

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXI.—No. 245.]

1ST AUGUST, 1912.

[PRICE 3d.

LIGHTING THE BEACH.

SAILORS have always been famous for the keenness of their vision, and more especially for a power beyond that of the average man of seeing clearly at night; but of those who serve the sea, none perhaps has this gift in larger measure than the coast fisherman, who forms so much the largest proportion of the crews of our Life-boats. The nature of his work will account for this. Long hours of toil with net or line, through moonless nights, have developed the faculty; and the way he will take his boat into harbour on a dark night, or steer her through a narrow channel with only the black water between the white of the breakers on either hand to guide him, always strikes the landsman with astonishment and admiration. So that when he is required to launch a Life-boat at night he brings to the task a trained eye and a calm mind, and does not experience the confusion and sense of helplessness which nearly always beset the ordinary man when called upon to perform some familiar daylight duty in the dark. This is probably due not only to a physical adaptation of the eye to its surroundings, but also to some acquired instinct which enables him to feel what he is doing even when he cannot see.

Nevertheless, if accidents and delays are to be saved, some sort of artificial light is an absolute necessity for an operation which requires so much care, and in some cases so much precision of detail, as launching a Life-boat. Very often the boats have to be drawn to the scene of the wreck on their carriages, either by horses or men, a considerable distance from where they are kept, and the way is sometimes intricate and winding, with only just sufficient room

between walls or gate-posts for the carriage to pass. Sometimes it lies over a rough foreshore, where the greatest care must be taken to avoid hummocks of rock or large boulders, and sometimes over a sandy beach full of deep pools, or "lows," as they are called colloquially; or with patches of soft mud where the wheels of the carriage may sink.

The larger types of boats, launched on what are known as "roller-skids," require even more careful manipulation than those which are small enough for a transporting carriage. A couple of inches too much to the right or left and the keel misses the roller and buries itself in sand or shingle. As these boats often weigh from 8 to 10 tons, the hoisting of one of them on to the skid again means much labour and consequent delay—delay which may be fatal to men's lives.

For these reasons the efficient lighting of the beach is a problem which has long engaged the anxious attention of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and it is one which, as will be shown later, has now been efficiently solved.

In early days hand-lanterns, supplemented by various kinds of flares or torches, were the only lights available, except in those rare cases when some friendly town lamp-post happened to be in a position where its light could be made use of. Ordinary lanterns, however, are of very little use; not only because a general illumination of the scene of operations is required, rather than isolated points of light; but because it is apparently impossible to devise a lantern which will give an all-round light and at the same time not go out in the heavy gales in which it is so

often necessary to launch a Life-boat, the so-named "hurricane" lamp being a striking instance of the *lucus a non lucendo* principle! Of the flares or torches, "duck lights," or more familiarly "ducks," as the fishermen call them, are the best. The origin of the name is lost in obscurity, but as they are used for docking ships at night it is probably a corruption of "dock light," a corruption possibly helped on its way by the imagination of some bygone fisherman, who saw in it a remote resemblance to a mallard on the wing, the lamp consisting of an oval-shaped iron vessel with a long horizontal spout, which would correspond with the outstretched neck of the bird. The body of this vessel contains paraffin, and the spout a thick cotton wick, which, when alight, burns with a fierce yellow glare. Several of them are generally used at the same time, and borne aloft by the hands of men specially told off for the purpose, they cast a picturesque effulgence on the scene. A more elaborate form of paraffin flare is the "comet" light, so called from its resemblance to the tail of that heavenly body. This light may often be seen where gangs of men are working at night on road or railway line. It depends on a mixture of air and petroleum-gas under pressure, and when in good order and properly worked it gives an excellent white light, but it requires very careful attention, which it does not always get.

But it is, undoubtedly, the advent of acetylene gas which has once for all solved the question of how to light the beach when launching a Life-boat. This new compound of carbon and hydrogen was discovered as long as seventy years ago, and, as is so often the case with useful discoveries, was hit upon by accident while Edmund Davy, then Professor of Chemistry to the Royal Dublin Society, was conducting a chemical experiment. He announced his discovery at a meeting of the British Association in 1836, and concluded with these words: "From the brilliancy with which the new gas burns when in contact with the atmosphere, it is, in the opinion of the author, admirably adapted for the

purpose of artificial light if it can be procured at a cheap rate." Those interested in coincidences will hardly fail to notice that the discoverer should bear a name already so much honoured throughout the civilized world for the invention of a lamp which has brought safety to another class of worker, namely the coal miner.

But Professor Davy did not live to see the fulfilment of his prophecy, as for many years after this, the new gas was little more than a chemical curiosity. In 1860 Bertholet, the great French chemist, published his researches on the subject, and it was he who first called it acetylene; and after that time the new gas was investigated by various chemists of all countries; but it was not until 1892 that the discovery of calcium carbide made its general production at a low cost possible, and it was not until 1895 that the commercial career of acetylene may be looked upon as having been thoroughly established. It is now, of course, familiar, almost painfully familiar, it may be said, to every user of country roads at night.

Exhaustive experiments on the part of the Institution with various kinds of acetylene lights have led to the adoption of a lamp which is now used at many Life-boat stations, and gives universal satisfaction. This is known as the "Imperial Flare Light," a brilliant white light which, used with a polished metal reflector, is estimated to give a thousand candle-power, while a second light of equal power can be used at the same time at the end of a length of tubing. It is very simple in construction, does not generate heat, is practically free from danger of explosion, and will not blow out. It takes but a few minutes to light up, and is easily transported over sand on a small wooden sledge, which is specially made for the purpose.

As an example of the power of this light, a few extracts from the report of the original experiments may be quoted.

The place, a lonely beach on the coast of East Anglia: the time, 9.30 p.m. on a dark night in January: the wind, a whole gale from the N.N.E. "The weather squally and gloomy, with rain, . . . sand drifting with the wind in

dense showers." The light, placed on the top of the sand hills and exposed to the full blast of the storm, is reported to have burnt steadily; the time could be read and the second hand of a watch distinguished at 130 yards, and print could be read at 200 yards. The men were able to work almost as easily as if it were daylight. It will, therefore, be generally admitted that the claim made in the earlier part of this article has been substantiated.

But an unexpected and quite invaluable use of this light has recently been discovered, and the circumstances are so interesting to all who care to hear about Life-boat work that it is proposed to close by a brief description of them. The four-masted barque *Pindos*, of Hamburg, had been buffeted to and fro in the English Channel for many hours, and at last, driving helplessly before a south-easterly gale, found her fate at 9 p.m. on the 10th February last, on a rocky ledge of the east coast of that rock-bound peninsula which ends in the Lizard Point. Very fortunately this occurred close to the small village of Coverack, whose hardy population of fishermen carry on the best traditions of their Cornish forbears. The alarm being given, it was not long before they had their Life-boat afloat, and after a hard tussle through the

boiling surf in the teeth of the gale, they reached the ill-fated vessel, and began the dangerous work of rescuing her crew of 28 men. When 4 of them, however, had, with great difficulty, been got into the boat, the Coxswain, John Corrin, as brave a seaman as ever held a tiller, felt that in the extreme darkness it would be hazardous to do any more; and he prepared to stand by and wait until daylight. It was at this moment that a welcome beam of light fell on the wreck, and showed it up with such brilliancy that the Life-boatmen were able to recommence their work of rescue, and the remaining 24 hands were taken off and brought ashore in safety. What had happened was this. Willing hands ashore had, with the utmost difficulty, dragged the newly-provided acetylene light across the rocks to the furthest point of land possible, and here, 400 yards from the scene of the disaster, it had been set alight with the result already told.

