

# THE LIFE-BOAT.

## JOURNAL

OF THE

### Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXI.—No. 246.] 1ST NOVEMBER, 1912.

[PRICE 3d.

#### EXERCISING THE LIFE-BOAT.

As soon as possible after the arrival of a new Life-boat at her Station an exercise is held, preferably in rough weather, in order not only to test her sea-going qualities, but also as a means of giving the crew some experience of the boat, before they are called upon actually to use her in the service of saving life. A description of such an exercise may be of interest to readers, and the following is a short account of one which took place in the case of the last new Life-boat built by the Institution. This boat was sent to Hornsea, a small town on that low-lying part of the coast of Yorkshire known as Holderness.

More than the usual difficulties confront the Life-boat Service here, for not only does the beach consist of very soft flat sand, into which the wheels of the carriage are apt to sink deeply; but recently a series of wooden groynes have been erected along the whole length of the foreshore. These groynes, which reach from high water mark nearly down to low, serve as an admirable protection to the town against the erosion of the sea which is taking place all along this coast, but at the same time they add very greatly to the danger and difficulty of launching a Life-boat in rough weather; as, should the boat be swept on to one of them, it would inevitably mean a catastrophe, involving not only her own destruction, but very probably also the drowning of many of her crew. In addition to these natural difficulties, it should be mentioned that the gradual dwindling of the fishing population, which for many reasons is too common a feature

of our sea-coast towns and villages, has gone on at Hornsea to such an extent that there are now no longer any sea-faring men left to man the Life-boat.

Faced with this difficulty, the Institution had either to abolish a Life-boat Station which helps to guard the entrance of the great River Humber, or to look elsewhere for a crew. Fortunately, at the neighbouring town of Bridlington, seventeen miles to the northward, there is an ample number of some of the hardest and most skilful boatmen on the whole coast of these Islands; and arrangements have been made to utilise the services of these men. On the alarm of a wreck being given, while the people at Hornsea prepare the boat for launching, a team of ten horses bringing her down to the water's edge, twelve men from Bridlington drive there in motor-cars, and arrive not long after the boat has been made ready. It was at the request of these men that a new Life-boat exactly similar to their own at Bridlington was supplied to Hornsea, and it is the first launch of this boat which it is proposed to describe.

September 28th last was fixed for the exercise, and, being a Saturday afternoon, all Hornsea had turned out to witness it. An easterly gale had sprung up in the night, and a heavy sea, which was growing with the flood, was making home on the beach with a strong northerly sweep along the shore. As soon as the Bridlington men had arrived, they took their places in the boat, with one man from Hornsea, who

acts as pilot, and a member of the local committee. The District Inspector was also present. The jib and mizen were set before launching, and the fore halliards were manned. Waiting for a favourable opportunity, the Coxswain gave the order to "launch." The boat shot off her carriage and plunged into the breakers, the fore lug being run up at the same time. She took the water on the starboard tack, but for several long minutes made no seaway whatever, the heavy rollers knocking her bow off each time she met one, and the sweep washing her bodily towards the next groyne to leeward. However, they just managed to clear it by the skin of their teeth, and eventually reached the mother sea beyond the breakers, where they were able to tack, and stand sufficiently far to the southward to run for the very narrow portion of this coast where it is possible to beach a boat after half-flood. The boat was then headed shoreward, the drogue—the large conical bag which keeps her stern-on to the seas—being worked by two men, who alternately "tripped" and "filled" it. Heading straight for the spot which, before the launch, the Coxswain had marked with his mind's eye, the boat, now rising like a sea bird on each huge sea, anon lost to view in the trough between them, held on her way; all was going well, but just before she reached the beach, one roller was too much for her, and she broached to. Almost immediately afterwards another one struck her, and throwing her on her beam ends, washed three of the men, including the Inspector, into the sea; but no harm was done, one swimming for the shore, while two managed to get back into the boat, which was almost immediately grappled by willing hands on the beach, and hauled out of danger.

The District Inspector, from whose official report this account is taken, praises the Coxswain and crew very highly for their management of the boat, and considers that the sailing of one of the smaller type of boats off her carriage through such a sea, without a haul-off warp, was an exhibition of daring seamanship, which, it may be added, convinced the people of Hornsea of the wisdom of going to Bridlington for a

crew. It may be observed that although the principal services of the Institution's Life-boats are performed practically entirely under sail, the actual leaving of the beach with the sails set is confined to the very large type of boat which is in use off the coast of Norfolk, Suffolk, Essex, and Kent, and the method above described could only be attempted by skilled men who had absolute confidence in their boat. On their return, the crew expressed themselves as delighted with their new boat, and after their experience of that day are ready to do anything and go anywhere in her.

This article may be fittingly closed with an extract from a letter written by a visitor to Hornsea, who is a zealous worker for the Life-boat cause. It gives a graphic account from the onlooker's point of view.

"I was present," this lady writes, "at the launch of the boat here last Saturday, when a strong north-east wind was blowing, making the launch very difficult; in fact, some of the crew (Bridlington men) said it would not be possible to get the boat out, but the Coxswain said he knew he could, and we had the thrilling experience of seeing the boat taken out under sail, the oars not being used. Over and over again was the boat hidden by the breakers, only the sails being seen; again and again did heavy seas wash over her, but she was just splendid, righting herself at once. She then returned, and just when the boat touched the beach, a heavy sea struck her, throwing some of the men into the water. The postcard I send you was taken just after she righted herself; you will still see one of the crew hanging on to the sail. Then we saw the advantage of being under sail. If the boat had not been heavier than previous ones, it would not have been possible to launch her, the wind and seas would have been too strong.

"There was a great crowd of people on the shore, and never have I been so cold, but I would not have missed the sight, and am thankful that so many witnessed it, so that much more sympathy will be felt in the Life-boat cause."

[The illustrations are from photographs taken at the time of the launch.]

## IN MEMORIAM.

AN interesting ceremony took place at Horstead Church, Norfolk, on the 18th July, when a memorial window to the memory of the late Sir Edward Birkbeck, for twenty-five years Chairman of the Institution, was unveiled in the presence of Lady Birkbeck, the widow of the late Baronet, at whose expense the window was provided. It is a fine specimen of stained glass work, and represents the call of the first Apostle, the inscription beneath the design being: "When thou passeth through the waters I shall be with thee." Archdeacon Westcott officiated, the hymn, "Eternal Father, strong to save," being sung before the dedication of the window, after which the "Te Deum" was given and the service ended with the General Thanksgiving. The Archdeacon was assisted by the Rev. H. C. Morgan and the Rev. E. H. Goodwin, and there was a large gathering, which included a deputation from the Institution, consisting of Sir John Lamb, C.B., C.M.G., the Deputy-Chairman, Commander T. Holmes, R.N., Chief Inspector of Life-boats and Capt. Sir F. Hervey-Bathurst, Bart., District Organizing Secretary for the South of England.

After the ceremony, Archdeacon Westcott presided at a meeting which was held on the lawn of the Rectory. He had known few people, he said, who had lived a more fruitful and beneficial life than Sir Edward Birkbeck, and it was only necessary to know of the existence of such a thing as the LIFE-BOAT INSTITUTION in order to wish to support it.

