

We are accustomed to pride ourselves upon the Dominion of the Seas, and to sing "Rule Britannia" with a sort of sub-conscious feeling that we have all done something to contribute to that rule. As a matter of fact, apart from those who pay taxes for the maintenance of our Naval power, the vast majority of the people of this country do not make any material contribution in this direction. All can, and should do so, however, by supporting, as generously as their means allow, the noble work of life-saving which is carried out by the Institution, and which, though catholic in its readiness to help all, is naturally most fully occupied in assisting those who, in their humble way, are paying the price of admiralty and Empire for us, their stay-at-home fellow-citizens.

THE PRESS AND LIFE-BOAT WORK.

We would like to express the grateful thanks of the Institution to the following firms of publishers who have generously inserted the leaflet of the Institution in their Christmas issues or have given us a free advertisement in their pages:—

Messrs. Ward, Lock & Co., Ltd.,
"Windsor Magazine."

Messrs. W. Blackwood & Sons,
"Blackwood's Edinburgh Magazine."

Messrs. R. and R. Clark, Ltd., "Life and Work."

Messrs. George Newnes, Ltd.,
"Woman at Home."

The Proprietors of "The English Review," which inserted a full-page advertisement in its November issue.

The Civilian, which, in pursuance of its regular practice, refers in the friendliest terms to the Institution and its work in its issue of the 12th November.

The Yachting World.
Young England.

LIFE-BOAT SATURDAY FUND.

On 3rd November, 1910, the following notice appeared in the Press:—

With a view to economy and to unity of effort and control, the work of collecting money for the Royal National Life-boat Institution hitherto done in certain directions to a large extent by the Life-boat Saturday Fund will be undertaken on and from the 1st of January next by the Institution, as part of its ordinary business. To this end the Central and District Committees of the Life-boat Saturday Fund have passed a resolution that the Fund be wound up and dissolved, and have appointed a special sub-committee, with the necessary powers, to carry the resolution into effect.

The Committee of Management of the Institution and the Central Committee of the Fund hope that, when on the above-mentioned

date the Life-boat Saturday Fund ceases to exist, friends of the cause who have been members of Local Committees of the Fund will, as far as may be compatible with local feeling and the wishes of subscribers, support and in reasonable numbers join the Branch Committees of the Institution, and that in places where there are no Branch Committees they will assist in forming new Committees to work under the direction of the Committee of Management.

The Committee of Management of the Institution would like to take this opportunity of expressing their high appreciation of the work done by so many public-spirited men and women in all parts of the United Kingdom in connexion with the Life-boat Saturday Fund, and to add the expression of their hope that, although the Fund is now being wound up, these workers will continue their generous



SHE TLAND
ISLANDS

Foula I.

Sumburgh H^d.

Fair I.

Nth Ronaldsha

Sanda I.

ORKNEY
ISLANDS

Stromness

Hoy I.

Longhope

PENTLAND
FIRTH

Donnet H^d

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SUMMARY

During the year ended the 30th June, 1909, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 3660 and the loss of Life as far as can be ascertained was 248.

	Life Boats	Rocket Stations	
There are	206	218	in England & Wales.
"	49	58	" Scotland.
"	36	59	" Ireland.
"	6	4	" Isle of Man.
"	2	0	" Channel Islands.

WRECK CHART OF THE BRITISH ISLES FOR THE YEAR 1908-1909.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

- SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY.
- ⚓ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100



efforts in support of a cause which appeals alike to the instincts of humanity and to that sympathy with those who are exposed to the dangers of the sea which is natural to the people of the greatest maritime country in the world.

In accordance with the above statement the Life-boat Saturday Fund was dissolved on 31st December, 1910, and the Institution took over the work of collecting money on special lines for the Life-boat cause, which has been carried out by the Fund since its foundation by Sir Charles Macara in 1891, as an auxiliary of the Institution, for the purpose of more widely directing the attention of the public to its claims.

It had been felt, for some time past, that this step was necessary in order to re-establish that unity of control which is so essential to the efficient organisation and administration of a great national undertaking. The Committee of Management feel sure that all sincere lovers of the Life-boat cause will welcome a measure which will remove confusion and over-lapping, and facilitate the concentration of public interest and public support in one channel.

While, however, we must rejoice that the work of those who are interested in the great cause of life-saving will henceforward be carried out on homogeneous lines under one direction, we must not forget that the Life-boat cause owes a deep debt of gratitude to the thousands of patriotic men and women who have given so much time and energy to the advocacy of the claims of the Institution in connexion with the Life-boat Saturday Fund. We know that some of these public-spirited people have worked, from the inception of the Life-boat Saturday movement, with unremitting energy and zeal, and we trust that they are assured of the great appreciation of the Committee of Management of the Institution for their devoted efforts for a great cause. As will be seen by the press notice which we have quoted above, the Committee of Management took the first opportunity of expressing their sincere thanks when their decision to wind up the Fund was made public. But the Institution felt that the great services rendered by the mass of the Life-boat Saturday workers deserved

higher recognition than could be offered by the Committee of Management itself. The Chairman, therefore, laid before His Majesty a brief survey of the great work done by the Fund, and the King, as Patron of the Institution, and former President of the Fund when he was Prince of Wales, expressed his gracious thanks to the workers in the following letter addressed to the Chairman of the Institution by Sir Arthur Bigge:—

YORK COTTAGE, SANDRINGHAM,
1st December, 1910.

DEAR SIR FITZROY CLAYTON,

I have laid before the King your letter of the 30th November, in which you report for His Majesty's information the winding-up of the Life-boat Saturday Fund. It is with much satisfaction that the King learns that this has been arrived at in an amicable and harmonious spirit.

His Majesty, while Prince of Wales, having been both President of the Institution and the Life-boat Saturday Fund, realises what good work has been done by the latter association since 1891 in drawing attention to the needs of the Institution, and thereby obtaining large additions to its income.

The King, therefore, desires to express through your Committee his deep appreciation of the generosity and public spirit with which so many men and women throughout the country have devoted themselves to a great national object in their work for the Life-boat Saturday Fund.

Yours truly,

(Signed) ARTHUR BIGGE.

COLONEL SIR FITZROY CLAYTON, K.C.V.O.,
Chairman,
Royal National Life-boat Institution.

This letter was published in the Press throughout the United Kingdom on the 12th December, 1910.

Thus Life-boat Saturday workers may feel that though the organisation with which they were most closely connected has come to an end, their work has been fitly crowned by the royal thanks of the King, whose interest in everything that affects the welfare of the country, especially in connexion with the Navy and maritime affairs, is well known.

Nor must it be thought that because

the particular framework of the Life-boat Saturday Fund has gone, therefore there is no call for the services of the workers who served our cause in connexion with it. On the contrary, they are wanted more than ever, now that the Institution has taken over the work itself, and we earnestly hope that they will help us to maintain the steady increase of income which the growth of our work demands. As an indication of the extent of our needs it may be pointed out that even the large sum collected by the Life-boat Saturday Fund in the nineteen years from 1891 to 1909 never sufficed to cover the four special foundation objects which the Fund particularly had in view. It may be as well to recall those objects, as stated in the "Constitution" of the Life-boat Saturday Fund itself. The moneys collected by the Life-boat Saturday Fund were to be applied as far as possible to the following grants and payments which are made by the Institution—

(a) Grants to widows and young children of Life-boatmen who have lost their lives in the Service, not less than 100*l.* being allowed for each widow, and 25*l.* for each dependent child.

(b) Grants to men injured in the Service.

(c) Pensions and retiring allowances to Coxswains, Bowmen, and Signalmen of long and meritorious service, who have been retired on account of old age, ill-health, accident, or abolition of post.

(d) Payments to Coxswains and Crews for services rendered, including exercises, special rewards and recognitions, etc.

We would draw particular attention to this excerpt from the "Constitution" of the late Fund, as much mischief has been caused by the unjustifiable statement that the Fund was directed to one purpose only, viz., to provide for the widows and orphans of Life-boatmen. It is to be feared that this inaccurate statement, so frequently repeated, has been the cause of much prejudice and friction. For the Institution has always made it its object to secure the most perfect organisation of the life-saving service around these coasts.

The efficiency of that service depends upon two factors—the machinery and the men. Both are costly, for both have to submit to the high tests imposed by the stress and strain of what is, in its very nature, an exceptional service. Thus the cost of building, maintaining and equipping the Life-boats, carriages, houses, slipways and necessary stores amounted in 1910 to upwards of 60,000*l.*; and the payments under the headings *a, b, c* and *d*, indicated above, amounted to 27,275*l.* It would obviously be the height of folly to stint the expenditure required for providing the very best machinery for the life-saving service and the payment of the most efficient men for that service. For to do so would be not only to hamper the great humane work of the Life-boat, but to expose the brave men who give their services to additional risks which ought not to be incurred.

