

# THE LIFE-BOAT.

## JOURNAL

OF THE

### Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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### The Wreck Register and Chart.

ONCE more we are in a position to present to our readers a review of the casualties in shipping, the loss of life incurred, and the lives saved by the Institution in the year ending June 30th, 1912, based upon the Abstracts of Shipping Casualties published by the Board of Trade. The facts and figures which we submit are illustrated by the Wreck Chart which has, again, been prepared by the Ordnance Survey Department, Southampton, from information furnished by the Institution.

As usual, our survey falls into two categories, viz., shipping casualties and loss of life.

#### *Shipping Casualties.*

For those not familiar with the subject, it is important to remember that the casualties under review, both as regards shipping and lives, are limited to those which occurred on or close to the shores of the United Kingdom. The limitation is important not only from the point of view of Life-boat work—as it is obvious that the Life-boats cannot assist vessels far out at sea—but it has a special bearing with regard to a year which will be for ever memorable for the appalling disaster which befell the *Titanic*, involving the loss of some 1,500 lives.

It is very satisfactory to note that the total number of shipping casualties shows a reduction of 564, being 2,508 as compared with 3,072 in the preceding year. Unfortunately there was,

however, an increase of 28 in the number of lives lost in connexion with the casualties, the total being 310 as against 282 in the previous period.

The number of cases of total loss and serious casualty was 944, being 81 less than in the previous year, while the minor casualties, which amounted to 1,564, also showed the large decrease of 483. Further, only 78 casualties were attended by loss of life as compared with 95 in the previous corresponding period.

As might be expected, the vast majority of the total casualties were sustained by British and Colonial vessels, the number being 2,203, as compared with 305 casualties which befell foreign vessels.

The following figures, showing the Mercantile Marine tonnage owned by the four chief maritime Powers, makes it clear that such a result is only what might be expected—

	Ships.	Tonnage.
British Empire . . . . .	11,444	19,874,360
United States . . . . .	3,442	5,258,487
Germany . . . . .	2,213	4,628,983
France . . . . .	1,491	2,052,518

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

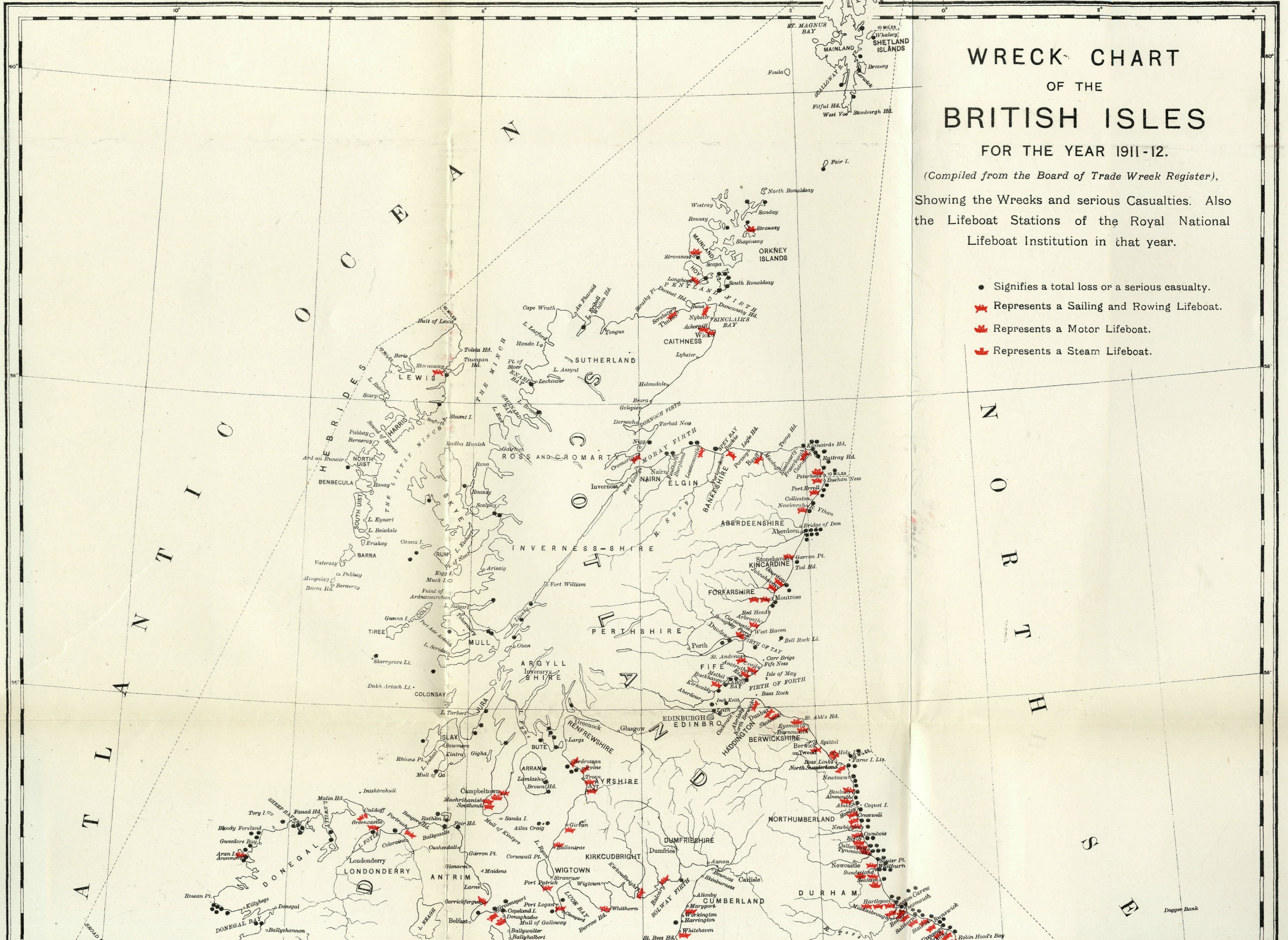
East Coast of England—	450, a decrease of	13
South Coast of England—	269, a decrease of	84

