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THE MOTOR FLEET.

THE review of the Institution's Motor Fleet, which it is usual to make at this time of the year, reveals the fact that we are feeling our way slowly, but surely, in the use of Life-boats installed with motor power. Ten years ago there was no Motor Life-boat on the coast. There are now seventeen at their stations and five in the building-yard. In the year 1904 a self-righting boat was installed with an 11 H.P. Fay & Bowen motor, and the experiment proved such a success that, after a long series of further tests, three more Life-boats were converted into motor-boats during the following year. Details of these boats will be found in the Life-boat Journal, Vol. 19, Nos. 213 and 218. So satisfactory did these experimental boats prove that the Committee of Management felt justified in beginning to build special boats for the purpose, and three such boats were completed in 1908, two in 1909, three in 1910, two in 1911, and five in 1912. These last five boats have all been completed since the last review of the Motor Fleet was published in February, 1912, and it is proposed to give a brief account of them, so as to enable our readers to form some idea of the advance that has taken place.

Campbeltown, Beaumaris and Peterhead.—These are three sister boats of the largest Watson type (43' x 12' 6"), installed with powerful Tylor motors, designed for 50 B.H.P. at 700 revs., but which on trial actually developed 60 B.H.P. at 600 revs., a result far in excess

of the expectations of either the Institution's officers or the makers. Of this trio, the Campbeltown boat was the first to be completed, and after very successful river trials, during which she attained a speed of 7·6 knots, with a consumption of thirty-eight pints of petrol per hour, and further sea trials at Harwich, she left the latter port on the 4th of July, under her own power, and proceeded up the Forth and Clyde Canal, with its forty locks, the reverse gear—and the motor engine itself—received a severe test; but no hitch was experienced in any way, the boat arriving at her station on the 25th of July, having proved herself a thoroughly good sea boat, and giving great satisfaction to the District Inspector and her crew.

Beaumaris.—This boat is completed, and will go to her station in the early spring.

Peterhead.—The boat for this station proved herself rather more successful on her river trials than her sister boat for Campbeltown, attaining a speed of 7·75 knots, but with an increased consumption of petrol, the consumption being at the rate of forty-four pints per hour. Her sea trials at Harwich commenced on the 3rd of December, the results being all that could be expected. During the six running days she covered an approximate distance of 238 miles, at an average speed of 7½ knots per hour, the motor running at an average of 650 revs. per minute. The consumption

of petrol for the whole time amounted to 174 gallons, which gives an average of 5.48 gallons per hour. No trouble of any kind was experienced during the trials with the motor or reverse gear, and on the 11th of that month she left Harwich for her station under her own power, in charge of Lieut. C. H. Forbes, R.N., the Institution's Inspector of Life-boats for the Northern District.

The following is an extract from the log-book kept during the passage. It will be seen that a certain amount of salt water has got into the account which we have not thought necessary to dry out:—

"Arriving at Gorleston at 2.40 P.M. on the 11th, it was found that the south cone had just been hoisted, and it appeared wise, in view of probable approaching bad weather in the Long Deep, to abandon the proposed night's rest at this port, and to face a further lengthened run at sea. The petrol-tanks were therefore replenished immediately, provisions for the trip taken, the recommended way to carry them being 'inside,' and three hours later Gorleston was left in the distance, with a fine fair wind, but the whole of the flood tide against her. Shortly after starting it was discovered that the thermos flask—which becomes a necessity in these motor-boat passages, if hot tea is in any way to be considered as a comfort—was broken, the resultant remarks constituting a serious danger with a deck cargo of petrol. Good progress was made under sail and motor power until 1 A.M. on the 12th, when the wind flew to the northward, and headed her, it becoming bitterly cold; and as the boat was washing down in the short tidal sea, the elements of the weather seemed to cut right through her occupants. The following morning at about 6 A.M. the wind drew round to the westward, enabling better progress to be made. Shortly afterwards, No. 3 ignition plug blew, and, after being refitted, evidently did it again

from sheer cussedness, leaving the motor gloomily silent for about an hour and a half. However, all were glad at 11 A.M. to sight Flamborough Head looming up through the mist. The boat had been steered on a single course from the Cockle Lightship, a convincing testimony to the accuracy of the compass. From Flamborough to Scarborough a W.N.W. gale was experienced, and with the spindrift finding its way through their oilskins, all were glad enough to reach Scarborough shortly before 1 o'clock in the afternoon. Admitting the time lost by the sparking-plug trouble, the passage of 132 miles had been done at an average of 8 knots speed, and with a consumption of less than five gallons per hour of petrol.

"On the 13th inst., at 8 A.M., a start was again made in a westerly gale, the boat making a great run to the Tyne. It was blowing very hard indeed, and a nasty short sea was met when off the mouth of the Tees, some minor trouble being experienced here owing to the failure of the circulating water, but this was rectified immediately, the Tyne being entered, after a very cold trip, at three in the afternoon. It was found that the boat had averaged 8.2 knots for a little more than five gallons per hour consumption.

"On the 14th inst. the gale still continued, but had veered to the north-west when the boat sailed at 8 A.M., and consequently a good dusting was experienced in reaching Blyth, which it was thought prudent to enter to give all hands a lengthened night's rest, the passage being again resumed on the 16th, under the unusual conditions of a moderate W. gale and a very hard frost. Under these wintry conditions, but with the help of a fair tide, Berwick was reached at 2 P.M., the average speed attained being 8 knots.

"On the 17th she cleared from Berwick, the wind having backed to the S.W., and on this day the fastest run was made during the trip, in spite of a

heavy sea being met on the Firth of Forth opening out, the boat averaging 9 knots on the whole run to Montrose, which port was entered at four o'clock in the afternoon.

"On the 18th a short run was made to Aberdeen, to enable the inhabitants of this city to see the new motor boat, the afternoon being given up to short runs in Aberdeen Harbour, as a result of which the boat and her handiness were very much admired.

"On the 19th a final day's run was commenced at 9.45 A.M., the boat achieving another 9 knot average to her destination, which was reached early in the afternoon. Here a hearty welcome was received from the entire fishing population, the arrival of the boat having been anxiously looked forward to by all.

"During the passage from Harwich to Peterhead this boat covered an approximate distance of 412 miles in 54½ running hours, at an average speed of 7.56 knots over the whole distance, the consumption of petrol amounting to 279 gallons, or an average of 5.12 gallons per hour."

Clacton-on-Sea.—The necessity having been shown for the provision of a motor boat, the Committee of Management decided not to build a new one, but to install a motor in the large Watson sailing boat (45' × 12' 6") at the station. She was accordingly sent to London, and fitted with a Tylor motor of 40 B.H.P. On her river trial she attained a speed of 7.63 knots at 680 revs., and was despatched to her station on the 9th September, where it is hoped she will earn a good name for herself. This boat is kept on a slipway on the pierhead, and under ordinary conditions can be launched from either side of the pier.

St. David's.—This Life-boat, situated as it is in Ramsey Sound, has to contend with tidal races of extraordinary strength, and on more than one occasion the attempt to battle with these has

been too much for the pulling Life-boat stationed there. It is therefore undoubtedly one of those stations which will reap great benefit from a Life-boat with motor power. The boat built for it is a self-righter, 40' × 10' 6", installed with a 40 H.P. Tylor motor. Her passage from London to St. David's, during some of the bad weather of last autumn, was a very severe test of the qualities of both boat and engine. Her log shows that on six out of the nine days at sea she encountered gales of wind accompanied by heavy seas, and she had to pass through the centre of the well-known tide races of St. Alban's Head and Portland Bill. The District Inspector, who was in charge of her during this voyage, reports that she was an exceptionally dry boat, and that no trouble whatever was experienced with the motor throughout the entire run.

Newhaven.—The next boat added to the fleet was sent to Newhaven, the oldest motor Life-boat station belonging to the Institution, as it was to this port that the original experimental boat was sent in 1904. The new boat is a self-righter, 38' × 9' 9", with a 35 H.P. Tylor motor. She left on the 30th October, and arrived at her destination after a couple of days' run. She has, since her arrival, given an excellent account of herself, and has already been out on service.

Before concluding these brief remarks on the composition of the motor fleet, it will be as well once more to call attention to the fact that, should the motor in a Life-boat break down, the boat, with her masts, sails, and oars, is really no worse off than if she had gone to sea without a motor. This is an important point, which should always be brought to the notice of local committees and crews at those stations where the question of supplying a motor Life-boat has come to the front.

A Table is annexed giving full details of all the motor Life-boats now on the coast or building.

STATION.	BOAT.			MOTOR.							PROPELLER.		Reverse Gear.	SPEED.		PETROL.		REMARKS.		
	Date.	Type.	Size.	Crew.	Maker.	B.H.P.	Revolutions.	Weight.*	Cylinder.		Lubrication.	Ignition.		Diameter.	Pitch.	Revolutions developed.	Knots developed.		Pints consumed per hour.	Galls carried.
									Number.	Bore.										
Sunderland (old)	1904	S.R.	38' x 8'	14	{Fay & Bown	11	500	cwt. 24	2			L.T.M.			450	5.9	12	16	Converted Boats (Experimental) without funnels.	
Teessmouth (Re-serve No.2) (old)	1906	S.R.	42' x 11'	15	Taylor.	35	900	18½	4	5	5	Forced	L.T.M.	21"	15"	850	6.75	18.5		38
In reserve . . .	1907	S.R.	37' x 9' 3"	11	{Thornycroft	24	1000	20	4	4½	5	"	L.T.M.	19"	14"	800	6.8	15.6		36
Walton-on-Naze.	1906	N.&S.	43' x 12' 6"	14	Blake	32	600	22½	4	5½	6½	"	H.T.M.	22"	30"	600	7.42	20.4		78
Stronsay . . .	1908	W.	43' x 12' 6"	12	Blake	40	600	26½	4	5½	6½	"	H.T.M.	22"	26"	612	7.2	25		60
Stromness . . .	1908	S.R.	42' x 11' 6"	12	Taylor.	30	800	20½	4	5	5½	"	L.T.M.	22"	21"	816	6.65	21		50
Fishguard . . .	1908	S.R.	40' x 10' 6"	12	Taylor.	24	650	23½	4	5	5½	"	L.T.M.	18"	28"	680	6.79	22		50
Broughty Ferry . . .	1909	W.	40' x 11'	12	Taylor.	40	700	21½	4	5½	6½	"	L.T.M.	22"	22"	700	7.22	34.5		50
Donaghadee . . .	1909	W.	43' x 12' 6"	10	Blake	40	600	27½	4	5½	6½	"	H.T.M.	24"	24"	580	6.9	29.25		60
Wicklow . . .	1910	S.R.	40' x 10' 6"	12	Taylor.	40	700	26½	4	5½	6½	"	L.T.M.	22"	22"	680	7.00	36		60
Seaham . . .	1910	W.	38' x 10'	10	Wolseley	34	700	25½	4	5	6½	"	L.T.M.	21"	21"	700	6.97	30		50
St. Abbs . . .	1910	W.	38' x 10'	10	Wolseley	34	700	25½	4	5	6½	"	L.T.M.	21"	21"	700	7.15	33.75		50
St. David's . . .	1911	S.R.	40' x 10' 6"	12	Taylor.	40	700	27	4	5½	6½	"	L.T.M.	22"	22"	680	7.29	34.5		60
Tynemouth . . .	1911	S.R.	40' x 10' 6"	12	Taylor.	40	700	26½	4	5½	6½	"	L.T.M.	22"	22"	680	7.52	36.75		60
Campbeltown (No. 1)	1912	W.	43' x 12' 6"	12	Taylor.	60	600	39½	4	6½	7½	"	L.T.M.	24"	26"	600	7.6	38	80	
Beaumaris . . .	1912	W.	43' x 12' 6"		Taylor.	60	600	22	4	6½	7½	"	L.T.M.	24"	26"				80	
Peterhead (No. 2)	1912	W.	43' x 12' 6"		Taylor.	60	600	41	4	6½	7½	"	L.T.M.	24"	26"	650	7.75	44	80	
Clacton-on-Sea . . .	1912	W.	45' x 12' 6"	12	Taylor.	40	700	32	4	5½	6½	"	L.T.M.	24"	20½"	680	7.68	40	60	
Newhaven . . .	1912	S.R.	38' x 9' 9"	11	Taylor.	35	750	24	4	5	5½	"	L.T.M.	20"	20"	750	7.00	31.5	50	
Arklow . . .	1913	S.R.	40' x 10' 6"		Taylor.	40	700		4	5½	6½	"	L.T.M.							
Fraserburgh . . .	1913	S.R.	42' x 11' 6"		Taylor.	40	700		4	5½	6½	"	L.T.M.							
Teessmouth (new)	1913	S.R.	40' x 10' 6"		Taylor.	40	700		4	5½	6½	"	L.T.M.							
Sunderland (new)	1913	S.R.	40' x 10' 6"		Taylor.	40	700		4	5½	6½	"	L.T.M.							