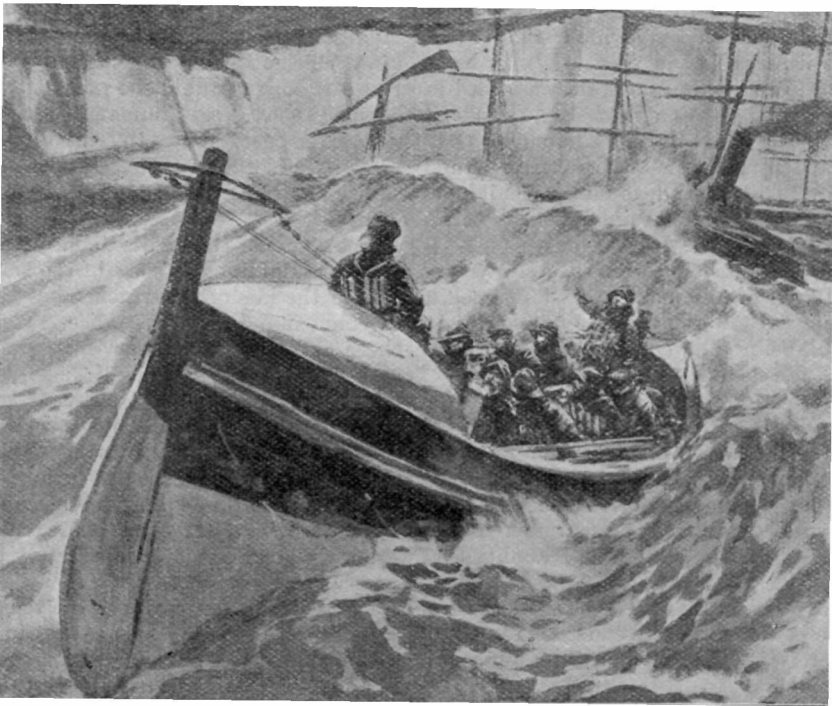
The result of the high standard which is thus maintained is seen in the smallness of the loss of life which takes place in connexion with the service. Hence there are, thank God, very few widows and orphans, and we will hope that there will be even less as time goes on and the advance of science is made to minister still further to the benefit of humanity. Yet, by a curious inversion of sentimentality, well-meaning but superficial critics sometimes contrast the large sums spent on machinery and on the services of those who make it efficient, with the comparatively small amount spent in pensions to widows and orphans. It is an important factor in the claim of the Institution to the generous support of the public that so few of its Life-boatmen perish in the discharge of their duty, and we may hope that the facts which we have now placed before our readers will convince them that the only way to secure so satisfactory a result is to spend wisely, but liberally, in the maintenance of the service, rather than to have to provide on a larger scale for the unfortunate victims of disasters which might be caused in however slight a measure by an unwise parsimony in the provision and maintenance of the *personnel* and *matériel* of the service.

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

PORT ERIN, ISLE OF MAN.—At about 3 P.M. on the 26th August, during a whole W.N.W. gale, the fishing-boat *Fear Not*, was seen to miss stays and drift towards the rocks. The Life-boat *William Sugden* was immediately launched, but before she could reach her the fishing-boat was on the rocks, a total wreck, only five minutes elapsing between the time the boat commenced to drift and being dashed on to the rocks. The Life-boat approached the

weather at the time was unusually bad, and the service was an excellent one, in recognition of which the Committee of Management granted each of the crew double pay.

NEW BRIGHTON, CHESHIRE.—A fierce westerly gale swept the Mersey during the early hours of the 27th August, and at about 4 A.M. the large dredger *Walter Glynn*, belonging to the Docks and Harbour Board, was capsized near the



wreck as near as it was possible, and searched the wreckage, but failed to find any sign of life. Two of the vessel's crew, unfortunately perished, but the four others managed to get ashore. The Coxswain, having satisfied himself that nothing further could be done, proceeded, in answer to distress signals, to the smacks *Expert*, of Castletown, and *Milky Way*, of Port St. Mary, and saved six men from the former and seven from the latter. Shortly afterwards, the *Expert* parted her cable and was driven

North Wall, Liverpool. She had a crew of sixteen on board. Some of the men clung to the upturned dredger, but others managed to get ashore, whilst two, unfortunately, lost their lives in the attempt. At 4.30 A.M. a telephone message was received at New Brighton, reporting the casualty, and the steam Life-boat *Queen* was promptly despatched. On reaching the vessel the Coxswain found that she was aground, with several men clinging to the upper part of her. As the vessel lay with her bottom towards the wall, and too near

in for the Life-boat to attempt to get to leeward, the Coxswain was compelled to approach her from windward. The Life-boat's movements were much impeded by the wreckage and the vessel's top hamper, consisting of dredging-buckets, masts, funnels, etc. With considerable difficulty and after four unsuccessful attempts, the Coxswain managed to get off all the remaining men, five in number, dragging them one by one through the water. One man had been severely injured, and required careful handling and skill in getting him into the Life-boat. The Coxswain, having made sure that there were no signs of life either on the wreck or in the vicinity, proceeded to New Brighton and landed the rescued men. This was an excellent service, carried out in a whole gale and at considerable risk owing to the close proximity to the sea-wall and to the wreckage, and the Committee of Management awarded the thanks of the Institution inscribed on vellum to WILLIAM CROSS, the Coxswain, and granted him and each of the crew additional pay.

ALDEBURGH, SUFFOLK.—At 11.30 A.M. on the 28th August a barge was observed riding at anchor about a quarter of a mile from the shore between Orfordness and Aldeburgh. She was labouring heavily, with the sea washing over her. A signal of distress was made and the No. 2 Life-boat *Edward Z. Dresden* was immediately launched. The Life-boatmen found the barge was the *Resurga*, of London, bound from the Humber to London with coal. The captain reported that his anchor was dragging and that he wanted help to recover it, as he feared his vessel would ground. The crew of three hands were all ready to leave her. The Coxswain considering it would be possible to save the vessel, put five men on board, the anchor and cable were slipped, and the barge got under way. Accompanied by the Life-boat, they took her to Southwold Harbour, arriving at 5 P.M.

NORTH DEAL and RAMSGATE, KENT.—At 10.15 A.M. on the 29th August a barque was observed from Deal ashore on the Goodwin Sands. The Life-boat

Charles Dibdin was promptly launched and proceeded to her assistance. She proved to be the barque *Henrich*, of Larvik, with a crew of ten hands, bound from Antwerp, partly loaded. Some difficulty was experienced in boarding her, but when accomplished the Life-boatmen were engaged to save the vessel. The sea at this time was so heavy that the Life-boat was unable to lie alongside; she therefore anchored close at hand, and subsequently laid out an anchor from the vessel. When the tide flowed the barque was hauled clear and taken into the Downs. Shortly after the vessel had been seen from Deal, the Gull Light-vessel commenced to fire signals, and the Ramsgate Life-boat *Charles and Susanna Stephens* put to sea. When she reached the barque she found the North Deal men already engaged in salving the vessel. She stood by in case any further assistance should be required, and when the vessel got clear of the sands returned to her station.

CAISTER, NORFOLK.—The schooner *William and Alice*, of Hull, whilst bound from that port to Grays with a cargo of coal, stranded on the Cackle Sand on the 31st August. The crew of the No. 2 Life-boat *Nancy Lucy* were assembled and the Life-boat launched. On arrival at the schooner it was found that she was hard aground. The master declined any assistance, but the Life-boat stood by for about two hours, while a tug, which had also come to the schooner, made efforts to tow her clear. At the end of this time the vessel floated, and the Life-boat returned to her station.

CAISTER, NORFOLK.—The No. 1 Life-boat *Covent Garden* was launched at 1.45 P.M. on the 4th September, the Coastguard having reported a vessel was making distress signals. It transpired that the ketch barge *Empress of India*, of Ipswich, whilst bound from Sunderland to London with a cargo of bottles, was overtaken by a violent northerly gale when off Caister and sprung a leak. Signals of distress were made, and the *Covent Garden* Life-boat put off in a very heavy sea. On reaching the vessel it was found that she was waterlogged, and the four persons on board,

including the master's wife, were rescued as the vessel was sinking. As the weather was too bad for the Life-boat to attempt to land at Caister, she proceeded to Yarmouth, where the rescued people were landed, wet through and exhausted. A very gratifying letter of thanks was subsequently received from the master of the barge, in which he spoke in high terms of the service rendered him.

GORLESTON, SUFFOLK.—At 12.30 A.M. on the 5th September, during a whole N.E. gale with very heavy sea, it was reported to the Coxswain of the No. 2 Life-boat *Leicester* that a vessel was ashore on the North Bank. The Life-boat was launched and proceeded to the vessel, which proved to be the steam drifter *Test*, of Lowestoft, with ten hands aboard. She was hard aground about 100 yards north of the North Pier. The Life-boat anchored and veered down to her, when the master at once engaged the services of the crew and that of a tug to try and get his vessel afloat. Life-boatmen were put on board, an anchor run out, and with the flood making she was towed off and taken into safety.

ALDEBURGH, SUFFOLK.—At 8 A.M. on the 14th September a barge was seen drifting ashore about half-a-mile from Thorpeness. The assembly signal was at once fired and the No. 2 Life-boat promptly launched. The life-saving apparatus also proceeded to the scene of the casualty, but was unable to get into communication. The crew of two men were rescued by the Life-boat, which then stood by for some time to see if it would be possible, with the assistance of a tug, to save the craft. After two hours' waiting, all attempts were abandoned, as the sea was too heavy in the prevailing easterly gale. The barge, which was the *Monarch*, of London, eventually became a total wreck.

RAMSGATE, KENT.—At 5.35 A.M. on the 18th September it was reported that the Gull Light-vessel was firing guns, and also that a steamer could be seen on the Goodwin Sands. The

Life-boat *Charles and Susanna Stephens* promptly proceeded in tow of the Harbour tug to sea. On arriving at the vessel the Life-boat went alongside and offered assistance, which was accepted. The steamer was the *Stainburn*, of Workington, carrying a crew of nine, bound from Newcastle to St. Helen, Isle of Wight, with coal. The crew had got all their effects ready for leaving the vessel, but were advised to remain on board. The steamer had stranded earlier in the morning and had been bumping heavily. An anchor was laid out, and as the flood made heavy seas broke over the steamer. At 8 A.M. ropes were successfully passed to the tug and by the united efforts of the tug and the Life-boatmen the vessel and her crew were eventually saved.

SOUTHEND-ON-SEA, ESSEX.—On the 2nd October, during a strong S.W. gale, it was reported that a steamboat—the *Duke of Abercorn*—was driving down towards the pier. The Deputy Pier-Master was informed, and it was deemed advisable to assemble the crew of the Life-boat *James Stevens No. 9*, in readiness. On arriving at the pier-end the crew found the Managing Director of the company to which the vessel belonged. He was very anxious about the safety of the vessel, as she was short-handed, the Skipper and Chief Engineer being ashore, and he requested the Coxswain to put him and an engineer on board. The Life-boat was manned at 8.55 P.M., and the two men were taken off. The Life-boat then returned to her moorings.