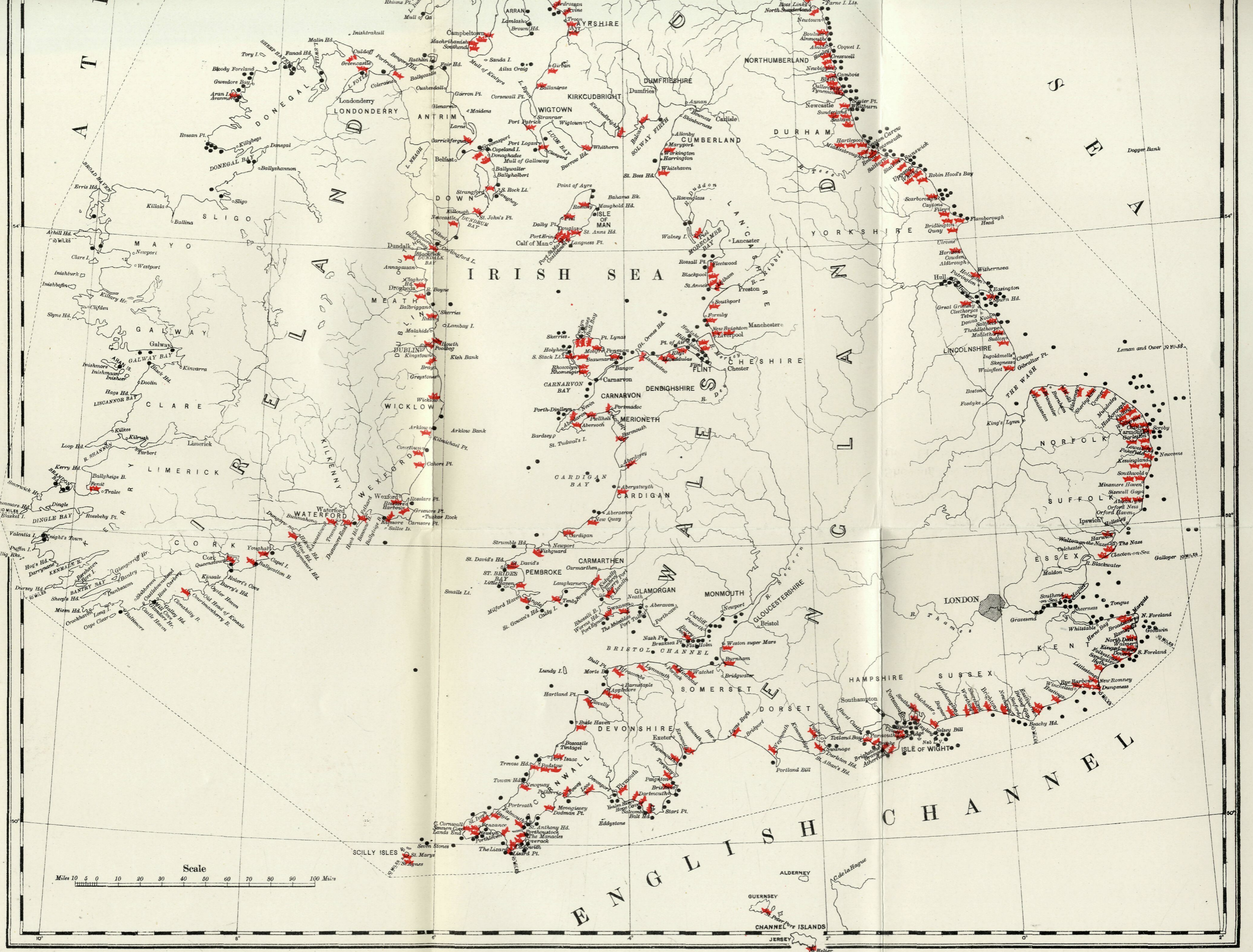
# WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR 1911-12.

(Compiled from the Board of Trade Wreck Register),  
Showing the Wrecks and serious Casualties. Also  
the Lifeboat Stations of the Royal National  
Lifeboat Institution in that year.

- Signifies a total loss or a serious casualty.
- ⚓ Represents a Sailing and Rowing Lifeboat.
- ⚓ Represents a Motor Lifeboat.
- ⚓ Represents a Steam Lifeboat.





