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Grace Darling.

THROUGH the generous gift of Lady John Joicey-Cecil the Royal National Life-boat Institution has lately come into the possession of a very precious relic connected with our Island story, and one singularly appropriate to the humane and heroic purpose for which the Institution exists. We refer to the coble, twenty-one feet long by six feet broad, in which Grace Darling performed the splendid deed which will consecrate her memory for all those of British blood as long as the North Sea thunders on the basalt cliffs of Bam-borough, and the lines of Wordsworth and Swinburne enshrine the story in imperishable song.

It was the express wish of the donor that this frail monument of a gentle and heroic Northumbrian maid should not leave the confines of the county. And so, after considerable and anxious hesitation as to the most suitable spot at which to place the gift, the Committee of Management finally decided to accept the kind offer of the authorities of the Dove Marine Laboratory at Cullercoats to place it in their Aquarium, where it can be seen by hundreds of visitors throughout the year. It has, therefore, been lent by the Institution, and the Committee of the Marine Laboratory have generously arranged that the Institution shall receive a proportion of the fees paid by visitors to see the boat, which thus again becomes, by a happy accident, the means of assisting in the work of rescue with which it will for ever be associated.

The story of Grace Darling's exploit has been told a thousand times, but to each new generation it brings an example of splendid heroism coupled with modesty and self-effacement, a message of sweetness and light which comes like a whiff of the sea, mingled with the scent of primroses and thyme breathing out their fragrance in the sun. And for no one can it have a greater interest than for the readers of the Life-boat Journal who are actively helping, either by financial support or by actual work in the Life-boat, in the great national service which the Institution is carrying on. We propose, therefore, to tell the story once more, and to re-awaken, in connexion with the recent gift of the boat, the memory of the events in which it played a part on that wild autumn night in 1838.

The coast of Northumberland consists of a long series of flat sandy beaches, extending from Tyne to Tweed, and broken only by the outfall of the Rivers Coquet, Aln, Wansbeck and Blyth, and by the great basalt cliffs which stand out here and there all the more boldly in that they are isolated features of the landscape.

The southern half of the county is blackened and made hideous by the coal-dust of the mines to which it owes its wealth. It is as if it had paid for the Nibelungen treasure which is dug from its bowels by the loss of its natural beauty; although we must not forget that the stern labour of the mines produces a magnificent body of men who,

albeit landmen, are as intrepid Life-boatmen as ever pulled an oar, and never shirk any danger, no matter what be the weather or the state of the sea. The northern half of the county, in which coal has not been discovered, still retains its charm and beauty, which is accentuated by the stately dignity of many noble castles, some of which date back, at least as regards their earliest and ruined portions, to the days of the Kingdom of Mercia and the conversion of its kings and people by St. Aidan and St. Cuthbert. The survey of 1468 mentions thirty-seven of these castles, most of which were built in such Cyclopean strength that they still remain, though in many cases as only imposing ruins.

The finest castle of all is Bamborough :

"King Ida's castle huge and square,"

as it is described in "Marmion." Imposing in its massive character and majestic outlines it is rendered truly superb by its position "throned on a huge triangular rock, which is crested with its walls and towers, while from the centre rises the massive tower of the keep, with its flagstaff and banner." The castle has been admirably restored, first by Archdeacon Sharpe, and lately by the present Lord Armstrong, with perfect regard for the spirit of the original fortress. The seaward wall looks sheer down to the sea, 150 ft. below, although the vast accumulations of sand on the east side diminish the effect of the lofty cliff of sandstone and shale. To quote Tomlinson's "Guide to Northumberland" :—"A more impregnable stronghold could not well be imagined. For rugged strength and barbaric grandeur it is the king of Northumbrian Castles. To the mariner plying between the Elbe and the Tyne it is the most conspicuous landmark on the north-east coast."

A little to the north-east of Bamborough lie the Farne Islands, which were the scene of the wreck of the *Forfarshire*. The largest island, Farne or House Island, is two and a quarter miles from the little harbour at Seahouses. It has two lighthouses, one with a revolving, the other with a fixed light. The island is full of associations with St. Aidan and St. Cuthbert. The latter retired

in 676 from his priorate of Lindisfarne, or Holy Island, as it was subsequently called, to lead the austere life of a hermit ; and here he remained until 685, when, at the earnest appeal of King Egffrid and the Archbishop of Canterbury, he reluctantly accepted the See of Hexham, only to throw aside his crosier and mitre and to return to his hermit life after two years of active work, dying two months later, after enduring great pain and misery, and without a single attendant or friend, although he received the last sacraments from Abbot Herefrid.

A little beyond the Farne are the Wideopens, or Wedums and the Noxes, and a channel a mile wide divides this group from the Staples, which are famous for the thousands of sea-birds which cover their surface, and which include, beside guillemots, the dotterel, the oystercatcher, the gull, the cormorant, the eider duck, the puffin, and the razor-bill.

Slightly to the north are the Wawmses, and to the east the Big and Little Harcar, the west side of the Big Harcar being the spot where the *Forfarshire* was wrecked. Finally, to the north-east of this spot lies the Longstone, "a bare and fissured reef, not 4 ft. above high-water mark, and consequently, during storms swept over by drifts of foam." On its eastern side stands the lighthouse, 85 ft. high.

It was erected in 1826, and has a revolving light on the dioptric or refracting system, visible eighteen miles. In this tower, around which the waves incessantly leap and roar, often driving the keepers and their families to the higher chambers for shelter, Grace Darling lived the greater part of her life. She was born in November, 1815, and was the daughter of William Darling, the keeper of the lighthouse. She was a girl of a very modest and retiring disposition, with nothing of the masculine qualities which might have been expected in one who carried out so heroic an exploit. She is described by one who visited her soon after the wreck of the *Forfarshire* as "a little, simple, modest young woman . . . neither tall nor handsome, but she has the most gentle, quiet, amiable look, and the sweetest smile that I ever saw in a

person of her station and appearance." She had received a good education for her station in life, and was chiefly occupied in assisting her mother in managing the little household. At the same time, living in the midst of the sea she was used to boats and knew how to handle an oar. She was twenty-two years of age at the time when the following events occurred.

The *Forfarshire*, a steamer of about 300 tons, John Humble, Master, sailed from Hull for Dundee on the 5th September, 1838, with forty-one passengers, the Master and his wife and a crew of twenty men. Although she was a new vessel there had evidently been some deplorably bad workmanship or supervision, for her boilers were in a very bad state. A small leak had been discovered before leaving Hull, and it had been temporarily patched up. But when off Flamborough Head the leak broke out again and put out two of the fires. The boilers were again partially repaired and the fires relighted, and in this state the vessel passed through the Fairway, as the passage between the mainland and the Farne is called, about 6 P.M. on the 6th September. At about 8 P.M. she entered Berwick Bay, and, being battered by the storm, the engines became useless, and sails were hoisted to prevent her driving ashore. She, however, soon became unmanageable, and, the wind setting strong from the north, she drifted with the tide, through a dense fog, in a southerly direction, till breakers were discovered close to leeward, and the proximity of the Farne lights showed to all on board the imminent peril of their position. An attempt was made again to run through the Fairway, but, carried along by the tide, the *Forfarshire* struck with tremendous force on the Big Harcar at three o'clock on Friday morning the 7th September. Seven of the crew launched one of the ship's boats, and one of the passengers threw himself into it as it left, two others perishing in the attempt. By a lucky chance, which may almost be described as miraculous, the boat succeeded in getting clear of the rocks, and the occupants were picked up twenty-four hours later and carried into Shields.

Almost as soon as the boat was out of sight a tremendous sea struck the vessel, raised her off the rock, and then dashed her down upon it, completely breaking her in half. The after part, with the quarter-deck and cabin, upon which were the majority of passengers and crew, was swept away through a powerful current called the Piper Gut, whilst the fore part remained fast on the rock, below which, to this day, lies the half of one of the vessel's beams. Shortly after, the captain was washed overboard with his wife in his arms, and both were drowned. The survivors managed to get on to a small rock, where they were exposed to the most terrible sufferings; numbed with cold, with heavy seas breaking over them at intervals, and the gale so fierce as to strip their clothes from them. One of the most terrible incidents of the night's tragedy was that of a woman, Mrs. Dawson, who was found, when help came, still alive and clasping in each hand her children, a boy of eight and a girl of eleven, who had died hours ago under the fierce buffeting of the waves. About seven in the morning the survivors were seen from the Longstone, about a mile off, by the Darlings, and Grace Darling and her father at once decided to attempt the rescue. A mist still hovered over the island, and although the wind had somewhat abated, the sea was still raging, making any approach to the terrible Harcar rocks a work of extreme peril. Some idea of the danger is given by the fact that considerably later in the day a reward of 5*l.*, offered by the steward of Bamborough Castle, could scarcely induce a party of fishermen to launch a boat from the mainland.

Yet below the light, between the reefs, a skiff shot out;
Seems a sea-bird, fain to breast and brave
the straight fierce pass
Whence the channelled roar of waters, driven
in raging rout,
Pent and pressed and maddened, speaks
their monstrous might and mass.
Thunder heaves and howls about them,
lightning leaps and flashes;
Hard at hand, not high in heaven, but
close between the walls,
Heaped and hollowed of the storms of old,
whence reels and crashes
All the rage of all the unbaffled wave that
breaks and falls.

After a tremendous struggle, which must have exhausted the strength of a girl who was far from robust, the scene of the disaster was reached, and five of the nine survivors were taken off and carried back to the Longstone. William Darling then returned with two of the rescued men and saved the remaining four; and it is significant of the strain involved by the effort that the old man often stated in subsequent years that he thought he would never have got the boat back to the lighthouse against the tide, if some of the survivors had not been able to row.

Thus nine lives were saved from a death which had already overtaken forty-six out of the total of sixty-three who sailed in the *Forfarshire*, and the initiative seems undoubtedly to have come from the brave girl whose heart was wrung by the sight of her fellow-creatures in dire distress, and who unhesitatingly embarked on a task which might well have daunted a strong man.

No wonder that when the news of the rescue became known it stirred the hearts of every man and woman through the length and breadth of the British Isles, and presents and money came pouring in on the heroine. But she was one of those rare and gentle spirits who are incapable of being spoilt by the caresses of Fortune, and it is gratifying to know that she quietly but decisively refused an offer of 20*l.* a

night to appear at the Adelphi in a shipwreck scene, although it only meant sitting in a boat. She also refused many offers of marriage, and declined to leave her island home.

Unfortunately, her constitution was already giving way, and there can be little doubt that the tremendous strain of that night's work hastened the course of the disease, which had already laid its hand upon her young life. In spite of the efforts of friends to give her change of air and surroundings, Grace Darling sank into a rapid decline and died on the 28th October, 1842.

The same simplicity and nobility of character which we admire in the daughter was present in her father; and if anything can heighten the merit of his share in the rescue of the survivors of the *Forfarshire*, it is the simple entry in his log-book: "Nine persons held on by the wreck, and were rescued by the Darlings." After his retirement he lived at Bamborough, where his daughter was buried, and where he died in 1865. Swinburne refers to both father and daughter in the lines—

Years on years have withered since beside
the hearth once thine

I, too young to have seen thee, touched
thy father's hallowed hand.

Thee and him shall all men see for ever,
stars that shine,

While the sea that spared thee girls and
glorifies the land.

Annual Meeting.

THE eighty-ninth Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held in the Whitehall Rooms on Wednesday, April 16th, 1913, at 3 P.M. The Right Hon. the Lord Mersey, P.C., presided, and amongst those present were:—The Right Hon. the Earl Waldegrave, P.C., V.P. (Chairman of the Committee of Management), Sir John Cameron Lamb, C.B., C.M.G., V.P. (Deputy-Chairman), the Right Hon. the Earl Brassey, G.C.B., V.P., Mr. Robert Birkbeck, V.P., Mr. Harold D. Clayton, the Hon. George C. Colville, Sir Robert U. Penrose FitzGerald, Bart., Mr. J. B.

Fortescue, Lieut. H. T. Gartside-Tipping, R.N., Mr. Harry Hargood, Mr. H. W. Kirby, Admiral Sir Arthur W. Moore, G.C.B., G.C.V.O., the Right Hon. Arnold Morley, Captain R. Pitman, C.M.G., R.N., Vice-Admiral R. C. Prothero, M.V.O., C.B., Rear-Admiral Hector B. Stewart, the Deputy-Master of the Trinity House (Captain H. Acton Blake), Sir Allen W. Young, C.V.O., C.B., the Most Hon. the Marquis of Graham, C.B., C.V.O., Commander St. Vincent Nepean, M.V.O., R.N., Mr. George F. Shee, M.A. (Secretary of the Institution), Commander Thomas Holmes, R.N. (Chief Inspector of Life-

boats), Mr. William Spicer (Assistant Secretary), Commander H. F. J. Rowley, R.N. (Deputy-Chief Inspector of Life-boats), and Captain A. C. Cust.

The CHAIRMAN, in opening the proceedings, said: *The first business on this occasion is for me to present to your notice the Report for the previous year. Accordingly I do so. Most of you have had an opportunity, of which you may have availed yourselves, of examining it, and, that being so, I presume that it is not necessary for me to refer to it at length, and it may be taken as being read. In many ways this Report is of great interest. It furnishes an admirable testimony to the great beneficence and generosity of the public in providing means for prosecuting the work of this Institution. It also affords an admirable testimony to the care and the ability with which the means so provided are administered by your Committee of Management with the assistance of your Secretary, Mr. Shee. We all owe a very great debt of gratitude to the Members of the Committee for the labour and time which they devote, and for the interest which they show in the work that they have to manage, and I am sure we do feel grateful to them for what they have done. (Hear, hear.) In referring to them we ought not, I feel sure, to forget those members who have gone before us, and who are now no longer able to take their seat at the Board. During the last twelve months three Admirals, distinguished Members of the Committee of Management, have died. They are Admiral Sir Richard Vesey Hamilton, Admiral Sir William Montagu Dowell, and lastly, and within quite recent days, Admiral J. Halliday Cave, who was a Member of the Committee since 1894, and a Vice-President since 1908. All these gentlemen gave their time and their intelligence and their learning to the work that they had to do, and they gave them with single-hearted devotion. It is my pleasure to be able to tell you that, to some extent, their loss has been made good by the Senior Branch of the Service, for there are already two Admirals who have taken their places, Admiral Prothero and Admiral Sir Arthur Moore.*

In addition to the loss of the three gentlemen whose names I gave just now you have sustained another loss of a heavy and serious kind. My friend, and probably your friend, the late Chief Constructor to the Navy, Sir William White, died, as you may remember, within the last two months very suddenly. He gave the benefit of his great knowledge and experience to your Institution. Indeed, it is a singularly notable fact, that he was actually in attendance upon the Committee the very day before he died. He gave, so far as I know—for I happened to dine with him the very evening before he died—no sign of that sudden death which took away from us so able and so great a man.

Now, ladies and gentlemen, figures are, as a rule, uninteresting, but in connexion with this Institution they are worth listening to,

*for without taking them into consideration you can scarcely realise the extent and the importance of the great work which is carried on by this Institution. The Institution was formed ninety years ago; you will very soon be celebrating, and I hope we shall all be here to do it, the centenary of your Institution. It was, as I say, formed ninety years ago, its objects being to build and maintain Life-boats, Life-boat Houses, Transporting Carriages and Slipways. Its objects have been enlarged since it was originally constituted, for, keeping abreast of the improvements of science and knowledge, it has in late years constructed and maintains a number, seventeen I think, of Motor-boats, and these Motor-boats have been constructed at a cost of about 3,000*l.* each, giving a total cost of something like 50,000*l.* That fact alone will show you how expenses in connexion with an Institution like this tend to increase. The cost of an ordinary Life-boat when the Institution was originally founded was, I understand, about 400*l.* The cost of such a Life-boat has, with the increase in the cost of material, the increase in the cost of construction and the increase in the cost of labour, now grown to something like 1,200*l.**

Another great object of this Society is the gathering together and maintaining for these boats an efficient crew, I suppose the most important part of the work, for without a crew of the very best kind the materials which the Institution has at hand would be of little or no use. That part of the business of the Institution I believe to be admirably performed. So much so that at the present moment the Institution has in its service a body of men whose qualifications for their work have made the Life-boat Service of this Kingdom a model to the countries which have any corresponding service. (Applause.)