GORLESTON, SUFFOLK.—At about 2 A.M. on the 3rd October, the Coxswain of the No. 1 Life-boat *Mark Lane* was called up and informed that a vessel near the North Bank had dragged her anchors, and was burning flares for assistance. He hastened to the Boathouse, and found the crew had already assembled. The *Mark Lane* was promptly launched, and in tow of a tug she proceeded to sea. It was blowing a hurricane at the time from the S.S.E., but an hour later the wind flew round to N.W. and blew a whole gale. A course was shaped for the

vessel, and getting to windward, the Coxswain anchored and veered down to her. The vessel proved to be the Dandy barge *Lord Nelson*, of London, carrying a crew of four hands, bound from Hull to Maldon, Essex, with a cargo of coal. She was in a sinking condition, but the master stated that with the help of the Life-boat and tug he hoped to save her. Five Life-boatmen were put on board and communication was established between the tug and the barge, a wire hawser being eventually made fast. The vessel was then towed into a position of comparative safety until daybreak. At 5.40 A.M. the tide was favourable, and the barge and the Life-boat were safely towed into harbour, and the former was taken up the river and beached.

NEWHAVEN, SUSSEX.—At 8 A.M. on the morning of the 6th October, the Coastguard reported that a steamer was ashore under Telscombe Cliffs in a dangerous position. It was decided to launch the Life-boat, and she proceeded to the stranded vessel, which was found on the rocks within six feet of the cliffs. The Coxswain of the Life-boat asked the Captain if he required assistance, and he requested the Life-boat to stand by until high water, when an attempt would be made by tugs to tow the vessel off. The Life-boat accordingly remained with the vessel, and some hours later the tugs succeeded in towing her off. The Life-boat then returned to Newhaven. The vessel was the steamer *Progress*, of Hull, bound from Jersey to Newhaven in ballast.

ST. DAVID'S, PEMBROKESHIRE.—Shortly after 1 A.M. on the 13th October a deplorable disaster overtook the St. David's Life-boat, *Gem*, after she had rescued three men from the ketch *Democrat*, of Barnstaple.

The *Democrat* was riding with her two anchors down on the night of the 12th October, when the prevailing moderate N.N.E. gale increased, and the master, fearing that his anchor would drag, made signals for assistance.

The crew of the Life-boat were assembled, and in a heavy sea the boat was launched. The night was very

dark and it was then blowing a full gale from N.E., with occasional showers. After two unsuccessful attempts the Life-boat got alongside the vessel, which was in close proximity to a dangerous reef of rocks known as "The Bitches." The three men on board were taken into the Life-boat and orders given to sheer off. Although the crew pulled hard they were unable to straighten the Life-boat's head up against the wind, sea and tide, and she was rapidly swept towards the reef. Seeing that it was impossible to pull clear the Coxswain made an effort to manœuvre his boat through a narrow passage, which in the darkness was only discernible by its foam, the sea in the whole of the vicinity being described as "boiling mad." Unfortunately, in attempting to make this passage the Life-boat struck on a rock, and all the men were thrown out, some on to the rock and some into the sea, the Life-boat being washed away and totally wrecked.

Fifteen men, including the crew of the *Democrat*, succeeded in getting upon the rock, but JOHN STEPHENS, the Coxswain, and two other Life-boatmen were not seen again until their bodies were picked up. On land nothing was known of the accident until about 9 A.M., when one of the men on the rock burnt some oil-skins to attract attention. SYDNEY MORTIMER, a fisherman, hearing that an accident had happened to the Life-boat, at once called for volunteers to go to their assistance. SAMUEL GUPPY and SAMUEL HUSK, two Coastguardsmen, promptly responded, and the three men put off in a shore-boat in a very heavy sea. When they reached the vicinity of the rock the sea was too rough for them to attempt to approach it, and the men on the rock were too exhausted by exposure and the hardships they had undergone to allow of an attempt to haul them through the sea from the rock to the boat. Mortimer therefore decided to stand by until the tide had fallen. Four hours later he took five men off and landed them on Ramsay Island. He then returned and took five more ashore, and was going back a third time when another boat, which had put off at about 3.30 P.M., manned by ELEAZAR JAMES

and four other men, rescued the remaining men. In the meantime those on shore had done all that was possible, and had telegraphed for the Fishguard motor Life-boat, *Charterhouse*. That boat was promptly manned, and in face of a sea described as running mountains high, proceeded upwards of sixteen miles to the help of their comrades in distress. Although the *Charterhouse* was not in time to take any of the men from the rock, her arrival was most opportune, as the boat manned by James and the four other men was frail, and she was in imminent danger of being swamped, and was not under control. A rope was thrown to the boat, and the Life-boat towed her into safety. An hour later the rescued men, who had been landed on Ramsay Isle, were brought to St. David's. Many of the survivors were so exhausted that they were in a state of collapse. Restoratives were administered, and everything possible was done for their comfort.

The deepest sympathy was felt by all for the relatives of the three brave men who had risked and lost their lives to save their fellows. A fund was opened locally for their benefit, and to this the Institution contributed 225*l.*, at the same time passing a vote of deep sympathy.

The gallant conduct of SYDNEY MORTIMER and the two men who accompanied him met with the highest commendation from all, and the Committee of Management awarded votes of thanks inscribed on vellum, together with pecuniary rewards, to each of them, while Mortimer's heroic conduct was especially distinguished by the award of the silver medal of the Institution. Monetary rewards were also made to the men who went off in the other shore boat, and additional rewards were granted to the crew of the Fishguard Life-boat, whose splendid work was performed in very severe weather.

It is very gratifying to be able to record that the St. David's Life-boatmen showed their appreciation of Mortimer's gallantry by electing him, in spite of his

youth, their Coxswain Superintendent, in place of poor Stephens, who had lost his life in the performance of a noble service nobly rendered.

The cost of the Fishguard Life-boat was presented to the Institution by "Carthusians," past and present, and after the service the Coxswain, J. Howells, received the following telegram:—"Well played, sailors! Boys congratulate you.—Girdleston, Charterhouse, Godalming."

Mr. WALTER J. VAUGHAN, the Fishguard Honorary Secretary, also received the following letter from the Rev. Dr. G. H. Readall, headmaster of Charterhouse:—"Please convey to the Life-boatmen, our heartfelt appreciation of the gallantry and seamanship shown in the thrilling experience which they have just passed through. The hour of trial has come early in the boat's career, and we rejoice that the men who are associated with the name we love have exerted themselves so heroically and so successfully to cover it with new honour. I trust that there are no fatalities or serious injuries to the crew of the 'Charterhouse.' The boys will be interested in all they can learn of the doings and welfare of the crew."

WEXFORD, CO. WEXFORD.—On the 13th October, during a strong N.E. gale with a rough sea, signals of distress were seen at 6.30 A.M. from the smack *Vivid* of Wexford, which had stranded the previous day about three-quarters of a mile W.N.W. of Rosslare Point. A messenger was despatched on a bicycle to summon the crew and the Life-boat *James Stevens No. 15* proceeded to her assistance. When nearing the vessel the Life-boat took the ground and was obliged to wait until the tide made; she then went alongside and took off the crew of four men, who were in an exhausted state, having had neither food nor firing all night. The men were landed, supplied with dry clothing and food, and later in the day put on board a dredger which took them to Wexford.

THANK GOD FOR THE LIFE-BOAT MEN!

WHEN the blue of the sky can be seen no more,
 And the sunlight fades from the distant shore;
 When a murmur runs in the rising wind,
 Like some lone bird that is lost and blind;
 And the cloud-bank lying so low astern
 Is counterfeiting the night's return,
 No need there is of the warning cry:
 "Aloft! Reef sail! For a storm is nigh!"

But swifter than steed o'er prairie grass,
 Swifter than sea-bird's wing can pass,
 May be the rush of the treacherous squall
 From the deep black heart of that cloudy pall;
 And oft ere the topsail spars are bare
 There's a sudden sound in the darkening air,
 And cords are rent and the canvas flies
 Like a flag of distress to watching eyes.

Oh, ye who have only crossed the seas
 When the light wave lifts to the summer breeze,
 How can ye measure the pitiless might
 Of a winter storm in its rushing flight?
 Or know what it is to stand and see
 The cliffs rise nearer, nearer a-lee,
 And the last hope hangs on a slender thread
 As the anchor grapples the ocean bed?

Ah, then ye would know how the heart can leap,
 And free itself from the fears that creep,
 Could ye see, as we, from the reeling deck,
 A boat's crew nearing our drifting wreck,
 And hear o'er the yeasty waves ring out,
 More sweet than music, the coxswain's shout,
 When the call of Death grew loud—ah, then
 Ye would say: "Thank God for the Life-boat men!"

H. G. G.

By courtesy of the Editor of "Young England."

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF
MANAGEMENT.

THURSDAY, 13th October, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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 their recom-
 mendations to be carried into effect.

Read the minutes of the last meeting of the
 Central Committee of the Life-boat Saturday
 Fund, and, subject to certain qualifications,
 decided to accept the resolutions with regard
 to the winding up of the Fund.

The Chairman, in accordance with his
 undertaking, brought under the notice of the
 Committee the Pension Scheme of the Insti-
 tution. The Scheme having been discussed,
 it was decided that no alteration should be
 made.

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

Northern District.—Longhope, Stromness,

Stronsay, Stornoway, Campbeltown, South-
 end (Cantyre) and Kirkcudbright.

Eastern District.—Sheringham, Cromer,
 Robin Hood's Bay, Flamborough (two boats),
 Scarborough, Filey, Redcar, Staithes, Run-
 wick, Saltburn, Whitby (two boats), Uppang,
 Cullercoats, Tynemouth, Cambois, Blyth and
 Seaham.

Southern District.—Newhaven, Hythe, The
 Lizard, Coverack, Porthoustock, Cadgwith,
 Porthleven, Falmouth, Polkerris, Mavagissey
 and Looe.

Western District.—Newlyn, Sennen Cove
 and Penzance.

Irish District.—Donaghadee, St. Anne's,
 Fleetwood, Blackpool, Lytham, Piel (Barrow),
 Southport, Wicklow and Kingstown (two
 boats).