Scale  
Miles 10 5 0 10 20 30 40 50 60 70 80 90 100 Miles

West Coast of England and Scotland, and East Coast of Ireland—	520, a decrease of	64
North Coast of Scotland—	111 (the same as the previous year)	
East Coast of Scotland—	119, an increase of	20
The remainder of the Irish Coast, etc.—	105, a decrease of	12
Total decrease		153

#### *Loss of Life.*

Turning to the matter which is of paramount interest to supporters of the Institution, the loss of life in connexion with the chief casualties was, as we have stated, 310 as compared with 282 in the previous year. These losses were distributed on the coasts as follows:—

East Coast of England—	57, a decrease of	24
South Coast of England—	46, an increase of	20
West Coast of England and Scot- land, and East Coast of Ireland—	69, an increase of	10
North Coast of Scotland—	21, an increase of	12
East Coast of Scotland—	77, an increase of	62
The remainder of the Irish Coast, and at Sea—	40, a decrease of	52
Total increase . . .		28

Here again Great Britain paid the penalty of her world-wide commerce and vast shipping interests in bearing the great majority of the loss of life. The proportion of foreign persons who lost their lives in shipping casualties, on or close to our shores in the period under review, was 52, as compared with 258 British lives lost. While we deplore the loss of so many valuable lives, it is satisfactory to be able to record that, in the same period, the Life-boats of the Institution saved 578 lives, while 181 were saved by shore-boats, etc., the rescuers concerned in the latter instances being rewarded for their efforts by the Institution, which has ever made it an important part of its function to

encourage the spirit of intrepidity and self-sacrifice which leads men to risk their own lives in the effort to save others from the perils of the sea.

It is, however, only by taking a wide survey of the casualties and loss of life over a long period of years that we can obtain any adequate idea of the beneficent activity of the Life-boat Service organized by the Institution. A reference to statistics shows that, in the fifty-one years between 1861 and the 30th June, 1912, 186,190 casualties occurred to British, Colonial and foreign shipping on and near the coasts of the United Kingdom, and that 7,248 of these casualties were accompanied by loss of life. The total number of those who perished in this way was 30,525—a truly terrible death-roll. In this same period, however, the ROYAL NATIONAL LIFE-BOAT INSTITUTION granted rewards for the saving of 38,631 lives. In other words, while, on an average, nearly 600 lives a year were lost, the Institution had the privilege of providing the means, human and material, by which nearly 760 lives a year were saved.

To-day the Institution can point to a total of over 51,200 lives, for the saving of which it has granted rewards. Is it necessary to say more in order to commend the great work of the Institution to the generosity of the public and to the benevolent thought of those who wish to benefit the cause of charity and to link their names with a great national movement when they are gone? In these days of a highly-organized industrial civilization, when the rush of money-making and pleasure-seeking is perhaps apt to lead to a weakening of the finer qualities which flourish in a simpler age, it is a matter of the utmost importance to preserve every means by which the finest characteristics of our race—courage, endurance and humanity—may be fostered, exercised and maintained. And it would be impossible to point to any form of national activity which is better calculated to inspire men with such qualities, and at the same time to link them to that element to which we owe so large a share of our national greatness, safety and prosperity, than the Life-boat service maintained by the Institution.

## The Equipment of a Life-boat.

THE number of ropes and other stores which are perceived by anyone glancing into a Life-boat cause the admiring, if somewhat bewildered, landsman to ask what room is left for the rescued passengers; and even the seaman unused to Life-boat work is inclined to question whether the boat is not "lumbered up with too much gear." The first may rest assured that there is ample room on the thwarts and in the stern-sheets for all the extra passengers who can be placed in the boat without bringing her too low in the water for safety; and it may be added that men taken off a wrecked vessel do not cavil at the accommodation they are offered! The answer to the second question may be best given by a brief description of the various ropes and other stores, and the method of their use; but it should be stated at once that every article has been placed in the boat as the result of long experience, and each has been, and is, in constant use in the complicated work which Life-boats perform, work which nearly always has to be carried out without the co-operation of those on board the wrecked vessel, who are often too numbed and helpless to provide ropes of their own, or to give any assistance whatever. It is perhaps more for this reason than any other that a Life-boat carries more ropes and other articles than an ordinary boat. It is hoped, therefore, that the following description of these articles may not only prove useful to Coxswains and crews, but may also be of some interest to the general reader.

The annexed diagram (p. 62), reduced from a large plan hung up in every boathouse, gives the name and the method of stowage of all the stores to be found on the deck of a Life-boat.

*The Anchor* of a Life-boat, as indeed of all vessels, is probably the most important article of her equipment. Not only the lives of the crew, but frequently those of the rescued passengers, are dependent on its holding qualities. The anchor as now used is known as Nicholson's, and is the result of exhaustive trials carried out by the

ROYAL NATIONAL LIFE-BOAT INSTITUTION in 1888, at Southend-on-Sea, when, in a competition with various other forms, it gave by the far the best results. The weight varies from 60 lbs. in the smaller type, to 1 cwt. or more in the larger sailing boats, some of which always carry two anchors. In nearly all Life-boats the anchor is now kept ready stocked, so as to be available for letting go at a moment's notice.

*The Cable* necessarily shares with the anchor in its usefulness, and is therefore the most important rope in the boat. Made of "Leyte Fair Current Manila," to use the technical phrase for the best Manila rope, and laid up left-handed to keep it soft and pliable and prevent it from kinking, a new Life-boat cable is a beautiful example of the rope-maker's art. The size and length vary with the class of boat, 60 fathoms of 3-inch serving the smaller ones, while a large sailing boat takes the full coil of 120 fathoms of 4½-inch. As an example of the immense strength of this rope, it may be mentioned that the last-named has been known to pass a test of 12 tons steady strain. Wire cables have been given a trial in Life-boats; but they were not found at all satisfactory, not only on account of the well-known difficulty of handling wire but because of the delay which would be caused if it were required to cut it away hurriedly on those not uncommon occasions when such a step is necessary. Wire is, however, used in the steam Life-boats of the Institution, where it does not have to be handled, but is worked by a steam capstan and is fitted with a pair of patent steel shears for the purpose of cutting it.

*The Bow Heaving Line*, 20 fathoms of 2-inch tanned Manila, or Grapnel Line, as it is frequently called, is also laid up left-handed to keep it limp. To one end of it is attached a grappling iron, which attaches itself to the rigging or chain plates of a vessel when thrown on board.