Sir John Lamb, in paying a warm tribute to Sir Edward Birkbeck's memory, especially in regard to his close connexion with the work of the Institution, said that it was Sir Edward who first led him to work actively for the cause with which his name was so intimately associated. He had had the privilege of sailing round the coasts of these islands for five years with Sir Edward Birkbeck as a member of a Royal Commission. When he was done with in the service of the Crown, Sir Edward thought he was not done with for other purposes, and so made him a

member of his committee. Sir Edward's life was an example of generous, unselfish devotion to a great cause. Like so many other men who really came to the front in the endeavour to do service to their fellow-men, Sir Edward did not find his course a smooth and easy one. Like other good men, who were better than the general run of us, he was the butt of calumny and malicious innuendo. For years his administration of the Institution was disgracefully attacked by people who never put their hands in their pockets to help a single human being. Sir Edward waited his opportunity; and at last it came. In the face of opposition, he got a Select Committee of the House of Commons appointed to inquire closely into the administration of the Institution; and that Committee, presided over by a man who had since become a distinguished judge, really gave the Institution and Sir Edward Birkbeck the very finest certificate of character. So the Institution and Sir Edward came out of that Commission with flying colours; and a high official said of it—"I have been present at a great many Committees of the House of Commons, and seen a great many institutions inquired into, but I never before saw an institution come out of it like this." In conclusion, Sir John spoke of the very wide basis of appeal which was made by the Life-boat Institution. He did not know any cause, religious or social, so calculated to draw men together and make them think of each other as brothers.

Commander Thomas Holmes gave an account of Life-boat work in Norfolk, and Capt. Sir F. Hervey-Bathurst also addressed the meeting. On the motion of Mr. M. Falcon, the deputation from the Life-boat Institution was thanked, and on the proposition of the rector, the Rev. V. N. Gilbert, a like compliment was paid to the Chairman.

Coxswain Blogg and Second-Coxswain Balls, of the Cromer Life-boat, in their Life-boat dress, took collecting boxes, and between them they gathered £10 19s. Cheques amounting to £16 1s. were also forthcoming, making a total of £27.

EXERCISING THE LIFE-BOAT.



READY FOR LAUNCHING.



THE RETURN.



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

CLOUGHY, Co. DOWN.—On the night of the 20th January the s.s. *City of Lahore*, belonging to Liverpool, stranded on Kearney Point. The Life-boat *John* was launched and proceeded to the steamer. The captain requested the boat to stand by, which she did. While the boat was in attendance, a shore boat, which had also put off to the steamer's assistance, left about midnight to return home. Shortly afterwards shouts for help were heard, and it was found that the boat had run on the rocks and had been stove in. The Life-boat at once proceeded to the assistance of the men, but on account of the rocks had considerable difficulty in rescuing them. A line was thrown from the Life-boat to the imperilled men, and they were hauled, one by one, through the sea into the boat, the Life-boat being slightly damaged on the rocks.

CAISTER, NORFOLK.—The steam trawler *Apollo* of Sandefjord, Norway, was reported ashore on the Middle Barber Sands during thick weather on the 21st January. The No. 1 Life-boat *Covent Garden* was launched to her assistance and found the vessel riding with her anchors down. The Coxswain asked the master if he required any assistance and he replied that he wished to get into Yarmouth Harbour, as he had been ashore on the Cross Sands and his machinery had broken down. Some of the crew of the Life-boat were placed on board and they succeeded in bringing her into Yarmouth Harbour at 9 P.M. on the 22nd January.

FILEY, YORKSHIRE.—At 6 A.M. on the 31st January the fishing cibles put to sea to haul their lines, and at 9 A.M. the wind and sea increased. Twenty-one of the cibles got into safety, but the cible *Sallie* was in great danger when she was still three miles to the south-east of Filey. The Life-boat *Hollon the Third* was launched to assist her. By this time the weather had become very bad, the wind blowing a gale from north, with heavy snow-

showers. On reaching the coble the men on board were supplied with life-belts and the Life-boat brought them and their boat into safety.

FILEY, YORKSHIRE.—On the 2nd February it was blowing a whole E.N.E. gale and a very heavy sea was running in the bay, endangering a large coble which had been left at anchor, and was then in broken water. As it was not safe for the fishermen to put off to her in one of their own boats they requested the Honorary Secretary to allow them to go off in the Life-boat *Hollon the Third*. Permission was granted and the boat was launched at 9.40 A.M. and brought the coble into safety.

CASTLETOWN, ISLE OF MAN.—The Life-boat *Thomas Black* was launched at 6.38 P.M. on 6th February, in response to a message, stating that a vessel was quickly drifting ashore on the east side of Langness with her sails all gone. On receipt of the message the boat was taken by road to Derbyhaven and launched in a heavy sea. The vessel proved to be the brigantine *Albion* of Portsmouth, bound from Poole to Ellesmere Port. It was found that she had struck the rocks and was then at anchor. As the vessel was likely to become a total wreck the crew of seven men were rescued. A strong S.E. wind was blowing which necessitated great care being exercised in getting alongside, and it was with difficulty that the rescue was carried out owing to the men being in an exhausted condition. They were landed at Derbyhaven and later the Life-boat was taken back to her station under sail.

NEWBURGH, ABERDEENSHIRE.—At 4.45 A.M. on the 9th February, a telephone message was received from Collieston, stating that a vessel was ashore on Forvie Sands, about two miles to the north of Newburgh. The crew of the Life-boat *James Stevens No. 19* were immediately summoned and the boat launched. The weather was thick and a very heavy sea was running. On

arrival at the wreck it was found that the rocket apparatus had already obtained communication, but the whole of the crew, eleven in number, were still on board. The vessel was the trawler *Lord Ashby* of Blyth, bound for her fishing - grounds. Four of the crew were taken off, but the remainder elected to remain on board as the tide was receding quickly, and the vessel was well up on the sand. They ultimately got off at low water. The Life-boat was beached opposite the wreck, as it was not possible to row her back to her station against the tide and sea; and later in the day she was mounted on her carriage, conveyed by road to a spot opposite the station, taken across the river and re-housed.

**BARRY DOCK, GLAMORGANSHIRE.**—At 1.30 A.M. on the 10th February, during a moderate S.S.W. gale the Coastguard reported to the Coxswain of the Life-boat *John Wesley*, that rockets had been observed in Barry Roads. The Life-boat was launched and found the Greek steamer *Vasilefs Georgios* of Andros, lying at anchor, having been run into by the steamer *Kildonan*. The Captain requested the Coxswain to stand by the ship as the fore-hold was filling. At 3 A.M. the boat returned to Barry to ascertain if the steamer could be docked. On her return to the ship the Captain again expressed a desire for the boat to stand by; she accordingly did so until 8.30 A.M. She then proceeded again to Barry with a message and was re-housed.