For this service Coxswain Corrin received the much-coveted silver medal of the Institution, and while all will join in congratulations to him and his gallant crew on the well-merited honour, a meed of praise will not be withheld from those on shore to whom the happy thought occurred of lighting their labours.

THE LIFE-BOAT SERVICE ABROAD.

WITH reference to our article under the above heading in the May issue of the *Life-boat Journal*, we are now able, through the courtesy of the British Consul-General at St. Petersburg, to supplement our survey by giving some details with regard to the Russian Life-boat service.

"The Imperial Russian Society for Life-Saving on all Waters" was founded in 1870 and began its work in 1871. The last words of the title are important as showing that the operations of the Society extend to the lakes and rivers of Russia, on which alone there are 117 stations. Unfortunately, it is not clear how many of the total number of stations are Life-boat stations, as distinguished from life-saving refuges, life-saving posts, and rocket stations.

It would appear, however, that there are eighty-four Life-boat stations.

The Society is a private institution supported by voluntary contributions, and also by a Government subsidy of 25,000 roubles a year, for a period of twenty-five years, expiring in 1913, but which is likely to be continued for a further ten years. All the life-saving apparatus, including the boats, rocket stations, cables and appliances for saving persons falling through the ice, are controlled by the Society. The total number of lives saved from 1872 to January 1911, by all the methods adopted by the Society, was 21,929.

We have also received the Quarterly Report of the Spanish Life-boat Society, which had not come to hand when we published the notes in our previous

article. The Spanish Society was founded in 1880, and was declared to be "of public utility" under the law of 1887, under the provisions of which it receives an annual subsidy of 40,000 pesetas (£1,500). The Society has 50 stations, some of which are provided only with rocket apparatus or other life-saving machinery; but there are 38 self-righting Life-boats. The number of lives saved since the foundation of the Society by all the methods at its disposal is 1,316, and 103 boats have been assisted into safety. The Society is under the patronage of the King, while the Queen is Honorary President and the Queen Mother the Patron.

With reference to the Dutch Service, it was stated in the same article that the operations of the "Zuidhollandsche Maatschappij tot Redding van Schipbreukelingen" are mainly directed to assisting persons who have been rescued

from shipwreck. We noted at the time that the Annual Reports of this Society had not been received. Since then the Report has been sent to us by the courtesy of the President, Mr. Charles Moens, and we are thus enabled to correct the above statement and to say that this Society carries on the active work of life-saving, and has 12 Life-boats, 2 of which are steam Life-boats, and 1 a motor-boat. There are 11 stations, of which the most important is the one at the Hook of Holland, where the two steam Life-boats are stationed, as well as a sailing Life-boat. Most of the stations are provided with the rocket apparatus, and several of them with line-throwing howitzers.

We are informed that the Society is now building a large motor-boat, of the same dimensions as the two steam Life-boats. The new boat will have a 76 horse-power engine.

THE WRECK OF THE "OCEANA."

"Newlyn,"

Cole Park, Twickenham.
March 20th, 1912.

THE SECRETARY, N. L.-B. INSTITUTION.

DEAR SIR,

I should like to bring to your notice the valuable assistance rendered to me by the Newhaven Life-boat on the occasion of collision of the s.s. *Oceana* and *Pisagua* off Newhaven. The Coxswain of the Boat did everything that I asked him to do and transferred many people to the s.s. *Sussex*, and also took our disabled carpenter ashore to Eastbourne. I have thanked him person-

ally, but a few words of recognition from yourself will be great praise to a man who, with many other men, render us poor sailors when in trouble such help as nobody else can do.

Pray accept the thanks of my officers, crew and passengers to whom service was rendered, and allow me to tender mine to the honourable Institution whom you represent.

I have the honour to remain, Dear Sir,

Yours sincerely and gratefully,

(Signed) THOMAS H. HIDE,

Commander of *Oceana*.

SUNDAY CONCERTS.

THE Committee of Management have had before them the question of Sunday concerts and other Sunday entertainments; and it has been represented to them that support for the Life-boat Cause may be made an excuse for the promotion of Sunday Entertainments which would otherwise not be held. It is not for them to pronounce on the propriety or impropriety of the entertainments, or to distinguish between one kind and another. What they have to recognise is that public opinion about

them is divided, and that a respectable body of the people disapprove of them. The Committee of Management, therefore, taking neither one side nor the other, and remembering that their appeal for support is addressed to the whole nation, have come to the conclusion that the name of the Institution must not be associated with the promotion of these entertainments or used in any way to recommend them to the public.

On the other hand, should such entertainments, duly authorized by

municipalities or other qualified authorities, and intended to be held regularly, Sunday after Sunday, be organized without reference to, or connexion with, the Institution or Life-boat work, or any sanction, implied or expressed, of representatives of the Institution, and a collection be made at them, say, once

a year, for the Life-boat Cause, the Institution will gratefully accept the contribution.

What the Committee of Management wish to make clear is that the Institution must not be associated with the introduction or promotion of such entertainments.

THE WRECK REGISTER AND CHART.

In our issue of November, 1911, we observed that the Board of Trade had issued their "Abstracts on Shipping Casualties" earlier than usual, thus enabling us to publish our article on the Wreck Register in November instead of February, as heretofore. Since then the Board have "speeded up" their work of compilation still further, so that we are able to present our annual survey, illustrated by our own Wreck Chart, six months earlier than usual, and to base it upon the official data for the year ending June 30th, 1911. The Wreck Chart has, for the first time, been prepared by the Ordnance Survey Department, Southampton, from information furnished by the Institution.

Our survey falls naturally into two categories, viz., shipping casualties and loss of life, of which the latter is, needless to say, by far the most interesting to the Institution, although it is closely related to, and to a large extent governed by, the former.

Shipping Casualties.

It is satisfactory to note that the total number of casualties on and close to our shores (the limitation thus indicated is an important one from the point of view of Life-boat work) in the year under review shows a reduction of 212, being 3,072 as compared with 3,284 in the preceding year. Still more welcome is the fact that there was a decrease of 68 in the number of lives lost in connexion with these casualties, the total being 282 as against 350 in the previous period.

The number of cases of total loss and serious casualty was 1,025, being 70 less than in the previous year, while the minor casualties, which amounted to

2,047, showed a decrease of 142. On the other hand, 95 casualties were attended by loss of life, whereas only 86 were accompanied with this result in the corresponding period.