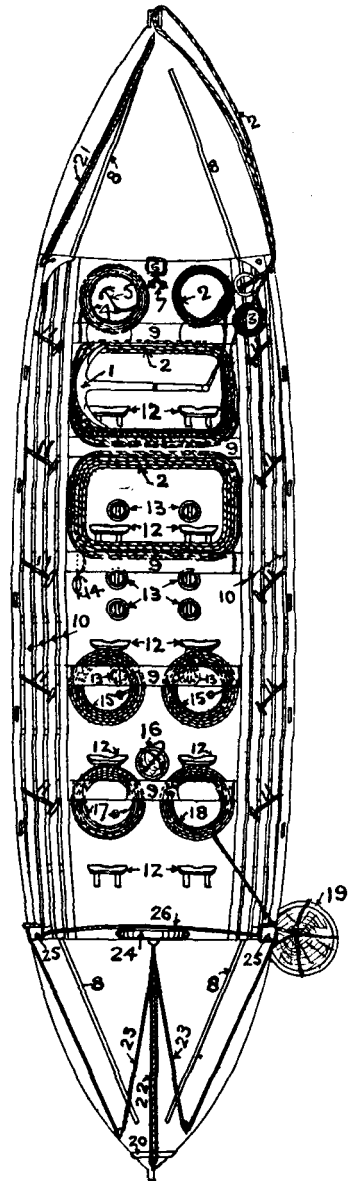
*The Towing Bollard*, or "Samson Post," to use its familiar name, is a stout post of Dantzic Fir, secured to the fore-end box. It is used for making

**Deck Plan of a Self-righting Life-boat of the Royal National  
Life-Boat Institution, Showing the Manner in which  
the Gear is Stowed.**

## LIST OF ARTICLES SHOWN.

## BOAT AND GEAR.

1. Anchor.
2. Cable.
3. Cat Rope.
4. Bow Heaving Line.
5. Grapnel.
6. Towing Bollard.
7. Knotter.
8. Hand Rails.
9. Thwarts.
10. Thwart Battens.
11. Float Lines.
12. Stretchers.
13. Relieving Valves.
14. Tail Block.
15. Veering Lines.
16. Loaded Cane, Heaving Line and Tub.
17. Stern Heaving Line.
18. Drogue Rope.
19. Drogue.
20. Drogue Fair Lead.
21. Jib Outhaul.
22. Mizzen Sheet for No. 1 Rig.
23.       "       "       No. 2 Rig.
24. Life-Buoy.
25. Quarter Bollards.
26. Coxswain's Lifeline.



GENERAL RULES OBSERVED IN  
STOWING THE ABOVE GEAR.

1. Every rope made securely fast to a thwart by one end, the other end being kept clear for immediate use.
2. Each rope coiled as much as possible under a seat.
3. Each rope coiled in a loose coil, so as to allow the air to have access to all parts of it.

fast a tow rope, or for securing the anchor cable.

*The Knotter* is a small piece of rope, close-hitched round this post, to which the bowman can hold on when he wishes to steady himself in a pitching or rolling sea.

*The Thwarts* are shown in the diagram by dotted lines only, merely to indicate their position, the ropes, of course, being coiled on the deck of the boat underneath them. They are made of mahogany, like the hull of the boat itself.

*The Float Lines*, or "Inside Life Lines," are short pieces of Manila rope made fast inside one gunwale, and reaching nearly to the other. At the other end is a short circular piece of cork. There is one for each oarsman, who stretches it across his knees and those of the man next him, so that it can be readily clutched if the boat be thrown on her beam ends; and should she unfortunately be capsized, these lines float out away from her and can be easily grasped by the men in the water. It may be mentioned here that neither these lines nor indeed any other ropes are ever used for tying the men into the boat—an ignorant delusion, the prevalence of which it is difficult to account for.

*The Relieving Valves*, though shown in the diagram, hardly come within the scope of an article on a boat's equipment, being rather an integral part of the hull itself; but their action is so useful and interesting that it may be briefly described. They are brass tubes reaching from the deck of the boat right down to the outside skin, the tops being fitted with non-return valves flush with the deck to prevent splashing. These tubes form a most important fitting in the boat, as they do more perhaps to constitute her a Life-boat than anything else, their function being to make her *self-baling*. All water coming on board runs down them to the level of that outside the boat, so that when a green sea breaks over a Life-boat and fills her to the very gunwale, in a few seconds, with what seems like magic to anyone who sees it for the first time, she is as free from water as before; and sea after sea can, and often does, break on board,

only to be ejected by these wonderful tubes.

*The Veering Lines* are two ropes made of 30 fathoms of 1½-inch white Manila, and are handy lines for general use, either as a tripping line for the drogue, or in conjunction with the *Tailed Block* as a whip for ferrying passengers to the Life-boat, if she is unable for any reason to keep right alongside the wreck.

*The Stern Heaving Line*, 20 fathoms of 2½-inch tanned Manila, is another rope for general purposes, which may be used instead of a veering line for tripping the drogue, or, as some Coxswains prefer, as an additional grapnel line. It is optional with the Coxswain whether it is carried in the boat or not, and in the smaller boats it is often omitted.

*The Drogue* is a conical bag about four feet long, made of the strongest canvas procurable, the broad end being sewn round a hoop two feet in diameter, and the narrow end having a 4-inch aperture. Three short lengths of rope from the hoop join together at an eye to which is secured the drogue rope.