NOTES.

Ignition { L.T.M. = Low Tension Magneto.
H.T.M. = High Tension Magneto.

* Motor Installation complete.

Reverse Gear

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

Converted Boats
(without tunnels,
(Experimental))

Converted
(no tunnel).

A VALUABLE SOURCE OF REVENUE.

ONE cannot help being struck by the fact that some Station Branches find it comparatively easy to raise a substantial sum annually for the support of the Branch, while other places, with perhaps a much larger and wealthier population, are apparently unable to secure a satisfactory response to the powerful claims of what should certainly be, in the case of a Station Branch, one of the most prominent charitable causes.

In many cases the failure is largely due to the fact that our excellent Hon. Secretaries, while keenly devoted to securing the efficiency of the boat and her crew, have neither the time nor the inclination to trouble much about "the sinews of war." In some cases, on the other hand, it is due to a want of knowledge of the best means to secure the attention and support of the public. A glance at the Annual Report of the Institution will show the justification for these remarks.

Such considerations lead us to draw attention to a notable example of the way in which very considerable revenues can be raised by a Station Branch by a means which is at the disposal of all those which receive a considerable accession of visitors during the summer season, or, still more, of such Stations as are situated at large seaside towns which have a numerous resident population as well as a large influx of visitors at certain periods of the year.

Fleetwood is a town of 15,876 inhabitants, and, like other towns on the coast of Lancashire, it is visited by many residents from inland parts of the County during the summer season, although the influx of visitors cannot be anything like as large as it is at some of the more popular seaside resorts. Nevertheless, owing to the admirable

arrangements made by the Local Committee and Hon. Secretary, over £100 has generally been collected in boxes at the Boathouse for several years past, and in 1912 the amount reached a total of £140.

The arrangement made is very simple. During the summer months an old pensioner is engaged, who remains in the Life-boat House the whole day and explains the Life-boat to visitors, no doubt often enough spinning a yarn for their delectation. The interest of the dweller inland is aroused, and he places his contribution in the Life-boat box, it being clearly understood that the attendant is paid for his work, and that the contributions of the charitable public are for the Institution.

We cannot help thinking that, where the Life-boat House is well situated for the purpose, and where, as has been stated, there is a considerable visiting population during the summer months, such a course could be adopted at other Stations. Moreover, those Stations which have an attendant, either for a few months in the year or through the whole year, will no doubt be glad to see that the revenue obtainable from the Life-boat House by this means can be made a very considerable asset if the right methods are adopted—and the right attendant is employed. In this connexion a neat card has been prepared for display in hotels, drawing the attention of visitors to the Life-boat and inviting inspection. If Honorary Secretaries will be good enough to get hotel proprietors to hang up these cards in their lounges or near the Porter's office they will, we doubt not, find a considerable increase in the number of those who are thus brought into touch with the work of the Institution.

RESCUE BY THE MABLETHORPE LIFE-BOAT.

28TH NOVEMBER, 1912.

By CHARLES MOSS, *Author of "Bible Angels," etc.*

I.

Brave little Mablethorpe,
Fair little Mablethorpe,
Haven of rest for the young and the old;
Where, in the summertime,
Silver seas lazily
Ripple o'er sands of a glittering gold.

II.

England is proud of you,
Rings with your bravery,
Glows at the records of victories won
Out on the tossing sea,
Out in the storm and wind—
Deeds for humanity, gallantly done.

III.

Hark! 'Tis the firing of
Guns on the coastline, to
Signal the wreck of a vessel and crew;
Somewhere away in the
Fog and the darkness, which
Brood o'er the ocean and hide them from view.

IV.

Hazardous truly, to
Wander at night-time, in
Search of a ship which to them is unseen!
Only these watchdogs of
England would venture it,
Daring the sea which is raging between.

V.

Lincolnshire manhood
Upheld its tradition, and
Reckless of danger though death may befall,
Swift the response to the
Cry of the perishing,
"Out with the life-boat, and God for us all."

VI.

Ready and waiting, she
Glides to the ocean, and
Rides like a sea-bird the billowy crest;
Onward and outward till
Lost in the darkness—the
Prey of the storm in her merciful quest.

VII.

Cheerily, hearties, she's
Yonder—A schooner!—and—
Lord how she staggers and reels to the crash!
Yonder for certain, and
Sinking, apparently,
Men on the outlook, and decks all awash.

VIII.

Pull as you *can* pull when
Lives are in jeopardy—
Lift her and pull as ye struggle for breath!
High on the mountains, and
Deep in the valleys, then
Gripping the schooner, and banishing Death.

IX.

All aboard, snug and safe,
Every man Jack of 'em!
Loose her then! Steady now! Let the wind
roar—
Davy Jones' locker is
Not to be tenanted!
Good! Pull away, lads! There's comfort ashore!

X.

Fair little Mablethorpe,
Brave little Mablethorpe,
Richly endowed in thy own native worth—
Fortune attend on thee,
Health and prosperity,
Coffers well-laden, and sunshine, and mirth.

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

EASTBOURNE AND NEWHAVEN, SUSSEX.
—The P. & O. liner *Oceana*, which left
London on the 15th March, with a
large number of passengers, for Bombay,
collided when off Beachy Head in the
early morning of the 16th March with
the German barque *Pisagua*.

The liner suffered severely and signals
of distress were at once made. In
response the Life-boats *James Stevens*
No. 6, from Eastbourne, and the *Michael*
Henry, from Newhaven, proceeded with
all speed to the help of those on board.
When near Beachy Head the crew of the
Eastbourne boat fell in with one of the
ship's boats heavily laden, and apparently
in a sinking condition, her occupants being
busily engaged in baling out the water
with caps and boots. The Coxswain
hailed the boat and asked if they
required assistance; in reply the officer,
who was in charge, said:—"Yes, we are
sinking and thankful that you have
come to the rescue." Without loss of
time the imperilled people, twenty-one
in number, were taken into the Life-
boat and the ship's boat cut adrift.

Sail was made and the Life-boat re-
turned to Eastbourne where the rescued
people were landed. Steps were
promptly taken to have them well cared
for, some of them being in pitiable and
exhausted condition, having escaped
from the *Oceana* in nothing but their
night clothing and blankets. As soon
as the passengers were landed, the Life-
boat again proceeded with all despatch
to the scene of the disaster. In the
meanwhile the Newhaven boat had
reached the endangered liner, and a
cross-channel steamer named the *Sussex*
had also come to her help.

The Newhaven boat went alongside,
took off forty-two persons and assisted to
save twenty others. The captain of the
Oceana then asked the Coxswain to take
the ship's carpenter (who was badly
injured) and the ship's doctor to East-
bourne. He accordingly did so and
returned to the vessel and stood by her
until she subsequently foundered. The
boat then returned to Newhaven, con-
veying the ship's doctor and one of the
officers. Previous to this all those on

board had been transferred to the *Sussex*.

There was an accident in connexion with this disaster which is much to be deplored, namely, the loss of seventeen lives through the lowering of one of the ship's boats while the vessel was still under way. The boat capsized, and only part of her occupants were recovered. This accident occurred shortly after the collision and before the Life-boats had reached the steamer.

A few days after the loss of the *Oceana* the Captain sent the following letter to the Institution :

"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 personally, but a few words of recognition from yourself will be great praise to a man who, with many other men, rendered 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*.

NEWHAVEN, SUSSEX.—At 3.15 P.M. on the 18th March a French cargo steamer, named the *St. Malo*, and belonging to St. Nazaire, struck the bar when leaving the harbour, and knocked round broadside to the sea. The Life-boat *Michael Henry* was sent to her assistance, but the Master stated that he did not want any help. As, however, the vessel's anchor was dragging and there was a

very nasty sea running, the Life-boat stood by until the vessel was successfully floated. A pilot was then put on board, and the boat accompanied the steamer into harbour.

FILEY, YORKSHIRE.—At 4 A.M. on the 21st March all the cobsles put to sea for the purpose of hauling their crab pots. At 7 A.M. the wind freshened, and it was considered advisable to launch the Life-boat *Hollon the Third* to their assistance. The boats ran for shelter as quickly as possible, but before they could regain safety the sea had become very rough. On reaching the boats the Life-boat stood by them while they were being beached, and this was fortunately accomplished without accident.

NEWBIGGIN, NORTHUMBERLAND.—During a strong S.E. gale with a very heavy sea on the 21st March, the Life-boat *Ada Lewis* was launched to the assistance of twelve fishing cobsles of Newbiggin, which had been overtaken while at sea by the gale. Two of the cobsles were almost swamped when rounding Newbiggin Point, and it was necessary for the Life-boat to stand by the boats until all had reached safety. The Coxswain reported that the Life-boat was put to a severe test, and that her behaviour was all that could be desired.

HOPE COVE, SOUTH DEVON.—The Schooner *Sidney Smith*, of Portmadoc, whilst bound from Spain to Bristol with a cargo of iron ore, stranded at the mouth of Bantham Harbour, in foggy weather, early in the morning of the 25th March. Information of the disaster was conveyed to the Coxswain of the Life-boat *Alexandra* by the Coastguard at 2.45 A.M., and, as quickly as possible, the Life-boat was sent to the vessel's assistance. A strong W.S.W. wind was blowing with a heavy sea and when the Life-boat reached the schooner the seas were breaking right over her. Only two men were then on board, four others having been rescued by the life-saving apparatus shortly before the arrival of the boat. The two men were taken off and the boat returned to her station.

ST. ABBS, BERWICKSHIRE.—In answer to signals of distress, and a message from the Lighthouse, the Life-boat *Helen Smitton* was launched shortly after 6 P.M. on the 26th March. The Ketch *Colonel Moir*, in a dismasted state, was found drifting helplessly about three miles from St. Abbs, and the Life-boat stood by her until a motor fishing-boat arrived and took the disabled vessel in tow. There were two men in the ketch at the time of the accident and she was laden with potatoes from the Moray Firth.

CULLERCOATS, NORTHUMBERLAND.—At 11 A.M. on the 27th March the Coxswain of the Life-boat *Co-operator No. 1* received a report stating that a fishing coble had had her rudder broken about one mile south of the harbour. It was blowing a whole gale from the West at the time. The boat was launched; she proceeded to the coble and towed her into harbour. The coble was the *Hannah Taylor* belonging to Cullercoats with three men on board. It appeared that she was coming round from the Tyne and was struck by a squall after clearing the North Pier; fortunately the mast carried away, otherwise the boat would have been capsized, and the men, in all probability, would have been drowned. When the Life-boat took the coble in tow the men on board were in a position of considerable danger.

SEATON CAREW, DURHAM, AND TEESMOUTH, YORKSHIRE.—On the morning of the 1st April a Greek steamer of about 1,500 tons, named the *Mikelis*, and belonging to Argostoli, attempted to enter the Tees, bound for Middlesbrough in ballast. Her steering gear broke down and she was driven by the strong N.N.E. gale on to the "North Gare." The Seaton Carew Life-boat *Francis Whitbourn* and the Teesmouth motor Life-boat were sent to the assistance of the men on board and reached the steamer shortly after 9 A.M. She was in no immediate danger and the tide was beginning to flow. At the request of the Captain the Life-boats stood by the steamer until 3.30 P.M. By that time the vessel had

drifted up the river and again grounded. As the engine-room was filling with water the fires were drawn, and the majority of the crew decided to go ashore. Eight men were placed in each boat and landed. During this service the Life-boatmen suffered considerably from exposure and the Committee granted them an additional reward. For several hours they were obliged to remain in the boats without any protection; the weather was bitterly cold with sleet showers and a strong N.N.E. gale prevailed.