**NEWHAVEN, SUSSEX.**—A useful Life-boat service was performed by the *Michael Henry* Life-boat on the 10th February. At 10 A.M. information was received that a steam trawler had stranded on the Harbour Bar, and the Life-boat was launched to her assistance. On arriving at the vessel the Coxswain asked the Captain if he could render any assistance, and at his request stood by for some time. Later the Captain asked him to return ashore and take the French Consul out to the trawler. He accordingly did so and put him on board, and then remained by the ship until she floated at about 2 P.M. The vessel was

the steam trawler *Alpha* of Dieppe, bound to Newhaven. At the time of the accident there was a heavy ground swell.

**STRONSAY, ORKNEYS.** The motor Life-boat *John Ryburn* performed a very good service in the early hours of the morning of 10th February. Between 1 and 2 o'clock an urgent call came from Sanday for the Life-boat to proceed to a vessel which had stranded on the Holm of Ayre, a small uninhabited island lying off the north side of Sanday. The message stated that one man had been saved, four had been drowned, and four men were still on the wreck. The Life-boat crew were called, and the boat was quickly on her way to the vessel. It was blowing a strong breeze from S.S.E., with a heavy sea, caused by the recent gales, and the night was cold, thick, and intensely dark. The Life-boat had a long distance to go through narrow, dangerous channels, with rapid tides and treacherous rocks, and no lights to guide the crew in any way. The brave men, however, never hesitated for a moment, but felt their way, chiefly by the breakers on the shore, and reached the stranded vessel at 5 o'clock. It was still very dark, and the Coxswain ventured as near as he considered safe to get an idea of the position of the vessel. There was a heavy swell, and considerable difficulty was experienced in saving the boat from damage as the tide was low. The anchor was let go. The boat manoeuvred towards the trawler and a rope was made fast. By this means the Life-boat was held in position until the four men on board were saved. It then transpired that the loss of life had been due to the wrecked men trying to leave their vessel in the ship's small boat. Five men had got into the boat when she broke adrift, and was driven ashore and dashed to pieces on the rocks, the four poor fellows being drowned. The fifth man was saved, but he was in a very critical condition and unable to speak for hours.

On her return journey the Life-boat had the advantage of daylight, and as soon as Stronsay was reached the shipwrecked men were well cared for.

During this service the Life-boat behaved splendidly, and the motor with which she is fitted worked without a hitch, giving the greatest satisfaction to the crew. The wrecked vessel was the steam fishing boat *Crimond*, of Aberdeen, bound for the Shetland Islands for fishing.

COVERACK, CORNWALL. — The four-masted barque *Pindos*, of Hamburg, carrying a crew of twenty-eight hands, put into Falmouth for orders when homeward bound from Chili with a cargo of nitrate, and shortly after noon on the 10th February again left that port in tow of a tug. Later in the day she was seen off Coverack bearing in a southerly direction. A strong south-east wind was blowing, and, owing to the weather becoming very rough, the vessel and her tug were kept under observation.

Shortly after 9 P.M. it was reported that signals were being made on the barque, and the crew of the Coverack Life-boat were assembled. As those on shore were not quite certain whether the signals made were merely between the tug and the barque, or whether the latter was in distress, it was decided not to launch until a further signal was seen. At about 9.45 P.M. further rockets were observed and the Life-boat *Constance Melanie* was promptly launched in a very heavy sea. By this time the wind had increased to a whole gale, and within a few minutes the *Pindos* was driven ashore at Mear Point, to the south-westward of Coverack.

As soon as the alarm was given the rocket apparatus was despatched to the scene of the wreck. The first rocket fired fell over the vessel, but owing to the distance from the shore and to the line fouling, no use could be made of the communication.

As soon as the Life-boat reached the vessel the work of rescue was commenced. The seas were breaking over the barque and great anxiety was felt for the safety of those on board. Four men were successfully taken off, but the south-easterly gale, which had increased, caused the lines between the wreck and the Life-boat to break, and the Life-boatmen were so hampered in the dark-

ness that it was decided to cease the life-saving operations until daylight. In the meanwhile, however, a powerful new acetylene lamp, recently supplied to the station by the Royal National Life-boat Institution, was carried to the scene of the casualty, and, assisted by the light from the lamp, the Coxswain of the Life-boat renewed his efforts to save the men.

An endless whip was formed by lines and a life-buoy bent on. By this means the remainder of the men on board, twenty-four in number, were transferred in safety to the Life-boat. The boat at once made for the shore, where the shipwrecked men were landed, both the rescued and the rescuers being in an exhausted condition, and without loss of time they were provided with food and dry clothing.

This rescue, which was a very fine piece of service, was carried out in a whole gale and very heavy sea. The Coxswain handled his boat with considerable skill, and it was much to his credit that no one was seriously hurt under the stormy conditions which prevailed. The Committee of Management, in recognition of the gallant conduct displayed by the Life-boatmen, bestowed the silver medal of the Institution on John Corin, the Coxswain, and awarded him and each of the crew an additional monetary reward. The German Government also sent a pecuniary reward to each of the men who manned the Life-boat.

NEWLYN, CORNWALL. — At about 9.40 A.M. on 11th February, during a S. by W. gale with a heavy sea, a barque was observed about three miles S.S.E. of Newlyn pierhead, running dead before the wind and right in on the land. As it was obvious that unless the master knew how to get his vessel into harbour she would very quickly run ashore and break up, the Life-boat *Elizabeth and Blanche* was launched and made for her. The Life-boat indicated to the vessel that she was standing into danger and to alter her course. When she was out of immediate danger the Life-boat went alongside. Men were put on board and they got the vessel and her crew of



eight men into safety. The vessel was the barque *Etoile Polaire*, of Fécamp, homeward bound in ballast from Liverpool.

KINGSTOWN, CO. DUBLIN.—The Life-boat *Dunleary* was launched a few minutes after midnight on February 14th-15th, in response to a message received from the Coastguard, stating that a pilot-boat, named the *Energy*, and the schooner *Lapwing*, of Arklow, had been in collision. The schooner lost all her gear forward, and three of her crew jumped into the pilot-boat, leaving two men on board. When the Life-boat reached the *Lapwing* the captain declined the help of the boat, but asked the Coxswain to procure a tug to tow him into safety. The Life-boat returned and a tug was sent for. She then went back to the vessel and remained with her until 7.30 A.M., when she was towed in by the tug, which had gone out in response to the message sent by the Life-boatmen.

LIZARD, CORNWALL.—During foggy weather on 15th February the barque *Chili*, of Dunkirk, a large vessel of 1,800 tons, carrying a crew of twenty men, became embayed about one mile to the west of the Lizard and was within 150 fathoms of the shore. A messenger came for help, and the Life-boat *Admiral Sir George Back* was launched. At the request of the captain, the Life-boat stood by the vessel and put a Life-boatman on board to assist; later, on the arrival of a tug, she ran a hawser on board, and the vessel was towed to Falmouth. When the Life-boat returned ashore there was a very heavy surf and the haul-off warp was found very useful in keeping the boat head to sea while she was being beached.