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

	£	s.	d.
Oldham Branch, for one year's maintenance of Oldham Life- boat at Abersoch	70	-	-
"A. A. H."	50	-	-

	£	s.	d.
"M. E. A." (annual subscription)	25	-	-
Christ's Hospital Girls' School Chapel Offertory (per Mr. J. F. B. Sharpe)	6	5	-
The Remington Typewriter Employment Bureau	5	5	-
Court <i>Flower of Suffolk</i> , No. 2695, A.O.F. (proceeds of church parade at Chelmondiston)	3	6	-
S.S. <i>Royal Edward</i> , collected on board (per the Canadian Northern Steamships, Ltd.)	3	-	-
Royal Naval Barracks Church, Portsmouth, donation from Offertory Fund (per the Rev. Charles Ingles, M.A.)	2	-	-
H.M.S. <i>Kent</i> , contribution from the Ward Room Officers (per the Rev. H. S. Crole-Rees, R.N.)	1	15	7

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss ELIZABETH DIDS- BURY, of Rotherham	506	-	6
The late Mrs. CHARLOTTE MAY, of Durban, towards the cost of two Life-boats for the English coast (per the Lord Mayor of London)	500	-	-
The late Mr. FREDERICK KITCHEN, of Carnarvon (further on account)	432	-	-
The late Mr. HENRY MINSON, of Green Lanes, Stoke Newington	292	19	8
The late Mr. JOHN EDWARD CUTLER, of Sheffield	100	-	-
The late LADY LOUISA SOPHIA GOLDSMID, of Portman Square, W. (share of residue)	100	-	-
The late Mrs. HELEN WELSBY, of Ormskirk	25	-	-

Deep regret was expressed at the death of Mr. JOHN N. TAYLOR, who had been Honorary Secretary of the West Hartlepool Branch for 18 years, and it was decided to send a letter of condolence to his family.

Reported the transmission to their stations of the Broughty Ferry and Kirkcudbright new Life-boats.

Appointed Lieutenant W. G. Rigg, R.N., a District Inspector of Life-boats, *vice* Lieutenant P. Maclean, R.N.R., resigned.

Paid 7,876*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 66*l.* 16*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 2	Barge <i>Monarch</i> of London	2
Caister No. 1	Barge <i>Empress of India</i> , of Ipswich	4
Newhaven	S.S. <i>Progress</i> , of Sunderland. Stood by vessel.	
Southend-on-Sea	S.S. <i>Duke of Abercorn</i> , of Southend. Rendered assistance.	

The Gorleston No. 1 Life-boat assisted to save the dandy *Lord Nelson*, of London, and 4; Gorleston No. 2 Life-boat assisted to save the steam drifter *Test*, of Lowestoft, and 10; and the Ramsgate Life-boat assisted to save the S.S. *Stainburn*, of Workington, and 9.

Voted 435*l.* 15*s.* 8*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:—Buckie, Cadgwith, Caister Nos. 1 and 2, Clacton, Dunbar, Formby, Fraserburgh, Gorleston No. 1, Hayling Island, Hilbre Island, Lizard, New Brighton (steam), Newhaven, Palling No. 2, Point of Ayr, Portleven, Southend-on-Sea, Southsea and Yarmouth.

Ordered a special letter of thanks to be sent to Mr. M'COCKELL, and awarded 15*s.* to James Anderson, for their promptness in saving, at some risk to themselves, two of four persons whose boat was capsized in a sudden squall, in Strangford Lough, on 12th August.

Voted 30*s.* each to a sergeant and to three men of the Royal Irish Constabulary, also 1*l.* each to three civilians for putting off in two canoes and, at great risk, saving one of 3 persons, whose canoe was capsized in the tide race near Bealadangan Pier, Co. Galway, on 3rd September. The gallant conduct of the sergeant and constables was also brought to the favourable notice of the Inspector-General of the Royal Irish Constabulary.

Voted 15*s.* to two men for saving, at moderate risk to themselves, two persons whose boat was wrecked in Cardigan Bay, in a strong N.N.W. breeze and moderately rough sea, on the 23rd September.

THURSDAY, 10th November, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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, also those of the Special Sub-Committee appointed to consider details with regard to the winding up of the Life-boat Saturday Fund, and ordered their recommendations to be carried into effect.

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to the Stromness and Stronsay Stations.

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

Northern District.—Wick, Ackergill and Huna.

Eastern District.—Whitburn, Seaton Carew, Hartlepool (three boats), Sunderland (three boats), Southwold (two boats), Pakefield, Gorleston (two boats), Lowestoft (two boats), Kessingland (two boats), Wells, Blakeney, Brancaster and Hunstanton.

Southern District.—Dover, Rye Harbour, Totland Bay, Atherfield, Brightstone Grange, Brooke, Ryde and Eastbourne (two boats).

Western District.—St. Ives, Appledore (two boats), Fishguard, Cemaes, Cemlyn, Bull Bay, Rhosneigr, Moelfre, Penmon, Rhoscolyn and St. David's.

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

	£	s.	d.
Mrs. ELIZA STREAFIELD, further towards the cost of a Life-boat to be named <i>Hugh Taylor</i>	500	-	-
Newcastle-upon-Tyne Co-operative Society, Ltd. (annual subscription)	25	-	-
H.M.S. <i>Charybdis</i> and <i>Astrea</i> , donations from Ships' Companies (per Capt. E. C. Villiers, R.N.)	19	15	-
Aldringham Church, collected at Harvest Thanksgiving Service (per the Rev. T. W. Sedgwick)	4	19	6
S.S. <i>Kenilworth</i> , collected on board (per Mr. R. S. Dalgleish)	2	-	-
H.M. Transport <i>Reva</i> (per Capt. Kerr)	1	10	-

—To be severally thanked.

Also the receipt of the following legacies :—

The late Miss MARY STAUGHTON, of Bedford	1,002	15	9
The late Mrs. ELIZABETH COOPER, of Pevansy Bay (for the benefit of the Eastbourne Branch)	180	-	-
The late Mr. WILLIAM ALBERT MAUD, of Coleman Street, E.C.	100	-	-
The late Mrs. MARY JANE LIGHTON, of Liverpool (balance)	2	-	-

Reported the transmission to her station of the Runswick new Life-boat.

Paid 4,859*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 673*l.* 9*s.* 3*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 1	S.S. <i>Hurricane</i> , of Liverpool Afterwards assisted to save vessel.	8
Caister No. 1.	Barque <i>Ceres</i> , of Kragero	10
Clovelly . . .	Ketch <i>Little Jane</i> , of Plymouth	3
Donnanook . .	Steam Drifter <i>Endeavour</i> , of Hull	6
Eastbourne No. 2	Fishing-boat <i>Bonnie Kate</i> , of Eastbourne. Stood by boat.	
Filey	Fishing cibles of Filey. Stood by cibles.	
Fishguard . .	A shore boat of St. David's. Saved boat and	10
Gorleston No. 1	Steam drifter <i>Orcadia</i> , of Aberdeen. Assisted to save vessel and	10
Gorleston No. 2	Coal hulk, <i>Era</i> , of Yarmouth	6
Harwich (Steam)	S.S. <i>Hurricane</i> , of Liverpool. Stood by vessel.	
Holyhead (Steam)	Schooner <i>Elizabeth Hyam</i> , of Chester	3
Holyhead (Steam)	Schooner <i>Rockingham</i> , of Dublin	3
Hythe	Fishing-boat <i>Providence</i> , of Folkestone	3

Life-boat.	Vessel.	Lives saved.
Margate No. 2	Barge <i>Pride of the Colne</i> , of Colchester. Stood by vessel.	
Newbiggin . .	Fishing cibles of Newbiggin. Stood by cibles.	
Newlyn	Schooner <i>Lizzie</i> , of Weymouth. Stood by vessel.	
Penmon	Ketch <i>James</i> , of Carnarvon. Stood by vessel.	
Point of Ayr . .	Tug <i>Manuense</i> . Saved vessel and	5
Pwllheli	Smaock <i>Helena</i> , of Portmadoc	2
Pwllheli	Smaock <i>Venus</i> , of Portmadoc. Saved vessel and	2
St. David's . .	Ketch <i>Democrat</i> , of Barnstaple	3
Scarborough . .	Fishing cibles of Scarborough. Stood by cibles.	
Selsey	Barque <i>Tydgate</i> , of Liverpool. Stood by vessel.	
Wexford	Fishing-boat <i>Vivid</i> , of Wexford	4
Whitby No. 2	Coble <i>Rose of Sharon</i> , of Whitby. Stood by coble.	

The Caister No. 1 Life-boat assisted to save the S.S. *Claudia*, of Stockton, and 30; Clacton-on-Sea Life-boat saved the lugger *Prince de Joinville*, of Boulogne, and 21; Gorleston No. 1 Life-boat assisted to save the steam drifter *Violet May*, of Yarmouth, and 10; Harwich (Steam) Life-boat rendered assistance to the S.S. *Baltzar von Platen*, of Helsingborg; Ramsgate Life-boat assisted to save the fishing-boat *Oceana*, of Ramsgate, and 2; and stood by the barge *Pride of the Colne*, of Colchester.

Also voted 912*l.* 16*s.* 9*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:—Barry Dock, Bembridge, Blakeney, Carrickfergus, Criccieth, Folkestone, Formby, Gorleston No. 1, Harwich (steam), Hayling Island, Holyhead (steam), Hornsea, Littlehampton, Looe, New Brighton (steam), North Deal, Palling No. 2, Penzance, Peterhead, Plymouth, Port St. Mary, Rhoscolyn, Robin Hood's Bay, Scarborough, Selsey, Sennen Cove, Sheringham, Southsea, Wicklow, Worthing and Yarmouth.

The Committee passed a vote of deep sympathy with the two widows and the one dependent relative of the Life-boatmen who unfortunately perished in the accident to the St. David's Life-boat on 13th October, and voted them the sum of 225*l.* as a contribution to the fund raised locally.

Awarded the thanks of the Institution, inscribed on vellum, and the silver medal, together with a reward of 5*l.*, to SYDNEY MORTIMER, as well as votes of thanks and 5*l.* each to SAMUEL HUSK and SAMUEL GUPPY for very gallantly putting off in a boat and rescuing the survivors from the wreck.