Next to the anchor itself, the drogue is perhaps the most useful article in a Life-boat. It is, in fact, frequently called the "Sea Anchor," and a drogue laid out ahead is sometimes used by fishing-boats and other vessels in order to ride out a gale at sea; but it is not for this purpose that it is ever used in a Life-boat, where, on the contrary, secured to the weather *Quarter Bollard*, it is towed astern when beaching the boat, or whenever running before a heavy breaking sea, where it acts literally as a drag by keeping the boat stern on to the sea, and obviating that bugbear of all seamen known as "broaching to." It is most important that, before letting go, the *Drogue Rope*\* should be passed through the *Drogue Fair Lead*, as if it is not, the drogue bears away on the quarter, and the sea, instead of meeting the boat dead stern on, strikes her counter, when the strain on the drogue rope may actually tend to broach her to, instead of preventing it. Improperly used, the drogue has in the past been a contributory cause of accidents to Life-

\* 15 fathoms of 3-inch Manila; 4-inch in the larger boats.

boats. Used with care and knowledge, this simple little canvas bag has been the means of saving innumerable lives, a statement which will be readily borne out by anyone who has ever witnessed a Life-boat running for the beach before heavy curling breakers or across the foaming bar of a tidal river in a gale; still more by anyone who has been present in the boat on such an occasion.

*The Life-Buoy* of the ordinary circular shape is too well known to need descrip-

tion, but it may be mentioned that in all future supplies it will be made of Kapok instead of cork.

*The Coxswain's Lifeline* stretches across the after bulkhead. By keeping inside it, the Coxswain's hands are left free for steering.

This completes the list of stores shown in the diagram, and in a future article a description will be given of the several important stores which are not there shown.

(To be continued.)

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

**NORTH SUNDERLAND, NORTHUMBERLAND.**—At about 5 P.M. on the 7th January a message was received stating that the steamer *Teesborough*, of Middlesbrough, was ashore about three-quarters of a mile outside the harbour. As the sea was not very heavy at the time, several cobsles belonging to the port responded to her distress signals, but as it was considered that the weather conditions were unfavourable for the cobsles and that if the sea got worse the cobsles would be unable to remain by the stranded vessel, the Life-boat *Forster Fawcett* was launched. On reaching the vessel it was found that anchors had been run out by the cobsles and that the crew were not desirous of leaving their steamer. The captain asked the Life-boat to remain by him while attempts were made on the next flood tide to float the vessel, as the crew stated that they would prefer to be landed by the Life-boat rather than by the cobsles, should it be necessary for them to leave their vessel. The steamer was not floated until next day, and a few hours after she had got off a strong S.E. gale developed.

**APPLEDORE, NORTH DEVON.**—At 9 P.M. on the 8th January signals of distress were seen from a vessel in the vicinity of the Bell Buoy, and the No. 1 Life-boat *Jane Hannah MacDonald* was launched. The ketch *Comet*, of Barnstaple, loaded with a cargo of coal, and

bound for Barnstaple, was found ashore, and her crew of two men were taken off. There was a strong S.E. wind at the time, and a very heavy ground sea was running. Owing to the strength of the tide and heavy weather it was some hours before the Life-boat succeeded in getting back to Badsteps to land the rescued men, and next morning all trace of the vessel had disappeared, which showed that the rescue was a timely one.

**CULLERCOATS, NORTHUMBERLAND.**—Early in the morning of the 9th January some of the cobsles belonging to Cullercoats put to sea, for the purpose of fishing, in a S.E. breeze and heavy sea. Shortly afterwards the weather became very much worse and the sea dangerously rough. Two of the boats returned with all possible speed without shooting their lines; two other boats, however, remained at sea, and when they were running homeward for shelter were in considerable danger. Great anxiety for their safety prevailed at Cullercoats, and at 7.30 A.M. the Life-boat *Co-operator No. 1* was launched and stood by, ready to render assistance as they came in. One of the boats, named the *Lydia and May*, approached the harbour at about 9 A.M., and the Life-boat escorted her over the bar. The other vessel, fearing that she would be unable to get into harbour at Cullercoats, made for the Tyne, where she eventually obtained shelter.



BRIDLINGTON QUAY, YORKSHIRE.—At about 5.30 A.M. on the 10th January a vessel was seen drifting before a S.E. gale in Bridlington Bay. Information was given to the Life-boat authorities, and the Life-boat *George and Jane Walker* was launched and proceeded to her. She proved to be a three-masted schooner belonging to Monte Video, named the *Kare*. The vessel was drifting with both her anchors down, and she afterwards stranded; the crew of eight men were therefore rescued and conveyed to Bridlington. The sea at the time was very heavy and broken, owing to the strong gale blowing.

HOLY ISLAND, NORTHUMBERLAND.—The steamer *Fædrelandet*, of Bergen, bound from Bergen to Stockton-on-Tees with a cargo of iron ore, stranded in the early morning of the 10th January on the Goswick Sands. The Coastguard reported the casualty by telephone, and steps were at once taken to despatch the Life-boat *Edward and Eliza* to her assistance. Owing to the high tide and very rough sea it was found impossible to launch the Life-boat, and there was some delay before she could be transported to a suitable launching place. As soon as the tide permitted, horses were yoked to the carriage and the boat was hauled over the sand through broken water for a distance of four miles. In the meanwhile the Goswick Life-saving Apparatus had effected communication with the wreck and succeeded in taking off four of the men, but the remainder of the crew, fourteen in number, refused to take the risk of being landed by the breeches buoy; they therefore remained on board until the Life-boat got alongside. For thirty minutes the Life-boat battled with the breakers, and was rapidly carried astern of the steamer, and during her repeated efforts to get near enough to rescue the men the rudder and one of the oars were broken. Eventually she succeeded, and the men were taken off. It was about 9.30 A.M. when the Life-boat reached the shore, and the shipwrecked men were handed over to the care of the Shipwrecked Mariners' Society. The Life-boat was then taken back to her house, which

was reached at about 11 A.M., and made ready for further service. In connexion with this wreck, the crew, launchers, and horses were on duty from shortly after 2 A.M. until noon, and during a great part of this time they were working waist-deep in water, and were without food for about sixteen hours.