Now, ladies and gentlemen, the beginnings of the Institution, like the beginnings of many things, even of human life, were small, and in the first year there was a saving of only 124 lives—not an inconsiderable number when one remembers that it was the first year's effort. But by the year 1869 that number had multiplied itself by ten, so that in that year the number of lives saved was 1,231. That is the largest number of lives recorded in any one year. A few subsequent years have approached that figure, but none have exceeded it. Last year the number of lives saved was 759. The average, I believe, for some years past has been about 700, so that last year's figures are not inconsiderably above the average. But what I want to draw your particular attention to is this, that from the beginning, from the foundation of this Institution to the present day no less than 51,000 lives have been saved (cheers), and I want, if I may, to call your attention for a moment to what that means; to what it meant at the time that the saving was effected, and to what it means now in the day that we are living. These men who were saved from death were sons, husbands, fathers, and they were restored to the homes of those

who loved them and to the homes of those they loved. But this is small as compared with what this saving of life represents at present. These 51,000 lives, the population of a moderate sized town, were given back to humanity to increase and multiply; and if you think of it to-day they must by this time represent some hundreds of thousands of lives in this world.

In earlier days by far the larger part of the lives that were saved were rescued with what are called shore-boats, by which I understand boats not built or maintained or in any sense owned by the Institution, but boats which happened to be on the shore at the time that the wreck or calamity occurred. What the Society does in connexion with such salvage of life is this:—They reward the men who go out to give their services towards saving the lives that are at risk, and in this way the Institution encourages and fosters the disposition all round our coasts to do the best to save life. Now things are a little changed, and changed in the interests of your Institution in the right direction. It is not by means of the shore-boat that the bulk of the lives at risk are saved. It is by means of your Life-boats, for now they save three-fourths of the total of the lives that are saved on the coasts.

But although this great work is done, there is, and there ever will be, more work to be done. For, notwithstanding the fact that an average of about 700 lives are saved in the course of twelve months, nearly a like number of lives—about 600—are lost. This indicates that there ought to be continued efforts made to increase the efficiency of the Institution. What steps, if any, can be taken in this direction it is not for me to say. In fact, I am not qualified to do so. But the experienced gentlemen who sit upon your Committee of Management will no doubt know what those steps ought to be. There is, however, one thing of which I feel confident, and that is that whatever those steps may be they will involve and require a larger expenditure of money. I am not daunted in the least by that consideration. I am satisfied that the generosity which enabled this Institution to be founded, has enabled it in the past to be carried on, and is enabling it to be carried on at present, will not be wanting when the further needs of the Institution are made known to the public. A good work of this kind, I am glad to think, seldom appeals in vain to the English public.

There is one other matter upon which I should like to say a word. It was mentioned last year by the Duke of Northumberland, who was in the chair, and it strikes me as being a matter of considerable importance. I mean the question of the comparative cost of a Life-boat service such as yours, carried on by voluntary effort, and a Life-boat service of a similar kind carried on by Government organisation. Many people think that great services of this kind ought to be in the hands of the State. They think, perhaps, that the State could manage them more effi-

ciently, and they think, perhaps, that the State could manage them more economically. I venture to doubt both. It has been my fortune or misfortune to enquire at great length into the administration of what is called the out-patient departments of the hospitals. I spent with Lord Northcote and the Bishop of Stepney a long time in making inquiry into that subject, and we at last made a Report which was issued just before the Insurance Act came into operation. It was, of course, a great question as to how far that Act would affect the out-patient departments of the hospitals, and I had to spend some time in considering that matter. I came to the conclusion that, so far at all events as the out-patients were concerned, the voluntary system in the hospitals was a better one and a more satisfactory one than the system erected by the Insurance Act. I am not here, of course, for the purpose of making—nor do I desire to make—any political reference. I merely mention it in connexion with the subject about which I want to read you something. Now, I told you that this question of the comparative cost of the Life-boat Service, as managed voluntarily and as managed by Government, is a question which was mentioned last year. Since then, and, indeed, quite recently, it has come up again in the course of correspondence between a gentleman of Stalybridge, a Life Governor, and your Secretary. The correspondent seems to have taken the view that some of the public may take, that possibly the work might be better done by Government. Mr. Shee answered that letter, and answered it so well, as it appears to me, and put the points so clearly, that I would rather use his words in dealing with it than my own. He said, writing on the 30th January last:—

“The matter of the nationalisation of the Life-boat Service is one which, I need hardly say, has often been raised, and there is no doubt, *prima facie*, a good deal to be said in favour of such a step. But there are several considerations which should, I think, be borne in mind. In the first place, I need hardly say that any undertaking which is run by the State must necessarily be far more costly than that which is managed and administered by private effort. It so happens that the Life-boat Services of the United Kingdom and of the United States afford a very apt example of the truth of this statement. For the United States Service, which maintains almost identically the same number of Life-boats as the Institution does, costs 440,000*l.* per annum, while the Institution maintains the whole of its Service, including every item of expenditure, at a cost of about 110,000*l.* a year.

“Secondly, we have, as it happens, independent and impartial testimony to the excellence of the management and administration of this Institution from two very high authorities. The Select Committee of the House of Commons, which was appointed to investigate the administration of the Institution in 1897, reported unanimously that the whole community was indebted to the

Committee of Management of this Institution for the energy and good management (often in very difficult circumstances) with which they have for so many years successfully carried out the national work of life-saving, and this without reward or payment of any sort.

"Further, speaking at the Annual Meeting of the Institution in 1893, the Right Hon. A. J. Mundella, M.P., then President of the Board of Trade, said: 'No Government Department could ever do the work as well as the National Life-Boat Institution; no Government Department would ever maintain that alertness and alacrity which the Governors of that Institution always exhibited; and no Government Department could ever invoke that generous sympathy with heroism which has characterised the work of the Institution. I trust the time will never come when the English public will abdicate their duty and their highest privilege of supporting such a noble Institution.'" (Cheers.)

I think you will agree with me that these reasons commend themselves to your good sense, and that it is most desirable that the efforts of this Society should be controlled by the Society, and not taken away from it by any Government Department. (Hear, hear.) You must realise that the Committee of Management of this Society distribute yearly, and it is an increasing amount, something like 110,000*l.* I am quite satisfied—for I have taken the trouble to examine the accounts—that that money is well dispensed, economically, wisely and effectively, and you could not do better.

Now, ladies and gentlemen, just one general observation. If you turn to the public press in these days you will see how the nations are struggling for the destruction of human life; how they are actually destroying human life. And those who are not engaged in the actual destruction of human life are engaged in devising, at great cost, the means by which that destruction may be brought about. I have nothing to say against it. It may be that the lives lost and the money spent all help towards securing the peace which we desire, but it is surely a great consummation to turn from the consideration of these circumstances to the humble, quiet and useful work which this Institution is doing. Not work connected with the destruction of life, but work connected with the saving of the best part of it. Therefore I think I am justified in saying, and I say it to you, that I hope with all my heart that this Society will progress, that its good work will spread, and that we shall not hear the end of it for many days. (Cheers.)

Now, ladies and gentlemen, I will call upon the Secretary to read the names of those proposed to fill the offices of President, Vice-Presidents, members of the Committee of Management, and Auditors.

The SECRETARY read the names, as follows:—

President.

His Grace the Duke of Northumberland, K.G.

Vice-Presidents.

His Grace the Archbishop of Canterbury, G.C.V.O.

His Grace the Duke of Norfolk, K.G.

His Grace the Duke of Leeds.

His Grace the Duke of Portland, K.G., G.C.V.O.

The Most Hon. the Marquis of Ailsa.

The Right Hon. Lord Viscount Clifden.

The Rt. Hon. the Earl of Rosebery, K.G., K.T.

The Rt. Hon. the Earl Waldegrave, P.C.

The Rt. Hon. the Earl Brassey, G.C.B.

Colonel Sir FitzRoy Clayton, K.C.V.O.

Sir John Cameron Lamb, C.B., C.M.G.

Robert Birkbeck, Esq.

Treasurer.

The Rt. Hon. the Earl of Harrowby.

Other Members of the Committee of Management.

The Rt. Hon. the Earl of Albemarle, K.C.V.O., C.B., A.D.C.

Major-Gen. Edward A. Altham, C.B., C.M.G.

Sir Godfrey Baring, Bart., M.P.

Admiral the Rt. Hon. Lord Charles W. De la Poer Beresford, G.C.B., G.C.V.O., M.P.

Admiral Claude E. Buckle.

Charles J. P. Cave, Esq.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

The Hon. George C. Colville.

Sir William Corry, Bart.

The Rt. Hon. the Earl of Derby, G.C.V.O., C.B.

Sir George Doughty, M.P.

Colonel the Hon. Charles E. Edgecumbe.

Sir Robert Uniacke Penrose FitzGerald, Bart.

John Beville Fortescue, Esq.

Lieut. H. T. Gartside-Tipping, R.N.

Harry Hargood, Esq.

Horace Woodburn Kirby, Esq.

Admiral Sir Arthur William Moore, G.C.B., G.C.V.O.

The Rt. Hon. Arnold Morley.

Eugene F. Noel, Esq.

Admiral of the Fleet Sir Gerard H. U. Noel, G.C.B., K.C.M.G.

Captain Robert Pitman, C.M.G., R.N.

Captain George B. Preston.

Vice-Admiral Reginald Charles Prothero, M.V.O., C.B.

Sir Boverton Redwood, Bart., F.R.S.

Colonel the Rt. Hon. John E. Bernard Seely, D.S.O., M.P.

The Hon. W. F. D. Smith.

Rear-Admiral Hector B. Stewart.

The Admiral Commanding Coast Guard and Reserves (Vice-Admiral Arthur M. Farquhar, C.V.O.).

The Deputy Master of the Trinity House (Captain Herbert Acton Blake).

The Hydrographer of the Admiralty (Rear-Admiral H. E. Purey-Cust, C.B.).

J. Herbert Thewlis, Esq.
 Alfred G. Topham, Esq.
 Francis Fitzpatrick Tower, Esq.
 Sir Philip Watts, K.C.B., F.R.S.
 Sir Richard Henry Williams-Bulkeley, Bart.
 Sir Allen W. Young, C.V.O., C.B.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN declared these noblemen and gentlemen elected, and called upon The Most Hon. the Marquis of Graham, C.B., C.V.O. to move the first resolution.

The MARQUIS OF GRAHAM said:—The resolution which has been entrusted to me to move this afternoon reads as follows: "That this meeting, fully recognising the important services of the Royal National Life-Boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers and Ladies' Auxiliaries."

This is a very comprehensive resolution. It might very well have been divided into two, because we desire it to be two things. First of all we have said that, recognising the important services of the Royal National Life-Boat Institution in its national work of life-saving, we desire to record our appreciation of the men who do it. Then, secondly, our desire is that, as we recognise that you cannot carry on this work of the Life-boat Service without adequate funds and careful organisation, we should express our thanks to those who give that untiring zeal and energy to raise those funds which enable us to carry out the organisation. (Hear, hear.) That is what we desire to do. Now the resolution says that the Life-boat work is a national work, a national service. If it is a national service, then it has one unique peculiarity. It has no opposition like other national services. There are no opponents, there are no anti's, there are no cranks. Everyone is united in the desire to save life from drowning at sea. (Hear, hear.) Now in carrying out that work you will have been very pleased and very gratified to have seen in the Report that during last year the Institution, with its 278 Life-boats, managed to save no less than 759 lives. That is a very good record, but our Secretary has just handed me a slip of paper in which he says that, speaking of this year, 1913, the number of launches up to date is 161, and the number of lives saved is 211. (Cheers.) With these facts before us, it seems to me that we are assured that both in the past year, and in this year up to date, the Institution has maintained its high level of good service. (Hear, hear.) As I say, we saved 759 lives last year. Besides lives, I think we may say we also saved a large number of homes, because we must know that if any of these men got drowned

so many homes would be plunged into misery and into poverty. So we take credit, then, for not only lives saved, but homes saved, in the useful work of this Institution. (Hear, hear.) Now I also see in the Report that in carrying on this work we spent last year 109,500*l*. That is a very big sum, but I think, in view of the facts I have given, you will agree that, big sum though it is, it represents money well spent. (Hear, hear.) And, what is more, I will say this, that of those people who contributed that money not one ever grudged a single penny of it. Indeed, the pity of it is, to my mind, that the Institution had not more money to spend. If you will look at the Report you will see that had it not been for a few very generous legacies last year, the ordinary expenditure of the Institution would have exceeded its ordinary income. Now that surely ought not to be in this country. Especially when considering last year which, we are told on all hands, was a year of abounding prosperity. I say that if this was a year of abounding prosperity, then those people who have profited by the "gold and silver, ivory, and apes, and peacocks" brought to this land in ships should not forget the requirements of the men who man the ships. (Hear, hear.)

We have mentioned the useful work that has been done in saving life. I well remember in 1903 the awful gale off Cape Colony. I remember that on one fine morning there were more than twenty ships laying wrecked on the beach at Muizenberg. Now there was not a single Life-boat in the district. There was one very inefficient rocket apparatus, but it would not work, and those who stood on that beach saw a sight they will never forget, and that was dozens, literally dozens, of men in those twenty ships climbing the rigging calling for help. No help could be sent them, so they jumped off the rigging hoping to reach the shore, but the great majority of them were drowned. Now if it were not for this Institution and the useful work which it does, that kind of disaster and that kind of experience would be a common thing round our coasts every winter. (Hear, hear.) But mercifully we are preserved from that, thanks to the Life-Boat Institution and its gallant heroes. Every winter innumerable acts of gallantry are done. There are too many to particularise, but I might mention two examples. There is a man, Charles Fish, of Ramsgate, who has helped to save over 877 lives. (Cheers.) Then there is another, James Cable, of Aldeburgh, who has helped to save over 300 lives. There are many of them who do similar service and similar acts of gallantry. Why, last year, as your Report will show you, you distributed eighty-one different kinds of reward in the form of binoculars, aneroids, medals, certificates of thanks, besides 10,000*l*. in cash as recognition of service and gallantry. That is proof of the heroism which is shown in the Life-boat Service every year. (Hear, hear.)

Now I will turn to the last part of the resolution. This noble work could not be carried on unless we had adequate funds and

adequate organisation. All thanks, then, to those who do not go down to the sea in ships and do business in great waters who, year after year, bring shots to the locker, corn to the mill, money to the bank in order to help the Institution in its great work. We cannot get on without them. Engines will not run without fuel. All thanks, then, to these humble stokers. They do their work away from the limelight, away from public applause, away from the glamour of the press; and their work is unselfish and deserves our praise and thanks. (Cheers.)

I have given you a few facts of this noble service and have shown you how it is we owe thanks to those who carry it on. It is a noble service. It is a service to be proud of. It is a service for which it is an honour to work. It is a service which brings credit to our country and to British ships where British ships and seamen are to be found. (Cheers.)