NEWBURGH, ABERDEENSHIRE.—At 7.45 P.M. on 15th February a steamer's syren was heard blowing continuously, and an enquiry on the telephone elicited from the Coastguard that a vessel was showing signals off Belhelvie. The Life-boat *James Stevens No. 19* was at once despatched by road to the scene, and on arrival found that the life-saving apparatus had obtained communica-

tion with the ship, but as the men were still on board the boat was launched. Unfortunately, when approaching the wreck the whip-line of the apparatus fouled the boat's rudder, and the Coxswain, to save his boat, was obliged to cut the line. On reaching the vessel the crew, eight in number, were saved and the boat returned ashore, opposite the wreck; she was then mounted on her carriage and taken back to her station by road. The vessel was the trawler *Faith*, of Aberdeen. At the time of the accident there was a moderate southerly breeze and heavy sea.

BUDE, CORNWALL.—On 16th February the ketch *Elizabeth*, of Bideford, when endeavouring to enter Bude Harbour in a heavy ground sea, got into difficulties, and was driven on to the rocks on the north side of the harbour, where seas continually broke over her, and she quickly filled with water. The crew of the Life-boat *Elizabeth Moore Garden* were immediately summoned, and the boat proceeded to the assistance of the men on the vessel. Just as the Life-boat was approaching the ketch the rocket apparatus obtained communication, but, as the boat was so near the men did not avail themselves of the line. The five men on board were rescued by the boat, which then returned ashore. The vessel, which was bound from Newport to Bude, with a cargo, became a total wreck.

RAMSGATE, KENT.—During fine weather on 17th February the Life-boat *Charles and Susanna Stephens* was called out to the assistance of a vessel making signals of distress. On arrival she found the vessel was on the sands. She proved to be a new steamer, named the *Viera-y-Clarijo*, built for Las Palmas, and bound for that place. The master stated that he did not then require any help, but asked that the boat and the harbour tug should stand by until high water. Later, the Life-boat, with the help of a motor-boat, laid out an anchor, and by this means, together with her own engines, the steamer was got off the sands. As no further assistance was required, the boat then returned to her station.

JOHNSHAVEN, KINCARDINESHIRE.—At 1 P.M. on 23rd February, the W.S.W. wind suddenly rose and by half-past two o'clock was blowing a strong gale. About this time two fishing boats were seen crossing the Montrose Bay heading northwards, one under close-reefed sails, the other with bare masts, and flying a signal of distress. The Life-boat *Sarah Ann Holden* was promptly launched and proceeded to the boats. A pilot was put on board each one and the Life-boat stood by them as they came into harbour. The boats were the *Glad Tidings* and *Therisa*, belonging to Montrose.

PORTRUSH, Co. ANTRIM.—At about 4.50 A.M. on 25th February a message was received from the Coastguards, stating that a vessel was ashore at the mouth of the River Bann, and that the Life-boat was wanted. The Life-boat *Hopwood* was launched as expeditiously as possible and proceeded to the place indicated. She found the s.s. *Shilbottle*, of Aberdeen, ashore and likely to become a total wreck. The nine men on board were rescued and the boat returned to her station. There was a moderate westerly breeze at the time, with a heavy ground swell, and the weather was cold.

NEWLYN AND SENNEN COVE, CORNWALL.—Shortly before midnight on 28th-29th February information was received through the Coastguard that a steamer had been observed about one and a half miles S.E. of Tol Pedn showing signals of distress. A whole S.W. gale was blowing, with a very heavy sea. The Life-boats *Elizabeth and Blanche*, from Newlyn, and the *Ann Newbon*, from Sennen Cove, were launched and proceeded to the assistance of the vessel. They found the vessel holding to one anchor in a position of very great danger, and remained in close attendance until daylight. Later, a wire hawser was passed to a steam drifter, and the wind having moderated, the vessel, by slipping her cable, was able to get out of a very awkward position and reach a safe anchorage in Mounts Bay. The steamer was the *Northlands*, of Cardiff, bound from Antwerp to Cardiff in ballast.

BROADSTAIRS, KENT.—At 4.5 A.M. on the 1st March, a message was received

stating that a steamer was ashore on the north part of the Goodwin Sands. The crew of the Life-boat *Francis Forbes Barton* were assembled and the boat launched. On reaching the Sands they found the s.s. *Valhalla*, of Christiania, aground.

The captain at once engaged the Life-boatmen to save the vessel, and they ran out an anchor and hawser by means of which the vessel was subsequently hauled clear of the Sands. When the vessel was out of danger the boat returned to her station. At the time of the accident the vessel was bound from the Tynè to Bayonne with a cargo of coal.

NEWLYN, CORNWALL.—The Life-boat *Elizabeth and Blanche* was called out at 11.25 A.M. on the 13th March, by a telephone message which stated that a vessel was ashore about six miles south of the station. The boat proceeded to the vessel, which was found to be the steamer *South America*, of London. The vessel was close in shore, and, after the vessel struck, the crew landed in their own boat, but shortly before the arrival of the Life-boat some of them had returned aboard. As a moderate W.S.W. gale was blowing and there was a nasty wash, the Coxswain considered it advisable to stand by the steamer until 11 A.M. as a matter of precaution. The vessel had thirty-eight persons on board, including the captain's wife and son, and was bound at the time from Hamburg to Cardiff in ballast.

SENNEN COVE, CORNWALL.—At about 8 P.M. on the 14th March the coast-guard reported that a sailing vessel was in a dangerous position near the Lands End. A heavy sea was running with a light S.W. breeze. The Life-boat *Ann Newbon* was launched, and on getting south of the Lands End, the Coxswain observed a sailing trawler at anchor within fifty yards of the rocks, and almost in the wash of the sea. On reaching the trawler, which was the *Condor*, of Brixham, the Master expressed his pleasure at seeing the Life-boat, and asked the Coxswain to stand by him. He accordingly did so until about 2 A.M., when, owing to the tide

slackening and the wind shifting into the north-west, the trawler was able to get clear of her dangerous position.

ST. ABBS, BERWICKSHIRE.—Four of the fishing cobsles belonging to St. Abbs were overtaken by bad weather when at sea on the 19th March, and were in great stress owing to the heavy sea running. The Life-boat *Helen Smitton* was launched and stood by three of the boats until they got into the harbour safely, but the other one ran for Petty-cur Wick Bay for safety. The Life-boat was out for two and a half hours, and when she returned to harbour the sea was so heavy that she could not be replaced on the slipway; she was therefore left at moorings until the weather moderated. This was the first service performed by the motor Life-boat recently placed at St. Abbs, and her sea-going qualities were spoken of highly.

EYEMOUTH, BERWICKSHIRE.—In a very light wind on the 19th March a small coble—the *Grace Darling*, of Burnmouth—was seen off Eyemouth. She had been warned not to attempt to enter Burnmouth Harbour on account of the

sea, and was obliged, therefore, to take the risk of making Eyemouth Harbour or to remain at sea all night. There was a heavy ground swell at Eyemouth with seas breaking in the bay. The Life-boat *Anne Frances* was launched and proceeded to the coble, got a rope on board and towed her into shelter. The coble then got under sails and oars and made the harbour escorted by the Life-boat.