Also awarded the silver medal and 5*l.* to JAMES COWIE for plunging into the sea at

Gorleston, and at great risk rescuing one of the crew of the steam drifter *Mistletoe*, of Banff, on the 15th October.

Voted additional monetary rewards to the crews of the Fishguard and Criccieth Life-boats for very arduous services in severe weather on the 13th and 14th October.

Voted 1*l.* to a man injured in the Life-boat service at Barry Dock.

Voted 3*l.* 15*s.* to five men for saving, at moderate personal risk, two persons from a small boat, which became unmanageable, and was being blown out to sea off Ramsgate, during a strong E.N.E. gale and very heavy sea, on the 13th October.

Also 3*l.* to four men for putting off in a boat, in a N.E. gale and very heavy choppy sea, for the purpose of saving a man whose boat had capsized off Shoreham, on 13th October. The man who was in danger succeeded in getting ashore before the four men reached him.

Awarded the thanks of the Institution inscribed on vellum, and 30*s.*, to JOSEPH SEARLE, and 4*l.* 10*s.* to three other men for saving three of five men, whose boat was capsized in a heavy sea off Penzance Harbour on 15th October.

The five men put off from the S.S. *Jarnac* to come ashore when their boat capsized, throwing them into the water, and before the salvors could reach them, two of them had disappeared.

In the heavy surf the salvors incurred great risk, and it was owing to the skill and ability of Searle that the service was successful.

Voted 3*l.* 10*s.* to seven men for putting off in a boat, and at considerable risk, saving the coble *Annie* and her crew of two hands, in a strong gale and heavy sea, off Scarborough, on the 31st October.

THURSDAY, 8th December, 1910.

Colonel Sir FITZROY CLAYTON, K.C.V.O., 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; also those of the Special Sub-Committees appointed to consider details with regard to the winding up of the Life-boat Saturday Fund, Organisation and Advertisement, and ordered their recommendations to be carried into effect.

Read a letter from Sir Arthur Bigge conveying the King's thanks to Life-boat Saturday Workers, and decided that the Central Committee of the Life-boat Saturday Fund and the Press should be informed accordingly.

Reported that the DUKE OF NORTHUMBERLAND had consented to allow himself to be nominated President of the Institution, and, if elected, to act until the PRINCE OF WALES should be able to accept the post.

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

Also the reports of the District Inspectors on their visits to the following Stations:—

Northern District.—Broughty Ferry, Arbroath, Holy Island (two boats), Eyemouth, Cresswell, North Sunderland, Hauxley, Stronsay, St. Andrews, and Newbiggin.

Eastern District.—Runswick.

Southern District.—Hastings, Littlehampton, Southend-on-Sea, Brighton, Clacton-on-Sea, Harwich (two boats), Worthing, Shoreham and Southsea.

Western District.—Criccieth, Abersoch, Porthdinllaen, Pwllheli, Angle, Burnham, Weston-super-Mare, Watchet, Minehead, Cardigan, New Quay (Cardigan) and Aberystwith.

Irish District.—Howth, Clogher Head, Portrush, Aranmore, Groomsport and Donaghadee.

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

	£	s.	d.
Mr. J. C. ECKERSLEY, to be invested and the interest devoted to the purposes of the Institution	200	-	-
Miss ANN McLELLAN and Mrs. HELEN IMRIE, in memory of their deceased sister (additional)	100	-	-
Independent Order of Odd Fellows (Manchester Unity), annual subscription, 50 <i>l.</i> ; donations from Branches 3 <i>l.</i> 1 <i>s.</i>	53	1	-
Hadnall Church Collection (per the B. C. Mortimer)	7	16	9
Proceeds of Concert at Gosfield, Halstead (per Mrs. Lowe)	3	15	-
St. George's Chapel, Royal Naval Barracks, Chatham, Offertory (per the Rev. Wm. Tod, R.N.)	2	1	5

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. G. P. Shepherd, of Keymer, 109 10 <i>l.</i> Four Per Cent. Preference Shares, Maidstone Waterworks Company, valued at 98 <i>l.</i> ; proportion of dividend on shares, 8 <i>l.</i> 1 <i>s.</i> 5 <i>d.</i>	989	1	5
The late Miss MARGARET BARR, of Helenslea, Lanark (per Glasgow Branch)	653	4	3
The late Miss E. A. BROWN, of Bexhill-on-Sea, for the Endowment Fund	250	-	-
The late Major JOHN CHARLES HARRIS, of Gloucester Road, Regent's Park, N.W.	100	-	-
The late Mrs. HARRIET O. CARNLEY, of Kingston-upon-Hull	66	13	4

Great regret was expressed at the death of Mr. Frederick R. G. Wright, R.N., who had been Honorary Secretary of the Aberdovey Branch for upwards of seven years; also at the death of Mr. Robert Cumming, who had been Honorary Secretary of the Aberdeen Branch for 15 years, and it was decided to send a letter of condolence to his family.

The Committee expressed their deep sympathy with the French Life-boat Society and with the families of the victims in the disaster to the Boulogne Life-boat.

Paid 4,071*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 548*l.* 11*s.* 4*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberystwith . . .	Two small fishing-boats, of Aberystwith	2
Aranmore	A fishing - boat, of Inniefree	3
Aldeburgh No. 1 . .	S.S. <i>Fulgent</i> , of Sunderland. Stood by vessel.	
Aldeburgh No. 2 . .	S.S. <i>Skakkeborg</i> , of Copenhagen. Stood by vessel.	
Brixham	Schooner <i>Margaret</i> , of Paimpol. Stood by vessel.	
Buckhaven	Schooner <i>Star</i> , of Vordingborg. Stood by vessel.	
Clacton-on-Sea . . .	Schooner <i>Pearl</i> , of Dundee	5
Clovelly	Ketch <i>Julia</i> , of Bideford. Landed 3.	
Dover	5 - masted ship <i>Preussen</i> , of Hamburg. Stood by vessel.	
Filey	Twenty-four cibles, of Filey. Stood by cibles.	
Holyhead (Steam)	Schooner <i>Jane and Ann</i> , of Carnarvon. Landed 3.	
Lyme Regis	Barque <i>Furst Bismarck</i> , of Brake. Stood by vessel.	
Newbiggin	Six cibles, of Newbiggin. Stood by cibles.	
Newbiggin	S.S. <i>Eleanor</i> , of South Shields. Stood by vessel.	
Newhaven	Brigantine <i>Mary John</i> , of Fowey. Rendered assistance.	
Peterhead	Steam trawler <i>Devanta</i> , of Aberdeen. Stood by vessel.	
Robin Hood's Bay	Coble <i>Robert and Mary</i> , of Whitby. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.
Thurso	Schooner <i>Barbara</i> , of Wick	4
Wexford	Motor lugger <i>Agnes Green</i> , of Wexford. Landed 2.	

The Caister No. 1 Life-boat rendered assistance to the S.S. *Edie*, of Goole; Flamborough No. 2 Life-boat saved the fishing-boat *Diligence*, of Fraserburgh, and 7; Newhaven Life-boat rendered assistance to the *Dredger* No. 2, of Zeebrugge; and Ramsgate Life-boat saved 4 lives from the ketch *Maria Cheeseman*, of Montrose, stood by the fishing vessel *Don*, of Ramsgate, assisted to save the schooner *Circe*, of Antwerp, and 7, and assisted to save the barque *Thoralf*, of Arendal; and Winterton No. 1 Life-boat assisted to save the barque *Vidette*, of Hamburg.

Also voted 835*l.* 8*s.* 6*d.* to pay the expenses of the following Life-boat launches etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Berwick-on-Tweed, Bridlington Quay, Brooke, Caister No. 1, Cresswell, Cromer, Dnnbar, Flamborough No. 1, Fleetwood, Folkestone, Gorleston Nos. 1 and 2, Huna, Llandudno, New Brighton (steam), North Deal, Palling Nos. 1 and 2, Rye Harbour, Sennen Cove, Sheringham, Skerries, Southend-on-Sea, Southwold No. 1, Walmer, Weymouth, Winterton Nos. 1 and 2 and Yarmouth.

Voted 10*l.* 10*s.* to men injured in the Life-boat service at Aldeburgh, Barry Dock and Harwich.

Awarded an additional monetary grant to the crew of the Newlyn Life-boat for an arduous service, in very severe weather, on the 7th November.

Voted 3*l.* to six men for putting off in a boat and, at moderate risk, saving two men off Ballycotton, who had got into difficulties through their sail being blown away and an oar breaking, on 31st October.

Voted 27*l.* to the crew and helpers of the private Life-boat at Sheringham, for putting off to the assistance of twenty local fishing-boats, which were caught in a sudden N.W. gale, and in grave danger, on the 28th November.

THURSDAY, 15th December, 1910.

SPECIAL MEETING.

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

Considered and approved the rules for the formation and control of Branches other than Station Branches and the Instructions for the Honorary Secretaries of such Branches, which had been drawn up by the Special Sub-Committee appointed to consider Organisation, &c.

Services of the Life-boats of the Institution during 1910.