The Hon. GEORGE C. COLVILLE, in seconding the resolution, said: Lord Graham, himself a sailor by profession, has dealt most thoroughly with the debt of gratitude we owe to the men who man our Life-boats, and who, by their daring, heroic and benevolent assistance, enable us to carry on the national work of saving life from shipwreck. In seconding this resolution I therefore propose rather to direct my remarks to the debt which we owe to the Local Committees, Honorary Secretaries, Honorary Treasurers and Ladies' Auxiliaries for their help in collecting the large sums which are necessary to enable us to do this great work. I am afraid that inevitably these large sums, which now amount to 110,000£., must become larger year by year, because we are continually getting calls from the coast for Motor-boats, and as Lord Mersey told us, each Motor-boat costs us something like 3,000£. or more to construct as against a sum of 1,200£. or 1,500£. which an ordinary sailing Life-boat costs. But in addition to that it involves an expenditure on the wages of mechanics, who keep the Boat in proper order and repair for service. Ladies and Gentlemen, it is common knowledge that the year 1912 was a bad one for charities. First of all the inauguration of the National Insurance Act involved a call on all of us, and not only on the annual subscribers to the Institution's funds but on the subscriptions which go into our collecting boxes from the workmen who are now called upon to pay a part of their weekly wages towards insurance. That was a call which we have heard on all hands from our collectors as largely affecting our funds. Then, secondly, a large sum of charitable contributions was directed to the catastrophe which occurred almost a year ago, namely, the loss of the *Titanic*. It is possible that that shocking disaster has had an indirect effect for our good, in that it has drawn attention to the importance of Life-boats, and it is extremely gratifying to find that in spite of these two great calls on the national benevolence, which have operated against the whole charitable world, our subscriptions and donations show

an increase of 3,120£., and the subscriptions from financial branches an increase of 3,319£. (Cheers.) This latter increase must be mainly due to the efforts of our Local Committees, and it is particularly gratifying, as we know that those generous helpers of the Life-Boat Saturday Fund, which it became necessary to wind up on account of reduplication of work and overlapping some three years ago, have transferred their efforts to our united cause (Cheers), and are now earnestly co-operating with our Local Committees in collecting funds for the work which we have at heart. I feel sure that the resolution which Lord Graham has proposed, and which I venture to second, will warmly commend itself to you. (Applause.)

The CHAIRMAN then put the Resolution, which was carried unanimously.

The Right Hon. the EARL WALDEGRAVE, P.C., in moving a vote of thanks to the Chairman said: It is my privilege as Chairman of the Committee of Management to have the honour of proposing a vote of thanks to Lord Mersey for so kindly presiding over us to-day, but I should like, before putting that to the Meeting to say one or two words. You will have noticed in the Report that the Committee alluded to the closing of the Thames Iron Works Company, which for so many years constructed our Life-boats. Since that was printed the Committee have, after most careful consideration, decided to employ Messrs. S. E. Saunders, of East Cowes. Meanwhile the Institution is itself carrying on the completion of the Life-boats which were under construction by the Thames Iron Works at the time those Works were closed. We have made very careful inquiry, and we have every confidence that Messrs. Saunders will carry out the work in just as efficient a way as it has been carried out in the past.

Several allusions have been made to our finances which, as Mr. Colville told us, are fairly well off. But there is no doubt, as he said, that the *Titanic* disaster did take a great hold upon the public mind, and unfortunately withdrew funds which would otherwise have gone to support the permanent and necessary work which the Institution is carrying on around our coasts. On the other hand, we owe to the generosity of the father of one of the survivors the gift of 3,000£. for a Motor Boat for Fraserburgh, to be named *The Lady Rothes*. This is a thankoffering which Mr. Dyer Edwardes has given in memory of the safety of his daughter. I wish that other survivors might be tempted to follow Mr. Dyer Edwardes' generous example. (Hear, hear.) Other gifts received during the last fifteen months have been Mr. W. D. Oelsner, of Warnford Court, E.C., on account of the cost of a new sailing Life-boat for Dungeness No. 2 Station, 1,000£. on account of 2,000£.

Mrs. John Thynne, of Grosvenor Street, for a new Life-boat for Lyme Regis to be named *The Thomas Masterman Hardy*, after her grandfather (Nelson's Hardy), 1,250£.

The Right Hon. Arnold Morley, a member

of the Committee of Management, on account of the cost of a new Motor Life-boat for the Scilly Islands, 2,000*l.* on account of 3,000*l.* (Cheers.)

I want just to emphasise also what Mr. Colville said, that though we are doing fairly well in our financial affairs, yet the increase of Motor-boats, which must go on increasing every year, necessitates a still further addition to our number of subscribers and donors, as you cannot build and maintain these Motor-boats at the same cost as the old sailing-boats. Like all Institutions in this country, we get grumbles and complaints from stations and from different parts of the country, but I can assure you that they are all most carefully inquired into by the Committee of Management with the assistance of their secretary (Mr. Shee), the Chief Inspector (Captain Holmes), and our other officers, and we do our best to satisfy everybody, although it is not always an easy job. (Laughter.) You must remember that our crews are volunteers and that every station has its peculiar local circumstances. It is impossible for an Institution like this, carried on in a voluntary way, to regulate everything by hard-and-fast rules, and the case of every Station must be considered on its own particular circumstances, which is not always possible for those who see a short paragraph in the newspapers to understand. I can only assure you that we always do our best to try and carry things out to the satisfaction of everybody. Great Britain has very often been criticised upon her Army, her Navy and other things, but I think we may say that in the Life-boat Institution she is at the head of the world. (Cheers.) Many people come from foreign nations all over the world to study our boats, our rules and customs, and go away to set up institutions on similar lines, which is a fact of which I think this Institution may well be proud. I now move that the best thanks of this meeting be given to the Right Hon. the Lord Mersey, P.C., for presiding over this the Eighty-ninth Annual General Meeting of the Royal National Life-boat Institution. (Cheers.)

Sir JOHN CAMERON LAMB, C.B., C.M.G., in seconding the motion, said:—I have the honour to second the resolution which has been so ably proposed by Lord Waldegrave. I am sure we are all very happy and we count ourselves very fortunate in having for our chairman Lord Mersey. (Hear, hear.) From his association with Liverpool and his presidency of the Admiralty Court, he has gained an intimate acquaintance with maritime affairs, and we are sure that that acquaintance is accompanied by very deep sympathy, which I think has been in evidence here to-day and which we all very keenly appreciate. (Hear, hear.) We shall not forget his report on the

Titanic disaster which has gone out to all the nations of the world as a call to set their ships in order; and I am sure we are all very glad to know that that report has been very promptly acted on by the Board of Trade, who have already issued fresh regulations, which have been acquiesced in and approved by the shipping community, and which will secure that there will be boat accommodation for every one carried on a passenger ship or an emigrant ship. But although that result has come, I think, mainly from the report which we owe to Lord Mersey, we can at the same time feel assured that it does not in the least diminish the necessity for the maintenance of a Life-boat Service on our coasts. What is to be secured by these new regulations is safety on the high seas, and however fully and efficiently ships may be supplied with boats to save their crew and passengers on the high seas, we must always remember that what is in view is moderate weather, and what we in the Life-boat Institution have to deal with is not moderate weather. (Hear, hear.) Our boats are storm boats, and they will remain every bit as great a necessity around the United Kingdom. I should not like to sit down without joining Lord Waldegrave in testifying to the great value of the services which are rendered by the permanent staff. They are far above payment. As permanent officials of the Institution they are, of course, salaried officials, but I can assure you that a great deal of the work they do cannot be paid for. It is work done from the heart, and is of very great value to the Institution and to the nation. (Applause.)

I have very great pleasure in seconding the resolution moved by Lord Waldegrave. (Cheers.)

The Earl WALDEGRAVE put the motion, and it was carried with acclamation.

The Rt. Hon. the Lord MERSEY, P.C., in replying, said: Let me thank you for the honour, the great honour, that you have done me by asking me to come here to take the Chair. There is no subject that I have closer to my heart than the objects of an Institution such as this. It is continually doing good. It does good far beyond the actual saving of life, for it encourages bravery, it encourages kindness and it succours those who are in need. It is not like a flash in the pan; it is not like a generosity which is made in a moment and then forgotten afterwards. The objects of this Institution are efforts of generosity which are continued and which are great. I can assure you that it has given me the greatest pleasure to come here and preside over this meeting to-day. (Applause.)

The King of Norway and One of Our Crews.

It is our pleasing duty to record, from time to time, the rewards which are conferred on our Life-boatmen by the rulers of foreign countries.

The latest instance is a gracious act on the part of H.M. the King of Norway in rewarding the crew of the Skegness Life-boat for their gallant services in saving the crew of the Norwegian brig *Azha* on 13th November, 1912.

The reward took the shape of a gift of money to each of the crew, and His Majesty's recognition will be appreciated by all supporters and of workers for the Institution, and will act as an incentive to all Life-boatmen to maintain, whenever opportunity occurs, those high traditions for which they are justly famous.

The wreck of the *Azha* occurred during a whole N.E. by N. gale, when a very heavy sea was running. The vessel was first seen off Sutton-on-Sea, at about 1.30 p.m., and a message was sent to Skegness reporting that a brig was

being driven before the gale with her canvas blown away. The Coxswain of the *Samuel Lewis* Life-boat, Matthew Grunnill, therefore, kept a look-out, and at about 2.30 p.m. he saw a distress signal hoisted on the vessel. Very shortly afterwards she grounded on a sand bank. The Life-boat was launched with all possible speed, and on reaching the vessel rescued the eight men on board. Owing to the severity of the weather, the Coxswain was obliged to take extra hands in order to double-bank the oars.

The crew of the wrecked vessel told a pitiable tale of their experiences during the previous four days. The vessel was an old one, and only her cargo of timber kept her afloat. The crew had had no sleep for four days, during which time the brig had been at the mercy of wind and tide, practically every stitch of canvas having been stripped in the gale.

It will be realised that the help of the Life-boat was only given just in time to avert a disastrous loss of life.

Obituary.

ADMIRAL JOHN HALLIDAY CAVE, C.B., V.P.—The Institution has sustained a grievous loss through the death of Admiral Cave, who passed away at his residence, 17, Palace Gate, Kensington, on Sunday, the 31st March, in his 86th year.

As member of the Committee of Management since 1894, and Vice-President since 1908, Admiral Cave was conspicuous for the regularity of his attendance at the meetings both of the Committee and of the various Sub-committees, and he will long be remembered by his colleagues for his sound judgment, his technical knowledge, his readiness to entertain new ideas, and his single-minded devotion to the interests of the Institution. By those who were within the circle of his personal friends, he will not less be held in affectionate remembrance for the qualities of head and heart which gained their unwavering confidence.

Admiral Cave served in one of the early wars with China, under General Lord Saltoun; in the Baltic against Russia; and with the Naval Brigade in the trenches before Sebastopol. He was wounded in the attack on the Redan, and some who witnessed his conduct on that occasion testified that, if ever a man deserved the Victoria Cross, he did. He received the Légion d'Honneur and the Medjidie, and was recommended for the C.B., but was debarred from receiving it at the time by a rule of the Admiralty which restricted it to officers of higher rank. He used to say that the highest honour he ever received was a visit from Lord Raglan, who, in the midst of all his labours and anxieties, found time to sit by the side of his couch when he was lying wounded, and to comfort and cheer him up. Admiral Cave could not speak of this incident without emotion, for within three days Lord Raglan was carried off by cholera. While in the

trenches Admiral Cave was specially promoted, and it seemed that he was destined for high command ; but, after further distinguished service and promotion, he was compelled by private affairs to retire at a comparatively early age, and, to his keen regret, his career as a sailor came to an end. As a yachtsman, however, he kept up a close connection

with the sea until he was far past three-score years and ten.

His life was full of incident, and it is to be hoped that there is extant some record of it which may be given to the public. The writer of this note has heard from his lips many tales of absorbing interest, and wishes he had the memory and the skill to reproduce them.

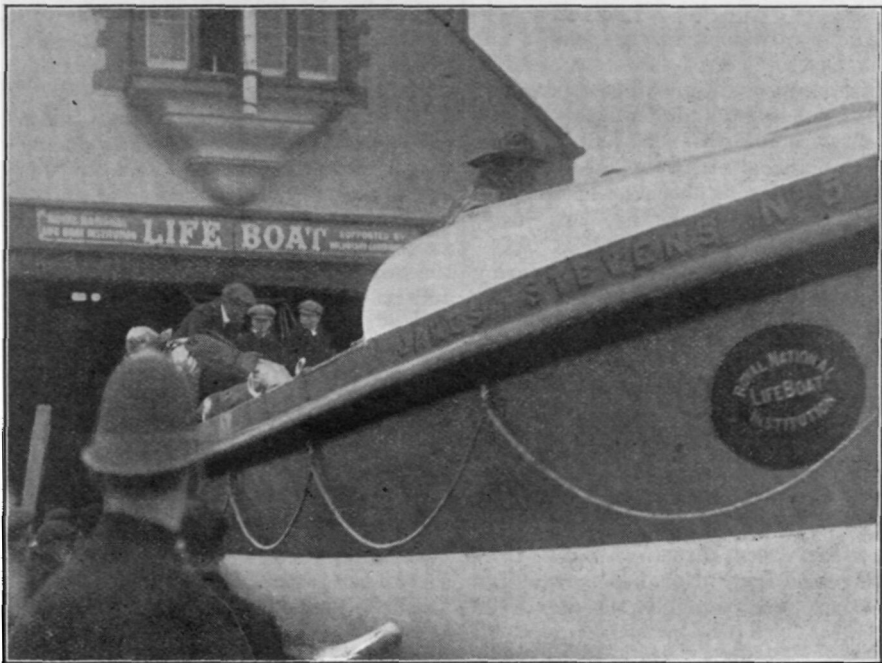


Photo by)

(Bennetto, Newquay.

T.R.H. Prince Henry and Prince George in the Newquay (Cornwall) |
Life-Boat just before a launch on 24th April.

Wreck of the S.S. "Veronese."

It was with signal pleasure that all friends of the Life-boat cause heard of the gallant and successful efforts made by the brave fishermen and boatmen of the Portuguese Life-boat Society in rescuing 200 persons from the ill-fated S.S. *Veronese*, which was wrecked two miles north of Leixoes on the 16th January last.

It may be of interest to give the following details:—

The *Veronese*, which was bound for Brazil in the Argentine, left Liverpool

with 20 passengers, and picked up 119 more at Vigo, which was left on the 15th January. She struck the rocks to the north of Leixoes Roads. Owing to the enormous seas which swept over the vessel, it was impossible to use the lines carried out to her by the rockets from the shore, or for the Life-boats to approach near enough to take anyone off. Nor could any assistance be given by the Royal Mail steamer *Vauban*, or the *Hollandia*. Eventually, however, the breeches buoy was got on board at

7 P.M., and the work of rescuing the passengers was at once begun. Operations were continued uninterruptedly for two days and two nights, and when the sea had made it possible for the Life-boats to approach the stranded vessel, the latter took part in the work of rescue, the result being that 200 persons were rescued. Unfortunately, before the breeches buoy was secured, 16 lives were lost through a cable breaking.