Needless to say the great majority of the total casualties were sustained by British and Colonial vessels, the number being 2,736 as compared with 336 casualties which befell foreign vessels. This is not surprising when we consider the following figures, showing the Mercantile Marine tonnage owned by the four chief Maritime Powers—

	Ships.	Tonnage.
British Empire	11,495	19,012,294
United States	3,469	5,058,678
Germany	2,718	4,333,186
France	1,465	1,892,280

As regards the distribution of the casualties (excluding collisions) on the coasts of the United Kingdom, the Abstracts show the following results:—

East Coast of England—	463, a decrease of 137
South Coast of England—	353, an increase of 23
West Coast of England and Scotland, and East Coast of Ireland—	584, a decrease of 224
North Coast of Scotland—	111, a decrease of 13
East Coast of Scotland—	99, a decrease of 22
The remainder of the Irish Coast, etc.—	117, a decrease of 10
Total decrease	383

Loss of Life.

The total loss of life was, as we have stated, 282. These losses were distributed on the coasts as follows:—

East Coast of England—	81, an increase of 43
South Coast of England—	26, a decrease of 43

West Coast of England and Scot- land, and East Coast of Ireland—	59, a decrease of	82
North Coast of Scotland—	9, a decrease of	11
East Coast of Scotland—	15, an increase of	3
The remainder of the Irish Coast, and at Sea—	92, an increase of	22
Total decrease		68

It will be observed that here, too, the great majority of the lives lost were British; indeed, the proportion of foreign persons who lost their lives in shipping casualties on and close to our shores in the period under review was even smaller than usual, being 21 as compared with 261 British lives lost.

It is with profound satisfaction that we are able to record that in the same period which witnessed the loss of 282 lives, the Life-boats of the Institution saved 706, while 124 were saved by shore-boats, etc., the rescuers concerned in the latter instances being rewarded by the Institution for their efforts.

It is impossible, however, to get an adequate estimate of the beneficent activity of the Life-boat Service organized by the Institution unless we take a wide survey over a long period of years. Such a survey shows that, in the fifty years between 1861 and the 30th June, 1911, there were 183,682 casualties to British, Colonial and Foreign shipping, on and near the coasts of the United Kingdom, and that 7,170 of these casualties were accompanied by loss of life, the total number of those perishing being 30,215. In the same period the ROYAL NATIONAL LIFE-BOAT INSTITUTION granted rewards for the saving of 37,872 lives. In other words, while the sea took a toll of 600 lives a year, the Institution wrested from the jaws of death an average of more than 700 lives a year through the instrumentality of its Life-boats and the heroic services of its crews and of those brave men who put off in shore boats to the rescue of those in peril on the sea. At the moment of writing, the total number of lives for the saving of which rewards have been granted by the Institution since its foundation in 1824 is upwards of 50,500—more than the population of a County Borough.

Since Rousseau wrote his famous Essay on the thesis propounded by the Academy of Dijon, which established his reputation as a philosophic thinker and writer, many thoughtful men, following out the line of enquiry suggested by him, have expressed their doubt of the value of civilization, and have compared it, to its disadvantage, with the simpler and more primitive ages in which, if manners were less polished, the virtues are assumed to have flourished more freely. But, whatever may be the faults of the civilization which we have developed, no one, be he never so gloomy a pessimist or *laudator temporis acti*, will deny to it the merit of having contributed more than any past age to the alleviation of human suffering. At no epoch has charity in all its forms, whether aiming at the material or moral welfare of the people at large, done such beneficent work, or counted so many noble and devoted servants; and the progress of surgery, assisted by the discovery of anaesthetics, has brought relief, if not cure, to millions who would have died in pain a few generations ago. Yet even in this matter we sometimes hear the voice of the critic, who complains that much of our benevolence is foolish in character and inimical to the best interests of the community, because tending to the preservation and the propagation of the unfit.

No such charge can be brought against the life-saving service entrusted to the Institution. For the heroic efforts of our crews generally result, not merely in the saving of life itself, but in giving back to their families and friends men in the prime vigour of life, willing and able to do a man's work for wife and children, aye, and for their country, for many a year to come.

Assuredly, then, there is no form of benevolent activity more worthy of the support of the inhabitants of a maritime nation than that of the Life-boat. For, not only does it demand from those who carry it on the very qualities which have made the nation what it is, but its immediate and practical result is to add to the sum of the national man-power an annual average of many hundred vigorous and valuable lives.

BOOK REVIEW.

"THE LIFE-BOAT AND ITS STORY." By Noel T. Methley. Sidgwick and Jackson. 7s. 6d.

In our May issue we briefly noted the publication of this book, which reached us too late for review. As the *Life-boat Journal* was going through the press we learnt, to our great regret, that Mr. Methley had died after a very brief illness. Fortunately, the author had the satisfaction, which will be readily appreciated by anyone who has published a book on a subject dear to his heart, of holding in his hand the finished volume and seeing some of the earliest notices. And no one who reads this volume can fail to see that it has been a labour of love to a man who has evidently taken the keenest interest, practical as well as theoretical, in everything connected with boats, and especially with Life-boats, with which he had a close acquaintance for over twenty-five years, and on behalf of which he did excellent service as a member of the Central Committee and Chairman of the West of England and South Wales District Committee of the late Life-boat Saturday Fund. His services in this capacity were honourably recognised by the Committee of Management in the award of a barograph and a vote of thanks inscribed on vellum when the Fund was wound up, and one cannot but feel that his death is a real loss to the Life-boat cause.

The "Life-boat and its Story" deals, as its title implies, with the origin and development of this great instrument of humane and heroic service; and the illustrations, which are numerous and well chosen, enable even the most ignorant of land-lubbers to get a full and very clear idea of how a Life-boat is constructed, how it is tested for its arduous task, and how it lives and moves and has its being. Mr. Methley, following the lines indicated by Sir John Lamb in his book, "The Life-boat and its Work," allots the due meed of merit to Lukin, Wouldhave and Great-head, the three men whose names will ever be associated with the origin and development of the Life-boat in England, although pride of priority must clearly

be given to M. de Bernières, whose *canot insubmersible et inchavirable* was tried, with perfect success, on the Seine in 1775. We note that, while the trial is described in the French work by G. de La Landelle, quoted by Sir John Lamb, Mr. Methley quotes another authority dealing with the later experiments made in August, 1777. The author traces, in easy and popular language, the development of the Life-boats of various types which are at present employed by the Institution, dealing faithfully and with considerable detail with the variations and the improvements which time and experience have suggested. In doing so he has taken a very wide survey of what might be called "life-boat types" in various parts of the world, ranging from the Viking ship of our Norse forbears to the enormous, heavy and extraordinarily well-poised surf-boats of the African coast, and rightly insisting upon the Norway yawl as the type upon which, on the whole, all true Life-boats have been based.