NEWBIGGIN, NORTHUMBERLAND.—The fishing cobsles belonging to the port went off to the fishing grounds early on the morning of the 19th March, in a light westerly breeze. During the forenoon the wind increased in force and the sea became very heavy, breaking across the bay. As it was obvious that the return of the boats would be attended by considerable danger, the Life-boat *Ada Lewis* proceeded to their assistance. She stood by nine of the cobsles while they came into safety. Another one, named *Louisa*, with four men on board, she took in tow as the mast had carried away. Considerable excitement prevailed at the time the service was being carried out, and the proceedings were witnessed by hundreds of people from the shore.

#### OBITUARY.

It is with deep regret that we have to record the death of Admiral Sir Richard Vesey Hamilton, G.C.B., which took place, at the age of 83, at Chalfont St. Peter, Bucks, on Wednesday, September 18th.

Sir Richard Hamilton joined the Committee of Management in 1889, and his ripe experience was always at the disposal of the Committee in all questions affecting the welfare of the Life-boat service. A brief note of his career, for the details of which we are indebted to the "Times," will, therefore, be of interest to our readers.

Admiral Sir Richard Vesey Hamilton, G.C.B., was born on May 28th, 1829, his father being the Rev. John Vesey Hamilton, Rector of Little Chart, Kent. He entered the Navy, at the age of 14, on board the *Virago*, in the Mediter-

ranean. After serving continuously in the Mediterranean as midshipman, he became mate to the *Assistance*, and served in the Arctic Expedition of 1850-51. In October of 1851 he was promoted Lieutenant and, in the following year, joined the *Resolute*, which was in Arctic waters during the next three years. During this time he was brought into contact with Captain Ommanney, Sir Leopold McClintock, Sir Clements Markham and Sir George Nares, and he took a large and very active part in the laborious work of sledge travelling, which formed so important a feature of the operations carried out by the expedition. In 1855 he was first lieutenant of the sloop *Desperate* in the Baltic, being appointed to command the gun-boat *Haughty* early in 1856. He took the *Haughty* out to China and played a very brilliant part

in the attack on the junk fleet in Fatshan Creek on June 1st, 1857, receiving his promotion to Commander on the recommendation of Sir Michael Seymour in recognition of his services.

In June, 1858, Sir Vesey Hamilton commissioned the *Hydra* for service on the West Coast of Africa, and it is interesting to note that, during his service there, he met again his old friend and shipmate Commander Cave, who was to be, many years afterwards, a fellow member of the Committee of Management of the Institution as Admiral J. Halliday Cave, C.B.

After a long further spell of service abroad, the greater part of which was spent in the West Indies, Sir Vesey Hamilton was in command of the coast-guard ship at Portland from 1870-73, the steam reserve at Devonport from 1873-75, and was Captain Superintendent of the Dockyard at Pembroke from 1875-77, being promoted Rear-Admiral in September of the latter year. He commanded on the Coast of Ireland from 1880-83, becoming Vice-Admiral in 1884, and was Commander-in-Chief in China from 1885-87, being recalled from the Far East on his promotion to the rank of Admiral in 1887. In October, 1888, he was appointed one of a small Admiralty Committee of three Admirals, the other two being Sir William Dowell and Sir Frederick Richards, their task being to report on the lessons taught by the Naval manœuvres of that year, and

especially as to "the feasibility or otherwise of maintaining an effective blockade of an enemy's squadron of fast cruisers in strongly fortified ports." The report, which has come to be known as the "Three Admirals' Report," was an epoch-making document and, in the words of the "Times," "may be considered as the starting-point not merely of modern naval literature, but of modern naval policy."

In 1889 Sir Vesey Hamilton joined the Admiralty as Second Sea Lord, becoming First Sea Lord a few months later. In 1891 he was appointed President of the Royal Naval College, where he remained until he was placed on the retired list in 1894. He was not only a man of the widest possible experience, but a keen student of history and a diligent writer on questions of naval history and administration.

The funeral took place at Eltham, Kent. Among those present were Captain E. F. B. Charlton, R.N. (representing the King), Rear-Admiral Waymouth (representing the Board of Admiralty), Mr. George F. Shee, Secretary (representing the Royal National Life-boat Institution), Captain F. Metcalfe Ommanney (Deputy-Chairman of the Seamen's Hospital), Mr. G. A. Steel (representing the First Lord of the Admiralty), Sir Ernest Shackleton and Admiral Sir Lewis Beaumont (representing the Council of the Royal Geographical Society), Captain J. McClintock, and others.

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

THURSDAY, 11th April, 1912.

The Right Hon. the EARL WALDEGRAVE, P.C., V.P., was unanimously elected Chairman and SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P., Deputy Chairman of the Committee of Management of the Institution for the ensuing year.

SIR JOHN CAMERON LAMB having taken the Chair, in the absence of LORD WALDEGRAVE, the Members of the Sub-Committee were elected for the current year.

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the District Inspectors

on their visits to the following Life-boat Stations:—

Northern District.—Stornaway, Anstruther, Peterhead and Port Erroll.

Eastern District.—Cromer.

Southern District.—Shoreham, New Romney, St. Helier, St. Peter Port, Bembridge, Hayling Island, Southsea, Selsey, Brighton, Newhaven and Southend-on-Sea.

Western District.—Padstow (two boats and steam-tug), Newquay (Cornwall), St. Mary's, St. Agnes, Hayle, Burnham, Watchet, Minehead, Barry Dock and Fishguard.

Irish District.—Courtmacsherry, Ballycotton, Youghal, Fenit, Poolbeg, Port St. Mary, Castletown, Peel, Ramsey and Douglas.

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

	£.	s.	d.
Miss WRIGLEY . . . . .	50	-	-
Ditto (annual subscription)	1	-	-
Lady ALICE FITZWILLIAM . . . . .	10	10	-
Mrs. MARY WATSON . . . . .	10	10	-
THE FRIENDLY BROTHERS OF ST. PATRICK, London Knot (per Dr. A. W. Oxford)	10	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mrs. SARAH LIETCH, of Carlton Hill, W. . . . .	1004	10	4
The late Mr. D. MYERS, of Middleton Square, E.C. . . . .	200	-	-
The late Mr. E. A. DREW, of Braughing . . . . .	100	-	-
The late Mr. J. H. HEATH, of Portsmouth . . . . .	10	-	-

Voted the best thanks of the Committee to Mr. WALTER J. VAUGHAN in acknowledgment of his long and valuable services, extending over 24 years, as Honorary Secretary of the Fishguard Branch.

Paid 4,325*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 249*l.* 3*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Eastbourne No. 2	P. & O. Steamer <i>Oceana</i> , of Belfast	21
Eyemouth	Coble <i>Grace Darling</i> , of Burnmouth. Rendered assistance.	
Filey	Twelve cobsles of Filey. Stood by cobsles.	
Hope Cove	Schooner <i>Sidney Smith</i> , of Portmadoc	2
Newbiggin	Nine cobsles of Newbiggin. Stood by cobsles.	
	Coble <i>Louisa</i> , of Newbiggin. Saved coble and Twelve cobsles of Newbiggin. Stood by cobsles.	4
Newhaven	P. & O. steamer <i>Oceana</i> . Saved . . . . . and assisted to save . . . . . S.S. <i>St. Malo</i> , of St. Nazaire. Rendered assistance.	42 20
Newlyn	S.S. <i>South America</i> , of London. Stood by vessel.	
St. Abbs	Four fishing boats of St. Abbs. Stood by vessel. Ketch <i>Colonel Moir</i> . Stood by vessel.	
Sennen Cove	Trawler <i>Condor</i> , of Brixham. Stood by vessel.	