The Committee of Management, being ever anxious to recognise the good work of those who are engaged in the common task of humanity, which it is the privilege of the Institution to perform, caused enquiry to be made from the Portuguese Life-saving Society as to whether the work of rescue had been entirely carried out by their own men. Having received an assurance to that effect, the Committee, at their meeting

held on the 13th February, the Right Hon. the Earl Waldegrave in the chair, passed the following resolution, which was conveyed to the Secretary of the Instituto de Soccorros a Naufragos:—

"The Committee of Management, having had before them a communication from the Secretary of the Instituto de Soccorros a Naufragos of Portugal with regard to the circumstances attending the wreck of the S.S. *Veronese* on the 16th January, two miles north of Leixoes, desire to express their sincere admiration of the courage, initiative and endurance of the brave men employed by the Portuguese Society both in connexion with the rocket apparatus and the Life-boats, the former of whom rescued 98 persons and the latter 102 persons, in circumstances of the greatest difficulty and danger, and by dint of exertions carried out, without interruption, for two days and two nights."

As stated in our issue of May, 1912, the Portuguese Life-boat Society controls both the Life-boat and the life-saving apparatus. There are 31 Life-boats, two of which are equipped with auxiliary motors.

Two Generous Soldiers.

It is very pleasant to be able to publish the following letter, which gives good proof of the generous spirit which so often animates those who are ready to assist in saving life without any thought of fee or reward. The signatories are two of the five privates of the King's Own Scottish Borderers, who promptly responded to the call for help from Dr. Fraser, our excellent honorary secretary at Berwick-on-Tweed, on the occasion of the launch of the *Matthew Simpson* to the assistance of the *Jacob Rainers* on the 29th March, when the Life-boat saved the lives of eleven men of this Swedish barque. When launched the boat stuck temporarily, and although the honorary secretary went into the water with several helpers to move her, she could not be got into deep water. Hundreds of people were standing looking on, but no one came forward in response to Dr. Fraser's appeal except five soldiers, who thus did honour to themselves and to the King's uniform, and gave a much-needed example of the spirit of national service. These

facts lend additional emphasis to the generosity of these two soldiers.

"Barracks,

"Berwick-on-Tweed.

"SIR,—We, the undermentioned, beg to thank you for the present of five shillings each sent for our services in connexion with the recent launching of the Life-boat. As our services were quite voluntary, and what assistance we rendered was in our opinion a public duty, we would prefer not to accept payment for our services. We now return a sum of eight shillings, which we would suggest be placed with the Life-boat funds. You will notice that we have retained the sum of one shilling each. With this we wish to purchase some small souvenir of the occasion of our assisting in the launch of the Life-boat.

"Yours obediently,

(Signed) "R. BROWN,

"Lance-Corporal.

"T. GORMLEY,

"Private."

Services of the Life-boats of the Royal National Life-Boat Institution.

NEWBIGGIN, NORTHUMBERLAND.—At about 5 o'clock in the evening four men hired a pleasure boat for the purpose of fishing. Between 7 and 8 P.M. a dense fog set in, accompanied by a heavy swell, and great anxiety was felt by the relatives of the men who had not returned. About 10 P.M. cries for help were heard, and as it was thought the cries came from the missing men the Life-boat *Ada Lewis* was launched. For over an hour a careful search was made, and eventually the boat was picked up about two miles to the south of Newbiggin. The men were in an exhausted condition and the boat was drifting towards the rocks where they would unquestionably have been drowned.

LLANDUDNO, CARNARVONSHIRE.—On the 4th August the cutter yacht *Muriel*, of Liverpool, which had left Rock Ferry the previous afternoon, was compelled to anchor in Llandudno Bay and signal for the Life-boat *Theodore Price*. An E.N.E. had prevailed all night and the yacht, in addition to having had her sail blown away, had her rudder smashed. Rain was falling heavily, but the Life-boat signal speedily caused a very large crowd to assemble. The boat was successfully launched at dead low water, a large number of helpers being engaged to take the boat over the sand. The yacht was reached in about twenty minutes, and the Life-boatmen were loudly cheered when they returned ashore with the four men whom they had rescued.

LITTLEHAMPTON, WORTHING and SHOREHAM, SUSSEX.—During a whole S.S.W. gale which caused a very heavy sea on the 6th August, the Italian barque *Anirac* stranded about two miles from Littlehampton; shortly afterwards she floated and drove before the gale in an unmanageable condition. The Coastguard at Littlehampton reported a vessel in distress and the station Life-boat *Brothers Freeman* was launched. On reaching the disabled

vessel nine of the crew were rescued, but the remainder, five in number, declined to leave. The Coxswain of the boat, therefore, signalled to the Worthing boat, *Richard Coleman*, which had by this time arrived in the vicinity, that there were men still on board, and then returned to his station. The Worthing Life-boat stood by the barque and two more of the crew decided to leave the endangered vessel. Later the Shoreham Life-boat *William Restell* was seen approaching in tow of the harbour tug, and as the Master of the *Anirac* declined further help from the Worthing boat she returned to her station. Only the Master, Mate and Steward were now on the barque; four of the Life-boat men from the Shoreham boat boarded her and the boat succeeded in carrying a line to the tug; eventually a tow rope was made fast and the ship, closely attended by the *William Restell*, was towed to Newhaven.

GORLESTON, SUFFOLK.—The No. 1 Life-boat, *Mark Lane*, was launched shortly after 6 A.M. on the 26th August in response to signals from the St. Nicholas light vessel. An E.N.E. gale was blowing, and the boat proceeded in tow of a tug to the Cross Ridge, Scroby Sand, where she found a large cargo steamer stranded. The vessel proved to be the *Egyptian*, of Glasgow, belonging to the Ellerman line, bound from Antwerp to Newcastle, partly laden with iron and concrete. She carried a crew of thirty-one hands, and the Master's wife and child were on board. The steamer lay on the ridge and very heavy seas were breaking round her. Considerable difficulty was experienced in getting alongside, but when accomplished, the Master's wife and child and eleven of the crew were taken aboard. The remainder of the crew, twenty in number, although advised by the Coxswain to do so, refused to leave the ship, and as the boat was bumping on the sand and unable to remain near the steamer the Coxswain decided to go

ashore. On leaving the vessel the boat was obliged to run to leeward over the sands through the broken seas. The boat arrived in harbour at 10 A.M., and the rescued people were at once well cared for. The Life-boat men then "stood by" until shortly after 2 P.M., when they again put off to try and get to the ship. A tug took the boat in tow, but after they left harbour the wind changed to W.N.W. and blew with hurricane force, being accompanied by torrential rain; as it was not possible to see anything they were compelled to return. The crew remained in attendance, and at 4.50 P.M. the weather having improved slightly the boat again put to sea, the abnormal rain, however, rendered it impossible to find the ship and the boat again returned ashore.

During the night further distress signals were seen from the St. Nicholas light vessel, and the crew of the *Mark Lane*, undaunted by their previous experiences, again proceeded to the steamer to try and save the imperilled men. This time they located the steamer, but the heavy seas and shallow water made it impossible for the boat to get alongside; communication was effected by means of a bladder floated to the ship on the end of a rope; this was made secure, the men then climbed down a rope over the vessel's stern and were hauled through the water into the Life-boat. All were brought safely ashore.

The rescue was a gallant one and was due to the indomitable pluck displayed, and the repeated efforts made by the Coxswain, SIDNEY J. HARRIS, and the Committee of Management, in appreciation of his zeal and dogged perseverance, bestowed on him a Fourth Service Clasp and awarded an additional allowance to him and to each of the crew. Sidney James Harris has a fine record as a Life-boatman; he has been connected with the Gorleston Life-boats for many years, and has filled the post of Coxswain since 1892. The Committee of Management awarded him the Silver Medal in February, 1905, in acknowledgment of his gallant services in the Life-boat in rescuing the crew of the brig *Celerity*, and he gained the Second Service Clasp in December the same year in connec-

tion with the wreck of the lugger *Fruitful*, of Wick, on the 10th November, when eight lives were saved. The Third Service Clasp was added four years later, Harris having displayed great gallantry in saving the s.s. *Clunie*, of Aberdeen, and her crew of nine hands.

CROMER, NORFOLK.—At 12.5 A.M. on the 29th August a telephone message was received from the Haisboro' light vessel, stating that a Belgian fishing vessel had stranded on the Haisboro' Sands, and that the crew of twenty-one hands, who had escaped in their own boat, were then taking refuge on the light vessel. The Life-boat *Louisa Hartwell* was promptly launched and proceeded to the sands, and having taken the shipwrecked men on board, landed them at Cromer, where they were cared for by the Shipwrecked Mariners' Society. The vessel was the *St. Antoine de Padoue*, of Nieuport, and was homeward bound with fish in barrels; she became a total wreck.

LOWESTOFT, SUFFOLK.—At about five o'clock in the morning on the 4th September the yacht *Muriel* of Lowestoft stranded on the Newcombe Sands and hoisted a signal for help. There was a nasty sea where the vessel was and a good deal of water broke over her. As she was in a position of danger it was thought advisable to send the Life-boat *Stock Exchange* to her assistance. After the Life-boat had been launched the yacht dropped her anchor and sent off three of her crew in the dinghy to obtain a tug from the harbour. The dinghy, owing to the heavy seas, got into difficulties and was drifting helplessly to the northward. Seeing their predicament the Life-boat went after the dinghy and took the three men out of her. The Life-boat was then picked up by a tug and proceeded to the yacht. The yacht had by this time raised her anchor and knocked off the sands. Having an auxiliary motor on board, the yacht managed to get into harbour, but not without difficulty, her low-powered engines being hardly sufficient to stem the tide and, at one time, there appeared to be a danger of her going on

to the North Pier. The *Muriel* was a 46-ton schooner yacht with auxiliary twin-screw motor; she had only recently arrived in English waters, having been built in Bombay. The party on board included a lady and children.

SOUTHWOLD, SUFFOLK.—At about noon on the 11th September a vessel was observed off Southwold with a considerable list, and a signal of distress in her rigging. As a N.N.E. gale was blowing with a heavy swell, and the crew could be seen working hard at the pumps, it was decided to launch the No. 2 Life-boat *Rescue*. The Life-boat was taken down to the ferry and launched into the river, and on reaching the vessel the Master stated that he required help as his vessel was making a lot of water, after encountering a gale in the North Sea. Eight Life-boatmen were put on board to navigate the vessel and man the pumps, and with the boat in close attendance they succeeded in getting the vessel safely into harbour, where they pumped her dry. The vessel was the brigantine *George Casson* of Carnarvon; she carried a crew of six men, and was bound from Fredrikstad to Menai Bridge with a cargo of timber.

TYNEMOUTH, NORTHUMBERLAND.—At 11.45 P.M. on the 12th September the steamer *Cape Colonna* was seen to be out of control when entering the river, owing to the strong N.E. wind, heavy sea and tide. She shortly afterwards grounded on the "Black Middens," and the motor Life-boat *Henry Vernon* was promptly despatched to her assistance and went alongside. The tide was flowing, and at high water several tugs managed to haul the steamer off, but she was holed and leaking badly, and it was necessary to run her on to the Herd Sands to prevent her foundering. The Captain and some of the crew elected to remain on board, but twelve of the men were taken into the boat and landed, together with the ship's important papers. The *Cape Colonna*, which belongs to Whitby, is a large steamer of 3000 tons, and was bound from Smyrna to Leith with a cargo of barley.

CAHORE, COUNTY WEXFORD.—The Life-boat *Willie and Arthur* was launched at 6.15 P.M. on the 25th September, the Coastguard having reported that a schooner, which was in the roadstead, was dragging her anchors and making signals for assistance. A moderate S.E. gale was blowing at the time with a heavy sea. On reaching the vessel the crew of three men were taken into the Life-boat and brought safely ashore. The vessel was the *Eva*, of Dublin, bound to Cahore from Newport, with a cargo of coal. She eventually sank at her anchors.

SCARBOROUGH, YORKSHIRE.—The Life-boat *Queensbury* was launched at 1.15 P.M. on the 28th September, during a moderate S.E. gale and heavy sea, on account of the fishing-boat *Barbara Woods*, of Methil, having run ashore about 200 yards from the entrance to the harbour when coming in from the fishing-grounds. A coble also went out to the assistance of the vessel, and by the united efforts of this coble and the Life-boat, ropes were conveyed to the head of the pier and the endangered vessel and her crew of seven hands were got into safety. The sea was all the time breaking over the fishing-boat.

ST. ANDREWS, FIFESHIRE.—On the 21st September the fishing-boat *Resolute*, of Leith, whilst bound from Methil to Kincardine for fishing, was driven to sea by the force of the gale, and took refuge in St. Andrews Bay. On the 28th September, when lying there, she was struck by a heavy sea which carried away her windlass, steering-gear, rudder and small boat; the Master let go his anchor, but next day it was observed from the shore that the vessel was dragging. At 2.30 P.M. the Life-boat *John and Sarah Hatfield* was launched to her assistance, and, considering the heavy S.S.E. gale and rough sea, succeeded in reaching the vessel in a remarkably short time. The Life-boat ran alongside, and the three men on board, who were worn out by their long exposure, were taken into the boat. The rescue, which was carried out in a skilful manner, was a very timely one, as three minutes after the men

had been taken off, the fishing-boat was dashed to pieces on the rocks. In recognition of this particularly good and useful service, performed under very trying conditions, the Committee of Management granted each of the crew an additional reward.

ST. ANDREWS, FIFESHIRE.—Tempestuous weather was experienced on the north-east coast during the last days of September, and the Swedish barque *Princess Wilhelmina* of Halmstad, laden with firewood from Kemi to Dundee, became embayed off St. Andrews. Failing to pick up a pilot the Master attempted to round Fifeness to get up the Firth of Forth, but owing to the heavy seas he failed. About 11 P.M. on the 30th September he let go both anchors about five miles north of St. Andrews. A terrible N.E. gale was raging, and at about 5 A.M. on the 1st October the port anchor parted. The perilous position of the crew was realized by those on shore, and although the other anchor was holding, the crew of the Life-boat *John and Sarah Hatfield* were summoned, and stood by in readiness. No distress signals were made on board the barque, but at 8 o'clock the cable finally parted, and the vessel drove towards the rocks near St. Andrews Castle. The rocket apparatus was quickly on the scene, and commenced to fire rockets towards the vessel. In the meanwhile the Life-boat had been hurried to the West Sands and launched. The men gave way with a will, and the thousands of onlookers who lined the cliffs had the satisfaction of seeing how fast the boat was urged forward on her errand of rescue. Before the rocket brigade had fired their third shot the Life-boat was alongside. The vessel lay amidst rocks—the scene of the loss, in 1881, of the ill-fated *Merlin* and all hands—in one of the most dangerous positions in the kingdom in which to take a Life-boat; but the bravery displayed by the Coxswain, James Chisholm, and his crew was equal to the occasion. Chisholm, with a confidence born of absolute knowledge of the dangers with which they were surrounded, handled the boat with the greatest skill, and it was due to his coolness and judgment

that all the endangered men, nine in number, were saved without mishap. With the men on board, the Life-boat returned to the West Sands and beached there, being taken back to the boathouse on her carriage.

The behaviour of the boat in the heavy broken seas gave the liveliest satisfaction, showing, as it did, the splendid instrument of life-saving which the Institution is enabled to place at the disposal of its fine crews.

For his gallant conduct and splendid seamanship on this occasion, the Committee of Management conferred the Silver Medal of the Institution on JAMES CHISHOLM, and granted him and each of the crew an additional monetary reward.

TYNEMOUTH, NORTHUMBERLAND.—Shortly after 10 A.M. on the 1st October it was reported that the fishing coble *Unity*, of North Shields, which had left the Tyne early in the morning for the purpose of fishing, was missing. A strong E.N.E. gale having sprung up and the sea become very turbulent, grave fears were entertained for the safety of the crew of three men. The motor Life-boat *Henry Vernon* was despatched to look for the craft, and sighted her about one mile from the river entrance. They found the boat half full of water and practically in a sinking condition; the Life-boat rendered all the assistance possible and the men on board were enabled to bale the boat out. The Life-boat then accompanied the *Unity* into harbour. There is no doubt that if the Life-boat had not reached the *Unity* when she did the boat would have been swamped and all the men lost.