1910.	Time of Launching.		Lives saved.
Jan. 1.	2.10 p.m.	Fishing-boat <i>Adela</i> , of Llandudno. Llandudno Life-boat saved boat and	2
„ 1.	9.15 p.m.	Ketch <i>Kattie Darling</i> , of Cardigan. Cardigan Life-boat saved . .	3
„ 2.	8.30 a.m.	Barquentine <i>Waterwitch</i> , of Portsmouth. Selsey Life-boat stood by vessel.	
„ 5.	9.30 a.m.	S.S. <i>Orkla</i> , of Leith. Caister No. 1 Life-boat assisted to save vessel.	
„ 6.	10.15 a.m.	S.S. <i>Swansea Bay</i> , of Swansea. Palling No. 2 Life-boat rendered assistance.	
„ 8.	5. 5 p.m.	Schooner <i>Glide</i> , of Belfast. Ramsey Life-boat rescued	4
„ 9.	1.40 p.m.	Ketch <i>Fingal</i> , of Dublin. Holy Island No. 1 Life-boat stood by vessel.	
„ 9.	11.53 p.m.	Schooner <i>Gwalia</i> , of Drogheda. Llanddulas Life-boat saved . .	6
„ 11.	6.20 p.m.	Fishing-boats of Poole. Poole Life-boat remained in attendance.	
„ 11.	10. - p.m.	Barque <i>Formosa</i> , of Glasgow. Walmer Life-boat assisted to save vessel and	22
„ 13.	6.35 p.m.	S.S. <i>Lady Bessie</i> , of Aberdeen. Peterhead Life-boat stood by vessel.	
„ 14.	1.20 a.m.	H.M. Tug <i>Diligent</i> , of Sheerness. Walton-on-Naze and Clacton-on-Sea Life-boats assisted to save vessel.	
„ 14.	6.30 a.m.	Smack <i>Salacia</i> , of Lowestoft. Pakefield Life-boat saved vessel and	5
„ 16.	12.15 p.m.	Steam Trawler <i>Dorothea</i> , of Thorshaven. Piel Life-boat saved .	10
„ 23.	1. - a.m.	S.S. <i>Helene Lohden</i> , of Stromstad. Gorleston No. 1 Life-boat assisted to save vessel and	16
„ 24.	2.50 a.m.	Smack <i>Integrity</i> , of Lowestoft. Southwold No. 1 Life-boat saved boat and	5
„ 24.	Noon.	Six cobbles of Berwick and Spittal. Berwick-on-Tweed Life-boat stood by cobbles.	
„ 29.	9.15 a.m.	Schooner <i>Four Brothers</i> , of Runcorn. Bull Bay Life-boat saved vessel.	
Feb. 3.	4.29 p.m.	Ketch <i>Alexandra</i> , of Chester. Hoylake Life-boat saved	4
„ 6.	8 25 a.m.	Ketch <i>Sunflower</i> , of Lowestoft. Salcombe Life-boat stood by vessel.	
„ 9.	9.45 a.m.	Seven cobbles of Scarboro'. Scarboro' Life-boat rendered assistance.	
„ 12.	9. 7 a.m.	Ketch <i>Cecilia</i> , of London. Clacton-on-Sea Life-boat assisted to save vessel and	4
„ 14.	1. - a.m.	S.S. <i>Ansgar</i> , of Copenhagen. Anstruther Life-boat saved	18
„ 15.	6.25 a.m.	Sprit-sail barge <i>Resurga</i> , of London. Cromer Life-boat rendered assistance.	
„ 18.	12.45 p.m.	Ship <i>Maréchal Suchet</i> , of Nantes. Margate No. 2 Life-boat stood by vessel.	

1909.	Time of Launching.		Lives saved.
Feb. 18.	3.30 p.m.	Schooner <i>Prosperity</i> , of Carnarvon. Blackpool Life-boat assisted to save derelict vessel.	
„ 19.	7.15 a.m.	Ketch <i>Young Fox</i> , of Goole. Winterton No. 1 Life-boat saved . . .	5
„ 19.	7. - p.m.	Trawler <i>Radiance</i> , of Brixham. Newlyn Life-boat stood by vessel.	
„ 20.	12.5 p.m.	Ketch <i>New Boy</i> , of Lowestoft. Padstow No. 1 Life-boat stood by vessel.	
„ 20.	11. - p.m.	Ketch <i>Snowdon</i> , of Carnarvon. Abersoch Life-boat saved . . .	4
„ 21.	3.15 a.m.	Schooner <i>Aeron Belle</i> , of Aberystwith. Abersoch Life-boat saved .	3
„ 21.	12.15 a.m.	Schooner <i>Ellen</i> , of Arklow. Tenby Life-boat rescued	3
		Schooner <i>John and Margaret</i> , of Carnarvon. Tenby Life-boat rescued	4
„ 24.	4.25 a.m.	S.S. <i>Brinkburn</i> , of London. Ramsgate Life-boat assisted to save vessel.	
„ 24.	4.25 a.m.	S.S. <i>Brinkburn</i> , of London. Walmer Life-boat assisted to save vessel and	22
„ 24.	7.15 a.m.	Paddle steamer <i>Mabel</i> , of Newcastle. Montrose No. 1 Life-boat rescued	10
„ 24.	9.15 a.m.	Two cobsles, of Filey. Filey Life-boat rendered assistance.	
„ 25.	4.15 a.m.	Ship <i>Blackbraes</i> , of London. Dungeness No. 2 Life-boat assisted to save vessel.	
„ 26.	5.50 p.m.	Ketch <i>Falcon</i> , of Cardiff. Littlehaven Life-boat rescued	3
Mch. 4.	10.40 a.m.	Fishing cobsles, of Filey. Filey Life-boat stood by cobsles.	
„ 4.	2. - p.m.	Fishing-boats, of Gourdon. Gourdon Life-boat stood by boats.	
„ 9.	10.10 p.m.	Steam trawler <i>Margaret</i> , of Rye. Rye Harbour Life-boat stood by vessel.	
„ 12.	11.35 a.m.	Steam flat <i>Victoria</i> , of Liverpool. Hoylake Life-boat saved	5
„ 12.	10.15 p.m.	Pilot-boat, of Berwick. Berwick-on-Tweed Life-boat saved boat and	2
„ 13.	3. - a.m.	Trawler <i>Harry</i> , of Brixham. Sennen Cove Life-boat saved ship's boat and	4
„ 15.	10.15 p.m.	Ketch <i>County of Anglesea</i> , of Carnarvon. Rhosneigr Life-boat stood by vessel.	
„ 18.	3. - p.m.	Ketch <i>Sarah</i> , of Runcorn. Porthdinllaen Life-boat saved	2
Apl. 3-4.	Midnight.	S.S. <i>Rocheport</i> , of Belfast. Plymouth Life-boat transferred 9 persons to a tug.	
„ 4.	10.45 a.m.	S.S. <i>Craigearn</i> , of Cardiff. Selsey Life-boat stood by vessel.	
„ 4.	7.15 p.m.	Fishing-yawl <i>Jane and Margaret</i> , of St. Andrews. St. Andrews Life-boat saved	4
„ 5.	12.10 a.m.	S.S. <i>Artificer</i> , of Newcastle. North Deal, Ramsgate and Walmer Life-boats stood by vessel.	
„ 6.	2. - p.m.	Fishing cobsles, of Whitby. Whitby No. 2 Life-boat stood by cobsles.	
„ 6-7.	8.50 p.m.	S.S. <i>Aquilla</i> , of Liverpool. Rhosneigr Life-boat stood by vessel.	
„ 12.	6.20 a.m.	Steam yacht <i>Sea Belle</i> , R.T.Y.C. Walton-on-Naze Life-boat stood by yacht.	
„ 14.	2. - a.m.	Schooner <i>Emma Louise</i> , of Wick. Thurso Life-boat rescued	4
„ 14.	2.30 p.m.	Four fishing cobsles, of Whitby. Runswick Life-boat assisted cobsles.	
„ 14.	8.15 p.m.	Schooner <i>Agnes Craig</i> , of Chester. Thurso Life-boat rescued	5
		Ketch <i>Sunlight</i> , of Hull. Thurso Life-boat landed 4.	
		Schooner <i>Emma Louise</i> , of Wick. Thurso Life-boat landed 5.	
„ 18.	1.50 p.m.	S.S. <i>Minnehaha</i> , of Belfast. St. Mary's Life-boat stood by vessel.	
„ 18.	1.50 p.m.	Coble <i>Sunbeam</i> , of Newbiggin; also a small boat. Hauxley Life-boat saved boat and	8
„ 19.	4.50 a.m.	S.S. <i>Diligent</i> , of Sunderland. Atherfield Life-boat stood by vessel.	
„ 20.	6.40 a.m.	S.S. <i>Haakon</i> , of Arendal. Cromer Life-boat stood by vessel.	
„ 20-22.	6.37 a.m.	S.S. <i>Haakon</i> , of Arendal. Palling No. 2 Life-boat assisted to save vessel.	
„ 22.	10.30 a.m.	Coble <i>Robert and Mary</i> , of Whitby. Whitby No. 2 Life-boat saved	4
		Coble <i>Brotherly Love</i> , of Whitby. Whitby No. 2 Life-boat saved .	3
„ 25.	3.55 p.m.	Boat <i>Asinall</i> , of Barry. Barry Dock Life-boat saved	1
„ 25-6.	7.15 p.m.	Barge <i>Mary Jane</i> , of Rochester. Walton-on-Naze Life-boat saved vessel and	3
May 8.	4.54 p.m.	Ketch <i>Honour</i> , of Jersey. Ilfracombe Life-boat stood by vessel.	