Also voted 572*l.* 17*s.* 6*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:—Angle, Atherfield, Berwick-on-Tweed, Broadstairs, Burnham, Cadgwith, Caister No. 1, Castletown, Coverack, Dunbar, Formby, Harwich (Steam), Hayle, Hilbre Island, Hoylelake, The Lizard, Newlyn, Newquay (Cornwall), New Brighton (Steam), North Deal, Padstow No. 2, Palling, Plymouth, Point of Ayr, Porthleven, Robin Hood's Bay, Sennen Cove, Tenby, Walton-on-Naze, Whitby No. 1, Winterton.

Also 27*l.* 3*s.* to a man injured on service in the Arbroath Life-boat.

Voted the Silver Medal to DAVID LOWRIE, JOHN HUTCHISON, ALAN A. WALKER, and THOMAS LOWTH, Miners and Crane Drivers at Methil, Fifeshire; the thanks of the Institution engrossed on vellum, and a Binocular Glass each, suitably inscribed, to Mr. THOMAS McMILLAN, Dock Works Manager, and Mr. ROBERT McALPINE, Junior, Contractor; an Aneroid Barometer and 3*l.* each to Police Sergeant ROBERT CLYDESDALE, and Constable JAMES WILSON, in recognition of their gallant services in rescuing seventeen of the crew of the S.S. *Ashgrove*, of Glasgow, which was totally wrecked on Methil Dock Sea Wall, in a whole S.E. gale and very heavy sea on the 16th January. A tremendous sea was breaking over the wall, and the storm was described as the worst ever experienced at Methil. In spite of the enormous risk incurred, the four men, on whom the Medal was bestowed, fought their way through the heavy seas to the top of the parapet of the sea wall, and it was due to their efforts that so many men were saved. The work of rescue was greatly assisted by the other men who also went out on to the wall and exposed themselves to considerable risk.

Voted a Binocular Glass and 3*l.* each to JOHN HENDERSON, Assistant Lightkeeper, and WILLIAM L. ANDERSON, Boatman at Whalsey Skerries Lighthouse, Shetland Islands: also an Aneroid Barometer and 3*l.* each to three fishermen, named Andrew Johnson, David Anderson and Peter Anderson, for their bravery in rescuing two of the crew of seven hands of the barquentine *Advena* of Kalmar, which was wrecked on 18th January.

The two lighthouse men put off in a 12-foot boat, but had to return for assistance. The wreck occurred at 4.40 p.m. (dark) in a strong S.S.E. gale, and in what is described as a "raging sea." The salvors incurred great risk, and the danger was increased by quantities of floating wreckage.

Voted 10*l.* 10*s.* to seven men for putting off in a boat and landing the crew of five men of the trawler *Via* of Brixham, which was in a dangerous position off St. Peter Port, Guernsey, in a S.S.E. gale and rough sea, on the 10th February.

Also 3*l.* to four men for their promptness in saving four men whose boat was swamped and capsized in a strong S.W. breeze and rough sea, in Youghal Bay, on the 16th March. One of the men when picked up was in a state of collapse.

THURSDAY, 9th May, 1912.

The Rt. Hon. the EARL WALDEGRAVE, P.C., V.P., 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 that their recommendations be carried into effect.

Read the reports of the Deputy Chief Inspector on his visits to the Clacton-on-Sea, Harwich, Walton-on-the-Naze, Broadstairs, Kingsdowne, Walmer and Hayling Island Life-boat Stations.

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

Northern District.—Newburgh, Stonehaven, North Berwick, Southend, Campbeltown, Ardrrossan, Troon, Irvine and Girvan.

Eastern District.—Yarmouth, Caister (two boats), Lowestoft (two boats), Gorleston (two boats), Flamborough (two boats), and Bridlington Quay.

Southern District.—Coverack, Cadgwith, Porthoustock, The Lizard, Porthleven, Plymouth, Clacton-on-Sea, Walton-on-the-Naze, Newhaven, Ryde and Dungeness (two boats).

Western District.—Bude, Port Isaac, Fishguard, Porthdinllaen, Abersoch, Criccieth, Pwllheli, Burry Port, Ferryside, The Mumbles, Barmouth, Aberystwith, New Quay (Cardigan), and Cardigan.

Irish District.—Port Erin, Rosslare Harbour, Pethard, Kilmore, Wexford, Dunmore East, Tramore, Kingstown, Wicklow, Hilbre Island, Hoylake and New Brighton.

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

	£	s.	d.
The Right Hon. the EARL OF ROSEBERRY, K.G.	50	-	-
LORD CREW'S Trustees (annual subscription)	30	-	-
"G." (annual subscription)	10	-	-
ST. ALBAN'S, Holborn, Lenten Contribution from Children (per the Rev. W. A. Pearkes, M.A.)	6	6	-
TETTENHALL CHURCH Collection (per Mr. John Parks)	5	15	11
R.M.S. "ATRATO," Collected on voyage (per Mr. J. G. Hammond)	5	15	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. J. G. J. PIDDINGTON, of Mauritius (on account)	500	-	-
The late Mr. John KERSHAW, of Hanover Court, W.	450	-	-
The late Miss ISABEL JULIA CEELY, of Tregunter Road, South Kensington	300	-	-
The late Miss H. H. SUTCLIFF, of Besborough Gardens, S.W.	270	-	-
The late Mrs. MARY WILLIAMSON, of Stalybridge	202	6	3
The late Mrs. ANN E. WALKER, of Kirk Michael, Isle of Man (per Douglas Branch)	200	-	-
The late Miss SARAH MATTHEWS, of Headingley	143	2	6
The late Mrs. S. A. EDWARDS, of Margate	100	-	-
The late Mrs. H. H. THOMPSON, of Pontefract	100	-	-
The late Dr. W. D. KINGDON, of Heavitree	50	-	-

The late Miss D. M. REID, of Edinburgh	£.	s.	d.
	50	-	-
The late Mr. EDMUND LYTHGOE, of Melbourne (further on account)	16	19	1

Decided to close the Broadstairs, Harwich No. 1 and Walmer Stations.

Paid 5,479*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 153*l.* 3*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Four cibles of Spittal and Berwick. Stood by cibles.	
Cullercoats	Coble <i>Hannah Taylor</i> , of Cullercoats. Saved boat and	4
Hartlepool No. 2.	Schooner <i>Fanny Grosfield</i> , of Barrow. Stood by vessel.	
Hartlepool No. 3.	Schooner <i>Fanny Grosfield</i> , of Barrow. Stood by vessel.	
Kingstown	Schooner <i>Hearty</i> , of Wexford. Stood by vessel.	
Mablethorpe	Barge <i>Cecilia</i> , of London. Landed 3.	
Montrose No. 1.	A salmon cable of Montrose	4
North Sunderland	Coble <i>Thanksgiving</i> , of Sunderland. Stood by cable.	
	Coble <i>Good Samaritan</i> , of Beadnell. Stood by cable.	
	Ketch <i>Resolute</i> , of Newcastle.	8
	A cable of North Sunderland.	
Scarborough	Coble <i>Lionel</i> , of Scarborough. Saved cable and	2
Seaton Carew	S.S. <i>Mikelis</i> , of Argostoli. Landed 8.	
Teemouth	S.S. <i>Mikelis</i> , of Argostoli. Landed 8.	