NORTH SUNDERLAND, NORTHUMBERLAND.—The fishing cibles of North Sunderland and Beadnell were overtaken by bad weather when at sea on the 6th April. The W.N.W. wind increased during the day, and one boat made North Sunderland Harbour with great difficulty. Shortly after noon a telegram was received from Beadnell stating that two boats were off that place, and that the Life-boat was required. Without loss of time the *Foster Fawsett* was launched. She first attended the coble *Good Samaritan*, which made Beadnell Harbour safely. She then proceeded to the *Thanksgiving*, and accompanied her to North Sunderland, but it was impossible for either of them to get in, therefore the fishing boat and Life-boat returned to Beadnell Harbour, and the Life-boat was subsequently taken back to her station by road.

BERWICK-ON-TWEED, NORTHUMBERLAND.—Four cibles of Spittal and Berwick went out during the forenoon on the 6th April to recover their gear, which they had been obliged to abandon three days previously owing to heavy winds. They proceeded to Goswick Bay, and had hardly commenced to haul their lines when the wind freshened into a gale, and none of the boats could set any sail except with the utmost care. Soon after noon it was considered advisable to launch the Life-boat *Matthew Simpson*, and she proceeded with a tug to the mouth of the harbour and accompanied the boats into safety.

KINGSTOWN, CO. DUBLIN.—The Life-boat *Dunleary* was launched at 11 A.M.

on the 8th April, to the assistance of the Schooner *Perseverance*, of Wexford, which had been anchored, but broke adrift, owing to her cables having carried away. The Life-boat stood by the vessel until the crew were able to set some canvas and get their vessel under way. She remained with the schooner until the captain signalled that he did not require any further assistance. The boat then returned to her station, arriving at 4.30 P.M. During the service a whole gale was blowing from the W.N.W., and the sea was very heavy.

NORTH SUNDERLAND, NORTHUMBERLAND.—On the 8th April the Ketch *Resolute* of Newcastle-on-Tyne with four men on board stranded while attempting to enter North Sunderland Harbour during a violent N.W. gale. When the vessel struck, a local coble proceeded to her assistance with a view of rendering salvage services. The coble's crew of four men boarded the vessel, but as the tide made and the wind increased, both the crew and the would-be salvors were in great danger. The Life-boat *Foster Fawsett* was launched at 3 P.M., and the men, eight in number, were saved. The vessel, which was bound from Middlesbrough to Stirling with a cargo of salt, became a total wreck.

MONTROSE, FORFARSHIRE.—At 3.45 P.M. on the 8th April information was received that two salmon cobles were in great danger owing to the wind having shifted from W. to N., and increased to a hurricane, causing the sea to break right over them. The No. 1 Life-boat, *Sarah Jane Turner*, was promptly launched, but before she could reach the boats, one of them had been hauled ashore by means of a rope with a buoy attached, which had been floated to her by people on shore. The boat therefore went to the other coble, and with some difficulty rescued the four men on board. Owing to the severity of both wind and sea the Life-boat had a severe struggle to get back to the harbour.

MABLETHORPE, LINCOLNSHIRE.—The sprit-sail barge *Cecilia*, of London, whilst

bound from Orford Haven to Grimsby, with a cargo of shingle, had her sails blown away when off Saltfleet on the 8th April. Signals of distress were hoisted, and the Life-boat *John Rowson Lingard* was sent to her assistance. She found the vessel at anchor, and the crew of three hands were anxious to be landed as they were afraid their craft might break up or sink in the prevailing gale. The men were accordingly taken off by the Life-boat which landed them. The boat was left on the beach in readiness to go off to save the vessel the next day; but the sea became worse and it was not possible to do so.

HARTLEPOOL, DURHAM.—At about 11 A.M. on the 9th April, during a strong N.N.E. gale and very heavy sea, the schooner *Fanny Grosfield* of Barrow-in-Furness was seen drifting helplessly with her canvas all blown away, and a little later, when the vessel was just on the edge of the Longscar rocks, the master let go her anchor. As it was apparent from the extreme danger in which the vessel then was that no time must be lost, the No. 2 Life-boat *Charles Ingleby* and the No. 3 boat *Horatio Brand* were despatched to her. Before the boats reached the vessel the steam trawler *Loch Ness* proceeded to her and ultimately succeeded in getting a rope on board. The schooner then slipped her anchor and the trawler commenced to tow her across the bay. The Life-boats remained in close attendance as the trawler and vessel were constantly swept by heavy waves, and if the tow-rope had carried away the vessel must have at once gone on to the rocks. Fortunately the rope held, and the schooner was got into safety. Her crew were in a very exhausted condition, having been constantly at work and not having tasted food from the Monday morning until two o'clock on Tuesday afternoon, when they were brought into harbour. As the Life-boats were towed past the old pier and jetty ends they were greeted by the cheers of hundreds of people who had assembled there to give them a welcome home after witnessing their splendid and successful efforts to reach the distressed vessel.

SCARBOROUGH, YORKSHIRE.—A small coble, named the *Lionel*, of Scarborough, was overtaken when at sea by a strong N. by E. gale on the 11th April, and as the men on board were in considerable danger the Life-boat *Queensbury* was sent to their assistance. On reaching the coble the two men forming the crew were taken aboard, and the coble was secured. As the wind and tide were against the boats a steam trawler, which was making for harbour, was asked to tow them, and consented. Steaming very slowly they reached Scarborough three quarters of an hour later.

WALTON-ON-NAZE, ESSEX.—The Life-boat *James Stevens No. 14* left her moorings at 6.45 P.M. on the 27th April to go to the assistance of the barge *Dorothea* of Harwich, which was in difficulties about $1\frac{1}{2}$ mile from the Naze. Her sails had all been blown to pieces, her sprit had carried away, and she was rolling very heavily. On reaching the barge the Life-boatmen were engaged to save her, and they succeeded in getting the barge and her crew of two hands safely into the Colne. A strong E. by N. breeze was blowing at the time and the sea was rough.

ILFRACOMBE, NORTH DEVON.—The steamer *Priestfield* of Newcastle, a vessel of upwards of 4000 tons gross tonnage, stranded to the S.W. of Morthoe Point in a thick fog on the night of the 7th–8th May. She was bound from Antwerp to Barry in ballast, and had a crew on board of thirty-two hands. Information of the casualty was sent to the Coxswain of the Life-boat *Co-operator No. 2* by the Coastguard just after 1 A.M., and without loss of time the Life-boat proceeded to the steamer, the men being very smart in getting the boat away. Owing to the weather being excessively thick the Life-boatmen had great difficulty in finding the steamer, and it was nearly 5 A.M. when they reached her. The Captain would not allow anyone to leave the vessel, but asked the Coxswain to stand by until he could procure a tug. Later in the day a small steamer obtained communication with the *Priestfield* and, no further help

being required from the Life-boat, she returned to her station.

GOURDON, KINCARDINESHIRE.—Between 7 and 8 A.M. on the 11th May, when the fishing-boats were at sea, the wind began to freshen and the sea made very rapidly. As it was dangerous for the boats to attempt to take the harbour the Life-boat *Theophilus Sidney Echallaz* was launched to render them assistance should they require it. She stood by the boats until all were in safety and then returned ashore.

HAUXLEY, NORTHUMBERLAND.—The sailing yacht *Fiona*, of Glasgow, when out cruising near Coquet Island on the 11th May, missed stays and stranded on the 'Coquet Steel.' A strong W. gale was blowing and the Life-boat *Mary Andrew* was launched to assist her. The crew of four hands had landed on the rocks and the Captain asked the Coxswain to run out an anchor; he accordingly did so and by this means, when the tide flowed, the vessel was floated clear of the rocks. She was then left riding at anchor and later, when the weather moderated, a tug towed her into Warkworth Harbour.

WALTON-ON-NAZE, ESSEX.—At 1.10 P.M. on the 12th May, a report was received from the Coastguard that a barge was ashore on the Gunfleet Sands. The Life-boat *James Stevens No. 14* was sent to her assistance and found that she was in a very dangerous position and near some stumps of an old wreck. The Life-boat stood by the barge until 5.15 P.M., when she floated off the sands after bumping heavily. The boat remained with the barge until she was out of danger and then returned to her station. The barge was the *Dorothy*, of Harwich, bound from Felixstowe to the Thames.

LOWESTOFT, SUFFOLK.—The trawler *Gladiolus*, of Lowestoft, stranded on the North Pier Extension when inward bound on the 16th May. In answer to her signals of distress the No. 2 Life-boat *Stock Exchange* was launched and proceeded to her. On arrival the Captain stated that he did not require

any immediate help. As the trawler was rolling very heavily, the Coxswain thought it advisable to stand by the vessel until a tug came and towed her off. There was a gusty breeze and a heavy sea at the time.

EASTBOURNE, SUSSEX.—At 11.40 A.M. on the 17th May, the Coastguard reported that the Royal Sovereign light-vessel was making signals of distress, and the No. 1 Life-boat *Olive* was launched without loss of time. Shortly before reaching the light-vessel she sighted the steam trawler *Gamester*, of Lowestoft, with a distress flying and other boats in attendance. The Life-boat made for the trawler and the Master stated that he was going to beach his vessel as she was on fire. The boat stood by the trawler until this had been accomplished, and then some of the Life-boatmen went aboard and helped to extinguish the fire. No further help being required the boat returned to her station.

GORLESTON, SUFFOLK.—The steam drifter *Brothers*, of Lowestoft, stranded on the north part of Corton Sands when bound for the fishing grounds on the 20th May. A fresh breeze was blowing from S.E. with a moderate sea and the weather was hazy. The Coastguard reported the casualty at 3.30 P.M., and within a few minutes the No. 1 Life-boat *Mark Lane* was launched. She found the vessel had ten persons on board, and the Master requested the Coxswain to stand by as his vessel was bumping heavily. The Life-boat remained until 7.10 P.M., when the drifter refloated without assistance, and, as she was only making a little water, she proceeded to the fishing grounds. The Life-boat was towed back to harbour and was ready for service again shortly before 9 P.M.

STAITHES, YORKSHIRE.—At 3.15 A.M. on the morning of the 5th June a coble was seen off the station unable to come in on account of the heavy sea running, and as other boats belonging to the fleet had gone to sea during the night, it was considered advisable to launch the Life-boat *James Gowland*. A strong E.N.E. wind was blowing with heavy

rain. With the assistance of the Life-boat the cobbles were able to beach safely.

HARTLEPOOL, DURHAM.—On the 5th June, during a dense fog with a rough N.E. sea running and a moderate N.E. breeze, a full-rigged ship ran ashore on the rocks opposite the end of the headland sea wall. As quickly as possible the crew of the No. 2 Life-boat *Charles Ingleby* were summoned and the boat launched. Fortunately a tug on her way to the wreck was passing the boat-house at the time, and towed the boat to the wreck, which was reached in half an hour. When they arrived the Life-boatmen found that eight of the crew had left their vessel in one of the ship's boats and had been picked up by a deep-sea tug, which had previously been towing the ship. Seven other men were still on board, and they shouted for the Life-boat which proceeded alongside. Considerable difficulty was experienced in doing this owing to the seas breaking right along the vessel, and the boat was damaged. The men on the vessel, equipped in life-belts, were all ready to be taken off and promptly got into the boat. The Captain was the last man to leave the ship. The boat was then towed back to harbour.

In addition to the Life-boat being launched, the life-saving apparatus also turned out. The Brigade fired four rockets towards the vessel, but she was beyond their range.

The ship was an iron one of nearly 2,000 tons, named the *Otra*, and belonging to Christiansand; at the time of the disaster she was bound from Libau to West Hartlepool with a cargo of pit props.

Nine days later a party of five men were put on the wreck to make an attempt to get her afloat during the afternoon of the 15th June. During the night, however, the weather became bad with a strong N.E. breeze and rough sea. About 3 o'clock in the morning the men, fearing to remain longer on board, wished to leave, but the sea was too high to enable the attendant tug and pilot boat to approach the *Otra*. The tug, therefore, came to

the harbour for assistance, and in the meantime signals of distress were made by the salvage party. The No. 3 Life-boat *Horatio Brand* was launched and, in tow of a tug, went to the ship. She took off the five men successfully and landed them at 5.25 A.M.