1910.	Time of Launching.		Lives saved.
May 11.	9.30 p.m.	Fishing vessel <i>Harry Martin</i> , of Ramsgate. Ramsgate Life-boat assisted to save vessel and	3
„ 12.	10.35 a.m.	Lugger <i>Jonadab</i> , of St. Ives. St. Ives Life-boat saved	6
„ 12.	1. - p.m.	Three fishing cibles of Spittal. Berwick-on-Tweed Life-boat stood by cibles.	
„ 12.	6.30 p.m.	Fishing-boat <i>Catherine</i> , of Arbroath. Arbroath Life-boat stood by boat.	
„ 12-13.	8.30 p.m.	Coble <i>Jane Douglas</i> , of Beadnell. North Sunderland Life-boat stood by vessel.	
„ 18.	6.45 p.m.	Yawl <i>St. Bridget</i> , of Ballinagou. Helvick Head Life-boat saved boat and	4
„ 19.	7.30 a.m.	S.S. <i>Hermiston</i> , of Glasgow. Robin Hood Bay Life-boat landed 2.	
„ 19.	9. - p.m.	S.S. <i>Hermiston</i> , of Glasgow. Robin Hood Bay Life-boat rendered assistance.	
„ 19.	2.50 p.m.	Yacht <i>Gwenyth</i> . Walton-on-Naze Life-boat stood by yacht.	
„ 25.	10.35 a.m.	Fishing vessel <i>Strathyre</i> , of Findochty. Huna Life-boat landed 7.	
June 7.	2.35 a.m.	Smack <i>Sophia Rebecca</i> , of Lowestoft. Palling No. 1 Life-boat saved (also 4 cats.)	4
„ 27.	—	Yacht <i>Drake</i> , of New Brighton. Moelfre Life-boat off Liverpool saved vessel and	2
July 6.	8. 5 p.m.	Smack <i>Hero</i> , of Rhyl. Llandudno Life-boat saved	2
„ 7.	7.15 p.m.	Yachts <i>Cruiser</i> and <i>Raven</i> . Holy Island No. 1 Life-boat stood by vessels.	
„ 28.	8. - a.m.	S.S. <i>Agamemnon</i> , of Liverpool. Donaghadee stood by vessel.	
Aug. 1.	7.20 p.m.	Schooner <i>Belle of the Plym</i> , of Plymouth. Padstow No. 1. Life-boat stood by vessel.	
„ 6.	10.30 a.m.	Fishing fleet of Fraserburgh. Fraserburgh Life-boat stood by boats.	
„ 6-10.	3.50 p.m.	S.S. <i>Indian</i> , of Liverpool. Huna Life-boat assisted to save vessel.	
„ 11-12.	11.30 p.m.	Ketch <i>James</i> , of Cardigan. Criccieth Life-boat saved	2
„ 12.	1.32 p.m.	Rowing-boat <i>Girl Lily</i> , of Gorleston. Gorleston No. 1 Life-boat saved	1
„ 15.	1.45 p.m.	Yacht <i>Iris</i> , of Chester. Criccieth Life-boat rescued	3
„ 18.	7. - p.m.	Yacht <i>Sea Bird</i> , of Carnarvon. Ramsey Life-boat rescued	3
„ 19.	6.10 a.m.	Cutter yacht <i>We're here</i> , of Burnham-on-Crouch. Hastings Life-boat saved	3
„ 19.	12.30 p.m.	Pleasure-coble <i>Thelma</i> . Saltburn Life-boat remained in attendance.	
„ 19-20.	11.45 a.m.	Barque <i>Fox</i> , of Arundel. Margate No. 2. Life-boat stood by vessel.	
„ 19-20.	1.37 p.m.	Barque <i>Fox</i> , of Arundel. Harwich (steam) Life-boat stood by vessel.	
„ 21.	9.10 a.m.	S.S. <i>Inchcolm</i> , of Leith. Dunbar Life-boat stood by vessel.	
„ 21.	6.55 p.m.	S.S. <i>Brittany</i> , of Newhaven. Newhaven Life-boat rendered assistance.	
„ 22.	3.45 p.m.	Smack <i>Young Harry</i> , of Lowestoft. Gorleston No. 1 Life-boat stood by vessel.	
„ 26.	5.30 a.m.	Open pleasure-boat <i>Shamrock</i> , of Peel. Peel Life-boat saved	3
„ 26.	3. 5 p.m.	Fishing-boat <i>Expert</i> , of Castletown. Port Erin Life-boat saved	6
		Fishing-boat <i>Milky Way</i> , of Port St. Mary. Port Erin Life-boat saved	7
„ 27.	5. - a.m.	Dredger <i>Walter Glynn</i> , of Liverpool. New Brighton steam Life-boat saved	5
„ 28.	11.40 a.m.	Barge <i>Resurga</i> , of London. Aldeburgh No. 2 Life-boat assisted to save vessel and	3
„ 29.	10.30 a.m.	Barque <i>Henrich</i> , of Larvik. North Deal Life-boat assisted to save vessel and	10
„ 29.	10.30 a.m.	Barque <i>Henrich</i> , of Larvik. Ramsgate Life-boat stood by vessel.	
„ 31.	10.15 a.m.	Schooner <i>William and Alice</i> , of Hull. Caister No. 2 Life-boat stood by vessel.	
Sept. 4.	1.45 p.m.	Barge <i>Empress of India</i> , of Ipswich. Caister No. 1 Life-boat saved	4
„ 5.	12.50 a.m.	Steam Dritter <i>Test</i> , of Lowestoft. Gorleston No 2 Life-boat assisted to save vessel and	10
„ 14.	8.10 a.m.	Barge <i>Monarch</i> , of London. Aldeburgh No. 2 Life-boat saved	2
„ 18.	6. - a.m.	S.S. <i>Stainburn</i> , of Workington. Ramsgate Life-boat assisted to save vessel and	9

1910.	Time of Launching.		Lives saved.
Oct. 2.	8.55 p.m.	S.S. <i>Duke of Abercorn</i> , of Southend. Southend-on-Sea Life-boat rendered assistance.	
" 3.	2.15 a.m.	Dandy <i>Lord Nelson</i> , of London. Gorleston No. 1 Life-boat assisted to save vessel and	4
" 6.	8.45 a.m.	S.S. <i>Progress</i> , of Surderland. Newhaven Life-boat stood by vessel.	
" 13.	1. - a.m.	Ketch <i>Democrat</i> , of Barnstaple. St. David's Life-boat saved	3
" 13.	11.20 a.m.	A shore-boat of St. David's. Fishguard Life-boat saved boat and	10
" 13.	8. - a.m.	Fishing-boat <i>Vivid</i> , of Wexford. Wexford Life-boat saved	4
" 13.	1.20 p.m.	Fishing-boat <i>Oceana</i> , of Ramsgate. Ramsgate Life-boat assisted to save vessel and	2
" 13.	4.30 p.m.	Lugger <i>Prince de Joinville</i> , of Boulogne. Clacton-on-Sea Life-boat saved vessel and	21
" 14.	6.15 a.m.	S.S. <i>Hurricane</i> , of Liverpool. Harwich (steam) Life-boat stood by vessel.	
" 14-16.	6.45 a.m.	S.S. <i>Hurricane</i> , of Liverpool. Aldeburgh No. 1 Life-boat saved. . . and afterwards saved vessel.	8
" 14.	6.27 a.m.	Fishing-boat <i>Providence</i> , of Folkestone. Hythe Life-boat saved	3
" 14.	8.45 a.m.	Schooner <i>Lizzie</i> , of Weymouth. Newlyn Life-boat stood by vessel.	
" 14.	9. - a.m.	Fishing-boat <i>Helena</i> , of Portmadoc. Pwllheli Life-boat saved	2
" 14.	10. 5 p.m.	Fishing-boat <i>Venus</i> of Portmadoc. Pwllheli Life-boat saved vessel and	2
" 14.	10. 5 p.m.	Steam Drifter <i>Orcadia</i> , of Aberdeen. Gorleston No. 2 Life-boat assisted to save vessel and	10
" 18.	6.37 a.m.	Tug <i>Manuense</i> . Point of Ayr Life-boat saved vessel and	5
" 19.	noon.	Coble <i>Rose of Sharon</i> , of Whitby. Whitby No. 2 Life-boat stood by coble.	
" 21.	4. - p.m.	Barque <i>Ceres</i> , of Kragero. Caister No. 1 Life-boat saved	10
" 24.	1.55 p.m.	Iron coal-haulk <i>Era</i> , of Yarmouth. Gorleston No. 2 Life-boat saved	6
" 27.	9.35 a.m.	Twenty-four cobles of Filey. Filey Life-boat stood by cobles.	
" 27.	10.30 a.m.	Four fishing-cobles of Flamboro'. Flamboro' No. 1 Life-boat stood by cobles.	
" 27.	10.30 a.m.	Seven cobles, of Newbiggin. Newbiggin Life-boat stood by cobles.	
" 27.	2.40 p.m.	Three cobles, of Scarboro'. Scarboro' Life-boat stood by cobles.	
" 27-28.	11.37 p.m.	S.S. <i>Baltzar von Platen</i> , of Helsingborg. Harwich (steam) Life-boat rendered assistance.	
" 30.	2.30 a.m.	S.S. <i>Endeavour</i> , of Hull. Donna Nook Life-boat saved	10
" 30.	11.20 p.m.	S.S. <i>Claudia</i> , of Stockton. Caister No. 1 Life-boat assisted to save vessel and	30
" 31.	8.40 p.m.	Ketch <i>Little Jane</i> , of Plymouth. Clovelly Life-boat saved	3
" 31.	8.27 p.m.	Schooner <i>Elizabeth Hyam</i> , of Chester. Holyhead (steam) Life-boat saved	3
Nov. 1.	2.12 a.m.	Schooner <i>Rockingham</i> , of Dublin. Holyhead (steam) Life-boat saved	3
" 1.	0.15 a.m.	Ketch <i>James</i> , of Carnarvon. Penmon Life-boat stood by vessel.	
" 1.	2.25 a.m.	Barge <i>Pride of the Colne</i> , of Colchester. Margate No. 2 Life-boat stood by vessel.	
" 1.	2.35 a.m.	Barge <i>Pride of the Colne</i> , of Colchester. Ramsgate Life-boat stood by vessel.	
" 1.	5. 5 a.m.	Fishing-boat <i>Bonnie Kate</i> , of Eastbourne. Eastbourne No. 2 Life-boat stood by vessel.	
" 2.	1.40 p.m.	Four-masted barque <i>Lydgate</i> , of Liverpool. Selsey Life-boat stood by vessel.	
" 2-3.	2. - p.m.	A fishing-boat of Innesfree Island. Aranmore Life-boat saved	3
" 4.	3.17 a.m.	Steam-drifter <i>Violet May</i> , of Yarmouth. Gorleston No. 1 Life-boat assisted to save vessel and	10
" 6.	5.35 p.m.	Brigantine <i>Mary Johns</i> , of Fowey. Newhaven Life-boat rendered assistance.	
" 6-7.	5.30 p.m.	Five-masted ship <i>Preussen</i> , of Hamburg. Dover Life-boat stood by vessel.	
" 7.	1.45 a.m.	Schooner <i>Barbara</i> , of Wick. Thurso Life-boat rescued	4
" 9.	10.30 a.m.	Six cobles of Newbiggin. Newbiggin Life-boat stood by cobles.	
" 9.	3.45 p.m.	Coble <i>Robert and Mary</i> , of Whitby. Robin Hood Life-boat rendered assistance.	