MARGATE, KENT.—At 3.30 P.M. on the 9th October the spritsail barge *Electric*, of London, stranded on the S.E. part of the Margate Sands; the No. 1 Life-boat *Eliza Harriet* was therefore launched to her assistance. The vessel was found lying in a very dangerous position in broken water and the Life-boatmen were engaged by the Captain to try and save her. Six men were put on board and the boat proceeded to run out a ketch anchor with a

warp attached, and some hours later they succeeded by means of this anchor in heaving the vessel off the sands, the sea in the meanwhile had been making a clean breach over her. As soon as the barque was clear of the sands the Life-boat took her to Margate where she arrived at 1.30 next morning. At the time of this service a moderate E. breeze was blowing with a rough sea. The barque was bound from London to Margate with coal.

NEWHAVEN, SUSSEX.—At 8.30 A.M. on the 11th October the Coastguard reported that a vessel was flying signals of distress off Saltdean. The *Michael Henry* motor Life-boat was at once launched and proceeded to the spot; she found the brigantine *Diadem*, of Belfast, which was bound from Swansea to London with coal, in a sinking condition, having been in collision with another vessel. A very thick fog prevailed at the time although the sea was smooth. On reaching the vessel the crew of six men were taken into the Life-boat which then remained in the vicinity of the damaged vessel until she foundered. As nothing further could be done the Life-boat returned to Newhaven and landed the shipwrecked men.

LLANDUDNO, CARNARVONSHIRE.—The fishing-boat *Primrose*, of Llandudno, with two men on board, got into difficulties on 18th October in a strong W. wind, and was blown out to sea. The matter was reported a few minutes before 6 P.M., and the Life-boat *Theodore Price* was promptly launched, some difficulty being experienced owing to the soft sand over which it was necessary to take the boat. The Life-boat searched until half an hour after midnight, but the night being very dark, no trace could be found of the missing boat. The Life-boat then returned ashore to enable the crew to go home and obtain dry clothing. Shortly before daylight the Life-boat started again, and about 7 A.M. the crew discovered the boat about one and a half miles N.E. of the Little Orme's Head. The boat, which was helpless, was, with her occupants, then brought into safety.

GORLESTON, SUFFOLK.—During a thick fog, shortly after midnight on the 18th October, the watchman observed signals of distress from the St. Nicholas Light-vessel, and reported them to the Coxswain of the No. 1 Life-boat *Mark Lane*. He at once mustered his crew and proceeded to sea in tow of a tug. On reaching the Light-vessel he ascertained that a steamer was ashore to the north-eastward of the Scroby Sands. The Life-boat at once made for the Sands, and there found the S.S. *Vulcan*, of Copenhagen. The captain engaged the Life-boat crew, together with tugs, to try and refloat the vessel, and eventually they were successful. The Life-boat returned to her station at 4.50 A.M.

FISHGUARD, PEMBROKESHIRE.—The motor Life-boat *Charterhouse* was called out during a whole N.N.W. gale and very heavy sea on the 21st October, to the assistance of the suction-dredger *Porteur*, of London, which had been at anchor in Fishguard Harbour, but was cast adrift by the steamer *St. Patrick* fouling her moorings when coming into harbour.

The dredger drifted outside the eastern breakwater in the direction of Saddle Point, where she finally struck and lay badly holed. The Life-boat was most prompt in rendering assistance, and took off the two men who were on board and brought them safely into harbour. Owing to the severity of the gale, and the large number of vessels anchored in the Bay, it was decided to keep the Life-boat ready for any emergency throughout the night, and she was not returned to her house until next morning.

MONTROSE, FORFARSHIRE.—On the morning of the 23rd October, at about 7 o'clock, the ketch *Onward*, of Montrose, was observed in the offing, and as there was a heavy sea on the bar, with scarcely any wind, it was realized that the vessel would incur considerable risk if she attempted to make the harbour. At about 11 A.M. it was seen that the ketch was approaching the bar. The Coxswain therefore, at once, launched the No. 2 Lifeboat *Marianne Atherstone*,

and proceeded down the river. The Life-boat stood by the vessel as she came in. Whilst crossing the bar the ketch was struck by heavy seas, and had a very narrow escape of being thrown on to the rocks near Scurdyness. As soon as the ketch was in safety the boat was taken back to her station.

SCARBOROUGH, YORKSHIRE.—Several of the fishing-cobles, when returning from their fishing on the 23rd October, were overtaken by a heavy sea. Most of them succeeded in making the harbour in safety, but the last boat, which was some distance behind the others, was exposed to considerable danger, owing to the sea having grown very fast. The Life-boat *Queensbury* was sent to her assistance, and having supplied the three men on board with lifebelts, she towed the boat into safety.

JOHNHAVEN, KINCARDINESHIRE.—The motor fishing-boat *Victor*, registered at Montrose but belonging to the village of Johnshaven, when returning from the fishing ground on the 23rd October, got into difficulties owing to the unsatisfactory working of the motor, and as a heavy sea was running, the crew were unable to make the harbour. A flare being burned for assistance, the Life-boat *Sarah Ann Holden* was launched, and stood by the boat until she succeeded in making the harbour. At the time of this service there was a moderate E.N.E. breeze with a rough sea.

GOURDON, KINCARDINESHIRE. — At about 7 A.M. on the 25th October a motor vessel named the *Innesmurray*, of Glasgow, was observed drifting northward flying signals of distress, and the Life-boat *Theophilus Sidney Echallaz* was launched to her assistance. It was ascertained that the vessel was bound from Glasgow to Wick with a cargo of coal, but the motor had broken down, and the vessel was in danger of being driven on to the rocks as the wind was blowing a strong breeze from the E.S.E. There was also a heavy sea running in the vicinity of the rocks. The Life-boat stood by the vessel until the master succeeded in starting his engine and

was able to run at about half speed; the Life-boat then returned to Gourdon, and sent a telegram to Aberdeen asking that a tug should be sent to help the vessel.

SEAHAM, DURHAM. — The steamer *Prinz Wilhelm*, of Hamburg, whilst bound in ballast from Hamburg to the Tyne, stranded about two miles to the north of Seaham on the 26th October. A dense fog prevailed at the time and a strong sea was running. The motor Life-boat *Elliot Galer* was promptly despatched to her assistance, and stood by the vessel until high water at 3 P.M., when the vessel refloated and proceeded to the Tyne.

This was the first service performed by the new motor Life-boat recently stationed at Seaham, and she is reported to have behaved splendidly, the motor working well.

TYNEMOUTH, NORTHUMBERLAND.—At 6.10 P.M. on the 26th October, during a strong S.S.E. breeze and rough sea, signals were made from the Spanish Battery calling out the motor Life-boat *Henry Vernon*. The boat proceeded without loss of time and found the German steamer *Auguste*, of Hamburg, in danger of stranding on the Black Middens. The Life-boat stood by the schooner until tugs succeeded in effecting communication, and towed her into safety. The boat then returned to her moorings, arriving at 3.15 P.M. The Life-boat is reported to have behaved well.

POOLBEG, CO. DUBLIN. — During a whole W.S.W. gale and heavy sea on the 27th October a telegram was received from the Clontarf Coastguard, stating that two vessels were showing signals of distress. As both vessels were in dangerous positions, about one mile north of the Dublin bar, the Life-boat *John Watson Wakefield* was despatched as quickly as possible. The first vessel, on their arrival, declined any assistance, and the boat at once proceeded to the ketch *Adieu Va*, with four men on board, which was found to be in shallow water. The crew had all their personal belongings ready, and

were waiting to leave their vessel. At the instigation of the Coxswain the crew remained on board and five of the Life-boat crew joined them in order to assist, if possible, in saving the vessel. Sail was set and, the anchors having been weighed, the men succeeded in getting the vessel under way, and she was taken to Kingstown, where she was left in safety.

The vessel was laden with coal, and was bound from Glasgow to Bordeaux at the time.

ROBIN HOOD'S BAY, YORKSHIRE.—At 3.30 A.M. on the 31st October two cobs proceeded to the fishing grounds, and, while fishing, a strong gale suddenly sprang up from the N.E., bringing with it a rough and heavy sea.

At 7 A.M., when the boats attempted to return ashore, it was seen that they were in great danger, and the crew of the Life-boat *Mary Ann Lockwood* were immediately summoned. The boat was launched within a few minutes, and stood by the cobs until they were able to effect a safe landing.

FILEY, YORKSHIRE.—A severe gale having suddenly sprung up on the morning of the 31st October, all the fishing-cobs at once hastened back to port, but at 8.20 the Scarborough Coast-guard reported by telephone that a motor fishing-boat belonging to Scarborough, with two young men in her, was still at sea. Preparations were at once made to launch the Life-boat *Hollon the Third*, and shortly after 9 A.M. it was reported that the motor boat was at the back of the Brigg. As soon as the boat got round the end of the Brigg the Life-boat and a coble took her in tow and succeeded in getting the boat and her two occupants into safety. The sea at this time was exceedingly heavy and the escape of the two men was reported to have been little short of marvellous.

GRIMSBY, LINCOLNSHIRE.—A telephone message was received at about 11.50 A.M. on the 31st October, stating that several small fishing-vessels belonging to Grimsby were in serious danger and apparently unmanageable, owing to

a sudden northerly gale and heavy sea. Orders were given for the Life-boat *Charles Burton* to be launched, and she proceeded to the boats and stood by them until they succeeded in getting into shelter under Spurn Point.

RAMSGATE, KENT.—At 3.30 P.M. on the 31st October the Coastguard received a message from Broadstairs stating that a small open boat, with one man in her, was out at sea and drifting towards the Goodwin Sands. As a strong northerly breeze was blowing accompanied by a rough sea, the Lifeboat *Charles and Susanna Stephens* was sent to the assistance of the boat. When she picked up the boat they found a man belonging to Ramsgate was in her quite exhausted and had it not been for their timely arrival the boat would very shortly have been driven ashore on the Sands, where the sea was breaking very heavily, and the man must have been drowned.

The man was taken into the Life-boat, which then returned to her station, but the small boat had to be cast adrift as she filled with water shortly after the man had been rescued.

SKEGNESS, LINCOLNSHIRE.—At about 2 P.M. on the 31st October the Coxswain and some of the crew of the Life-boat *Samuel Lewis*, when fishing near Chapel, observed a barge flying signals of distress. The men promptly landed and telephoned for a motor-car to come down and take them back to Skegness. On arrival they launched the Life-boat and proceeded to the barge, which was the *Britannic*, of London, bound from Brightlingsea to Immingham Dock with a cargo of gravel. When the Life-boat reached her she was driving in a whole northerly gale and was in considerable danger. The Life-boat stood by the barge and rendered assistance to her until she was taken in tow by a tug. As the conditions of weather prevented the boat regaining her station, she made for Boston Dock, where she remained until the weather moderated.

RAMSGATE, KENT.—At 8.40 P.M. on the 1st November the Coastguard reported that a message had been

received from the North Goodwin Light-vessel stating that a vessel was ashore, and at about the same time another message was received by wireless telegraph reporting the casualty. The Life-boat *Charles and Susanna Stephens* was at once dispatched to the assistance of the stranded vessel, which proved to be the brigantine *Johanne*, of Kalmar, Sweden, with a crew of eight men. Life-boatmen were put on board and an effort was made to get the vessel off the Sands, but without success, the sea in the meanwhile making a clean breach over her. At 3.30 A.M. it was found that the vessel was half full of water and all attempts to save her were abandoned. The eight men on board were with considerable difficulty rescued, and the boat returned to her station, where she arrived at 5.30 A.M. A heavy sea was running at the time accompanied by a fresh north-westerly breeze.

BROOKE, ISLE OF WIGHT.—During the evening of the 4th November a cargo steamer was reported by the Coastguard to be at anchor about five miles from the station with the "uncontrollable" signal hoisted; and later it was seen that she had hoisted a two-flag signal which, owing to the distance and the mistiness of the atmosphere, could not be distinguished. At about 9.30 P.M. signals of distress were observed, and the Life-boat *Susan Ashley* was launched. She found the steamer *Poplar*, of London, with her engines disabled and in urgent need of a tug. At the request of the master the Life-boat returned ashore and sent messages which were ultimately responded to by two tugs which succeeded in towing the vessel into safety.

CEMAES, ANGLESEY.—The steamer *Rosabelle*, of Chester, whilst bound from Garston to Waterford on the 7th November, struck a rock when in the vicinity of the Skerries, and stranded outside Cemlyn Point. The Life-boat *Charles Henry Ashley* was launched to her assistance. When the Life-boat got alongside, the Captain requested the Coxswain to stand by his vessel until the next following high water. He accordingly did so, but, owing to the

shallowness of the water over the rocks on the other side of the vessel, the Life-boat was unable to remain alongside, and had to anchor some little distance away. At daylight a salvage vessel belonging to a Liverpool company arrived on the scene and hauled the vessel clear; she was then taken to Holyhead. The services of the Life-boat being no longer required, she returned to her station, arriving at 11 A.M.

GORLESTON, SUFFOLK.—At 7.40 P.M. on the 11th November, a message was received from the Yarmouth Coast Guard stating that a vessel was burning flares off Yarmouth Pier, and that the Yarmouth Life-boat was unable to launch. The Coxswain of the No. 1 Life-boat *Mark Lane* immediately summoned his crew and launched the boat. She proceeded to the position reported in tow of a tug, and there found the schooner *Nancy*, of Goole, in considerable danger. Owing to her anchors having dragged, she was lying right under the bows of another vessel, and there were indications that the other vessel was likely to drive down upon her. In addition to this, the *Nancy* was leaking. On the arrival of the *Mark Lane* the crew decided to abandon her, and the four men were accordingly taken into the Life-boat, which returned to Gorleston and landed them. The vessel was bound from London to Hull with a cargo of scrap iron. A whole N.N.W. gale was blowing at the time, accompanied by a heavy sea.

GORLESTON, SUFFOLK.—Shortly after the *Mark Lane* Life-boat had brought the crew of the schooner *Nancy* ashore, the watchman reported that the St. Nicholas Light vessel was firing distress signals, and about the same time a vessel was observed from the shore driving past the mouth of the harbour and making flares. The Life-boat again put to sea in tow of a tug, and found the schooner *Nelly* rapidly driving towards the Corton Sands, although her anchor was down. Just as the Life-boat reached the vessel, her second cable parted, but fortunately the tug succeeded in effecting communication,

and, assisted by the Life-boat crew, she got the vessel and her crew of four men into safety. The schooner was bound at the time from Kirkcaldy to London with a cargo of barley.

MOELFRE, ANGLESEY. — At about 5 P.M. on the 11th November, during a northerly gale, signals of distress were seen from the schooner *Pearl*, of Chester, which was bound from Connah's Quay to Dublin with a cargo of fire-clay. The Life-boat *Charles and Eliza Laura* was promptly launched and rescued the crew of five men in a very heavy sea. After the crew of the *Pearl* had been landed and preparations were being made to haul the Life-boat up on the slipway, a flare was observed on another vessel. The boat, therefore, proceeded to sea again and found the schooner *Ellen Harrison*, of Barrow, was in difficulties. While she was taking off the crew of four hands, signals were sent up from the schooner *Ford Fisher*, of Barrow, which was at anchor near at hand. The boat therefore proceeded to her and took off the five men on board, bringing them ashore in safety at about 6 P.M. At about 8 P.M. further distress signals were seen, and the Life-boat succeeded in rescuing the crew of four persons, belonging to the schooner *Isabella*, of Barrow, which was close to the other vessels, and was in considerable danger owing to the severity of the weather. At the time of the rescue it was very dark, but the work was well and expeditiously carried out by the Life-boatmen.