BERWICK-ON-TWEED, NORTHUMBERLAND.—A strong N.E. gale raised a nasty sea on the 2nd July, and about mid-day it increased so much that it was extremely dangerous to some of the herring-boats, which were waiting to come in on the flood tide. The life-saving apparatus was turned out, and the Life-boat *Matthew Simpson* was launched. Four of the boats succeeded in making harbour, but incurred great risk of being wrecked, the escape of the fourth boat being described as little short of miraculous. The five remaining boats held away to sea and ran south for shelter.

NEWBIGGIN, NORTHUMBERLAND.—The steam trawler *Lord Ridley*, of Blyth, when homeward bound on the 7th July, stranded to the north of Newbiggin Point in a very thick fog, and the Life-boat *Ada Lewis* was launched. She found the vessel lying in a very dangerous position, and at the request of the Master stood by until about 5 P.M., when the vessel re-floated on the flowing tide. There was a moderate N.E. wind at the time and the sea was moderate.

FILEY, YORKSHIRE.—During a dense fog on the 15th July the pleasure steamer *Cambria*, of Scarborough, went ashore between Scarborough and Filey with a large number of passengers on board. The weather was fine and smooth when she started for an afternoon trip to Filey, but when returning she was caught in the fog and stranded two and a half miles north of the Brigg. The Life-boats from Scarborough and Filey were both sent out, and the *Hollon the Third* landed twenty women, three children and ten male passengers. Others were landed by fishing-boats, but the crew remained on board to help to get the steamer off.

RAMSEY, ISLE OF MAN.—Shortly after 1 A.M. on the 17th July signals of distress were seen about half a mile to the north of the harbour, and in response the Life-boat *Mary Isabella* was launched. She found the schooner *Jessie Sinclair* of Port St. Mary, with four men on board, riding to her anchor in about ten feet of water. A very heavy swell running caused the vessel to labour heavily. The crew of the schooner declined to leave her and engaged the Life-boatmen to run out a kedge anchor. Others boarded the schooner and after two hours' hard work the vessel was taken into safety.

TYNEMOUTH, NORTHUMBERLAND.—Several of the fishing cobles were overtaken by a heavy northerly wind and sea on the 18th July and were unable to make harbour. As the weather continued very bad the whole of the next day it was considered advisable to send the Life-boat to assist the men.

The boat was launched at 5 P.M. on the 19th July and brought five boats and the fifteen men, forming the crews, into safety. One of the boats—the *Gem*—belonged to Sunderland, and the others, named the *Fisher Lass*, *Rock of Safety*, *Wings of the Morning*, and *George*, fished from Cullercoats.

SEATON CAREW, DURHAM.—In a strong N. wind on the 18th July the hull of a new steamer—the *Time*, built for Melbourne—was being towed from the shipbuilder's yard to West Hartlepool in order to have her engines fitted. The hawsers carried away and the *Time* was driven by the wind close to the Long Scar Rocks. Her anchor was let go and signals of distress were made. In response one of the Life-boats from Hartlepool and the *Francis Whitbourn*, from Seaton Carew, were launched. The Hartlepool No. 2 boat could not reach the vessel, but the Seaton Carew boat succeeded and rescued the sixteen men on board. As the flood tide made very rapidly the *Time* broke adrift and drove high up on to the beach to the south of the village.

CRESSWELL, NORTHUMBERLAND.—The Life-boat *Martha* was launched at 5.30 P.M. to assist the salmon coble, *The Four Brothers*, which was in distress opposite the village. The boat carried three hands, who belonged to the Life-boat crew. When the coble put to sea earlier in the day the weather was fair,

but a rough sea from the east increased during the day and the coble was in grave danger of being capsized. The Life-boat brought both the coble and her crew into safety, thereby averting a disaster as the sea was far too heavy for the boat to have attempted to come in without help.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 12th September, 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 their recommendations to be carried into effect.

Read the reports of the Deputy Chief Inspector on his visits to Sunderland and Teemouth.

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

Northern District.—Campbeltown (two boats), Port Erroll, Port Logan and Machrihanish.

Eastern District.—Cromer, Winterton (two boats), Sheringham, Blakeney, Hasborough, Palling (two boats), Gorleston (two boats), Yarmouth, Caister (two boats), Whitburn, Sunderland (two boats), Redcar, Teemouth and Kessingland (two boats).

Southern District.—Newhaven, Southsea, Shoreham, Bembridge, Hayling Island, Exmouth, Lyme Regis, Yealm River, Salcombe, Hope Cove, Plymouth, Porthoustock, the Lizard, Cadgwith, Coverack, Porthleven, Torquay, Brixham, Teignmouth, Weymouth, St. Peter Port and St. Helier.

Western District.—St. Mary's, St. Agnes, Fishguard and the Mumbles.

Irish District.—Dunmore East, Groomsport, Cloughy, Donaghadee, Piel (Barrow), Aranmore, Culdaff, Greencastle, Carrickfergus, Portrush, Killough, Newcastle (Co. Down), Cahore, Courtown and Arklow.

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

Executors of the late Mr. GEORGE	£	s.	d.
BELL, of Birkenhead	100	-	-
S. W. A. (annual subscription)	25	-	-
M. H. (additional)	20	-	-
T.S. <i>Foudroyant</i> , proceeds of Concert given by the Band at Brecon (per Mr. G. Wheatley Cobb)	14	17	-

S.Y. <i>Midnight Sun</i> , collections on board during cruises to Norway (per the Albion Steamship Co., Ltd.)	£	s.	d.
A FRIEND, Quebec (additional)	10	-	-
A.O.F., collected at Church Parade at Snodland (per Mr. H. Beadle)	4	10	6

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mr. ROBERT ROBSON, of Redhill, for a Life-boat to be named <i>Robert and Ellen Robson</i> 1,000	1,000	-	-
The late Mr. WILLIAM MCCUNN, of Largs, one year's maintenance of the Life-boat <i>John Ryburn</i> , at Stronsay	100	-	-
The late Mrs. NANCY BALSDON, of Exeter	50	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent (additional interest)	15	1	4

Voted the best thanks of the Institution to Mr. WILLIAM BURNS, in recognition of his long and valuable services as Honorary Secretary of the Whithorn and Bay of Wigtown Branch, which office he had just resigned.

Reported that the New Romney and Machrihanish new Life-boats had been despatched to their Stations.

Decided to close the North Dock and South Outlet Stations at Sunderland.

Paid 4,124*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 245*l.* 12*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cromer	Fishing boat <i>St. Antoine de Padoue</i> , of Newport. Landed 21 from Haisborough Light-vessel.	
Gorleston No. 1	S.S. <i>Egyptian</i> , of Glasgow	33
Littlehampton	Barque <i>Anirac</i> , of Genoa	9
Llandudno	Cutter <i>Muriel</i> , of Liverpool	4

Life-boat.	Vessel.	Lives saved.
Lowestoft No. 2	Yacht <i>Muriel</i> , of Lowestoft. Landed 3.	
Tynemouth	Cables <i>George, Fisher Lass, Rock of Safety</i> , and <i>Wings of the Morning</i> , of Cullercoats. Saved cables and . . .	12
	Cable <i>Gem</i> , of Sunderland. Saved cable and	3
Worthing . .	Barque <i>Anirac</i> , of Genoa	2
Yarmouth . .	S.S. <i>Egyptian</i> , of Glasgow. Stood by vessel.	

The Shoreham Life-boat assisted to save the barque *Anirac*, of Genoa, and 3.

Also voted 290l. 6s. 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:—Brighton, Cardigan, Castletown, Eyemouth, Gorleston No. 1, Hope Cove, Hunstanton, Llandudno, Newhaven, Palling No. 1, Ramsey, Rhosneigr, Robin Hood's Bay, Rhyl, St. David's, St. Helier, St. Ives, Sennen Cove, Southsea, Spurn, Totland Bay, Wells.

Voted the Silver Fourth Service Clasp to SIDNEY J. HARRIS, coxswain of the Gorleston No. 1 Life-boat, for his gallant services resulting after repeated efforts in saving 33 persons from the S.S. *Egyptian*, of Glasgow, in exceptionally bad weather, on the 27th August. Also granted him and each member of the crew an additional pecuniary reward.

Also granted additional monetary rewards to the crews of the Yarmouth, St. David's, Littlehampton, and Worthing Life-boats, for arduous services performed in very bad weather.

Voted 5l. to five men for putting off in a boat at Brancaster and saving the ketch *Sir John Colomb* and her crew of three hands, in a northerly gale and very heavy sea, on the 26th August. The vessel had stranded on the bar in a very dangerous position, and the salvors incurred great risk in getting her into safety.

Voted 3l. 10s. to seven men of the fishing-boat *Celia Wilson*, for saving the crew of seven hands of the fishing-boat *Agnes and Isabella*, which was in a sinking condition some miles north of St. Abbs, on the 29th July. The men saved were eventually transferred to a motor-boat, which succeeded in towing the sinking vessel into safety.

Ordered special letters of thanks to be sent to Mr. JOHN REES and Mr. A. VEAL for saving, at considerable risk, five persons whose boat was capsized in a squall, near Marchwood, Southampton, on 28th July.

Voted 2l. 10s. to the coxswain of the Castletown Life-boat and four other men, for putting off in a boat and, at considerable risk, saving a man from the small yacht *Coral*, which was dragging her anchors in a moderate S.W. gale and rough sea, off Castletown, on the 5th August. Also allowed 10s. for the boat used on this occasion.

Also 2l. to two men for putting off in a boat and saving two lads whose boat was capsized about one mile and three-quarters from the beach at Swanage, in a strong breeze and rough sea, on the 1st September. The salvors had a hard pull, and incurred great risk. One of the lads when picked up was in a very exhausted condition.

Voted 1l. 2s. 6d. to three men for putting off in a boat and, at moderate risk, saving two persons from the small yacht *Daydream*, which had lost her rudder and was in difficulties off Bembridge Ledge, on the 12th August. When the men were rescued the yacht was pitching bows under and rolling very badly.

Voted 15s. to two men for putting off in a galley from Deal and saving three men whose boat was being driven by the wind and tide towards the Brake Sand in a strong and squally W.S.W. wind and rather rough sea on the 16th August. The men when picked up were quite exhausted.

Voted 15s. to two men for putting off in a boat and saving two persons whose boat was being blown out to sea, in a strong S. gale and choppy sea, at Cemaes, on 3rd September. The saved persons were in an exhausted condition when picked up.

Voted 15s. to three men for saving five persons whose boat was capsized off Littlehaven, in a strong S.E. wind and moderately rough sea, on 26th August. Some of the party were becoming exhausted when picked up, and the promptness of the salvors undoubtedly saved the men.

THURSDAY, 10th October, 1912.

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

Read and confirmed the minutes of the previous meeting.

The Committee expressed deep regret at the death of their colleague, Admiral Sir Richard Vesey Hamilton, G.C.B., who had been a member of the Committee since 1889.

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

Northern District.—Southend (Cantyre), Stornoway, Stromness, Longhope, Stronsay, Hauxley and Newbiggin.

Eastern District.—Flamborough (two boats), Bridlington Quay, Hornsea, Withernsea, Spurn, Grimsby, Donna Nook, Sutton, Mablethorpe and Scarborough.

Southern District.—Ramsgate, Dungeness (two boats), Southend-on-Sea, Clacton-on-Sea, Littlehampton, Hastings and Atherfield.

Irish District.—Helvick Head.

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

OLDHAM LIFE-BOAT FUND (for one year's maintenance of the <i>Oldham</i> Life-boat at Abersoch).	£	s.	d.
E. H. M. E. M.	100	-	-
CHRIST'S HOSPITAL GIRLS' SCHOOL (collected in Chapel, per Mr. W. E. Maclean, Honorary Treasurer)	50	-	-
"EXCELSIOR"	6	6	-
	5	-	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mr. J. T. J. PIDDINGTON, of Mauritius (balance and interest)	252	6	5
The late Mr. JOHN WILSON, of Croydon	179	6	8

Voted the best thanks of the Institution to the Rev. H. D. BARRETT in recognition of his long and valuable services as Honorary Secretary of the Hunstanton Branch, which office he had just resigned.

Reported that the *St. David's* and *Hornsea* new boats had been despatched to their Stations; also that a Motor had been installed in the *Clacton-on-Sea* boat, and she had been returned to her Station.

Decided to permanently establish a Motor Life-boat at Teesmouth.

Paid 9,145*l.* for sundry charges in connection with various Life-boat establishments.