SOUTHEND-ON-SEA, ESSEX.—Shortly after midnight on the 10th - 11th January, information was received by telephone that two men were adrift in a boat. As a moderate easterly gale was blowing, with a rough sea, the crew of the Life-boat *James Stevens No. 9* were immediately summoned, and the boat proceeded to search for the missing men. The Life-boat searched for them until 4.30 A.M., but having failed to find any trace of the boat they were returning to the pier for further instructions, when the boat, half-filled with water, was driven back near the pier. As the two men were in a very exhausted condition, the Honorary Secretary, who had been on duty all the time the Life-boat was at sea, instructed the Coxswain of the Life-boat to take the men back to their ship, which was lying at anchor in the vicinity of the pier. This was accordingly done, and the captain and the crew of the ship expressed their gratitude for the restoration of their comrades, for whom they had been watching all night. The Life-boat then returned to her station, arriving at 5.30 A.M. The vessel to which the boat belonged was the steamer *Jeanie Hope*, one of the General Steam Navigation Company's vessels.

GORLESTON, SUFFOLK.—The No. 2 Life-boat *Leicester* was launched during a moderate N.E. gale and heavy breaking sea, on the 11th January, to the assistance of the s.s. *Gangeren*, of Brevik, which stranded near the North Pier. Owing to the heavy breakers and tide the Coxswain found it extremely difficult to reach the wreck, but communication was eventually effected by means of line, which was then conveyed to the pier. By this means a hawser was got on board, and the crew of the vessel safely landed on the pier, the Life-boat

standing by in case her services might be required. The Life-boat was then taken up the river and left at moorings for the remainder of the night. The steamer subsequently filled and sank, becoming a total wreck.

LOWESTOFT, SUFFOLK.—Shortly after 10 A.M. on the 11th January, the Coast-guard reported that a vessel off Corton was dragging her anchors and driving towards the beach. As the position of the vessel was one of considerable danger, the Life-boat *Kentwell* was launched, and in tow of a tug proceeded to the vessel. She proved to be the schooner *Alice Watts*, of Harwich, bound from Shields to Colchester with a cargo of coal. Seas continually broke over the Life-boat, but the anchor was let go and the boat veered down to the schooner. Some of the Life-boatmen were put on board, and they eventually succeeded in getting a hawser to the tug, and the vessel was towed out of her dangerous position, and she subsequently got into harbour.

The strong E.S.E. gale, which was raging during the above service, continued throughout the day, and about 4 P.M. another message was received, stating that a vessel was burning flares for assistance. Owing to the state of the weather it was not possible for the Life-boat to get out of harbour without the assistance of a tug. Fortunately the tug was able to tow her just clear of the harbour, but the tug was then compelled to return, having been damaged during the service to the *Alice Watts* in the morning. The Life-boat then proceeded under sail to the vessel, let go her anchor, and veered down to her. As soon as the boat got alongside the vessel—which was the barge *Gladys*, of Dover—the crew of three men jumped aboard. Sail was made for home, but as the wind and tide were against the boat, the Life-boat was obliged to anchor and wait for the tide to change. It was impossible for the boat to run into Yarmouth Harbour, as the entrance was blocked by a steamer which had sunk there earlier in the day. The Life-boat rode to her anchor throughout the night until daybreak, when she got under way. Shortly afterwards a tug

was seen coming down towards her, and the boat was picked up and towed into harbour, after having been at sea for over seventeen hours, exposed to practically a whole gale, accompanied by squalls of snow and rain. The men were numbed with the cold and thoroughly exhausted after their long and trying service. In view of the arduous nature of their work, and the hardships which the men had been called upon to endure, the Committee of Management granted them extra reward.

The boat returned to harbour shortly before 9 A.M. from the above service, and as it was thought possible to save the barge, a fresh crew was obtained and the boat again put to sea in tow of a tug. They succeeded in picking up the *Gladys* close to the beach off Corton, and she was eventually brought into Lowestoft Harbour in safety. The wind at this time had changed to the W.N.W., and the weather had moderated. The barge at the time of the casualty was bound from Barton to London with a cargo of tiles.

CAMPBELTOWN, ARGYLLSHIRE. — At about noon on the 11th January, during a whole S.E. gale with very heavy squalls, and a rough sea, it was reported to Coxswain McEachran that a fishing-boat on a lee shore in the Loch had broken adrift, collided with and badly damaged a skiff, and then foundered. As soon as the accident occurred nine fishermen put off from the weather shore in a small boat for the purpose of saving the damaged skiff, and to pump their own boats clear of water to prevent them from foundering. Whilst employed at the work the gale and sea increased, and the men were in danger of losing their lives, as it was not possible for them to land on the lee shore, and they could not pull back against the gale and sea. Realizing their danger the Coxswain ordered the new Motor Life-boat *William Macpherson* to be launched. She succeeded in saving the whole of the endangered men, ten in number, and also in getting the damaged skiff into safety.