NORTH DEAL, KENT. — The *Charles Dibdin* Life-boat was launched at 10 P.M. on the 11th November, during a whole northerly gale, to a vessel which was burning flares in the Downs off Deal. On reaching the vessel she proved to be the barge *Briton*, of London, with three men on board. As soon as the Life-boat got alongside these three men jumped into the boat, and the Captain reported that his vessel was nearly full of water. The Life-boat stood by the barge until about 3 A.M., when, the weather having moderated, the crew were put back

again on board, and they, together with several of the Life-boat's crew, pumped the barge sufficiently clear of water to take her into Dover, where she arrived in safety at about 9.30 A.M.

THURSO, CAITHNESS-SHIRE. — The schooner *Guiding Star*, of Runcorn, while bound to Fisherow with a cargo of salt, became windbound when at anchor in Scrabster Roads, and on the 12th November a whole N.N.E. gale sprang up. The vessel, being in an exposed position, rolled very heavily with two anchors out, and shortly after 3 P.M. one of her cables parted; signals of distress were therefore made, and the Life-boat *Sarah Austin* was sent to her assistance. The four men on board were rescued and brought in safety to Scrabster Harbour. Owing to the very heavy sea running it was not possible to rehouse the Life-boat until the following day, when the weather had moderated.

SKEGNESS, LINCOLNSHIRE. — On 13th November the Life-boat *Samuel Lewis* rescued the crew of the brig *Azha*, of Arendal. (For particulars, see p. 35).

SUNDERLAND NORTH DOCK, DURHAM. — At 8 P.M. on the 21st November the steam drifter *Bruces*, of Peterhead, bound from Yarmouth to Peterhead, stranded owing to hazy weather on the Beacon Rocks between the old harbour and the South Outlet. In response to her signals of distress the Life-boat *George Woofindin* was sent out and went alongside the vessel. The crew refused to leave, but the Master requested the Coxswain to stand by his vessel until a tug came to his assistance. The Life-boat did so accordingly, and remained in attendance until the vessel was towed into deep water. The *Bruces* was badly damaged, but the tug succeeded in getting her safely into harbour.

LOWESTOFT, SUFFOLK. — On the 25th November, at about 3 P.M., the Coxswain of the Life-boat saw a smack ground on the Newcombe Sands, and in response to her signals the No. 1 Life-boat *Kentwell* was launched. After reaching the smack the Life-boat succeeded in

getting a rope from her to a tug, which had also come to her assistance, and the smack was eventually towed off the Sands. The smack was the *Emmanuel*, of Lowestoft, and was homeward bound from a fishing voyage. At the time of the accident a strong N.N.W. breeze was blowing with a rough sea, and the weather was thick with rain.

ARBROATH, FORFARSHIRE. — Shortly after 9 A.M., on the 26th November, a telegram was received stating that a boat was being driven towards Arbroath, and suggesting that a look-out should be kept for her. A watch was accordingly set, and about a quarter of an hour later a boat was seen coming round Whiting Ness. A very heavy gale was blowing from the S.E., and the sea was rather rough, and, as it was realised that the boat would have considerable difficulty in making Arbroath Harbour, the Life-boat *James Stevens No. 13* was launched. After the Life-boat had proceeded to sea another boat was observed also coming round Whiting Ness. The Life-boat sailed out until she reached the boats, and then accompanied them across the Bar, and saw them safely into harbour. Without the Life-boat it would have been difficult for the boats to have got into safety. Both the boats belonged to Arbroath, and were named the *Caller Ou* and *Restless Ocean*.

RAMSEY, ISLE OF MAN. — During a very strong S.W. gale, on the 26th November, signals of distress were observed from the schooner *Princess Louise*, of Barrow, which was at anchor about one and a half mile to the east of the harbour. The Life-boat *Mary Isabella* was launched very promptly, and took off the crew of four hands. The captain stated that he was afraid of his anchors dragging, or of his anchor-chains carrying away, as a very heavy sea was running, and the wind was increasing in force. Fortunately the vessel rode out the gale.

FILEY, YORKSHIRE. — At 11.25 A.M. on the 26th November, during a whole S.S.W. gale, a message was received reporting that the fishing-coble *Isobel and Rita*, of Filey, was in distress about

two miles from Filey Brigg. The Life-boat *Hollon the Third* was launched without delay, but in the meanwhile a steam-trawler proceeded to the assistance of the vessel and took her in tow. When the Life-boat reached them the steam-trawler cast off the coble, and the Life-boat, having effected communication, took her in tow and brought her crew of three men into safety. It was found that the coble had broken her rudder, and was quite unmanageable.

BRIDLINGTON QUAY, YORKSHIRE. — A gale sprang up on the morning of the 26th November, from the S.S.W., and later backed to the southward, and increased in force. Two small cobsles were seen making for the harbour, and a larger coble went off and assisted them into safety. Later in the morning the weather got worse, and five of the larger cobsles ran for shelter under the land off Hornsea. As the vessels were in considerable danger, it was decided to launch the *George and Jane Walker* Life-boat to their assistance. The Life-boat fell in with the first of the boats about two miles south of the harbour, and stood by her until she succeeded in getting into safety; she then stood by the other boats while they came through the heavy sea, the last one having a very narrow escape of foundering when off the end of the pier. The rocket apparatus was also in attendance, ready to help the cobsles had it been necessary. The cobsles assisted were the *Three Brothers*, *Shamrock*, *Spray*, *Yorkshire Lass*, and *Friends of Bridlington*.

CLACTON-ON-SEA, ESSEX. — At 12.45 P.M. on the 26th November, during a W.S.W. gale, a small vessel was seen apparently in need of assistance, and as it was feared that she would be wrecked on the beach, the Life-boat *Albert Edward* was launched to her assistance. On reaching the boat she was found to be the motor-boat *Konatsu*, with two men on board. They reported that the petrol pipe was choked and that they did not know where they were. At the request of the man in charge, one of the Life-boat's crew was placed on board and the motor-boat was taken in tow to Harwich Harbour.

NORTH BERWICK, NORTHUMBERLAND.—At 5.30 P.M. on the 26th November, it was reported that a signal of distress had been seen about two miles N.N.E. from Scoughall, and the Life-boat *Norman Clarke* was launched. They found the ketch *Triumph*, of Jersey, in a leaking condition, with all her canvas blown away, and, after standing by the vessel for about an hour, rescued the three men then on board. At the time of this service a whole S.W. gale was blowing with a heavy sea, and as it would have necessitated a long beat back to reach North Berwick, the Coxswain decided to run for Dunbar. Dunbar was reached at 10.30 P.M., and the crew remained there for the night and took the boat back to her station next day.

EYEMOUTH, BERWICKSHIRE.—At 11.5 P.M. on the 26th November, a vessel was observed about two miles from the shore to the north of Eyemouth, burning flares and sounding her siren continuously. She had previously been seen to be burning flares off St. Abbs Head, and at 11.20 P.M. the coastguard sent a message to the effect that a vessel was making signals of distress, the Life-boat *Anne Frances* was therefore launched, and proceeded to the vessel. A whole gale was blowing from the N.N.W. and the sea was very rough. On arrival they found the tug *Granite City*, of Aberdeen, with her pumps choked and leaking badly, with the steam drifter *Sheila*, of Buckie, in tow in a disabled condition owing to her boiler having burst. Some of the Life-boat's crew were put on board the tug and the drifter, and both vessels were eventually got in safety into Eyemouth Harbour. There were only two hands on board the drifter, and both men were thoroughly exhausted.

CROMER, NORFOLK.—The Life-boat *Louisa Heartwell* was launched at 10.45 P.M. on 27th November, in a very heavy sea to the assistance of the hoveller *James and Ellen*, of Yarmouth, which was in difficulties and unable to beach on account of the very heavy surf running. The boat had put to sea at about 3.30 P.M., and great anxiety was

felt for the safety of those on board, more particularly as the weather was gradually becoming worse. On reaching the boat the Life-boatmen communicated with the crew, and they finally decided to remain on board their boat and beach her, if the Life-boat would stand by while this was being done. The hoveller, when running in, got broadside on to a heavy sea, which nearly filled her, but she managed to right herself and was carried on to the beach by the next wave, without accident. The Life-boat then returned to her station, arriving at about 11.45 P.M.

ALDEBURGH, SUFFOLK.—Shortly before 3 A.M. on the 28th November, a telephone message was received from Thorpe Coastguard Station, stating that a steamer was ashore and in need of assistance. The No. 2 Life-boat *Edward Z. Dresden* was very promptly launched, and proceeded under sail to the scene of the casualty. She found the steamer *Thyra*, of Stockholm, with twenty people on board, had stranded whilst bound from Sundsvall to London with a cargo of timber. The Life-boat was at once engaged by the Captain to try and save the vessel and, at his request the Life-boatmen jettisoned about 200 tons of the deck cargo, and eventually succeeded in floating the vessel. As no further assistance was required the boat returned to her station.

MABLETHORPE, LINCOLNSHIRE.—On the 28th November, the three-masted steamer *Victoria*, of Barnstaple, whilst bound from Hamburg to Bideford with a cargo of agricultural salt, stranded about three miles to the north of Mablethorpe. In response to her signals of distress the Life-boat *John Rouson Lingard* was launched and proceeded to her. They found the six men on board were in danger and brought them ashore. After the men had been taken off, the Life-boat made an attempt to return to Mablethorpe, but in face of the wind and tide she was unable to do so; the crew therefore beached the boat in the vicinity of the vessel and took her back to her station next morning. There was a strong S.S.E. breeze blowing at the time with a heavy sea.

CLOVELLY, NORTH DEVON.—At 3 A.M. on the morning of the 30th November the Coastguard at Clovelly received a telephone message from Lundy Island, to the effect that a steamer was showing flares about five miles E. by S. of Lundy. The Life-boat *Elinor Roget* was promptly launched and proceeded to the spot indicated, and there found the s.s. *Augoustis*, of Andros, riding very heavily in a disabled condition with both her anchors down. The Captain stated that the crew did not wish to leave the ship, and he asked the boat to stand by until some other vessel came to his assistance, as he was desirous of saving his steamer if possible. Towards daybreak, when the Life-boat had been in attendance for about four and a half hours, a tug-boat arrived on the scene and, communication having been effected, she was able to take the disabled steamer in tow. When the Life-boat proceeded to the assistance of the vessel a gale was blowing, but fortunately when the tug took the steamer in tow the weather had moderated somewhat.

WHITBY, YORKSHIRE.—Between 4 and 5 o'clock on the morning of the 3rd December eleven of the fishing cobsles belonging to Whitby put off for fishing, but some hours later the sea increased rapidly and commenced to break heavily right across the entrance to the harbour. As it was felt that the return of the cobsles would be attended by great risk, the No. 2 Life-boat *John Fielden* was launched shortly before 10 A.M. and stood by each coble as she came into harbour.

WITHERNSEA, YORKSHIRE.—During the afternoon of the 3rd December the Coxswain of the Life-boat *Docea Chapman* was informed that an attempt was going to be made to save the steam trawler *Rhodesia*, of Grimsby, which had stranded five miles to the south of Withernsea the previous day, and that the salvors were desirous of using the Life-boat for this purpose. The necessary permission having been granted by the Honorary Secretary, the boat was launched in a heavy ground swell and proceeded to the vessel. The Life-boat succeeded in effecting communica-

tion between the stranded trawler and a tug, and by this means the vessel was subsequently saved.

HAUXLEY, NORTHUMBERLAND.—At 1.5 A.M. on the 6th December a message was received, stating that a steamer was ashore at Druridge Bay. The crew of the Life-boat *Mary Andrew* were at once called, the Life-boat was launched at 1.30 A.M. and proceeded to the vessel, which was about three miles distant. She proved to be the s.s. *President*, of Sunderland, bound from Hamburg to Sunderland, in ballast. When the Life-boat got alongside the tide was ebbing, and the Captain stated that neither he nor the crew desired to leave the vessel, but asked that the boat should render him assistance when the tide rose. After standing by the vessel for an hour the boat was beached near the scene of the wreck, and some of the crew returned to Hauxley for dry clothing, and at 10 A.M., six hours later, the boat again proceeded to the steamer and gave the assistance required. As the steamer failed to float the Life-boat returned to her station, arriving about 3 P.M.

NEWBIGGIN, NORTHUMBERLAND.—The s.s. *Cluney*, of Inverness, whilst bound to Sunderland in ballast on the 7th December, stranded on the rocks about half a mile from Newbiggin Point. There was a very thick fog at the time with a heavy swell; it was therefore considered advisable to send the Life-boat *Ada Lewis* to assist her. The boat was launched at 5.30 A.M., and at the request of the master of the steamer she stood by until between eleven and twelve o'clock, when the steamer succeeded in floating without any further assistance. The boat then returned to her station.

CAISTER, NORFOLK.—During thick weather on the 11th December a vessel was observed ashore on the Scroby Sands, opposite to the Life-boat station. There was a strong breeze blowing, and a ground swell on the Sands. The crew of the No. 1 Life-boat *Covent Garden* were at once assembled, and the boat proceeded to the vessel, which proved

to be the passenger steamer *Nottingham*, of Grimsby, belonging to the Great Central Railway Co. At the time of the accident she was carrying twelve passengers and a crew of twenty-six hands. The Coxswain of the Life-boat asked the Captain if he required any assistance, and he replied that he would wait until high water, as if he failed to get clear he would engage the services of the Life-boatmen to assist him. Later in the day it was necessary to do this, and at 7.30 P.M. the Life-boatmen succeeded in floating the steamer, and accompanied her into Yarmouth Roads, where she was anchored.

HUNSTANTON, NORFOLK.—During a moderate S.S.W. gale and rough sea on the 11th December, a message was received, stating that the Roaring Middle Light-vessel was firing signals of distress. The Life-boat *Licensed Victualler* was launched without loss of time and proceeded to the Long Sand, where they found the brig *Henrik Wergeland*, of Haugesund, hard aground. The Captain reported that he was outward bound from Boston to Norway with a cargo of coal. Shortly after the arrival of the boat the vessel commenced to roll heavily, and the crew requested to be taken off by the Life-boat; the Captain, however, declined to leave. The Life-boat, therefore, remained alongside, as the vessel then had 22 inches of water in her hold. Shortly afterwards four of the Life-boatmen were put on board the vessel to work the pumps, as the crew of the vessel refused to go back on board. Later in the day when a tug came on the scene, the vessel was towed clear and taken up to Boston. In the meanwhile the crew of the vessel, six in number, remained in the Life-boat, and as the assistance of the boat was no longer required, she returned to her station and landed them there.

HASBOROUGH, NORFOLK.—At 5.40 A.M. on the 21st December, during smooth but foggy weather, a new torpedo destroyer named the *Beaver* stranded about $1\frac{1}{2}$ miles south of Hasborough Lighthouse. The vessel had only recently been launched and was on her

way to Portsmouth from Scotland. The Life-boat *Jacob and Rachael Vallentine* was sent to the assistance of the vessel, and stood by her at the request of the Captain. Later, on the arrival of tugs, she assisted as far as possible in re-floating the destroyer. When the vessel was got clear, it was found that her boilers had been damaged owing to some of the plates buckling, but tugs were able to tow her into safety.