Voted 77*l.* 10*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cahore . .	Schooner <i>Eva</i> , of Dublin.	3
St. Andrews.	Smack <i>Resolute</i> , of Leith.	3
St. Andrews.	Barque <i>Princess Wilhelmina</i> , of Halmstad . .	9
Scarborough	Lugger <i>Barbara Woods</i> , of Methil. Assisted to save vessel and.	7
Tynemouth.	S.S. <i>Cape Colonna</i> , of Whitby. Landed . .	12

The Southwold No. 2 Life-boat assisted to save the brigantine *George Casson*, of Carnarvon, and 3 lives.

Also voted 166*l.* 8*s.* 5*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:—*Arbroath*, *Arklow*, *Bervick-on-Tweed*, *Broughty Ferry*, *Brixham*, *Crail*, *Gorleston No. 2*, *Hartlepool*, *Harwich (Steam)*, *Newhaven*, *Padstow*, *Palming No. 1*, *Port Eynon*, *Ramsgate*, *St. Abbs*, *Salcombe*, *Southend-on-Sea*, *Southsea* and *Skateraw*.

The Committee unanimously passed the following vote of sympathy with the Admiralty in connection with the deplorable loss of Submarine B2 and 14 lives, off Dover, on the 3rd October:—

"The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, at this their first meeting after the loss of the

Submarine B2, desire to place on record an expression of their sorrow at the calamity which has befallen the Navy, and of their heartfelt sympathy with the relatives of the brave men who lost their lives in the disaster; and they direct that a copy of this minute be transmitted to the Lords Commissioners of the Admiralty."

Voted the Silver Medal, together with the thanks of the Institution engrossed on vellum, to JAMES CHISHOLM, coxswain of the *St. Andrews* Life-boat, for his gallant conduct and skilful seamanship when the Life-boat succeeded in saving the crew of nine hands of the barque *Princess Wilhelmina*, of Halmstad, in a whole E.N.E. gale and very heavy sea. The vessel was wrecked on a reef of rocks in the vicinity of *St. Andrews Castle* on the 1st October. Also granted an additional monetary reward to the coxswain and to each of the crew for their services on this occasion and for their services on the 29th September, when they saved the crew of three hands of the smack *Resolute*, of Leith.

Awarded an aneroid barometer each to JOHN GEORGE and to EDWARD LAWSON, and the sum of 1*l.* to C. TRENNERY, for putting off in a boat and, at great risk, saving two men, whose boat had been blown out to sea in a fresh S.E. gale off Sennen Cove on the 26th September. The men when saved were in an exhausted condition and the boat was rapidly filling.

Voted 3*l.* to three men for saving three other men whose trawler, the *Laura Mildred*, of Tenby, was wrecked on the Carmarthen Bar in a strong S.E. breeze and rough sea on the 24th September. The salvors incurred moderate risk in taking their boat near to the wrecked vessel.

Voted 1*l.* 2*s.* 6*d.* to three men for saving one of the crew of the trawler *Naomi and Lizzie*, which was run down and sank in Rye Bay in fine weather on 9th September. The salvors, who were on the trawler *Annie*, observed the accident and promptly went to the assistance of the endangered men. They succeeded in picking up one man, but the other two were unfortunately drowned.

THURSDAY, 14th November, 1912.

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

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, Wreck and Reward and Organisation 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.—*Kirkcudbright*, *Balcary*, *Maryport*, *Whitehaven*, *Port Patrick*, *Ballantrae*, *Girvan*, *Ayr*, *Alnmouth*, *Boulmer*, *Dunbar*, *Skateraw* and *St. Abbs*.

Eastern District. — Staithes, Runswick, Robin Hood's Bay, Filey, Saltburn, Whitby (two boats), Uppang, and Hornsea.

Southern District. — Brighstone Grange, Brooke, Totland Bay, Eastbourne (two boats), Swanage, Poole, Falmouth, Mevagissey, Looe, Polkerris, Harwich, and Worthing.

Western District. — St. David's, Aberystwith, Aberdovey, New Quay (Cardigan), Cardigan, Fishguard and Barmouth.

Irish District. — Fleetwood, Formby, Kil-lough, Blackrock, Clogher Head and Drogheda.

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

	£	s.	d.
Mrs. JOHN THYNNE, further on account of a Life-boat to be named <i>Thomas Masterman Hardy</i>	250	-	-
Mr. R. M. McWHIRTER (additional)	50	-	-
Miss EMILY SMITH	50	-	-
M. E. A. (annual subscription)	25	-	-
Newcastle-on-Tyne Co-operative Society (annual subscription)	25	-	-
Mr. JAMES ROSS (annual sub.)	20	-	-
Readers of <i>The Christian</i> (per Messrs. Morgan and Scott, Ltd.)	7	5	-
Aldringham Church, collected at Harvest Thanksgiving Service (per the Rev. T. W. Sedgwick)	5	3	10
Gosfield, Essex, proceeds of Concert in aid of the East Anglian Life-boats (per Mrs. Lowe)	3	16	9

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Miss M. E. SMITH, of Shrewsbury	540	-	-
The late Mrs. ELIZABETH HARTLEY, of Warrington.	500	-	-
The late Miss E. WOGAN, of Stafford	200	-	-
The late Mr. E. R. CATCHPOOL, of Tonbridge (further on account, with interest)	162	-	-
The late Mrs. A. R. BLANCHARD, of Bournemouth (per Poole Branch)	100	-	-
The late Mr. WILLIAM RYLAND, of Sheffield (further on account)	25	19	8

Voted the best thanks of the Institution to Mr. P. H. CHAPPELL in recognition of his valuable services in connexion with the late Life-boat Saturday Fund and the Institution's Branch at Stourbridge.

The Committee expressed deep regret at the death of Mr. A. T. M. BOND, who had been Honorary Secretary of the Lyme Regis Branch for nearly fourteen years.

Reported that the new Life-boats for Port Erin, Dungeness No. 1 and Newhaven had been despatched to their Stations.

Paid 5,626*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 365*l.* 19*s.* 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brooke	S.S. <i>Poplar</i> , of London. Rendered assistance.	
Cemaes	S.S. <i>Rosabelle</i> , of Chester. Stood by vessel.	
Filey	A motor cable of Scarborough. Assisted to save boat and	2
Fishguard	Dredger <i>Porteur</i> , of London	2
Gourdon	Motor vessel <i>Innesmurray</i> , of Glasgow. Stood by vessel.	
Grimsby	Five fishing-boats of Grimsby. Stood by boats.	
Johnshaven	Motor fishing boat <i>Victor</i> , of Montrose. Stood by boat.	
Llandudno	Fishing-boat <i>Primrose</i> , of Llandudno. Saved boat and	2
Montrose No. 2	Ketch <i>Onward</i> , of Montrose. Stood by vessel.	
Newhaven	Brigantine <i>Diadem</i> , of Belfast	6
Poolbeg	Ketch <i>Adieu</i> , of Bordeaux. Saved vessel and	4
Robin Hood's Bay	Cables <i>Lily</i> and <i>Providence</i> , of Robin Hood's Bay. Stood by cables.	
Scarborough	Cable <i>Maggies</i> , of Scarborough. Assisted to save cable and	3
Seaham	S.S. <i>Prinz Wilhelm</i> , of Hamburg. Stood by vessel.	
Skegness	Barge <i>Britannic</i> , of London. Rendered assistance.	
Tynemouth	Cable <i>Unity</i> , of North Shields. Saved cable and	3
Tynemouth	Schooner <i>Auguste</i> , of Hamburg. Stood by vessel.	

Gorleston No. 1 Life-boat rendered assistance to the S.S. *Vulcan*, of Copenhagen; Margate No. 1 Life-boat saved the barge *Electric*, of London, and two, and Ramsgate Life-boat saved one man from a small open boat; also saved eight from the brigantine *Johanne*, of Kalmar.

Also voted 364*l.* 13*s.* 5*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Brighstone Grange, Brighton, Caister No. 1, Clacton-on-Sea, Dunbar, Fleetwood, Harwich (Steam), Holyhead (Steam), Lytham, Newlyn, Newhaven, North Deal, Polkerris, Port Patrick, Queenstown, Rhyl, Rye, St. Andrews, Salcombe, Seaton Carew, Sennen Cove, Southend-on-Sea, Spurn, Teesmouth, Whit-horn, Wicklow.

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

Voted 1*l.* 10*s.* to three men for saving the crew of three hands of the barge *And Co.*, near the Swin Middle Lightship on the 4th October. The vessel stranded and sank, and the crew took refuge in the rigging.

The salvors, observing signals through a glass, hastened to the spot in a skiff. They rescued the men, who were in a very exhausted condition, after they had been in the rigging for eighteen hours. The barge was afterwards saved.

Also 1*l.* 2*s.* 6*d.* to three men for landing four persons from the pleasure yacht *Scoter*, which stranded on the Pan Rocks near Amble, on the 6th October. A moderate westerly breeze prevailed with a moderate sea. The salvors were prompt in their action and incurred slight risk.

Voted 5*l.* to five men, forming the crew of the fishing-boat *Gladiator*, for saving the fishing-boat *Surprise* and her crew of four men, twelve miles S.E. of Montrose on the 15th October. The *Surprise* had had her rudder broken in a S.W. gale and very heavy sea, and the salvors towed the boat into Montrose, being occupied over eight hours in so doing. Considerable risk was incurred.

Voted 2*l.* 10*s.* to five men for saving three persons, who were in danger in a small boat four miles E. of Montrose Ness in a heavy sea and strong W.N.W. breeze on the 1st November. The endangered boat was unable to carry any sails, and the seas were washing over her.

Voted 3*l.* 15*s.* to five men for saving, with considerable difficulty and some risk, three of the crew of six men of the fishing-boat *Admiral Napier*, of Thurso, which was struck by a squall and swamped in Thurso Bay in a moderate S.E. gale and rough sea, on the 24th October.

The salvors observed the accident, and at once went to the assistance of the men, who had been thrown into the water, but unfortunately three of the men disappeared when the accident occurred.

Voted 12*s.* 6*d.* to W. Watt, and 7*s.* 6*d.* each to three other men, for saving a man, whose boat was capsized and sank through being washed by a heavy ebb-stream on to the anchor chain of another boat at anchor off Ferryden, Montrose, on the 7th November. The endangered man to save himself clung to the anchor chain. Three of the salvors, who had observed the accident, prepared to launch a boat, but in the meanwhile, a fishing-boat which was coming up the river, put W. Watt on to the anchored boat. Watt then climbed down the chain and supported the man in the water until the boat with the three men in her arrived and picked them up. The man when saved was in a very exhausted condition, and if it had not been for Watt's timely action the man would certainly have been drowned.

THURSDAY, 12th December, 1912.

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

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, and Wreck and Reward

Sub-Committees, and ordered their recommendations to be carried into effect.

Read the report of the Deputy Chief Inspector on his visits to Atherfield, Brighstone Grange, and Brooke.

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

Northern District.—Lossiemouth, Cromarty, Buckie, Banff and Macduff, Fraserburgh, Berwick-on-Tweed, and Balcary.

Eastern District.—Yarmouth, Gorleston (two boats), and Skegness.

Southern District.—Newhaven, Rye Harbour, Brighton, Ryde and Selsey.

Western District.—Burry Port, Barry Dock, Port Eynon, Burnham, Newquay (Cornwall), Rhosneigr, Rhoscolyn, Cemlyn, Cemaes, Moelfre, Bull Bay, Penmon, and Holyhead (two boats).

Irish District.—Ballycotton, Courtmacsherry, Fenit, Tramore, Dunmore East, Fethard, Kilmore, Rosslare Harbour, Courtown, and Cahore.