1910.	Time of Launching.		Lives Saved.
Nov. 12.	1. - a.m.	Ketch <i>Maria Cheeseman</i> , of Montrose. Ramsgate Life-boat saved .	4
" 13.	1.15 p.m.	Steam Trawler <i>Devanha</i> , of Aberdeen. Peterhead Life-boat stood by vessel.	
" 13.	5.15 p.m.	Schooner <i>Margaret</i> , of Paimpol. Brixham Life-boat stood by vessel.	
" 15.	10. - a.m.	Motor Lugger <i>Agnes Green</i> , of Wexford. Wexford Life-boat landed 2.	
" 15.	10.40 a.m.	Two small boats of Aberystwith. Aberystwith Life-boat saved . .	2
" 15.	11. - a.m.	Twenty-four cobsles of Filey. Filey Life-boat stood by cobsles.	
" 18.	8.10 a.m.	S.S. <i>Stakkeborg</i> , of Copenhagen. Aldeburgh No. 2. Life-boat stood by vessel.	
" 23-24.	8.15 p.m.	Schooner <i>Star</i> , of Vordingborg. Buckhaven Life-boat stood by vessel.	
" 24.	11.45 a.m.	Dredger No. 2, of Zeebrugge. Newhaven Life-boat rendered assistance.	
" 25.	5.35 a.m.	Barque <i>Vidette</i> , of Hamburg. Winterton No. 1 Life-boat saved vessel and	15
" 27.	2. - a.m.	S.S. <i>Eleanor</i> , of South Shields. Newbiggin Life-boat stood by vessel.	
" 27.	4. - a.m.	Fishing-boat <i>Diligence</i> , of Fraserburgh. Flamboro' No. 2 Life-boat saved vessel and	7
" 27.	4.25 a.m.	Barque <i>Thoralf</i> , of Arendal. Ramsgate Life-boat assisted to save vessel.	
" 27.	11.30 a.m.	S.S. <i>Fulgent</i> , of Sunderland. Aldeburgh No. 1 Life-boat stood by vessel.	
" 27.	10.55 p.m.	Ketch <i>Julia</i> , of Bideford. Clovelly Life-boat landed 3.	
" 27-28.	10.10 p.m.	Barque <i>Furst Bismarck</i> , of Brake. Lyme Regis Life-boat stood by vessel.	
" 28.	9.10 a.m.	S.S. <i>Edie</i> , of Goole. Caister No. 1 Life-boat rendered assistance.	
Dec. 1.	1.40 a.m.	Schooner <i>Pearl</i> , of Dundee. Clacton-on-Sea Life-boat saved . .	5
" 1.	5.25 a.m.	Fishing vessel <i>Don</i> , of Ramsgate. Ramsgate Life-boat stood by vessel.	
" 2.	3.30 a.m.	Tug <i>Winchester</i> , of Hull. Donna Nook Life-boat saved	5
" 3.	9. - a.m.	Schooner <i>Nellie</i> , of Groningen. Wexford Life-boat rendered assistance.	
" 4.	8.50 p.m.	Schooner <i>Angela</i> , of Harburg. Gorleston No. 1 Life-boat assisted to save vessel.	
" 4-5.	8.55 p.m.	Schooner <i>Circe</i> , of Antwerp. Ramsgate Life-boat assisted to save vessel and	7
" 4-8.	10.50 a.m.	S.S. <i>Antigone</i> , of London. Clacton-on-Sea Life-boat assisted to save vessel and	24
" 5.	11.40 a.m.	Schooner <i>Jane and Ann</i> , of Carnarvon. Holyhead (steam) Life-boat landed 3.	
" 6.	10.45 p.m.	Steam trawler <i>Taymouth</i> , of Aberdeen. Newburgh Life-boat saved	8
" 8.	12.30 p.m.	Schooner <i>Creoula</i> , of St. Vincent. Kingsdowne Life-boat saved vessel and	6
" 9-11.	10.15 a.m.	S.S. <i>Antigone</i> , of London. Clacton-on-Sea Life-boat rendered assistance.	
" 9.	10.30 a.m.	Eight fishing cobsles of Whitby. Whitby No. 2 Life-boat stood by cobsles.	
" 9.	11. - a.m.	Fishing cobsles of Filey. Filey Life-boat stood by cobsles.	
" 9.	11.30 a.m.	Three fishing cobsles of Sunderland. Sunderland, South Outlet, Life-boat saved cobsles and	9
" 9.	11.30 a.m.	Eight fishing cobsles of Scarborough. Scarborough Life-boat saved cobsles and	24
" 9.	11.30 a.m.	Five fishing cobsles of Scarborough. Scarborough Life-boat stood by cobsles.	
" 9.	6. - p.m.	Cutter of H.M.S. <i>Spanker</i> . Yarmouth Life-boat saved cutter and .	17
" 9.	8.15 p.m.	Barquentine <i>Ocean Swell</i> , of Fowey. Holyhead (steam) Life-boat rendered assistance.	
" 12.	11. - a.m.	Fishing cobsles of North Sunderland. North Sunderland Life-boat stood by cobsles.	
" 13.	10.45 a.m.	Cobsles of Berwick and Spittal. Berwick-on-Tweed Life-boat stood by cobsles.	
" 13.	3.30 p.m.	Brigantine <i>Fratelli Lami</i> , of Genoa. Selsey Life-boat saved . .	8

1910.	Time of Launching.		Lives Saved.
Dec. 14.	5.10 p.m.	Steam trawler <i>Naalso</i> , of Boulogne. Newhaven Life-boat stood by vessels.	
„ 15.	7.15 p.m.	Thirty-four fishing smacks, of Arklow. Arklow Life-boat rendered assistance.	
„ 15.	8. - p.m.	Schooner <i>Elizabeth Bennit</i> , of Liverpool. Caister No. 1 Life-boat stood by vessel.	
„ 16.	0.30 a.m.	Ketch <i>Ocean's Gift</i> , of Brixham. Mumbles Life-boat rendered assistance.	
„ 16.	8. - a.m.	Eight cobsles of Flamborough. Flamborough No. 1 Life-boat stood by cobsles.	
„ 16.	10. - a.m.	Schooner <i>Blanche</i> , of Dunkirk. Hayling Island Life-boat saved .	7
„ 16.	10.45 a.m.	Cobsles of Berwick-on-Tweed. Berwick Life-boat stood by cobsles.	
„ 16.	10.45 a.m.	S.S. <i>Solent</i> , of Sunderland. Palling No. 2 and Winterton No. 2 Life-boats assisted to save vessel and	18
„ 16.	12.40 p.m.	Schooner <i>Nikita</i> , of Plymouth. Broadstairs Life-boat assisted to save vessel and.	5
„ 16.	12.45 p.m.	S.S. <i>Pendeen</i> , of Falmouth. Southsea Life-boat stood by vessel.	
„ 16.	1. - p.m.	Schooner <i>Antonio Julia</i> , of Oporto. North Deal and Walmer Life-boats stood by vessel.	
„ 16.	5.10 p.m.	Smack <i>M. and E.</i> , of Bridgwater. Minehead Life-boat saved (also a dog and afterwards assisted to save vessel).	7
„ 16.	5.35 p.m.	Trawler <i>Bia</i> , of Brixham. Brixham Life-boat stood by vessel.	
„ 16.	9.42 p.m.	Sprit sail barge <i>Baltic</i> , of London. Harwich (steam) Life-boat stood by vessel.	
„ 16-17.	10.45 p.m.	Barque <i>Lenita</i> , of Bergkvara. Walmer Life-boat assisted to save vessel and	10
„ 16.	7.45 p.m.	Barge <i>Lord Morton</i> , of London. Margate No. 2 Life-boat saved vessel and (also a dog).	3
„ 17.	0.10 a.m.	Ketch <i>Alpha</i> , of Ramsgate. Margate No. 2 Life-boat saved	4
„ 17.	3.35 a.m.	Schooner <i>Desdemona</i> , of Thurso. Cromer Life-boat assisted to save vessel and	5
„ 20.	12.40 p.m.	Three fishing boats of Johnshaven. Johnshaven Life-boat stood by boats.	
„ 20.	1. - p.m.	Fishing-boats of Gourdon. Gourdon Life-boat stood by boats.	
„ 24.	7. - a.m.	Barquentine <i>Scotia</i> , of Folkestone. Hasborough Life-boat stood by vessel.	
„ 28.	9.20 p.m.	Smack <i>Excelsior</i> , of Lowestoft. Southwold No. 1 Life-boat rendered assistance.	
„ 30.	10.30 a.m.	Fishing cobsles of Robin Hood's Bay. Robin Hood's Bay Life-boat stood by cobsles.	
„ 30.	11. - a.m.	Coble <i>Margory</i> , of Scarborough. Scarborough Life-boat saved coble and	3

Total lives saved by the Life-boats in 1910, in addition to 60 vessels and boats **649**

Life-boats also landed 35 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. **118**

Total for 1910 **767**

NOTICE

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 1st May.

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 CAMMERON LAMB, C.B., C.M.G., V.P.

Secretary—GEORGE F. SHEE, ESQ., M.A.



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INSTITUTION,
LONDON."

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("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1910) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £75,502 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1910.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 60 Vessels and Boats saved by them and 35 persons landed from vessels in distress and lightships	649	...	...
Number of Lives saved by Shore-boats, &c.	118	...	...
Amount of Rewards granted during the Year	10,801	...	...
Honorary Rewards:—Silver Medals and Clasps	4	...	...
Binocular Glasses	14	...	...
Aneroid Barometers	5	...	...
Votes of Thanks on Vellum	16	...	...
Certificates of Service	10	...	...
Total	49	767	£10,801 - -

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., 1910), is **43,394**. The rewards and recognitions granted by the Institution in the same period comprise **101** Gold Medals and Clasps, **1,273** Silver Medals and Clasps, **69** Decorations, **426** Binocular Glasses, **15** Telescopes, **95** Aneroid Barometers, **1,932** Votes of Thanks inscribed on vellum and framed, **223** Certificates of Service framed, and **£308,978** 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 **281** 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. COUTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—February, 1911.