APPLEDORE, NORTH DEVON.—During a moderate S.W. gale on the 13th December, the schooner *Katie*, of Carnarvon, stranded to the north of Braunton Lighthouse and made signals of distress. In response, the No. 1 Life-boat *Jane Hannah MacDonald* was launched to her assistance. When the Life-boat reached her, the Captain stated that he was not in need of any assistance, as he hoped to be able to get his vessel off later, but as two of the crew were ill and needed medical attention, he requested that they should be conveyed ashore. The men were therefore transferred to the Life-boat, which landed them shortly after 11 P.M. At the time of this service the sea was very rough, but the vessel eventually succeeded in getting clear.

MARGATE, KENT.—At 1.45 P.M. on the 23rd December, information was received that a vessel was ashore on the Margate Sands, and the No. 2 Life-boat *Civil Service No. 1* was launched. On arriving at the Sands, the brigantine *Raymond*, of Whitstable, was found in a bad position on the north spit. At the request of the Master, the boat stood by the vessel until she floated clear on the flood tide. It was then ascertained that the vessel could proceed on her voyage, and the Life-boat returned to her station, where she arrived at 10 P.M.

JOHNSHAVEN, KINCARDINESHIRE.—As two fishing-boats belonging to the port had not returned from fishing, and the wind was blowing hard with a very rough sea on the 24th December, the Life-boat *Sarah Ann Holden* was launched shortly after noon, in order to be in readiness when the vessels came in, as it was realised that the boats would be

in considerable danger in the heavy sea. The Life-boat lay off the harbour until the fishing-boats approached, and then accompanied each boat separately into safety.

ARBROATH, FIFESHIRE.—Between 2 and 3 P.M. on the 24th December, a gale of wind suddenly sprang up from the S.E. by S., and the sea became very rough. Fifteen of the fishing yawls belonging to Arbroath were at sea at the time, and it was deemed advisable to launch the Life-boat *James Stevens No. 13* to stand by the boats whilst crossing the bar. The sea was running very high and the boats experienced considerable difficulty in making the harbour, and without the Life-boat in attendance their occupants would have been in considerable danger.

HOLYHEAD, ANGLESEY.—Shortly after five o'clock on the evening of the 24th December, a schooner anchored near to the Clipera Rocks, and a few minutes afterwards signals of distress were made by those on board. The steam Life-boat *Duke of Northumberland* was immediately ordered out, and on reaching the schooner the Master stated that he and the crew wished to be landed. The five men and their dog were accordingly taken off and conveyed ashore. It was blowing a whole westerly gale at the time, and the vessel was dragging her anchors very fast. Shortly before 10 P.M., when the Life-boat had returned from performing a service to another vessel, the Master asked the Coxswain if steps could be taken to try and save his schooner. The crew of the vessel then re-embarked in the Life-boat and were placed on board together with three Life-boatmen, and a tug having been engaged, she was eventually towed into safety. The vessel was the schooner *Fortuna*, of Truro, bound from Liverpool to Falmouth with a cargo of coal at the time.

At about 7 P.M., shortly after the crew of the *Fortuna* had been landed, the schooner *Olive Branch*, of Truro, was seen making her way up Holyhead Bay, and as it was seen that she was drifting towards a lee shore, the Life-boat proceeded to her assistance. On

reaching the vessel, the Master requested the Coxswain to obtain the services of a tug, and this was done. The tug at once went to the schooner, and with the assistance of some of the Life-boatmen, succeeded in bringing the vessel and her crew of four men into safety.

BUCKHAVEN, FIFESHIRE.—Shortly after midnight on the 24th-25th December, whilst the s.s. *Glenmoor*, of Newcastle-on-Tyne, was riding at anchor waiting to enter the harbour, a gale of wind sprang up from S.W., with hurricane squalls, causing her anchors to drag. The Life-boat *Isabella* was launched and, as the vessel was very near to the rocks, she stood by her throughout the night. Next morning the wind became more westerly and moderated somewhat, and the steamer was able to get out of her dangerous position under her own steam. The Life-boat then left her and returned to her station.

PLYMOUTH, DEVON.—The Life-boat *Eliza Avins* was launched shortly after 9 A.M. on the 26th December in a whole S.W. gale and heavy sea, a message having been received stating that several vessels were in danger in Plymouth Sound. She proceeded to the schooner *Ottawa*, of Chester, and rescued the five men on board. Shortly afterwards the Life-boat grounded on the rocks; on the rising tide she was able to get clear, and fortunately escaped without any serious damage.

FILEY, YORKSHIRE.—At 6.30 A.M. on the 26th December fourteen of the cobs belonging to Filey put to sea for the purpose of hauling their lines, and at about 8 A.M. the wind commenced to freshen, causing most of the boats to run for safety. By 10 A.M. all the boats had reached safety with the exception of two, named the *Annie* and the *Marjorie*. These boats were about four miles to the north of the Brigg and in considerable danger. The Life-boat *Hollon the Third* was launched, and on reaching the boats supplied the crews with life-belts. She then stood by each boat as she came into safety. In the case of the *Marjorie* it was necessary

to take the coble in tow in order to save her and her crew of three men.

NEWBIGGIN, NORTHUMBERLAND.—On the morning of the 26th December, twelve of the fishing cobbles proceeded to the fishing ground at about 4.30 A.M. A little before ten o'clock a very heavy S.E. wind arose, and the sea increased, making the landing very dangerous. At 10.30 A.M. the Life-boat *Ada Lewis* was launched, and stood by the cobbles as they came in. One boat, however, did not consider it wise to attempt to land at Newbiggin, and ran for St. Mary's Island, where she was able to get shelter. The other boats while coming in at Newbiggin were in considerable danger, and the help given them by the Life-boat was much appreciated by the crews.

FLAMBOROUGH, YORKSHIRE.—Two of the fishing cobbles belonging to Flamborough were overtaken by a moderate S.E. gale and very heavy sea when out fishing on the 22nd December. As considerable anxiety was felt for the safety of the men in the boats, the No. 2 Life-boat *Matthew Middlewood* was launched at 11.30 A.M. On reaching the boats the endangered men were provided with life-belts, and the Life-boat stood by each boat as she came ashore.

TENBY, PEMBROKESHIRE.—At about 3 P.M. on the 26th December a schooner in the Caldy Roads, which had been slowly dragging her anchors all the morning, got into a very dangerous position, and was seen to make signals of distress. The Life-boat *William and Mary Devey* was launched and proceeded to her assistance through a very heavy breaking ground sea. The wind at the time was blowing a moderate gale from W. On getting alongside, the Life-boat stood by the vessel for some time, but the sea being so heavy it was considered advisable to rescue the men on board, six in number. They were accordingly taken into the Life-boat and conveyed ashore. The "run" in the harbour was so bad when the Life-boat was returning that considerable difficulty was experienced in keeping the boat under control. She eventually got alongside the quay, where she was

moored for the night. The vessel was the schooner *Marie Emilie Andrea*, of L'Orient, and she was outward bound with a cargo of coal at the time.

MUMBLES, GLAMORGANSHIRE.—At 3.45 P.M. on the 26th December the Coxswain saw a schooner making for Swansea Harbour, and while doing so she took the ground on the east side of the east pier. A heavy N.W. gale was blowing at the time with a very heavy sea. The Life-boat *Charlie Medland* was promptly launched and proceeded to the schooner, which proved to be the *Alice*, of Dunkirk, laden with coal. When the Life-boat reached the vessel the steam pilot cutter *Beaufort* was in attendance, endeavouring to pass a rope on board, and this was successfully accomplished. Shortly afterwards the tow-rope carried away and the vessel drifted to leeward. The Life-boat at once went alongside and took off two of the crew, but almost immediately afterwards the *Beaufort* got another tow-rope secured, and she was able to take the vessel and the remainder of the crew into safety.

RYE HARBOUR, SUSSEX.—During a strong W.S.W. gale with very heavy sea on the 26th December, signals of distress were observed to the westward. In response the Life-boat *John William Dudley* was launched at 9 P.M. and proceeded to the vessel, which proved to be the s.s. *Bedeurn*, of Newcastle, laden with coal. The vessel was in a helpless condition owing to having lost her propeller. The Life-boat stood by for some time, and eventually tugs arrived on the scene; the Life-boat then rendered assistance in effecting communication, and the vessel was subsequently towed away.

HARWICH, ESSEX.—At 1.10 A.M. on the 30th December a telephone message was received from the Coastguard at Shingle Street, stating that a vessel to the southward was burning big flares. In response the steam Life-boat *City of Glasgow* was sent out. The Coxswain sighted the flares as soon as he had cleared the harbour, and made for the vessel. The barge *Agnes and Constance*, of Rochester, bound from

Yarmouth to London, was found in a leaking condition, having been in collision with another vessel. The master stated that he did not wish to abandon his barge, and, at his request, the Life-boat took the barge and her crew of three hands into safety.

BARRY DOCK, GLAMORGANSHIRE.—At 8.50 A.M. the Coxswain of the Life-boat *John Wesley* was informed by telephone that a steamer was ashore at Breaksea Point. The Life-boat was at once

launched and a tug engaged to tow her to the scene of the casualty. The vessel proved to be the steamer *Vigilant*, of Glasgow, bound from Swansea to Sharpness in ballast; she was partly full of water and the seas were breaking right over her. Communication was effected by means of a line, and four of the crew were hauled through the surf to the Life-boat. The Captain and two other men, however, refused to leave their vessel, and they were able to get ashore in safety when the tide ebbed.

Summary of the Meetings of the Committee of Management.

Thursday, 9th January, 1913.

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 His Grace the DUKE OF ABERCORN, K.G., P.C., O.B., who had been a Vice-President of the Institution since 1886. Also at the death of Admiral Sir WILLIAM M. DOWELL, G.C.B., who had been a member of the Committee of Management since 1894.

Resolved that letters expressing the sympathy of the Committee should be sent.

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 visits to the following Life-boat Stations:—

Northern District.—North Sunderland and Peterhead (two boats).

Eastern District.—Wells, Hunstanton, Brancaster, Seaton Carew, Redcar, Teesmouth, Hartlepool (three boats), Seaham, Lowestoft and Pakefield.

Southern District.—Eastbourne (two boats) and Walton-on-the-Naze.

Western District.—Llandudno, Llanddulas, Rhyl, Point of Ayr, Padstow (two boats and a steam-tug), St. Mary's, St. Agnes, Aberystwith, Abersoch, Criccieth, Porthdinllaen and Pwllheli.

Irish District.—Carrickfergus, Killough, Donaghadee, Groomsport, Cloughy, Castletown and Kingstown.

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

THE CIVIL SERVICE LIFE-BOAT	£	s.	d.
FUNDS (per Mr. Harry Fincham, I.S.O.):—			
Repayments of Rewards granted to Crews of the Civil Service Life-boats during 1912 . . .	343	13	3
On Account of the Maintenance of the Civil Service Life-boats during 1912 . . .	456	6	9
	800	—	—

Mrs. JOHN THYNNE (Balance of cost of a Life-boat to be named <i>Thomas Masterman Hardy</i>) . . .	250	—	—
Captain HENRY HOLMES . . .	50	—	—
THE LOYAL ORDER OF ANCIENT SHEPHERDS (annual subscription)	25	—	—
Mr. F. O. BROWN (contribution box) . . .	12	15	—
Miss BARBARA M. LEWIS GLOVER (Proceeds of Sale of Work in Nursery in aid of the Criccieth Life-boat) . . .	8	13	8
HOPTON CHURCH (Collection on Christmas Day) . . .	2	1	2

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mr. JAMES WILCOCK, of Blackburn, "Towards the Endowment Fund" . . .	1,000	—	—
The late Mr. J. H. DAVIS, of Taunton . . .	500	—	—
The late Mrs. M. E. TAYLOR, of Kensington Palace Gardens . . .	300	—	—
The late Capt. WARFELAER, of Ducklington . . .	180	—	—
The late Mrs. M. A. ROUTLEDGE, of York (on account) . . .	150	—	—
The late Mr. WILLIAM WEBBER, of Wembley (share of residue) . . .	130	3	—
The late Miss JESSIE WATSON (per Glasgow Branch) . . .	100	—	—

Reported that the new Motor Life-boat had been despatched to Peterhead.

Paid 3,844*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 304*l.* 3*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No. 1	Schooner <i>Katie</i> , of Carnarvon. Landed 2.	
Arbroath . .	Fifteen fishing boats of Arbroath. Stood by boats.	
Barry Dock . .	S.S. <i>Vigilant</i> , of Glasgow. Landed 4.	

Life-boat.	Vessel.	Lives saved.
Buckhaven . . .	S.S. <i>Glenmoor</i> , of Newcastle. Stood by vessel.	
Filey . . .	Coble <i>Annie</i> , of Filey. Rendered assistance.	
	Coble <i>Marjorie</i> , of Filey. Saved coble and . . .	3
Flamborough No. 2	Two fishing cobbles of Flamborough. Stood by cobbles.	
Hasborough . . .	H.M. Torpedo Destroyer <i>Beaver</i> . Assisted to save vessel.	
Holyhead No. 1	Schooner <i>Fortuna</i> , of Truro	5
	Also a dog.	
Johnshaven . . .	Two fishing boats of Montrose. Stood by boats.	
Margate No. 2	Brigantine <i>Raymond</i> , of Whitstable. Stood by vessel.	
Mumbles . . .	Schooner <i>Alice</i> , of Dunkirk	2
Newbiggin . . .	Eleven cobbles of Newbiggin. Rendered assistance.	
Plymouth . . .	Schooner <i>Ottawa</i> , of Chester	5
Tenby . . .	Schooner <i>Marie Emilie Andrea</i> , of L'Orient . . .	6

Caister No. 1 Life-boat assisted to save the S.S. *Nottingham*, of Grimsby; Harwich Steam Life-boat saved the barge *Agnes and Constance*, of Rochester, and three; Holyhead Steam Life-boat assisted to save the schooner *Fortuna*, of Truro; also assisted to save the schooner *Olive Branch*, of Truro, and 4; Rye Harbour Life-boat assisted to save the S.S. *Bedeburn*, of Newcastle; and Withernsea Life-boat assisted to save the steam trawler *Rhodesia*, of Grimsby.

Also voted 450*l.* 16*s.* 9*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh Nos. 1 and 2, Ayr, Boulmer, Clacton-on-Sea, Donaghadee, Grimsby, Harwich, Hastings, Littlehampton, Lizard, Maryport, Newlyn, North Deal, Penzance, Peterhead No. 2, Plymouth, Rhoscolyn, St. Agnes, Scilly, St. Mary's, Scilly, Southsea, Spurn, Walton-on-the Naze, and Watchet.

Voted 15*l.* 14*s.* to men injured in the Life-boat service at Appledore, Gorleston, North Berwick.

Voted 1*l.* 10*s.* to three men for putting off from Walmer in a boat and saving one of three men belonging to the pilot boat *Alice*, of Deal. The men in the pilot boat were endeavouring to board a steamer when their boat was sunk, throwing them into the water. One of the men was saved by a boat lowered from the steamer, but the third man was unfortunately drowned. The salvors incurred moderate risk in performing the rescue.

Thursday, 13th February, 1913.

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

Read and confirmed the minutes of the previous meeting.

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

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

Northern District.—Eyemouth, Buckhaven, Arbroath, Anstruther, St. Andrew's, Broughty Ferry, Crail, Stonehaven, and North Berwick.

Eastern District.—Spurn, Withernsea, Cultercoats, Blyth, Cambois, Tynemouth, and Palling (two boats).

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

Western District.—Penzance, Newlyn, Sennen Cove, St. Ives, Hayle, and Cemlyn.

Irish District.—Blackrock.