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

	£	s.	d.
"BATH"	1,000	-	-
THE BALMORAL LIFE-BOAT FUND, to be applied in or towards defraying the cost of a Life- boat to be named <i>Balmoral</i>	305	8	6
ANCIENT ORDER OF FORESTERS (annual subscription)	150	-	-
INDEPENDENT ORDER OF ODD- FELLOWS (Manchester Unity), annual subscription 50 <i>l.</i> ; donation 2 <i>l.</i> 2 <i>s.</i>	52	2	-
A Reader of <i>The Life of Faith</i> (per the Editor)	30	-	-
Mr. JOHN H. GRAFTON	25	-	-
Mrs. A. F. M. MILLS	15	-	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mrs. HENRIETTA TODD, of Bognor	2,000	-	-
The late Mr. WILLIAM NOTTING, of Bush Hill Park, Middlesex. On account of a Life-boat to be named <i>William Notting</i>	582	18	4
The late Mrs. MARGARET BOYD, of Huyton	300	-	-
The late Mrs. ELIZABETH GRANT, of Tynemouth (balance of residue)	225	7	5
The late Mr. C. J. WILLIAMS, of Penally (to the Tenby Branch)	100	-	-
The late Mr. J. G. BRYAN, of Colchester	50	-	-

Voted the best thanks of the Institution to Mr. CHARLES H. TURVER in recognition of his good services for over eight years as Honorary Secretary of the Blackpool Branch, which office he had just resigned.

Paid 2,935*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 545*l.* 4*s.* 8*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath .	Fishing boats <i>Callar Ou</i> and <i>Restless Ocean</i> , of Arbroath. Stood by vessel.	
Bridlington	Cobles <i>Three Brothers</i> , Quay <i>Shamrock</i> , <i>Spray</i> , <i>Yorkshire Lass</i> , and <i>Friends</i> , of Bridlington. Stood by cobles.	
Clovelly .	S.S. <i>Angoustis</i> , of Andros. Stood by vessel.	
Cromer .	Hoveller <i>James and Ellen</i> , of Yarmouth. Stood by vessel.	
Eyemouth	Steam Tug <i>Granite City</i> , of Aberdeen, and Drifter <i>Sheila</i> , of Buckie. Assisted to save vessels and . . .	9
Filey . .	Coble <i>Isobel and Rita</i> , of Filey. Assisted to save cable and	3
Gorleston	No. 1 Schooner <i>Nancy</i> , of Goole .	4
Hauxley .	S.S. <i>President</i> , of Sunderland. Rendered assistance.	
Mablethorpe	S.S. <i>Victoria</i> , of Barnstaple.	6
Moelfre .	Schooner <i>Pearl</i> , of Chester .	5
	Schooner <i>Ford Fisher</i> , of Barrow	5
	Schooner <i>Ellen Harrison</i> , of Barrow	4
	Schooner <i>Isabella</i> , of Barrow	4
Newbiggin	S.S. <i>Cluney</i> , of Inverness. Stood by vessel.	
North		
Berwick	Ketch <i>Triumph</i> , of Jersey .	3
Ramsey .	Schooner <i>Princess Louise</i> , of Barrow. Landed 4.	
Skegness .	Brig <i>Ayha</i> , of Arendal . .	8
Sunderland	Steam Drifter <i>Bruces</i> , of (North Peterhead. Stood by Dock) vessel.	
Thurso .	Schooner <i>Guiding Star</i> , of Runcorn	4
Whitby	Eleven cobles of Whitby. No. 2	
	Stood by cobles.	

Aldeburgh No. 2 Life-boat saved the S.S. *Thyra*, of Stockholm, and her crew of 20; Clacton-on-Sea Life-boat saved the motor-boat *Konatsu* and 2; Gorleston No. 1 Life-boat assisted to save schooner *Nelly*, of Montrose, and 4; Lowestoft No. 1 Life-boat assisted to save smack *Emanuel*, of Lowestoft; and North Deal Life-boat assisted to save barge *Briton*, of London, and 3.

Also voted 751*l.* 7*s.* 1*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Abersoch, Angle, Ayr, Barry Dock, Bridlington Quay, Brixham, Broadstairs, Brooke, Clacton-on-Sea, Cemaes, Cromarty, Cromer, Dunbar, Eastbourne No. 2, Hastings, Hayle, Hayling Island, Hunstanton, Ilfracombe, Llandudno, Lossiemouth, Margate Nos. 1 and 2, Newhaven, North Berwick, North Deal, Pakefield, Palling No. 2, Penmon, Ramsgate, Southend-on-Sea,

Southsea, Spurn, St. Ives, Winterton No. 1, Withernsea, Yarmouth.

Voted 87*l.* 9*s.* to men injured in the Life-boat service at Blackpool, Brixham, Gorleston, Newhaven, North Berwick, and North Deal.

Granted an additional reward to the crew of the Brixham Life-boat for their long and arduous services on the occasion of the loss of the S.S. *St. Patrick* on the 26th November.

Awarded 6*l.* 15*s.* to nine men of the crew of the private Life-boat stationed at Helmsdale, Sutherlandshire, for saving the life of one of the crew of three hands of the fishing-boat *Gem*, which was swamped and sank when trying to make Helmsdale Harbour, on the 26th November, 1912. Also awarded the Silver Medal of the Institution to Lieut. EGERTON, R.N., and the Silver Medal and 3*l.* to ALEXANDER MAIN for conspicuous bravery in diving into the sea for the purpose of saving another member of the crew.

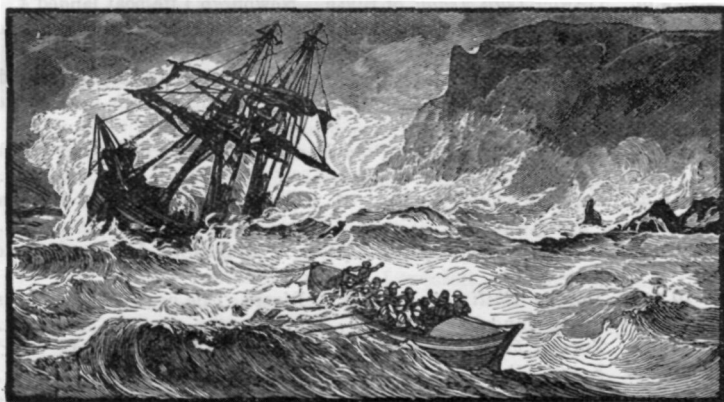
When the accident occurred a moderate easterly gale prevailed with a very heavy sea, and the three men were thrown into the water, the private Life-boat had been launched and they succeeded in picking up one of the men; in order to try and save a lad Alexander Main dived from the boat, but failed to secure him. In the meanwhile Lieut. Egerton, seeing the lad's danger, dived from the breakwater, a height of 20 ft., and made gallant efforts to rescue him, but without success. Both Lieut. Egerton and Main were afterwards picked up by the boat which landed them. The third man in the *Gem* unfortunately disappeared when the boat went down.

Voted 5*l.* 5*s.* to seven men for putting off in a large cable at Bridlington and standing by two small cobles which were in danger when returning from sea in a whole southerly gale and heavy broken sea, on the 26th November. The salvors incurred moderate risk.

Voted 1*l.* 10*s.* to six men for promptly putting off in a yawl and landing the crew of six men of the fishing-boat *Letter*, which stranded on the North Rock near Cloughy, in a moderate westerly breeze and moderate sea, on the 23rd November.

Voted 14*l.* to the crew of the private Life-boat *Henry Ramey Upcher*, stationed at Sheringham, for putting off, in a moderate westerly breeze and heavy sea, to the assistance of six small fishing-boats which were in danger, on the 3rd December, thereby saving eleven lives. 5*l.* 15*s.* was also granted to the helpers engaged in launching and hauling up the boat.

Voted 3*l.* to four men for putting off in a boat and saving two men of the fishing-boat *Enterprise*, of Hastings, which was thrown against the end of the sea-wall at Rye Harbour, on the 26th November, during a whole S.W. gale and very heavy sea. When the vessel struck the wall two men jumped on to the piles of the wall and succeeded in reaching a small lighthouse, to which they clung until rescued by the salvors.

Services of the Life-boats of the Institution during 1912.

1912.	Time of Launching.		Lives saved.
Jan. 5.	3.30 p.m.	Brigantine <i>Perseverance</i> , of Dunkirk. Mumbles Life-boat landed 8.	
" 5.	11. - p.m.	Fishing-boat <i>Premier</i> , of Montrose. Montrose No. 1 Life-boat saved	5
" 6.	12.50 p.m.	Barge <i>Monarch</i> , of London. Harwich No. 1 Life-boat assisted to save vessel and	3
" 6.	9.45 p.m.	Steam trawler <i>Agatha</i> , of Grimsby. Spurn Life-boat saved	9
" 10.	11.50 a.m.	Eleven cobs of Filey. Filey Life-boat stood by cobs.	
" 11.	3.45 a.m.	Ketch <i>Rosco</i> , of Grimsby. Mablethorpe Life-boat stood by vessel.	
" 11.	7.40 a.m.	Schooner <i>Falke</i> , of Bremen. Caister No. 1 Life-boat saved	7
" 13.	6. - a.m.	S.S. <i>Glenside</i> , of Newcastle. Caister No. 1 Life-boat stood by vessel.	
" 13-14.	4.27 p.m.	Schooner <i>Gowan</i> , of Banff. Palling No. 2 Life-boat landed 5 from Haisborough Light-vessel.	
" 14.	2. - p.m.	Fishing-coble <i>Queensbury</i> , of Scarborough. Scarborough Life-boat rendered assistance.	
" 14.	9.10 p.m.	Steam trawler <i>Doreen</i> , of Sunderland. Boulmer Life-boat saved	8
" 14.	9.30 p.m.	Steam trawler <i>Clio</i> , of Dundee. Fraserburgh Life-boat landed 2.	
" 15.	9.45 a.m.	A fishing-coble of Spittal. Berwick Life-boat stood by coble.	
" 15.	4. - p.m.	Schooner <i>Reussite</i> , of Morlaix. Margate No. 1 Life-boat saved.	5
" 15.	9.40 p.m.	S.S. <i>Golden Sceptre</i> , of Hull. Runswick Life-boat saved	16
" 17.	5.50 a.m.	S.S. <i>Marie Leonhardt</i> , of Hamburg. Ramsgate Life-boat saved	20
" 17.	4.30 p.m.	Schooner <i>Voorwaarts</i> , of Groningen. Southwold No. 1 Life-boat saved	5
" 18.	2. - a.m.	S.S. <i>Altyre</i> , of Aberdeen. Caister No. 1 Life-boat assisted to save vessel and	15
" 18.	8.30 a.m.	Brigantine <i>Maggie A.</i> , of Poole. Tynemouth Life-boat stood by vessel.	
" 19.	11. - a.m.	Steam trawler <i>Tyne Prince</i> , of North Shields. Montrose No. 2 Life-boat saved	9
" 19.	1. - p.m.	S.Ss. <i>Lochside</i> , <i>Tynesider</i> , and <i>Holman Sutcliffe</i> . Montrose No. 2 Life-boat stood by vessels.	
" 20.	4.50 a.m.	S.S. <i>Monkwood</i> , of London. Aldeburgh No. 2 Life-boat saved vessel.	
" 20-21	8.25 p.m.	S.S. <i>City of Lahore</i> , of Liverpool, and a shore boat. Cloughy Life-boat stood by vessel, saved 5 from boat	5
" 21.	7.35 p.m.	Steam trawler <i>Apollo</i> , of Sandefjord. Caister No. 1 Life-boat saved vessel.	
" 31.	10.15 a.m.	Coble <i>Sallie</i> , of Filey. Filey Life-boat saved coble and	3
" 31.	1.40 p.m.	S.S. <i>Cheyenne</i> , of Newcastle. Margate No. 2 Life-boat stood by vessel.	