The Walton-on-Naze Life-boat saved the barge *Dorothea*, of Harwich, and 6.

Also voted 164*l.* 17*s.* 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:—Arbroath, Barry Dock, Donaghadee, Dungeness No. 1, Filey, Fishguard, Fraserburgh, Lowestoft No. 1, Penmon, Southend-on-Sea, Stronsay, Teemouth, Whitby No. 1, and Wicklow.

Also 29*l.* 1*s.* 6*d.* to men injured on service in the Blackpool and Montrose Life-boats.

Granted an additional reward to the crews of the Seaton Carew and Teemouth Life-boats for an arduous service, in very rough and cold weather, to the S.S. *Mikelis*, of Argostoli.

Voted a Binocular Glass to HENRY J. NEWMAN, Master of the Steam Trawler *Labore et Honore*, and 2*l.* each to three men of the crew, for saving twelve of the crew of the S.S. *Helopes*, which foundered in Mount's Bay, near Newlyn, in a strong gale and very

heavy sea, on the 21st December. The steamer at the time was in imminent danger of foundering, and the master of the trawler sent his small boat manned by three men to save the crew. In performing the rescue the salvors incurred great risk.

Voted 4*l.* to four men for saving three fishermen, whose boat was capsized, in a heavy sea, off Duncannon, Co. Wexford, on the night of the 26th March. The risk incurred was moderate and the salvors lost their night's fishing.

Voted 18*l.* to twelve men for putting off in two large fishing boats and, at great risk, saving the ketch *Good Samaritan*, and her crew of two hands, in a strong N.E. gale and heavy sea on the 10th April. When the salvors reached the vessel she was disabled, and in a sinking condition, and it was only after 8½ hours constant baling and towing that they succeeded in getting the vessel into harbour.

Also 1*l.* 2*s.* 6*d.* to three men for saving two boys who had been blown out to sea in a small boat, off Sunderland, in a W.N.W. gale and moderate sea, on the 5th April. The boat was in great danger and half swamped, and, had it not been for the timely assistance rendered by the men, the boys would probably have been lost.

THURSDAY, 13th June, 1912.

The Right Hon. the EARL WALDEGRAVE, P.C., V.P., 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 that their recommendations be carried into effect.

Read the reports of the Deputy Chief Inspector on his visits to the Greenore, Giles Quay, Blackrock, Tramore, Newcastle (Co. Down), Killough, Kingstown, Poolbeg, Dunmore East and Sidmouth stations.

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

Eastern District.—Hunstanton, Brancaster, Wells, Pakefield, Southwold, Lowestoft (two boats), Skegness, Mablethorpe, Seaton Carew and Cullercoats.

Southern District.—Brighton, Swanage, Poole, Weymouth, Littlehampton, Hastings, Eastbourne (two boats), Falmouth, Mevagissey, Polkerris and Looe.

Western District.—Cemaes, Bull Bay, Penmon, Moelfre, Rhosneigr, Rhoscolyn, Padstow (two boats and a steam-tug).

Irish District.—New Brighton, Southport, St. Anne's, Blackpool, Fleetwood, Formby and Donaghadee.

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

Mr. W. D. OELSNER (instalment £ s. d. of the cost of a new Life-boat to be named *Eliza Oelsner* for Dungeness No. 2 Station) . . . 1000 - -

OLD AND PRESENT CARTHUSIANS	£.	s.	d.
—further on account of the cost of the Life-boat <i>Charterhouse</i> at Fishguard (per Mr. F. K. W. Girdlestone)		250	- -
Mrs. C. H. COOKES		100	- -
CHAPEL RIDDING, Windermere—proceeds of sale of work in aid of the Fishguard Life-boat <i>Charterhouse</i> (per Mrs. Little)		31	4 1
ANONYMOUS		50	- -
Mr. and Mrs. JAMES HUTCHINSON (additional)		25	- -
NEWCASTLE - ON - TYNE TRINITY HOUSE (annual subscription)		10	10 -
Mr. ALBERT BRASSEY (additional)		10	- -

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Miss JULIA ISABEL CEELY, of South Kensington, on account of share of residue	£	s.	d.
The late Miss M. E. GIBSON, of Broadgreen, Lancashire (per Liverpool Branch)	200	-	-
The late Mr. JOHN R. GRANDISON, of Pollokshields	180	-	-
The late Rev. H. HOMER, of Rugby	100	-	-
The late Mr. HENRY DRAYTON WYATT, of Aldershot	89	18	5
The late Mr. W. H. DEAN, of Stratford, E. (additional)	69	13	4
The late Mrs. E. ACWORTH, of Gravesend	50	-	-
The late Colonel G. S. MAXWELL, of Hans Mansions, S.W.	50	-	-
The late Miss E. I. THOMSON, of North Berwick, for the benefit of the North Berwick Branch	45	14	1
The late Miss M. E. MANNING, of Northampton	36	-	1

Reported the dispatch to their Stations of the Yarmouth and Appledore No. 2 new Life-boats.

Decided to close the Giles Quay and Sidmouth Stations.

Paid 6,834*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 147*l.* 17*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Eastbourne No. 1	Steam Drifter of Lowestoft.	<i>Gamester</i> , Rendered assistance.
Gorleston No. 1	Steam Drifter of Lowestoft.	<i>Brothers</i> , Stood by vessel.
Gourdon.	Fishing boats of Gourdon.	Assisted boats.
Hartlepool No. 2	Ship <i>Otra</i> , of Christian-sand	
Ifracombe	S.S. <i>Priestfield</i> , of Newcastle.	Stood by vessel.
Lowestoft No. 2	Trawler <i>Gladolus</i> , of Lowestoft.	Stood by vessel.
Staithe	Thirteen fishing cibles of Staithe.	Stood by cibles.
Walton-on-the-Naze	Barge <i>Dorothy</i> , of Harwich.	Stood by vessel.

The Hauxley Life-boat rendered assistance to the yacht *Fiona*, of Glasgow.

Also voted 149l. 13s. 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:—Brighton, Clacton-on-Sea, Dunbar, Eastbourne No. 1, Harwich No. 1, Hoylake, Huna, Longhope, Winterton No. 1.

Reported that the German Government had sent their warmest thanks to the crews of the Kamsgate and North Deal Life-boats for their services in saving the crew of the German steamer *Marie Leonhardt*, which stranded on the Goodwin Sands on the 16th January; also to the crew of the Stonehaven Life-boat for saving the crew of the German schooner *Hiskilina*, off Stonehaven, on 16th December last.

THURSDAY, 11th July, 1912.

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

Read and confirmed the minutes of the previous meeting.

Reported that His Majesty the King had approved the design of the new Decoration.