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

HIS MAJESTY THE KING (annual £ s. d. subscription) 21 - -

The Rt. Hon. ARNOLD MORLEY, on account of the cost of a motor Life-boat 2000 - -

Mr. T. DYER EDWARDS, further on account of the cost of a motor Life-boat to be named *Lady Rothes*, and stationed at Fraserburgh 1000 - -

THE CIVIL SERVICE LIFE-BOAT FUND (per Mr. Harry Fincham, I.S.O.):—

Balance of Maintenance of the Civil Service Life-boats during 1912 276 - 6

Balance of Endowment of Civil Service Life-boat No. 5 230 - -

Anonymous 506 - 6

Executors of the late Mr. WILLIAM KAULLA 50 - -

Miss DEVEREUX PRYCE 30 - -

Mr. W. H. A. WHARTON 20 - -

Sir GODFREY BARING, Bart., M.P. (annual subscription) 10 10 -

Mrs. R. A. B. PRESTON (annual subscription) 10 10 -

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mrs. SARAH ELIZA STYCH, of Acock's Green, Birmingham, for the provision of a Life-boat to be named *John Stych* 1250 - -

The late Miss I. J. CEELY, of Tregunter Road, S. Kensington 1000 - -

The late Mr. RICHARD ALEXANDER PARFREY, of Teddington (Balance of Share of Residue) 444 1 7

	£	s.	d.
The late Mr. ALFRED REES LEWIS, of Rochester Terrace, N.W.	270	-	-
The late Mr. WILLIAM McCUNN, of Largs:—			
For the Maintenance of the <i>Thomas McCunn</i> Life-boat at Port Logan.	100	-	-
For the Benefit of Widows and Orphans of Life-boat men	50	-	-
The late Miss MARIANNE MILLS, of Redcar.	50	-	-
The late Mrs. MARGARET MONTEITH OR WATT, of Glasgow (per Glasgow Branch).	25	7	-
The late Mrs. M. E. TYDD, of Guildford.	20	10	-

The Committee expressed deep regret at the death of Mr. T. F. DAVIES, who had been Honorary Secretary of the Pakefield Branch for eighteen years.

Decided to close the Culdaff Station. Voted the best thanks of the Institution to Mr. R. M. FLEMING in recognition of his long and valuable services as Honorary Secretary of the Branch.

Paid 2,613*l.* for sundry charges in connection with various Life-boat establishments.

Voted 68*l.* 6*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No.1	Ketch <i>Comet</i> , of Braunton	2
Bridlington Quay	Schooner <i>Kare</i> , of Monte Video	8
Campbeltown No. 1	Fishing-boats of Campbeltown	10
Cloughy	Barque <i>Carmel</i> , of Laurvik. Landed 10.	
Clovelly	Schooner <i>Ianthe</i> , of Bristol. Landed 6.	
Cullercoats	Coble <i>Lydia and May</i> , of Cullercoats. Stood by coble.	
Flamborough No. 1	Eight cobbles of Flamborough. Stood by cobbles.	
Gorleston No. 1	S.S. <i>Gangeren</i> , of Brevik. Rendered assistance.	
Hartlepool No. 2	S.S. <i>Boeton</i> , of Hartlepool. Landed 32.	
Hartlepool No. 3	S.S. <i>Boeton</i> , of Hartlepool. Landed 32.	
Holy Island No. 2	S.S. <i>Fædrelandet</i> , of Bergen.	14
Holy Island No. 2	S.S. <i>Werner Kunstmann</i> , of Stettin. Stood by vessel.	
Hunstanton	Brig <i>Henrik Wergeland</i> , of Haugesund. Assisted to save vessel and.	7
Kingstown	Two fishing-boats of Kingstown. Stood by boats.	
Kirkcudbright	S.S. <i>Topaz</i> , of Glasgow. Saved boat of steamer and.	7
Looe	Fishing-boats of Looe. Stood by boats.	
Lowestoft No. 1	Barge <i>Gladys</i> , of Dover	3

Life-boat.	Vessel.	Lives saved.
Montrose No. 1	Fishing-boat <i>Ruby</i> , of Montrose. Saved boat and.	3
Queenstown	S.S. <i>Snowdon Range</i> , of Sunderland. Stood by vessel.	
Southend-on-Sea	Barge <i>The Sisters</i> , of Ipswich. Landed 2.	
Southend-on-Sea	A small boat of S.S. <i>Jeanie Hope</i> . Rendered assistance.	
Spurn	Steam trawler <i>Cancer</i> , of Grimsby. Stood by vessel.	
Stromness	Took doctor to Hoy.	
Stronsay	Steam trawler <i>Commander</i> , of Aberdeen. Stood by vessel.	
Sunderland, North Dock	S.S. <i>Orion</i> , of Flensburg	19
Winterton No. 2	Brigantine <i>Wilma</i> , of Bremerhaven. Landed 5.	

Caister No. 1 Life-boat assisted to save the brigantine *Wilma* of Bremerhaven, and one; Hartlepool Nos. 2 and 3 Life-boats landed 30 from the S.S. *Boeton* of Hartlepool, and also assisted to save the vessel; Lowestoft No. 1 Life-boat assisted to save the schooner *Alice Watts* of Harwich, and five; also assisted to save the trawler *Pet* of Lowestoft; North Sunderland Life-boat rendered assistance to the S.S. *Teesborough* of Middlesbrough; and Spurn Life-boat assisted to save the barge *Cambria* of London.

Also voted 872*l.* 18*s.* 7*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:—Appledore Nos. 1 and 2, Arbroath, Barry Dock, Berwick-on-Tweed, Blyth, Boulmer, Broughty Ferry, Buckie, Caister No. 1, Castletown, Clacton-on-Sea, Cullercoats, Donaghadee, Douglas, Dunbar, Filey, Flamborough No. 1, Formby, Fraserburgh, Girvan, Gorleston No. 1, Groomsport, Hartlepool No. 3, Helvieck Head, Hunstanton, Kessingland No. 1, Margate No. 2, Montrose No. 1, Mumbles, New Brighton (Steam), North Deal, Newlyn, Padstow No. 2 and Tug, Pakefield, Palling No. 2, Penmon, Peterhead No. 1, Plymouth, Port St. Mary, Ramsgate, Robin Hood's Bay, Southend-on-Sea, Stronsay, Sunderland (North Dock), Sunderland (Motor), Tynemouth, Walton-on-the-Naze, Yarmouth, Youghal.

Voted 7*l.* 18*s.* 6*d.* to men injured in the Life-boat service at Blackpool and Douglas.

The Committee of Management passed a special vote congratulating the Portuguese Life-boat Society, and expressing admiration for the rescue work done by its men, on the occasion of the loss of the S.S. *Veronese* near Leixoes. No less than 200 persons were saved by the Life-boats and the rocket apparatus belonging to the Society.

Voted the Silver Medal of the Institution, together with a vote of thanks, to Captain

H. E. Burton, R.E. (who very kindly superintends the motor with which the Tynemouth Life-boat is fitted); also the Silver Medal, a vote of thanks, and an additional grant of 3*l.* to Robert Smith the Coxswain; and a vote of thanks and an additional grant of 3*l.* to each of five men, forming the crew of the Tynemouth boat, in recognition of their gallant action in putting off in a whole S.E. gale and very heavy sea, and proceeding to Blyth on the occasion of the wreck of the S.S. *Dunelm*, of Sunderland, on the 11th January, 1913.

Awarded additional payments to the crews of the Lowestoft No. 1 and Helvick Head Life-boats for good services performed in very severe weather on the 11th and 14th January respectively.

Voted 4*l.* to four men for putting off in one of the fishing boats—which has been fitted with air-cases—at Annan, to search for a schooner, which had been reported in distress off Silloth on the 24th December. A whole S.S.W. gale was blowing at the time with a very heavy sea, and the men incurred considerable risk.

Voted 3*l.* to six men for saving the crew of six men of the schooner *Ignatz Breum*, of Thurso, which was wrecked on Howick Rocks, near Boulmer, in a strong S.S.E. gale and very heavy sea. The salvors established communication with the vessel by means of a rope which had been thrown from the wreck, and they succeeded in dragging the men in safety through the surf to the shore. The salvors incurred moderate risk.

Voted 4*l.* to two men for putting off in a small canvas fishing boat, in a heavy surf, and saving five men whose fishing boat was in danger near Leary's Island, Tralee Bay, on the 24th December. Almost immediately after the men were rescued the boat sank. The salvors incurred considerable risk, and when coming ashore, their over-laden boat was swamped.

Thursday, 13th March, 1913.

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

Read and confirmed the minutes of the previous meeting.

Deep regret was expressed at the death of Sir WILLIAM HENRY WHITE, K.C.B., F.R.S., who had been a member of the Committee of Management since 1911.

Resolved that a letter expressing the sympathy of the Committee should be sent to Lady White.

Read the minutes of the Building, Finance, and Correspondence, and Wreck and Reward Sub-Committees; also the minutes of the Special Sub-Committees appointed to consider the accommodation at the Storeyard and to arrange terms for the building and

repairing of Life-boats, 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.—Montrose (two boats), Johnshaven, Gourdon, Holy Island (two boats), Hauxley, Cresswell, Newbiggin, Kirkcudbright, Balcarry and Whithorn.

Southern District.—Dover, Hythe, Folkestone, Shoreham, Hastings, Southend-on-Sea, New Romney, Dungeness (two boats), Littlehampton, Southsea, Hayling Island, and Bembridge.

Western District.—Fishguard, St. David's, Little Haven, Angle, Tenby, Appledore (two boats), and Ilfracombe.

Irish District.—Portrush, Aranmore, Culdaff, Greencastle, Poolbeg, Newcastle (co. Down). Donaghadee and Kingstown.

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

	£	s.	d.
Mrs. MACKENZIE, for the installation of acetylene gas in the Barmouth boathouse	28	17	6
The Rt. Hon. Lord NEWLAND	10	-	-
CROOK AND NEIGHBOURHOOD CO-OPERATIVE SOCIETY	10	-	-
ROSE HILL SCHOOL, Tunbridge Wells	3	3	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mrs. HENRIETTA TODD, of Bognor (additional)	1000	-	-
The late Mr. ALFRED CORTIS, of Worthing	1000	-	-
The late Miss M. E. GIBSON, of Broad Green (on account of residue), per Liverpool Branch	1000	-	-
The late Miss FANNY RAWLE MOORE, of Plymouth	119	7	8
The late Mrs. ELIZABETH SLOMAN, of Exmouth (to the Exmouth Branch)	90	-	-
The late Mrs. DREW, of Row (per Glasgow Branch)	50	-	-
The late Mr. PATRICK McDOWALL, of Kirkmaiden, for the maintenance of the Port Logan Life-boat	30	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent (additional interest)	15	1	4

Voted the best thanks of the Institution to Mr. ERNEST CROSBY, for his good services as Honorary Secretary of the Fleetwood Branch. He had recently retired after nearly twenty-one years' service.

The Committee expressed great regret at the death of Mr. J. ASTLEY M. GARDNER, who had been Honorary Treasurer of the Port of Liverpool Branch for eighteen years.

Paid 3,275*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 328*l.* 8*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brixham . . .	S.S. <i>Strathroy</i> of Glasgow. Rendered assistance.	
Caister No. 1. .	Schooner <i>Advance</i> , of Plymouth	5
Flamborough No. 2.	A coble of Flamborough. Stood by coble.	
Montrose No. 1.	S.S. <i>Owain Tudur</i> , of Hull. Rendered assistance.	
Montrose No. 1.	S.S. <i>Britannia</i> , of Gefle. Stood by vessel.	
North Sunderland	Ketch <i>Reinhard</i> , of Westrauderfehn . . .	3
Peterhead No. 2.	Fishing boat <i>Onyx</i> of Peterhead. Saved boat and	3
Port Eynon . .	S.S. <i>Epidauero</i> , of Lusimpico. Stood by vessel and saved three from a boat	3
Port Eynon . .	S.S. <i>Bluebell</i> , of Manchester	12
Southend-on-Sea.	Boat of ship <i>Aravia</i> , of Nysted	3
Tenby	Ketch <i>Cornish Lass</i> , of Plymouth	3
Whitby No. 1.	Fishing-boat <i>Eliza Jane</i> , of Whitby. Saved boat and	3

Cromer Life-boat assisted to save the ketch *Industry*, of Hull; Holyhead steam Life-boat assisted to save the schooner *Troubadour*, of Gloucester, and four; also assisted to save the schooner *Fairy Maid*, of Padstow; and Mevagissey Life-boat assisted to save the schooner *Winifred*, of Inverness, and four.

Also voted 302*l.* 4*s.* 6*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:—Aberystwith, Aldeburgh No. 2, Anstruther, Barry Dock, Caister, Dunbar, Eyemouth, Harwich (Steam), Hauxley, North Sunderland, Poole, Rye Harbour, and Southend-on-Sea.

Awarded a vote of thanks on vellum to Mr. BEVAN, Assistant Honorary Secretary at Port Eynon, for his meritorious conduct in putting off in a small boat for the purpose of reaching the Life-boat on the occasion of the wreck of the S.S. *Epidauero*, on the 13th February, 1913. The boat was dashed against the side of the wreck, and Mr. Bevan's life was thereby endangered. Also granted double pay to the Bowman, who was thrown into the water

from the boat when endeavouring to reach the Life-boat; and granted 7*s.* 6*d.* each to the two sailors who met with a similar accident.

Ordered a special letter of thanks to be sent to Mr. P. WHITE, who, assisted by three other men, saved three persons whose boat was swamped and sank in a moderate S. gale and heavy sea, in Dundalk Bay, on the 5th February.

Voted the Silver Medal of the Institution, together with the thanks inscribed on vellum and the sum of 3*l.*, to ALEXANDER IRVINE, skipper of the fishing boat *Spero Meliora*, in recognition of his gallant conduct and fine seamanship in rescuing, with the assistance of eight other men, the crew of seven hands of the fishing-boat *Chalcedony*, which was totally wrecked near the entrance to St. Monance Harbour, in a moderate S. gale and heavy sea, on the 7th February, 1913. Also awarded 3*l.* each to the other eight men who assisted in the rescue.

At the time of the casualty, Alexander Irvine was returning from fishing, and, seeing the grave peril of the men on the *Chalcedony*, he dropped anchor, veered his vessel down to the quayhead and embarked four extra hands. He then hauled off again and veered in towards the rocks, and with great difficulty and risk, owing to the boat being in the breakers, succeeded in saving seven men. The risk was much increased by the salvors' boat striking the rocks on several occasions.

Voted 3*l.* to three men for putting off in a boat and saving two men belonging to the *Annie Heron* of Wigton, which had parted from her moorings when sheltering in Abersoch Harbour on the 7th February. The salvors incurred great risk in performing the rescue, and their boat when coming ashore was capsized, but fortunately, she was near enough to the land for all the men to be dragged ashore by the crowd in safety. Also granted 10*s.* to the owner of the boat to cover the cost of the damage to the boat, and awarded the sum of 3*s.* to a youth who assisted the men from the shore.

Voted 1*l.* to four men for putting off in a boat and landing the man belonging to the smack *Lizzie* which broke from her moorings in Pwllheli Harbour, in a whole W.S.W. gale and heavy sea, on 7th February, 1913. The men first proceeded to the vessel, which was found near the mouth of the harbour, but seeing that she was deserted they returned and found that the man had taken refuge on a ketch, on which he had jumped while his boat drove past her.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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

Vice-Patron—HER MAJESTY QUEEN ALEXANDRA.

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

Chairman—

Deputy-Chairman—

THE RIGHT HON. THE EARL WALDEGRAVE, P.C., V.P. SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.

Secretary—GEORGE F. SHEE, Esq., M.A.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION,
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT 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.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 46			
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	£9,105 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 276 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.—May, 1913.