Mr. Methley has rendered a very good service, both to the public and to the Institution, in referring to the close attention and anxious care which the Committee of Management have taken, from the first moment of its establishment, in seeing that the instruments provided for our brave Life-boatmen are as perfect as human *ingenuity and the progress of science* could make them. Nothing could better illustrate this fact than the ever-increasing stringency of the tests applied to self-righting Life-boats, each cruel victory of the sea being made a starting-point of further slight improvements, till it may be claimed that the present self-righting Life-boat is, of its type, as near perfection as humanity can achieve. It may be well to remind our readers that the test of the self-righting boat now is such that the boat must right with her full crew aboard, with water tanks full or empty, and even with the sails set, before she can be free. The other types of Life-boat are described with equal care and minuteness, even the tubular Life-boat receiving very full treatment. Mr. Methley has also dealt

sensibly and clearly with the question of mechanically-propelled boats, and it is to be hoped that the public will understand, after a perusal of this book, that neither steam Life-boats nor motor boats are suitable to all parts of the coast and to all circumstances, although the tendency will undoubtedly be to increase the number of motor boats where the very special conditions which they demand are obtainable. The qualities which the Institution requires from its motors are well summarised in Mr. Methley's words as "simplicity, accessibility to all parts, an engine capable of running for twelve hours without attention, and of being listed 45° on occasion, or 25° permanently. An automatic cut-out switch is required if she heels to excess (60° and upwards), and a governor to prevent racing." We may note that, at the present moment, there are fourteen Motor Boats on the coast, while another is ready for dispatch to her Station, and four others are under construction.

Mr. Methley gives much interesting information with regard to the Station and its equipment in dealing with the various kinds of slipways which form so important a feature in the machinery of the Life-boat service. He also has many a stirring tale to tell of gallant rescues by Life-boatmen who have gone out again and again, though exhausted

by many efforts, till their courage and endurance have triumphed in the battle with the elements. But perhaps the most interesting feature in the book is the very full treatment of Life-boat service abroad and in the British Colonies. We have nowhere seen so complete an account of the services in those other countries which have, for the most part, modelled themselves upon our own; and Mr. Methley is very fair in comparing the efforts made and the results achieved in different countries, bearing in mind the widely varying conditions with which each has to deal. There are, too, pleasant gleams of humour, especially in the description of the freaks and oddities of inventors' of Life-boats, some of which remind one of Gilbert's description as being "something between a large bathing machine and a very small second-class carriage."

We feel, on closing this book, that we have been brought into very pleasant and intimate contact with the Life-boat and the splendid men who man her, and we cannot help regretting that Mr. Methley should not have lived to enjoy the success of a book which, together with Sir John Lamb's smaller work, ought to be in the hands of everyone who takes an interest in a work which provides a living example of British courage, endurance and humanity.

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

THE MUMBLES, GLAMORGANSHIRE.— In response to signals of distress from a vessel at anchor on the north-west side of the Hugo Bank, the Life-boat *Charlie Medland* was launched shortly after 3 P.M. on the 5th January. They found the brigantine *Perseverance* dragging her anchors and swept by heavy seas. The captain considered it advisable to leave his vessel, as the crew were in considerable danger; they were therefore landed by the Life-boat. The vessel was bound from Bordeaux to Swansea with a cargo of pit-props, and after the men had been taken off, she was towed into Swansea by a local tug.

MONTROSE, FORFARSHIRE.— On the night of the 5th January, it was reported to the coxswain of the No. 1 Life-boat *Sarah Jane Turner* that a fishing yawl with five men on board was in the Bay and had made flares for assistance. As the sea was very heavy, especially on the bar, it was thought that it would not be possible for the vessel to get into harbour, and if she remained outside the crew ran the risk of losing their lives. The Life-boat was launched and proceeded to the assistance of the vessel, which was the *Premier*, of Montrose, and at about 11 P.M. she reached her and took the men off. The boat then returned to

her station, and although she was struck by several seas when crossing the Bar, she got into harbour in safety and landed the men about half-past 2 in the morning.

SPURN, YORKSHIRE. — The steam trawler *Agatha*, of Grimsby, ran ashore on the beach outside Spurn Point at 9.15 P.M. on the 6th January. A moderate easterly gale was blowing with a heavy sea. The Life-boat at once proceeded to the vessel which was found full of water and the sea breaking over her. The crew of nine hands were rescued and landed about midnight. The cause of the disaster was that the vessel had been very close to the "Binks" and the strong ebb tide carried her on to them. After striking, the vessel again came off, but stranded on the beach.

HARWICH, ESSEX. — The sprit-sail barge *Monarch*, of London, whilst bound from London to Yarmouth, got into difficulties when off Harwich on the 6th January, owing to her steering gear getting out of order. In response to her distress signals, which were reported by the Coastguard to the Life-boat Coxswain, the No. 1 Life-boat *Ann Fawcett*, was launched. On reaching the vessel the Life-boatmen were engaged to salve her and successfully brought her into the harbour. There was a rough sea at the time with a moderate gale blowing.

FILEY, YORKSHIRE.—At 8 A.M. on the 10th January eleven of the fishing cobbles belonging to Filey put to sea for the purpose of hauling their lines. Although there was no wind a heavy north-easterly sea was making and when they were about to return, shortly before noon, it was considered advisable to send the Life-boat *Hollon the Third* to their assistance. The boat proceeded to the cobbles, and having supplied the fishermen with life-belts she stood by each coble as she came ashore.

CAISTER, NORFOLK.—At 7.20 A.M. on the 11th January rockets were observed in the direction of the Cross Sand light-

vessel, and while the crew of the Life-boat were being assembled, a message was received by wireless telegraphy stating that a vessel was ashore on the Sands. The No. 1 Life-boat *Covent Garden* was launched, and proceeded to the Sands in tow of a tug. When she reached the vessel, the seas were making a clean breach over her. The Life-boat tried to get alongside, but owing to the heavy seas did not succeed. The boat was then taken by the tug to windward of the vessel, where she anchored and veered down; and whilst doing so she struck heavily on the Sands, the seas drenching everyone to the skin. The Life-boatmen succeeded in getting a line on board the vessel, and then, by means of a rope, hauled some of the crew through the sea, whilst others jumped into the boat. An hour and a half elapsed before the crew, seven in number, were got safely on board. The Coxswain was then obliged to cut the boat's cable in order to get clear of the wreck, otherwise the Life-boat might have been knocked to pieces. As soon as the boat was clear of the Sands, the tug again picked her up and towed her to Caister. The vessel was the schooner *Falke*, of Bremen, bound to Yarmouth at the time. This service, which reflected great credit upon the Life-boatmen, was carried out in very severe weather, causing the crew considerable suffering owing to exposure. The Coxswain, in reporting on the case, stated that it was the most difficult service within the experience of the oldest Life-boatman.

MABLETHORPE, LINCOLNSHIRE.—On the 11th January a telephone message was received from the Coastguard stating that a vessel was ashore opposite the Saltfleet Coastguard station. A thick fog prevailed at the time, with a moderate breeze and choppy sea. The crew of the Life-boat *John Rowson Lingard* were assembled and the boat despatched to the assistance of the vessel. She found that she was the ketch *Rosco*, of Grimsby, and, at the request of the master, the boat stood by the vessel for some hours. At high water the vessel failed to float, but as it was probable she would succeed at the following high tide, and the

services of the Life-boat were not required, she returned to her station, arriving during the afternoon.