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

Read the reports of the Deputy Chief Inspector on his visits to the Gourdon, Stonehaven, Johnshaven, Teignmouth, Lyme Regis, Exmouth and Southwold Stations.

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

Northern District.—St. Andrews, Arbroath Holy Island (two boats), Boulmer, Alnmouth, Berwick-on-Tweed, Dunbar, Skateraw and St. Abbs.

Eastern District.—Seaham, Whitburn, Tynemouth, Blyth, Hartlepool (three boats), Sunderland (four boats), Cambois, Filey, Teesmouth, Redcar, Whitby (two boats), Uppang, Robin Hood's Bay and Saltburn.

Southern District.—Shoreham, Worthing, Rye Harbour, Hastings, Plymouth, Southsea, Atherfield, Brighthons Grange, Brooke and Totland Bay.

Western District.—Appldore (two boats), Clovelly, Bude, Burry Port, Barmouth, Aberdovey, Llanddulas, Llandudno, Burnham and Weston-super-Mare.

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

Mrs. JOHN THYNNE, further on account of a Life-boat to be named <i>Thomas Masterman Hardy</i> . . . . .	£.	s.	d.
	500	-	-
THE THORNGATE TRUSTEES (annual subscription) . . . . .	80	-	-

Mr. E. F. WHITE (annual subscription) . . . . .	£	s.	d.
	50	-	-
In memory of the late Miss S. E. WHITE . . . . .	25	-	-
THE CO-OPERATIVE WHOLESALE SOCIETY (annual subscription) .	21	-	-
Mr. WILLIAM C. DAWES (annual subscription) . . . . .	10	10	-
HIS GRACE THE DUKE OF WESTMINSTER . . . . .	10	-	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mr. T. G. GLOVER, of Queen's Gate, S.W., for the Scottish Branch of the Institution. . . . .	£	s.	d.
	2000	-	-
The late Mr. J. T. PIDDINGTON, of Mauritius, further on account .	250	-	-
The late Mrs. MARGARET NAINSMITH, of Leeds . . . . .	100	-	-
The late Miss ELLEN YOUNG, of Twickenham, further on account for a new Life-boat to be named <i>Sydney Webb</i> and stationed at Fendeeen or as near that place as possible . . . . .	83	8	4

Reported the dispatch to her station of the Campbeltown new Motor Life-boat.

Decided to close the Sunderland Hendon Beach Station and to place a new Motor Life-boat at Sunderland.

Passed the following Resolution with regard to Sunday Concerts and other Sunday Entertainments:—

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 authorised by municipalities or other qualified authorities, and intended to be held regularly Sunday after Sunday, be organised 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 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 introduction or promotion of such entertainments.

Paid 11,056l. for sundry charges in connexion with various Life-boat Stations.

Voted 24l. 16s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Fishing-boats of Leith and Berwick.	
Hartlepool	Ship <i>Otra</i> of Christiansand.	
No. 3.	Landed 5.	
Newbiggin	Steam trawler <i>Lord Ridley</i> , of Blyth.	

Also voted 155l. 6s. 11d. to pay the expenses of assemblies of crews or launches of the following Life-boats, with a view of assisting persons on vessels in distress:—Blackrook, Caister No. 1, Cambois, Hunstanton, Llan-dudno, Mumbles, Peterhead, Port Erroll, Rye Harbour, Sidmouth, and Winterton Nos. 1 and 2.

Reported that the German Government had forwarded, through the Board of Trade, a grant of 22l. 10s. to the crew of the Coverack Life-boat for saving the crew of the German barge *Pindos* which was wrecked near Coverack on 10th February last.

Voted the thanks of the Institution, together with the sum of 2l. to John Allen and 2l. each to four other men, for putting off in a boat from the Island of Stromo on the 8th May, and saving the crew of thirteen hands of the trawler *Dubbelman*, of Ymuiden. The vessel had stranded on the Lowther Rock, South Ronaldshay, and eventually became a total wreck. The salvors pulled a distance of six miles against a very strong tide, and incurred very serious risk of losing their lives when rescuing the men on board the wreck.

Granted 1l. 2s. 6d. to three men for putting off in two boats and saving two of five men whose boat was capsized near Rosneath, Dumbartonshire, in fine smooth weather on the night of the 25th May. The salvors incurred slight risk.

Also 1l. 10s. to three men for putting off in a boat and at moderate risk landing three of eleven men of the crew of the steam trawler *Sanxon*, which stranded in a moderate S.E. breeze and moderate sea near Cruden Scaurs, Port Erroll, on 23rd June.

THURSDAY, 1st August, 1912.

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

Read and confirmed the minutes of the previous meeting.

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

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

Eastern District.—Staithes, Runswick, Scarborough, Hornsea, Withernsea, Donna Nook, Spurn, Grimsby, Sutton, Southwold and Aldeburgh (two boats).

Southern District.—Margate (two boats), North Deal, Kingsdowne, Hythe, New Romney, Folkestone and Dover.

Western District.—Point of Ayr, Holyhead (two boats), Watchet and Port Isaac.

Irish District.—Lytham.

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

Mr. T. DYER EDWARDS, on account of a Life-boat to be named <i>Lady Rothes</i> , and stationed at Fraserburgh	£	s.	d.
	1000	-	-
Mr. ROBERT LODGE, for the benefit of the crew of the Seaton Carew Life-boat	52	10	-
S.D.E.S.D. (additional)	45	-	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Miss ELLEN BURMESTER, of Sussex Place, Hyde Park (further on account)	£	s.	d.
	225	-	-
The late Mrs. ANDERSON, of Aberdeen, on account	50	-	-
The late Mrs. LUCY BROWN, of Bramley, Leeds	20	-	-

Voted the best thanks of the Institution to Mr. J. BELCHAM in recognition of his valuable services in connexion with the late Life-boat Saturday Fund and the Institution's Branch at Oxford.

Paid 3,316l. for sundry charges in connexion with various Life-boat establishments.

Voted 82l. 14s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cresswell	Coble <i>The Four Brothers</i> , of Cresswell. Saved boat and	3
Filey	S.S. <i>Cambria</i> of Scarborough. Landed 33.	
Newbiggin	A pleasure boat of Newbiggin. Saved boat and	4
Seaton Carew	Ship <i>Time</i> , of Sunderland 16	

The Ramsey Life-boat assisted to save the Schooner *Jessie Sinclair*, of Port St. Mary, and 3 lives.

Also voted 216l. 18s. 9d. 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:—Courtmacsherry, Gorleston No. 1, Hartlepool No. 2, North Deal, Penzance, Scarborough, Sennen Cove, Shoreham, and Sutton.

The Committee granted 10s. to John Slade, Second Coxswain of the Minehead Life-boat, for jumping overboard the Life-boat to the assistance of one of the launchers who had been dragged into the water through his foot being entangled with a rope. Both men were hauled into the Life-boat without injury.

## NOTICE.

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

# 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."

Telephone:

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 46			
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 Institution, 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 they may maintain in usefulness, scope and efficiency our great Life-saving Service, of which the Nation has always been so proud.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, at the Institution, 22, CHANCERY 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.—November, 1912.