	1912.	Time of Launching.		Lives saved.
	Feb. 2.	9. - a.m.	A large cable of Filey. Filey Life-boat saved cable.	
	" 6.	6.38 p.m.	Brigantine <i>Albion</i> , of Portsmouth. Castletown Life-boat saved .	7
	" 9.	4.45 a.m.	Trawler <i>Lord Ashby</i> , of Blyth. Newburgh Life-boat landed 4.	
	" 10.	1.45 a.m.	S.S. <i>Vasilefs Georgios</i> , of Andros. Barry Dock Life-boat rendered assistance.	
	" 10.	2. - a.m.	Steam trawler <i>Crimond</i> , of Aberdeen. Stronsay Life-boat saved .	4
	" 10.	10.15 a.m.	Steam trawler <i>Alpha</i> , of Dieppe. Newhaven Life-boat rendered assistance.	
	" 10.	9.45 p.m.	Four-masted barque <i>Pindos</i> , of Hamburg. Coverack Life-boat saved	28
	" 11.	9.40 a.m.	Barque <i>Etoile Polaire</i> , of Fécamp. Newlyn Life-boat saved vessel and	8
	" 15.	12.20 a.m.	Schooner <i>Lapwing</i> , of Arklow. Kingstown Life-boat rendered assistance.	
	" 15.	11.10 a.m.	Barque <i>Chili</i> , of Dunkirk. Lizard Life-boat assisted to save vessel and	20
	" 15.	9.30 p.m.	Trawler <i>Faith</i> , of Aberdeen. Newburgh Life-boat saved	8
	" 16.	4.50 p.m.	Ketch <i>Elizabeth</i> , of Bideford. Bude Life-boat saved	5
	" 17.	1.45 a.m.	S.S. <i>Viero y Clarijo</i> , of Las Palmas. Ramsgate Life-boat rendered assistance.	
	" 23.	2.40 p.m.	Two fishing-boats of Montrose. Johnshaven Life-boat stood by boats.	
	" 25.	4.25 p.m.	S.S. <i>Shilbottle</i> , of Aberdeen. Portrush Life-boat saved	9
	" 28-29.	Midnight.	S.S. <i>Northlands</i> , of Cardiff. Newlyn Life-boat rendered assistance.	
	" 29.	12.20 a.m.	S.S. <i>Northlands</i> , of Cardiff. Sennen Cove Life-boat stood by vessel.	
	Mch. 1.	4.15 a.m.	S.S. <i>Valhalla</i> , of Ohristiania. Broadstairs Life-boat rendered assistance.	
	" 13.	4.45 a.m.	S.S. <i>South America</i> , of London. Newlyn Life-boat stood by vessel.	
	" 14.	8.30 p.m.	Trawler <i>Condor</i> , of Brixham. Sennen Cove Life-boat stood by vessel.	
	" 16.	5.10 a.m.	S.S. <i>Oceana</i> , of Belfast. Newhaven Life-boat saved	42
	" 16.	5.10 a.m.	S.S. <i>Oceana</i> , of Belfast. Eastbourne No. 2 Life-boat saved	20
	" 18.	3.30 p.m.	S.S. <i>St. Malo</i> , of St. Nazaire. Newhaven Life-boat rendered assistance.	21
	" 19.	Noon.	Four fishing-boats of St. Abbs. St. Abbs Life-boat stood by boats.	
	" 19.	2.30 p.m.	Cable <i>Grace Darling</i> , of Burnmouth. Eyemouth Life-boat rendered assistance.	
	" 19.	2.30 p.m.	Nine fishing-cables of Newbiggin. Newbiggin Life-boat stood by cables.	
	" 21.	8. - a.m.	Cable <i>Louisa</i> , of Newbiggin. Newbiggin Life-boat saved cable and	4
	" 21.	9. - a.m.	Twelve cables of Filey. Filey Life-boat stood by cables.	
	" 25.	4. - a.m.	Schooner <i>Sidney Smith</i> , of Portmadoc. Hope Cove Life-boat rescued	2
	" 26.	6.10 p.m.	Ketch <i>Colonel Moir</i> . St. Abbs Life-boat stood by vessel.	
	" 27.	11. 5 a.m.	Cable <i>Hannah Taylor</i> , of Cullercoats. Cullercoats Life-boat saved cable and	3
	Apl. 1.	8.40 a.m.	S.S. <i>Mikelis</i> , of Argostoli. Teesmouth Life-boat landed	8
	" 1.	9. - a.m.	S.S. <i>Mikelis</i> , of Argostoli. Seaton Carew Life-boat landed	8
	" 6.	12.20 p.m.	Two cables of North Sunderland and Beadnell. North Sunderland Life-boat stood by cables.	
	" 6.	12.45 p.m.	Four cables of Spittal and Berwick. Berwick-on-Tweed Life-boat stood by cables.	
	" 8.	11. - a.m.	Schooner <i>Hearty</i> , of Wexford. Kingstown Life-boat stood by vessel.	
	" 8.	3. - p.m.	Ketch <i>Resolute</i> , of Newcastle-on-Tyne, and a cable. North Sunderland Life-boat saved	8
	" 8.	4. - p.m.	A salmon cable of Montrose. Montrose No. 1 Life-boat saved	4
	" 8.	5.40 p.m.	Sprit Sail barge <i>Cecilia</i> , of London. Mablethorpe Life-boat landed .	3

1912.	Time of Launching.		Lives saved.
Apl. 9.	12.45 p.m.	Schooner <i>Fanny Grosfield</i> , of Barrow. Hartlepool Nos. 2 and 3 Life-boats stood by vessel.	
„ 11.	11. - a.m.	Coble <i>Lionel</i> , of Scarborough. Scarborough Life-boat saved coble and	2
„ 27.	6.54 p.m.	Barge <i>Dorothea</i> , of Harwich. Walton-on-the-Naze Life-boat saved barge and	2
May 8.	1.15 a.m.	S.S. <i>Priestfield</i> , of Newcastle. Ilfracombe Life-boat stood by vessel.	
„ 11.	7.30 a.m.	Fishing-boats of Gourdon. Gourdon Life-boat assisted boats.	
„ 11.	5.30 p.m.	Yacht <i>Fiona</i> , of Glasgow. Hauxley Life-boat rendered assistance.	
„ 12.	1.25 p.m.	Barge <i>Dorothy</i> , of Harwich. Walton-on-the-Naze Life-boat stood by vessel.	
„ 16.	1.45 p.m.	Trawler <i>Gladiolus</i> , of Lowestoft. Lowestoft No. 2 Life-boat stood by vessel.	
„ 17.	11.55 a.m.	Steam drifter <i>Gamester</i> , of Lowestoft. Eastbourne No. 1 Life-boat rendered assistance.	
„ 20.	3.35 p.m.	Steam drifter <i>Brothers</i> , of Lowestoft. Gorleston No. 1 Life-boat stood by vessel.	
June 5.	3.30 a.m.	Thirteen fishing-cobles of Staithes. Staithes Life-boat stood by boats.	
„ 5.	7.20 p.m.	Iron ship <i>Otra</i> , of Christiansand. Hartlepool No. 2 Life-boat saved	7
„ 15.	4.30 a.m.	Iron ship <i>Otra</i> , of Christiansand. Hartlepool No. 3 Life-boat landed 5.	
July 2.	12.15 p.m.	Fishing-boats of Leith and Berwick. Berwick-on-Tweed Life-boat stood by boats.	
„ 7.	2.30 p.m.	Steam trawler <i>Lord Ridley</i> , of Blyth. Newbiggin Life-boat stood by vessel.	
„ 15.	6.10 p.m.	S.S. <i>Cambria</i> , of Scarborough. Filey Life-boat landed 33.	
„ 17.	1.55 a.m.	Schooner <i>Jessie Sinclair</i> , of Port St. Mary. Ramsey Life-boat assisted to save vessel and	4
„ 19.	1.30 a.m.	Ship <i>Time</i> , of Sunderland. Seaton Carew Life-boat saved	16
„ 19.	5.30 p.m.	Cobles <i>Fisher Lass</i> , <i>Rock of Safety</i> , <i>Wings of the Morning</i> and <i>George</i> , of Cullercoats. Tynemouth Life-boat saved cobles and .	12
„ 23.	5.30 p.m.	Coble <i>Gem</i> , of Sunderland. Tynemouth Life-boat saved coble and .	3
„ 24.	10.30 p.m.	Coble <i>The Four Brothers</i> , of Cresswell. Cresswell Life-boat saved boat and	3
„ 24.	10.30 p.m.	A pleasure boat of Newbiggin. Newbiggin Life-boats saved boat and .	4
Aug. 4.	10. - a.m.	Cutter <i>Muriel</i> , of Liverpool. Llandudno Life-boat saved	4
„ 6.	11.35 a.m.	Italian barque <i>Anirac</i> , of Genoa. Littlehampton Life-boat saved .	9
„ 6.	1.45 p.m.	Italian barque <i>Anirac</i> , of Genoa. Worthing Life-boat saved . . .	2
„ 6.	2.20 p.m.	Italian barque <i>Anirac</i> , of Genoa. Shoreham Life-boat assisted to save vessel and	3
„ 26.	6. 8 a.m.	S.S. <i>Egyptian</i> , of Glasgow. Gorleston No. 1 Life-boat saved . . .	13
„ 27.	4.30 a.m.	S.S. <i>Egyptian</i> , of Glasgow. Gorleston No. 1 Life-boat saved . . .	20
„ 29.	12.45 a.m.	Fishing-boat <i>St. Antoine de Padoue</i> , of Nieuport. Cromer Life-boat landed 21 from Haisborough Light-vessel.	
Sept. 4.	6. - a.m.	Yacht <i>Muriel</i> , of Lowestoft. Lowestoft No. 2 Life-boat landed 3.	
„ 11.	12.45 p.m.	Brigantine <i>George Casson</i> , of Carnarvon. Southwold No. 2 Life-boat assisted to save vessel and	6
„ 12.	Midnight.	S.S. <i>Cape Colonna</i> , of Whitby. Tynemouth Life-boat landed 12.	
„ 25.	6.15 p.m.	Schooner <i>Eva</i> , of Dublin. Cahore Life-boat saved	3
„ 29.	2.30 p.m.	Smack <i>Resolute</i> , of Leith. St. Andrews Life-boat saved	3
„ 28.	1.15 p.m.	Lugger <i>Barbara Woods</i> , of Methil. Scarborough Life-boat assisted to save vessel and	7
Oct. 1.	9.30 a.m.	Barque <i>Princess Wilhelmina</i> , of Halmstad. St. Andrews Life-boat saved	9
„ 1.	10.30 a.m.	Coble <i>Unity</i> , of North Shields. Tynemouth Life-boat saved coble and .	3
„ 9.	3.45 p.m.	Barge <i>Electric</i> , of London. Margate No. 1 Life-boat saved barge and .	2
„ 11.	8.40 a.m.	Brigantine <i>Diadem</i> , of Belfast. Newhaven Life-boat saved	6