CAISTER, NORFOLK.—The No. 1 Life-boat *Covent Garden* was launched at 6 A.M. during thick weather on the 13th January to the assistance of the S.S. *Glenside*, of Newcastle, which had stranded on the Barber Sands, opposite the Life-boat station. On reaching the vessel the master declined any help, as he hoped to be able to get the vessel clear at high water. At daybreak four tugs reached the vessel and two of them were employed by the master in the afternoon to tow his vessel off, the Life-boat, in the meanwhile, standing by, in case her assistance might be required.

PALLING, NORFOLK.—The No. 2 Life-boat *Hearts of Oak* was called out on the 13th-14th January in response to a telephone message stating that a vessel was on the Haisborough Sands. While the Life-boat was proceeding to the Sands a light was seen from one of the boats belonging to the wrecked vessel, in which the crew had escaped. Just before the Life-boat reached her, the boat arrived at the Haisborough Light-vessel and the men took refuge on board. The Life-boat stood by all night to see if anything could be done in connexion with the wreck at daylight, but finding her position was hopeless the five shipwrecked men were landed at Palling. The vessel was the schooner *Gowan*, of Banff, bound from Hamburg to Plymouth with salt.

SCARBOROUGH, YORKSHIRE.—Several of the fishing cobsles belonging to Scarborough were overtaken when at sea by bad weather on the 14th January. All the boats with the exception of one, which was named the *Queensbury*, succeeded in getting into safety, but as it was feared that this coble might be lost, the Life-boat, which bears the same name, *Queensbury*, was sent to her assistance and saved the three men, bringing their boat also into safety.

BOULMER, NORTHUMBERLAND. — At about 9 P.M. on the 14th January the Coxswain of the Life-boat *Arthur R.*

Dawes discovered that a vessel was ashore on the rocks of Boulmer South Steel. The night was very dark, with a thick atmosphere. The boat was launched and proceeded to the wreck, which proved to be the steam trawler *Doreen*, of Sunderland, homeward bound from the fishing-grounds. A heavy swell was breaking about the wreck, and much difficulty was experienced in getting the Life-boat alongside. Whilst the crew of eight hands were being rescued, one of the shipwrecked men got his leg over the side, and it was unfortunately broken by the Life-boat being dashed against the trawler. As soon as the boat came ashore the man received medical attention, and was sent to the infirmary without loss of time. The rescue was a difficult one, and when being carried out, the boat was somewhat damaged owing to the heavy sea.

FRASERBURGH, ABERDEENSHIRE.—At 9.15 P.M. on the 14th January the Coxswain of the Life-boat *Anna Maria Leesaw* lights on Cairnbulge Briggs, about two miles from Fraserburgh. He immediately ordered the launch of the Life-boat and proceeded to the vicinity, where he found the steam trawler, *Clio*, of Dundee, on the rocks, with a crew of nine men on board. Owing to the condition of the sea and the position of the wreck, it was impossible to approach near enough to effect communication. The boat therefore waited near until the tide ebbed sufficiently to allow her to get inside the reef of rocks. At 1.30 in the morning four of the Life-boat crew took to the water and made their way along the reef to where the wreck lay. They found that the crew had left the vessel and were taking shelter on a beacon, which they refused to leave, as one of their number, who had had his ribs broken, was unable to go through the water to the boat. At about this time the rocket apparatus got communication from the shore, and by means of the apparatus commenced to land the men; but when being transferred from the beacon to the shore, another man met with an accident. Later, when the Life-boat was able to reach them, the two injured men were taken into the Life-boat, and conveyed to Fraserburgh,

where they were landed at 4.30 A.M. The remainder of the crew of the trawler had meanwhile been landed by the rocket apparatus.

BERWICK-ON-TWEED, NORTHUMBERLAND.—On the 15th January, in a strong south-east breeze and rough sea, one fishing coble only ventured to put to sea, and shortly after 9.30 A.M. it was seen that she was in trouble. The Life-boat *Matthew Simpson* was launched, and, as the coble ran for the harbour, stood by her in case of accident. The coble was fortunate, and managed to get into the harbour without needing assistance from the Life-boat.

MARGATE, KENT.—At 3.45 P.M. on the 15th January information was received that a schooner was ashore on the West Tongue Sands requiring assistance. The No. 1 Life-boat *Eliza Harriet* was launched, and on arriving at the Sands, found the schooner *Réussite*, of Morlaix, aground, making water fast. The captain engaged the men to try and save the vessel. Seven of the Life-boat's crew were placed on board to man her pumps, and just before high water they succeeded in getting the vessel afloat. The Life-boatmen then attempted to get the vessel to Whitstable, but they found that, in spite of their efforts, the water was gaining. They therefore attempted to beach the vessel. She commenced to roll badly, and it was considered advisable to order all hands to leave her. This was done, and about five minutes later the vessel foundered and sank. The Life-boat then proceeded to Whitstable, where she landed the crew of five hands, returning to her station at 9 o'clock the next morning.

RUNSWICK, YORKSHIRE.—On the night of the 15th January, the steam trawler *Golden Sceptre*, bound for Hull for repairs, grounded on Kettleless Point at 9.20 P.M. Her distress signals were seen, and the Life-boat *Hester Rothschild* was despatched to her assistance. The sixteen men on board were rescued, the Life-boat being considerably damaged whilst performing the service. The weather at the time was thick, with a rough sea running.

SOUTHWOLD, SUFFOLK.—In response to a telephone message at 3.45 P.M. on the 17th January, stating that a vessel was ashore at Sizewell with her crew in the rigging, the No. 1 Life-boat *Alfred Corry* was launched. She found the schooner *Voorwaarts*, of Groningen, on the inner shoal. The crew of four men and a woman, who were on board, were rescued, and the boat returned to her station, arriving at 8 P.M.

RAMSGATE, KENT.—The German steamer *Marie Leonhardt*, of Hamburg, whilst bound from Scotland to Genoa with a cargo of coal, stranded on the Goodwin Sands, during a strong E.S.E. gale and a very heavy sea, on the 17th January. Signals of distress were made and in response the Life-boat was sent to her assistance. They found the vessel right on top of the Sands and the seas breaking over her. After three unsuccessful attempts, the Life-boat got alongside, but in doing so was considerably damaged. Ropes were passed to the boat from the steamer and she stood by for some time, but as the vessel was bumping very heavily and cracking all over, it was considered desirable to take the crew of twenty hands out of her. This was accomplished with some difficulty owing to the heavy seas which constantly washed over the vessel and the boat. A cat and a dog were also rescued and taken into safety. As soon as the Life-boat got clear of the steamer and the Sands she was picked up by the harbour tug which towed her into Ramsgate Harbour, where they arrived about noon. The German Government subsequently expressed, through their ambassador, their warmest thanks for the assistance rendered by the Life-boat in this case.