This was the first service performed by the new motor boat recently sent to the station; she is reported to have

behaved admirably and done excellent work, which could not have been carried out by the boat previously on the station. She had to manœuvre amongst a fleet of anchored fishing-boats, and did it splendidly.

SPURN, YORKSHIRE.—On the 13th January during a very dense fog, signals of distress were heard from a steamer. As it was thought that she was ashore on the "Inner Binks," the Life-boat was launched and proceeded along the edge of the sands for about two miles. At the time of the launch the steamer's whistle was being sounded continuously, but this signal having ceased very shortly afterwards, the Life-boat was unable to find the vessel in distress. The Life-boat therefore returned ashore. This was about 5 P.M., and shortly afterwards the fog lifted a little and the vessel commenced to burn signals for help and to sound her whistle again. The boat again proceeded to sea, and on reaching the steamer it was found that she had succeeded in getting clear of the sands, but she required a tug as she had lost her propeller. The Life-boat stood by the vessel until she was out of danger, and then returned ashore and sent for a tug, which towed the steamer to Grimsby. The vessel was the steam trawler *Cancer*, belonging to Grimsby, and was homeward bound from Iceland with fish.

HOLY ISLAND, NORTHUMBERLAND.—At 7.30 A.M. on the 14th January the Coastguard reported that signals of distress were being made by a vessel on the Goswick Sands. The crew of the Life-boat *Edward and Eliza* were promptly assembled, and the boat was transported for four miles over the sands through broken water, and launched in the vicinity of the vessel. Although the wreck was only a short distance from the shore the sea was so heavy that for upwards of an hour the Life-boat was fighting the breakers to reach her. One heavy sea struck the boat, carrying away five oars, and the men were in imminent danger of being washed out of the boat, but fortunately no casualty occurred. When the boat got alongside, the crew expressed their wish to leave the ship at once, but the

master refused to allow them to do so, and he requested the Life-boat to stand by until he could consider what action he should take. The boat stood by the vessel for an hour and a half, when it was considered that the ship's cable was a serious danger to the Life-boat; the boat therefore returned ashore, and the men remained in readiness to return to the vessel should it be necessary. No further signal was made, however, and the crew after remaining on duty for many hours returned home. The crew of the endangered vessel eventually landed. During the whole day a dense fog prevailed and a very heavy sea was running, and although two tugs approached the stranded vessel they were unable to render assistance. The vessel was the s.s. *Werner Kunstmann*, of Stettin.

QUEENSTOWN, CO. CORK.—The steamship *Snowdon Range*, of Sunderland, which passed through and survived such a succession of misfortunes in mid-Atlantic, came very near to being wrecked when being towed into harbour on the 14th January. The disabled steamer was being towed by the s.s. *Welshman* and two tugs, and when about five miles off Roches Point they were compelled to abandon her owing to the weather having become exceedingly bad and the wind increasing to hurricane force. When the tugs cast off, the vessel's anchors were let go, but soon afterwards they commenced to drag, and the vessel drifted towards the rocks. Signals of distress were made and the crew of the Life-boat *James Stevens No. 20* were assembled. As the gale was so heavy the local tugs were unable to face it, and application was therefore made to the Admiral Commanding at Queenstown for the assistance of the Admiralty tug *Stormcock*. The Admiral very kindly granted permission, and shortly before 8 P.M. the Life-boat was towed to the endangered vessel. In the meanwhile she had continued to drift, but she providentially missed the rocks and drifted into the harbour's mouth, where she was met by the Life-boat. The ship was in a crippled condition, without either rudder or boats. The master welcomed the Life-boat, and with the

help of one of the crew the ship was anchored, but she eventually stranded on Courland Bank. The Life-boat stood by for some three or four hours, but the vessel being then in comparative safety, the boat returned ashore.

LOOE, CORNWALL.—The fishing fleet belonging to this port were overtaken when at sea by a whole S.S.E. gale and very heavy sea, which suddenly arose on the 14th January. Fearing that an accident might occur to some of the boats, and be attended by loss of life, the Life-boat *Ryder* was launched, and proceeded to the outer side of the bar, where she remained in readiness in case her services should be required. Having attended all the boats until they succeeded in getting into harbour, she returned into the river, where she was moored until the weather moderated.

KIRKCUDBRIGHT, KIRKCUDBRIGHT-SHIRE.—The *George Gordon Moir* Life-boat saved six of the crew of the steamer *Topaz*, of Glasgow, shortly after midnight on the 14-15th January. It appears that the steamer, which was bound to Glasgow with a cargo of pig-iron, struck Burrow Head and was damaged. The master then made for Ross Island and anchored, but the cable parted and he was obliged to put to sea again. When he had been out about half an hour it was found that the vessel was settling down by the head, and he again ran for Ross Island. The vessel stranded on the bar, and signals of distress were made. In response, the Life-boatmen at once proceeded to the Life-boathouse, but before the boat could be launched the crew of the vessel left her in the ship's boats, and just as the Life-boat was ready for launching, one of these boats with six of the crew of the vessel arrived at the slipway and reported that another boat with six other men was missing. The Life-boat therefore proceeded to sea, and after a long search found the boat in a sinking condition, and the six men in her quite exhausted. In view of the conditions of weather and the state of the men, the Life-boat conveyed them direct to Kirkcudbright, and the boat was taken back to her station and rehoused the next day.

Later in the day it was reported to the Coxswain that the wreck was adrift and signals of distress were being shown on board. The Life-boat was, therefore, again launched, and on reaching the vessel it was found that some of the crew had proceeded to her that morning for the purpose of obtaining some of their clothing, and when they were returning ashore the mate very foolishly remained on board. When the vessel floated, the man realized that his life was in danger and made signals. When the Life-boat rescued the man, the drifting wreck as rolling very badly.