1912.	Time of Launching.		Lives saved.
Oct. 18.	0.38 a.m.	S.S. <i>Vulcan</i> , of Copenhagen. Gorleston No. 1 Life-boat rendered assistance.	
„ 18-19.	6.28 p.m.	Fishing-boat <i>Primrose</i> , of Llandudno. Llandudno Life-boat saved boat and	2
„ 21.	8.45 p.m.	Dredger <i>Porteur</i> , of London. Fishguard Life-boat saved	2
„ 23.	11.15 a.m.	Ketch <i>Onward</i> , of Montrose. Montrose No. 2 Life-boat stood by vessel.	
„ 23.	1.45 p.m.	Coble <i>Maggie's</i> , of Scarborough. Scarborough Life-boat assisted to save coble and	3
„ 23.	8.15 p.m.	Motor fishing-boat <i>Victor</i> , of Montrose. Johnshaven Life-boat stood by boat.	
„ 25.	7.30 a.m.	Motor vessel <i>Innesmurray</i> , of Glasgow. Gourdon Life-boat stood by vessel.	
„ 26.	10.45 a.m.	S.S. <i>Prinz Wilhelm</i> , of Hamburg. Seaham Life-boat stood by vessel.	
„ 26.	6.25 p.m.	Schooner <i>Auguste</i> , of Hamburg. Tynemouth Life-boat stood by vessel.	
„ 27.	12.30 p.m.	Ketch <i>Adieu</i> , of Bordeaux. Poolbeg Life-boat saved vessel and	4
„ 31.	7.15 a.m.	Cobles <i>Lily</i> and <i>Providence</i> , of Robin Hood's Bay. Robin Hood's Bay Life-boat stood by cobles.	
„ 31.	3.50 p.m.	A small open boat. Ramsgate Life-boat saved	1
„ 31.	8.30 a.m.	Motor coble of Scarborough. Filey Life-boat assisted to save coble and	2
„ 31.	12.20 p.m.	Fishing-boats of Grimsby. Grimsby Life-boat stood by boats.	
Nov. 1.	3.15 p.m.	{ Barge <i>Britannic</i> , of London. Skegness Life-boat rendered assistance.	
„ 1-2.	9. - p.m.	Brigantine <i>Johanne</i> , of Kalmar. Ramsgate Life-boat saved	8
„ 4-5.	10.30 p.m.	S.S. <i>Poplar</i> , of London. Brooke Life-boat rendered assistance.	
„ 7-8.	10.40 p.m.	S.S. <i>Rosabelle</i> , of Chester. Cemaes Life-boat stood by vessel.	
„ 11.	5.15 p.m.	Schooner <i>Pearl</i> , of Chester. Moelfre Life-boat saved	5
„ 11.	6. - p.m.	Schooner <i>Ford Fisher</i> , of Barrow. Moelfre Life-boat saved	5
„ 11.	7.30 p.m.	Schooner <i>Ellen Harrison</i> , of Barrow. Moelfre Life-boat saved	4
„ 11.	7.45 p.m.	Schooner <i>Isabella</i> , of Barrow. Moelfre Life-boat saved	4
„ 11.	7.45 p.m.	Schooner <i>Nancy</i> , of Goole. Gorleston No. 1 Life-boat saved	4
„ 11.	10. - p.m.	Barge <i>Briton</i> , of London. North Deal Life-boat assisted to save vessel and	3
„ 11-12.	10.20 p.m.	Schooner <i>Nelly</i> , of Montrose. Gorleston No. 1 Life-boat assisted to save vessel and	4
„ 12.	4. - p.m.	Schooner <i>Guiding Star</i> , of Runcorn. Thurso Life-boat saved	4
„ 13.	3. - p.m.	Brig <i>Azha</i> , of Arendal. Skegness Life-boat saved	8
„ 21.	8.15 p.m.	Steam-drifter <i>Bruces</i> , of Peterhead. Sunderland North Dock Life-boat stood by vessel.	
„ 25.	3.25 p.m.	Smack <i>Emanuel</i> , of Lowestoft. Lowestoft No. 1 Life-boat assisted to save vessel.	
„ 26.	9.30 a.m.	Fishing-boats <i>Caller Ou</i> and <i>Restless Ocean</i> , of Arbroath. Arbroath Life-boat stood by boats.	
„ 26.	11.16 a.m.	Schooner <i>Princess Louise</i> , of Barrow. Ramsey Life-boat landed 4.	
„ 26.	11.30 a.m.	Coble <i>Isobel</i> and <i>Rita</i> , of Filey. Filey Life-boat assisted to save coble and	3
„ 26.	12.35 p.m.	Cobles <i>Three Brothers</i> , <i>Shamrock</i> , <i>Spray</i> , <i>Yorkshire Lass</i> and <i>Friends</i> , of Bridlington. Bridlington Quay Life-boat stood by cobles.	
„ 26.	1.20 p.m.	Motor-boat <i>Konatsu</i> . Clacton-on-Sea Life-boat saved boat and	2
„ 26.	6.30 p.m.	Ketch <i>Triumph</i> , of Jersey. North Berwick Life-boat saved	3
„ 26.	11.25 p.m.	Tug <i>Granite City</i> , of Aberdeen, and Drifter <i>Sheila</i> , of Buckie. Eye-mouth Life-boat assisted to save two vessels and	9
„ 27.	10.45 p.m.	Hoveller <i>James</i> and <i>Ellen</i> , of Yarmouth. Cromer Life-boat stood by vessel.	
„ 28.	3. 8 a.m.	S.S. <i>Thyra</i> , of Stockholm. Aldeburgh No. 2 Life-boat assisted to save vessel and	20

1912.	Time of Launching.		Lives saved.
Nov. 28-29	8.40 p.m.	S.S. <i>Victoria</i> , of Barnstaple. Mablethorpe Life-boat saved . . .	6
" 30.	3.20 a.m.	S.S. <i>Augustus</i> , of Andros. Clovelly Life-boat stood by vessel.	
Dec. 3.	9.45 a.m.	Eleven cobsles of Whitby. Whitby No. 2 Life-boat stood by cobsles.	
" 3.	10. - p.m.	Steam trawler <i>Rhodesia</i> , of Grimsby. Withernsea Life-boat assisted to save vessel.	
" 6.	1.30 a.m.	S.S. <i>President</i> , of Sunderland. Hauxley Life-boat rendered assistance.	
" 7.	5.30 a.m.	S.S. <i>Cluney</i> , of Inverness. Newbiggin Life-boat stood by vessel.	
" 11-12.	9.20 a.m.	S.S. <i>Nottingham</i> , of Grimsby. Caister No. 1 Life-boat assisted to save vessel.	
" 11.	11.25 a.m.	Brig <i>Henrik Wergeland</i> , of Haugesund. Hunstanton Life-boat assisted to save vessel and	7
" 13.	8.35 p.m.	Schooner <i>Katie</i> , of Carnarvon. Appledore No. 1 Life-boat landed 2.	
" 21.	6.20 a.m.	H.M. Torpedo Destroyer <i>Beaver</i> . Hasborough Life-boat assisted to save vessel.	
" 23.	2. - p.m.	Brigantine <i>Raymond</i> , of Whitstable. Margate No. 2 Life-boat stood by vessel.	
" 24.	12.55 p.m.	Two fishing-boats of Montrose. Johnshaven Life-boat stood by boats.	
" 24.	2.30 p.m.	Fifteen fishing-boats of Arbroath. Arbroath Life-boat stood by boats.	
" 24.	5.40 p.m.	Schooner <i>Fortuna</i> , of Truro. Holyhead (steam) Life-boat saved (also a dog)	5
" 24.	10. - p.m.	Schooner <i>Fortuna</i> , of Truro. Holyhead (steam) Life-boat assisted to save vessel.	
" 24.	7. - p.m.	Schooner <i>Olive Branch</i> , of Truro. Holyhead (steam) Life-boat assisted to save vessel and	4
" 25.	2.30 a.m.	S.S. <i>Glenmoor</i> , of Newcastle. Buckhaven Life-boat stood by vessel.	
" 26.	9.15 a.m.	Schooner <i>Ottawa</i> , of Chester. Plymouth Life-boat saved	5
" 26.	10. - a.m.	Coble <i>Annie</i> , of Filey. Filey Life-boat rendered assistance.	
" 26.	10.30 a.m.	Coble <i>Marjorie</i> , of Filey. Filey Life-boat saved coble and	3
" 26.	10.30 a.m.	Eleven fishing-cobsles of Newbiggin. Newbiggin Life-boat rendered assistance.	
" 26.	11.30 a.m.	Two fishing-cobsles of Flamborough. Flamborough No. 2 Life-boat stood by cobsles.	
" 26.	3.15 p.m.	Schooner <i>Marie Emelie Andrea</i> , of L'Orient. Tenby Life-boat saved	6
" 26.	4. 5 p.m.	Schooner <i>Alice</i> , of Dunkirk. Mumbles Life-boat saved	2
" 26-27.	9. - p.m.	S.S. <i>Bedeburn</i> , of Newcastle. Rye Harbour Life-boat assisted to save vessel.	
" 30.	1.30 a.m.	Barge <i>Agnes and Constance</i> , of Rochester. Harwich Life-boat saved barge and	3
" 31.	9.15 a.m.	S.S. <i>Vigilant</i> , of Glasgow. Barry Dock Life-boat landed 4.	

Total lives saved by the Life-boats in 1912, in addition to 46 vessels and boats 587

Life-boats also landed 122 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. 172

Total for 1912 759

NOTICE.

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

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.

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Deputy-Chairman—

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Secretary—GEORGE F. SHEE, Esq., M.A.



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("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT beg to state that during the year (1912) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £89,000 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1912.

Number of Lives rescued by Life-boats, in addition to 46		£	s.	d.
Vessels and Boats saved by them and 122 persons landed from vessels in distress and lightships	587			
Number of Lives saved by Shore-boats, &c.	172			
Amount of Rewards granted during the Year		9,105	14	10
Honorary Rewards:—Silver Medals	10			
Binocular Glasses	13			
Aneroid Barometers	10			
Votes of Thanks on Vellum	37			
Certificates of Service	11			
Total	81	759	£8,105	14 10

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., 1912), is 50,840. The rewards and recognitions granted by the Institution in the same period comprise 102 Gold Medals and Clasps, 1,288 Silver Medals and Clasps, 69 Decorations, 458 Binocular Glasses, 15 Telescopes, 108 Aneroid Barometers, 2,068 Votes of Thanks inscribed on vellum and framed, 246 Certificates of Service framed, and £341,216 in money, including pensions to Life-boat crews, &c.

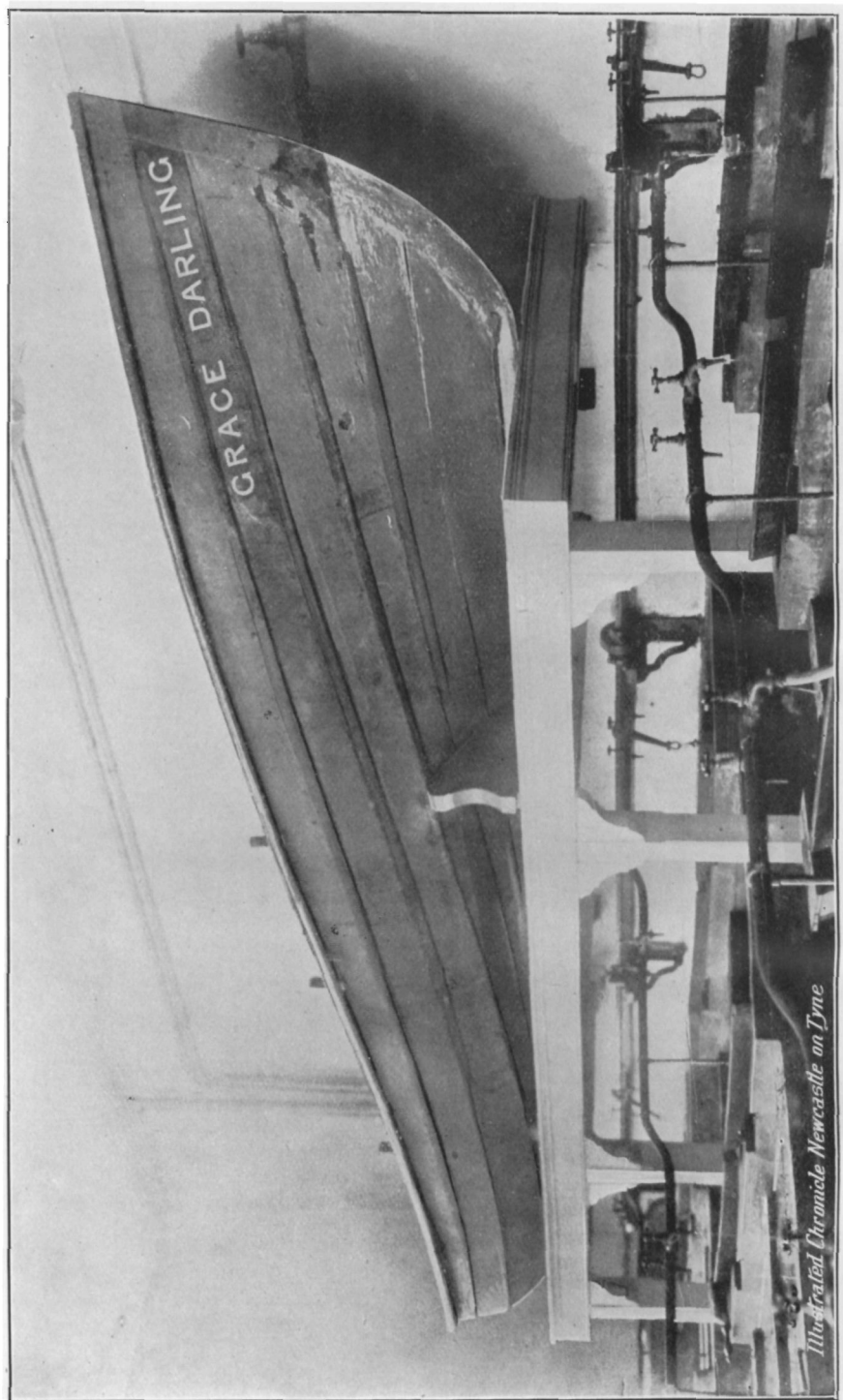
The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION earnestly appeal to the British Public for Funds to enable them to maintain their 278 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual 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 its full 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, 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.—February, 1913.



GRACE DARLING'S COBLE (21 feet long by 6 feet broad).
Presented to the Institution by Lady John Joicey-Cecil, and lent to the Committee of the Dove Marine Laboratory at Cullercoats, where it is exhibited.