CAISTER, NORFOLK.—Shortly after midnight on the 17th-18th January signals of distress were seen burning in the direction of the South Barber Sands. As soon as it was possible the No. 1 boat *Covent Garden* was launched and found the S.S. *Altyre*, of Aberdeen, riding with two anchors down and dragging towards the shore. The captain asked the Coxswain of the boat to stand by, and, if necessary, take off the crew.

Tugs had already been sent for from Yarmouth, but in consequence of the bad weather and the E.S.E. gale they would not leave port. At 9 A.M. the next morning one tug came out to the vessel, and the Life-boatmen with their assistance succeeded in getting the vessel out of a very dangerous position, in only $2\frac{1}{2}$ fathoms of water. She was then towed to Yarmouth. At the time of this service the weather was very cold with heavy snow squalls.

TYNEMOUTH, NORTHUMBERLAND.—The Life-boat *Henry Vernon* was despatched at 8.30 A.M. on the 18th January to the assistance of the brigantine *Maggie A.*, of Poole, which was sighted about that time making for the river. A strong gale was blowing with a very heavy sea, and at about 9 A.M. the foundering of the vessel on the bar, or her destruction against the North Pier Head, seemed inevitable. The Life-boat stood by her ready for emergencies. The vessel was superbly handled, and by increasing sail she was able to weather the North Pier and come through the heavy breaking seas in safety. The sea is reported to have been the heaviest experienced for many years, and the behaviour of the Life-boat, which is fitted with a motor, is spoken of in the highest terms, and she is reported to have been hardly affected by the sea and wind.

MONTROSE, FORFARSHIRE.—Shortly before 11 A.M. on the 19th January the steam trawler *Tyne Prince*, of North Shields, stranded on the Annat Bank and hoisted distress signals. The No. 2 Life-boat *Marianne Atherstone* was launched and pulled down to where the trawler lay, but, on account of the sea being so heavy, the Life-boat had great difficulty in approaching the vessel, and before the crew could be rescued the boat was thrown by a heavy sea against the trawler and slightly damaged. Communication was effected by means of a rope, and the whole of the crew of the trawler, nine in number, were taken off. The boat then returned to her station, where she arrived at 12.45 P.M. At 1 P.M., just after the above service had been completed, it was seen that

the steamer *Lochside* was attempting to cross the Bar and had been struck by several heavy seas; two other small steamers—the *Tynesider* and *Holman Sutcliffe*—were also observed making for the harbour. It was therefore considered advisable to send the Life-boat out again in case of emergency. The boat proceeded to the bar and stood by as the steamers came in. Fortunately all were successful, but two of them incurred great risk of being thrown on the Annat Sands.

ALDEBURGH, SUFFOLK.—At 4.20 A.M. on the 20th January a telephone message was received from the Coastguard reporting that a vessel was ashore at Thorpeness. The No. 2 Life-boat *Edward Dresden* was launched and found the s.s. *Monkwood*, of London, laden with coal from the Tyne, about a hundred yards from the shore. The master of the steamer engaged the Life-boatmen to save the vessel, and, by running out kedge anchors and jettisoning part of the cargo, they succeeded in refloating the steamer, which was then able to proceed to London.

MARGATE, KENT.—The No. 2 Life-boat *Civil Service No. 1* was launched at 1.40 P.M. on the 31st January, in response to a message received from the Coastguard stating that a large steamer had stranded on the Girdler Sands. When proceeding to the vessel the Life-boat was picked up by a tug which towed them to the Sands. She there found the s.s. *Cheyenne* of Newcastle badly ashore. The Coxswain boarded her and asked the Captain if he required any assistance, and in response he stated that he would be glad if the Life-boat would stand by him until the following high water, when attempts would be made to get the vessel clear. The Life-boat therefore remained but tugs failed to get the vessel off. The weather in the meanwhile had improved, and as there was no necessity for the Life-boat to remain in attendance she returned ashore. The vessel, which was a large tank steamer, was bound from London to Barry with a cargo of benzene.

**SUMMARY OF THE MEETINGS OF THE COMMITTEE OF
MANAGEMENT.**

THURSDAY, 8th February, 1912.

The Right Hon. the EARL WALDEGRAVE, P.C.,
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the Deputy Chief Inspector of Life-boats on his visits to the Newquay (Cornwall) and Piel Life-boat stations.

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

Northern District.—North Sunderland, Cresswell, Broughty Ferry, Montrose (two boats), Gourdon, Johnshaven and Crail.

Eastern District.—Hornsea, Bridlington Quay, Aldeburgh (two boats), Blakeney, Sheringham, Cromer and Hasborough.

Southern District.—Coverack.

Western District.—Penzance, Newlyn, Senne Cove, Hayle, St. Ives, St. David's, Little Haven and Tenby.

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

	£.	s.	d.
HIS MAJESTY THE KING (annual subscription)	21	-	-
Mrs. J. ASHTON (annual subscription)	25	-	-
Mr. J. T. HEDLEY (annual subscription)	25	-	-
Mr. GRANVILLE CRAIG (contents of contribution box)	20	-	-
BOYS OF ST. PETER'S COURT SCHOOL, Broadstairs (per the Rev. F. G. Ridgeway)	7	8	9

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mr. WILLIAM MCCUNN, of Largs, Scotland, for the maintenance of the <i>Thomas McCunn</i> Life-boat at Port Logan (on account)	100	-	-
Ditto, for the benefit of widows and other dependent relatives of men who have lost their lives in connection with the Life-boat service in Scotland (on account)	50	-	-
The late Miss SUSAN NAIRN of Brechin (per Montrose Branch)	90	15	7

Voted the best thanks of the Institution to Captain HUGH ROBERTS and Mr. J. PIERCE LEWIS in recognition of their long and valuable services as Honorary Secretaries of the Porth-dinllaen and Rhyl Branches of the Institution, which offices they had just resigned.

Resolved that, with a view to the better organisation of the work in Dublin, the Dublin Bay Branch be dissolved and new branches formed for the City of Dublin and Kingstown respectively.

Paid 5,778*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 538*l.* 9*s.* 2*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	A coble of Berwick. Stood by coble.	
Boulmer	Steam trawler <i>Doreen</i> , of Sunderland	8
Caister No. 1	Schooner <i>Falke</i> , of Bremen	7
Caister No. 1	S.S. <i>Glenside</i> , of Newcastle. Stood by vessel.	
Cloughey	S.S. <i>City of Lahore</i> , of Liverpool. Stood by vessel.	
Cloughey	A shore boat of Cloughey	5
Filey	Fishing cobsles of Filey. Stood by cobsles.	
Filey	Fishing coble <i>Sallie</i> , of Filey. Saved coble and	3
Fraserburgh	Steam trawler <i>Clio</i> , of Dundee. Landed 2.	
Mablethorpe	Ketch <i>Rosco</i> , of Grimsby. Stood by vessel.	
Margate No. 1	Schooner <i>Réussite</i> , of Morlaix	5
Margate No. 2	S.S. <i>Cheyenne</i> , of Newcastle. Stood by vessel.	
Montrose No. 2	S.S. <i>Tyne Prince</i> , of North Shields	9
Montrose No. 2	Steamers <i>Lochside</i> , <i>Tynesider</i> , and <i>Holman Sutcliffe</i> . Stood by vessels.	
Palling No. 2	Schooner <i>Gowan</i> , of Banff. Landed 5.	
Runswick	S.S. <i>Golden Sceptre</i> , of Hull	16
Scarborough	Coble <i>Queensbury</i> , of Scarborough. Rendered assistance.	
Southwold No. 1	Schooner <i>Voorwaarts</i> , of Groningen	5
Tynemouth (Motor)	Brigantine <i>Maggie A</i> , of Poole. Stood by vessel.	

The Aldeburgh No. 2 Life-boat saved the S.S. *Monkwood*, of London; Caister No. 1 Life-boat assisted to save the S.S. *Altyre*, of Aberdeen, also the steam trawler *Apollo*, of Sandefjord; Filey Life-boat saved a fishing coble of Filey; Harwich No. 1 Life-boat assisted to save the barge *Monarch*, of London, and Ramsgate Life-boat saved the crew of 20 of the S.S. *Marie Leonhardt*, of Hamburg.

Also voted 836*l.* 7*s.* 10*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh Nos. 1 and 2, Bembridge, Bridlington Quay, Broadstairs, Cresswell, Cromer, Donna Nook, Dunbar, Exmouth, Eyemouth, Falmouth, Filey, Flam-borough No. 1, Hunstanton, New Brighton No. 1, Newlyn, North Deal, Penzance, Peter-head, Port Errol, Ramsgate, Runswick, St. Annes, Scarborough, Sheringham, South-end-on-Sea, Southwold No. 2, Staithes, Uppang, Walmer, Weymouth, Whitby No. 1, Winterton No. 2, and Withernsea.

Voted 7*s.* 6*d.* each additional to the crew of the Caister No. 1 Life-boat for a very good service to the schooner *Falke*, of Bremen, in a strong S.S.E. breeze and very heavy sea, on the 11th January.

Also 19l. 10s. to men injured on service in the Caister No. 1, Girvan, and Port Isaac Life-boats.

Voted the thanks of the Institution engrossed on vellum, and a barometer to Mr. F. Attrill and to Mr. W. Attrill, for putting off in a 14-foot fishing boat, and saving three of the crew of the schooner *Romolo*, of Plymouth, which stranded in a heavy S. gale and very heavy sea on the rocks close to Bembridge, on the 8th January. Also the thanks of the Institution engrossed on vellum to Mr. Couldrey, Honorary Secretary of the Bembridge Branch of the Institution, who entered the sea, and, at considerable risk, succeeded in saving another of the schooner's crew. Further ordered a letter of thanks to be sent to Mr. Charles T. Ricardo, a member of the Local Committee, who assisted.

Voted the thanks of the Institution engrossed on vellum, together with 4l. 10s., to Michael Begley, Thomas T. Begley, and Thomas C. Begley, for saving two of three men whose canoe foundered and sank at the entrance to Brandon Creek, Co. Kerry, at 11 P.M. on the 14th December. A strong N.W. breeze was blowing with a very heavy sea, and the salvors, who were in a very frail canoe, incurred great risk.

Voted 2l. to the master, and 1l. each to three men, of a fishing smack for saving, at considerable risk, 2 men belonging to the barge *Isabella*, who had been adrift in a small boat for 9 hours near the Buxey Sands, and were in a very exhausted condition, on the 23rd of February. A moderate N. gale was blowing with a rough sea.

Voted 2l. to four men for putting off in a boat and saving the crew of four men of the fishing boat *Vixen*, of Topsham, which stranded on the Pole Sands, near Exmouth, at midnight on the 17th-18th January.

Voted 13l. to the crew of the Peterhead Life-boat for putting off in a Life-boat, belonging to the Harbour of Refuge at Peterhead, and rescuing the crew of four hands of the schooner *Pioneer*, of Peterhead, on the 14th January. The vessel, which was at anchor, was in danger of foundering in a whole S.S.E. gale and very heavy sea.

Voted 10l. to five men for promptly putting off in a six-oared boat and saving three fishing cobles and their crews of eight hands off Bridlington, on the 24th January. A heavy surf was breaking half a mile from the shore, and the salvors, realising the danger to the men in the boats, put off and towed them one by one into harbour. Their prompt action saved the men's lives.

THURSDAY, 7th March, 1912.

The Rt. Hon. the EARL WALDEGRAVE, P.C., in the Chair.

Read and confirmed the minutes of the previous meeting.

The Committee expressed deep regret at the death of their colleague, Sir Frank Marzials, C.B., and decided that an expression of their sympathy should be sent to Lady Marzials.

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

Read and adopted the report of the Deputy Chairman and Admiral of the Fleet Sir Gerard Noel on their visits to the St. Abbs, Skateraw and Dunbar Stations.

Also read the reports of the Chief Inspector of Life-boats on his visits to the above-mentioned Stations.

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

Northern District.—Port Logan, Port Patrick, Whithorn, Eyemouth, Stronsay, Longhope, Stromness, Huna, Thurso, Wick and Ackergill.

Eastern District.—Winterton (two boats), Palling (two boats), Kessingland (two boats) and Fakenfield.

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

Western District.—Angle, Port Eynon, Appledore (two boats), Clovelly, Ilfracombe, Lynnmouth, Point of Ayr, Llanddulas, Llandudno and Rhyl.

Irish District.—Culdaff, Greencastle, Portrush, Greenore, Giles Quay, Howth, Skerries and Queenstown.

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

CIVIL SERVICE LIFE-BOAT FUND	
(per Mr. Harry Fincham, I.S.O.):—	
Repayments of amounts expended on the maintenance of the seven Civil Service Life-boats during the year 1911	£. s. d.
Mr. ARTHUR BOTTEBILL	200 - -
SINGAPORE, Christmas Collection (per the Rev. J. A. B. Cooke)	61 15 2
ANONYMOUS	50 - -
Miss BEATRIX DRUMMOND	10 - -
St. DAVID'S COLLEGE, Lampeter, Collection in Chapel (per Mr. J. L. Edwards)	- 15 5

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss ANN LOVELOCK, of Thatcham, for a Life-boat to be named <i>Ann Lovelock</i> , and stationed on the Sussex coast	£. s. d.
1000	- -
The late Miss JANE MOODY, of Derby, for a Life-boat to be named <i>John and Ann Moody</i>	700 - -
The late Mr. HUGH ALEXANDER LAIRD, of Blackheath	500 - -
The late Mr. JAMES CRAWFORD, of Edinburgh (with interest)	452 13 3
The late Mr. EDWIN SMITH, of the Coburg Hotel, W.	105 - -
The late Miss JANE SMITH, of Birkdale, for the Southport Branch	100 - -
The late Miss ELIZABETH SMITH, of Birkdale, for the Southport Branch	100 - -

The late Miss SARAH ANNE LUMB, of Huddersfield	£. s. d.	50 - -
The late Miss P. R. HANBURY, of Westbourne Mansions, Hyde Park		50 - -
The late Mr. WILLIAM RYLAND, of Sheffield (further on account)		26 1 11
The late Miss HANNAH MARY AIRTON, of Great Yarmouth		25 - -
The late Mr. F. W. N. LLOYD, of Bromley (Interest)		15 1 4

Voted the best thanks of the Institution to Mr. JOHN ROBERTS and the Rev. J. H. SCHOLEFIELD, in recognition of their long and valuable services as Honorary Secretaries of the Worthing and Mullion Branches of the Institution, from which offices they had just retired.

The Committee also specially recognised the good services extending over many years, of the following Honorary Secretaries of Branches of the Institution: Mr. A. L. RENSTROM, Buckhaven; Mr. J. LEWIS, Holyhead; Mr. T. KENT RIDLER, Minehead; Mr. H. BROWN, Shoreham; Mr. W. J. OLIVER, Sunderland, and Mr. C. H. LEMMON, King's Lynn.

Reported the despatch to their Stations of the St. Helier, St. Peter Port and Lytham new Life-boats.

Voted 2,683*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 339*l.* 8*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barry Dock	S.S. <i>Vasilefs Georgios</i> , of Andros. Rendered assistance.	
Bude	Ketch <i>Elizabeth</i> , of Bideford	5
Castletown	Brigantine <i>Albion</i> , of Portsmouth	7
Coverack	4-masted Barque <i>Pindos</i> , of Hamburg	28
Johnshaven	Two fishing-boats of Montrose. Stood by vessel.	
Kingstown	Schooner <i>Lapwing</i> , of Arklow. Rendered assistance.	
Newburgh	Trawler <i>Lord Ashby</i> , of Blyth. Landed 4	
Newburgh	Trawler <i>Faith</i> , of Aberdeen	8
Newhaven (Motor)	Steam trawler <i>Alpha</i> , of Dieppe. Rendered assistance.	
Portrush	S.S. <i>Shilbottle</i> , of Aberdeen	9
Sennen Cove	S.S. <i>Northlands</i> , of Cardiff. Stood by vessel.	
Stronsay	Steam trawler <i>Crimond</i> , of Aberdeen	4

The Broadstairs Life-boat rendered assistance to the S.S. *Valhalla*, of Christiania; the Lizard Life-boat assisted to save the barque *Chils*, of Dunkirk, and 20; Newlyn Life-boat rendered assistance to the S.S. *Northlands*, of Cardiff; also saved the barque *Etoile Polaire*, of Fécamp, and 8; and Ramsgate Life-boat rendered assistance to the S.S. *Viero-y-Clarijo* of Las Palmas.

Also voted 698*l.* 11*s.* 8*d.* to pay the expenses of assemblies of crews or launches of the following Life-boats, with the view of assisting

persons on vessels in distress:—Aldeburgh No. 2, Angle (steam), Ballycotton, Blackpool, Broadstairs, Buckie, Cadgwith, Caister, Clovelly, Cromer, Eyemouth, Falmouth, Fethard, Fishguard (motor), Filey, Gorleston, Groomsport, Hornsea, Huna, the Lizard, Newlyn, Penzance, Plymouth, Porthoustock, Ramsgate, Seaham, Sennen Cove, Skegness, Stronsay (motor), Thurso, Winterton No. 2, Yarmouth, and Yealm River.

Voted 5*l.* to men injured on service in the Montrose and Southwold Life-boats.

Voted 2*l.* to four men for saving a man, whose boat was run down when he was proceeding to the assistance of a ketch, which had stranded near Watermouth on 19th January. The accident occurred in the Burrow Race where a heavy sea was running.

Voted 4*l.* to eight men for promptly putting off in a boat and saving four persons, whose boat had been capsized off Winterton in a S.S.E. breeze and heavy swell, on the 10th February. The men when picked up were clinging to the boat.

Voted 2*l.* 5*s.* to six men for saving, at moderate risk, a man who was in danger of being driven out to sea in a small boat at the mouth of the River Tay, on the 23rd February. A strong S.W. gale was blowing at the time and the man when rescued was in a very exhausted condition.

Voted 2*l.* 10*s.* to five men for proceeding in their fishing boat *The Gladiator* to the assistance of the fishing-boat *Mary*, of Montrose, and saving the crew of three men, on the 25th February. The *Mary* was dismasted during a strong S.S.W. breeze and rough sea, and the men when rescued were in an exhausted condition. The salvors incurred considerable risk.

THURSDAY, 14th March, 1912.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Whitehall Rooms, Hotel Metropole, S.W., his Grace the Duke of Northumberland, K.G., in the chair.

The Chairman having made some suitable observations on the great and national character of the operations of the Institution, the Annual Report was presented to the meeting.

The meeting was also addressed by the Rt. Hon. Sir George Reid, G.C.M.G., Sir Henry Craik, K.C.B., M.P., the Rt. Hon. the Earl Waldegrave, P.C., and Mr. J. L. Sayer, Chairman of the Executive Committee of the City of London Branch.

The Officers for the current year were elected, and resolutions were carried recording the meeting's hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully acknowledging the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries.

The officers' names and the resolutions will be found in the May number of the Life-boat Journal.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st November.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patrons { **His Most Gracious Majesty the King,**
Her Most Gracious Majesty the Queen.

Vice-Patron—HER MAJESTY QUEEN ALEXANDRA.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G.

Chairman—

Deputy-Chairman—

THE RIGHT HON. THE EARL WALDEGRAVE, P.C.

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

Secretary—GEORGE F. SHEE, Esq., M.A.



Telegraphic Address:

"LIFE-BOAT
 INSTITUTION,
 LONDON."

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 No. 2964
 ("GERRARD
 EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT beg to state that during the year (1911) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £88,000 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1911.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 48 Vessels and Boats saved by them and 76 persons landed from vessels in distress and lightships	540	...	...
Number of Lives saved by Shore-boats, &c.	147	...	...
Amount of Rewards granted during the Year . . . . .	...	11,243	19 7
Honorary Rewards:—Gold Medal	1	...	...
Silver Medals	5	...	...
Binocular Glasses	19	...	...
Aneroid Barometers	3	...	...
Votes of Thanks on Vellum	98	...	...
Certificates of Service	12	...	...
Total	138	687	£11,243 19 7

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., 1911), is 50,081. The rewards and recognitions granted by the Institution in the same period comprise 102 Gold Medals and Clasps, 1,278 Silver Medals and Clasps, 69 Decorations, 445 Binocular Glasses, 15 Telescopes, 98 Aneroid Barometers, 2,030 Votes of Thanks inscribed on vellum and framed, 235 Certificates of Service framed, and £330,498 in money, including pensions to Life-boat crews, &c.

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 283 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 Messrs. COUTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—August, 1912.