HARTLEPOOL, DURHAM.—At 12.45 A.M. on the 16th January, during an exceedingly thick fog, signals of distress were heard, and a message was received stating that a vessel was ashore to the north of the town. The Honorary Secretary of the Branch, Mr. A. Belk, accompanied by the Coxswain, Thomas W. Rowntree, at once proceeded to the end of the promenade, where they could see through the fog that a large steamer was on the rocks. The wind at the time was S.E. with a strong ground swell. It was ascertained that the vessel was a new steamship named the *Boeton*, which had only gone out that morning for her trial trip, and that there were a large number of persons on board. Instructions were at once given for the No. 3 Life-boat *Horatio Brand* to be launched, and on arrival at the vessel after a heavy pull, the Coxswain was informed that it was hoped to get the vessel off that night at high tide and that nobody wished to be landed. The boat therefore returned ashore, but on arrival the Coxswain was told that the boat would be required again when efforts were made to get the vessel off. At 6 P.M., when the Coxswain proposed to return to the vessel, the fog had increased so much in density that the tug refused to go, and both the tug and the Life-boat waited some time for the fog to clear. At about 8.50 P.M. signals were heard from the steamer, and it was decided to make an effort to get to her. Fortunately about this time the fog lifted slightly, and the tug towed the *Horatio Brand* and the No. 2 Life-boat *Charles Ingleby*, which was

also sent out on account of the number of people who were on the steamer.

It was 10 P.M. when the Life-boats finally approached the vessel, and they found that a large number of the persons on board were anxious to leave at once. Thirty-two persons, including two ladies, were taken into the boats, which conveyed them to the harbour. At 4 o'clock in the morning they again went off to the wreck, and thirty lascars were conveyed in the two boats from the stranded vessel to tugs which were standing by. In the meanwhile, salvage operations had been in progress, but the tugs failed to float the vessel, and the Life-boats returned to their stations. This service was performed in one of the thickest fogs ever experienced at Hartlepool. The vessel was successfully floated two days later.

SPURN, YORKSHIRE.—At 8 P.M. on the 19th January the watchman reported that a vessel had stranded on the "Inner Binks," about one mile S.E. of the Watch House. Robert Cross, the Coxswain of the Life-boat, at once went to the Watch House, and perceiving that the vessel was in a dangerous position and likely to drift farther on to the bank, he immediately summoned the crew and launched the boat. When nearing the vessel it was found that she had driven over the sandbank and was on the inner side. The Life-boat got as near to her as possible, and connexion was effected by means of the heaving-cane and line. The Life-boat was made fast, and she eventually succeeded in saving the vessel. She proved to be the barge *Cambria*, of London, bound to Gainsborough with a cargo of manure. There was a strong S.S.E. breeze blowing at the time and the sea was rough.

SUNDERLAND, NORTH DOCK, DURHAM.—The s.s. *Orion*, of Flensburg, when attempting to leave Sunderland with a cargo of coal on the 21st January, was struck by heavy seas and ran aground. The steering gear was broken, rendering the vessel unmanageable. The vessel commenced to sink by the stern, and as she was in considerable danger, the North Dock Life-

boat *George Woodfindin* was despatched to her assistance. At about the time the Life-boat reached the steamer the sea became worse owing to the freshening of the gale, and high seas swept right over the vessel. With considerable difficulty the crew of nineteen hands were taken off by the boat, which conveyed them safely into port.

WINTERTON, NORFOLK.—At 11 P.M. on the 26th January signals were observed from the Newarp Light-vessel, and in response the No. 2 Life-boat *Elinor Brown* was launched. On reaching the Light-vessel, it was found that the brigantine *Wilma*, of Bremerhaven, while bound from Bremen to Yarmouth with a cargo of oil-cake, had collided with the Light-vessel, and the crew of five hands were taking refuge on board the latter. They reported that the steamer was adrift and that the captain was still on board. The five men were taken into the Life-boat, which then proceeded to search for the missing vessel. Flares were burnt by the Life-boatmen to show their position, and in response a tug came to them and stated that the ship had been picked up and was then in safety. As there was nothing further to be done, the Life-boat returned to Winterton.

CAISTER, NORFOLK.—The signals of distress from the Newarp Light-vessel on the 26th January were also seen at Caister, and as they continued the No. 1 Life-boat *Covent Garden* was launched. When crossing the Scroby Sands signals of distress were observed about one mile to the south of the Light-vessel. The Life-boat therefore proceeded in the direction of the signals and found the brigantine *Wilma*, of Bremerhaven, with only the captain on board. As stated above, the vessel had been in collision with the Newarp Light-vessel, and the crew were taking refuge on the latter. As it was thought that it would be possible to save the brigantine the Life-boatmen took charge of her, and with the assistance of a tug succeeded in getting her in safety to Yarmouth Harbour. The vessel when taken in tow was in a very damaged condition.

CLOUGHBY, CO. DOWN.—At 10.30 P.M. on the 26th January a telephone message was received from Portaferry, stating that a vessel was ashore at Ballyquinton Point. The Life-boat *John* was launched and, on reaching the position indicated, found the Norwegian barque *Carmel*, of Laurvik. She was bound from Preston to Christiania, laden with coke. As soon as the Life-boat got alongside the crew jumped into her, but the captain declined to leave his vessel. As the crew were desirous of being conveyed ashore the Life-boat landed them, and later the vessel was towed into Strangford Lough by a steamer.

LOWESTOFT, SUFFOLK.—At 3.45 A.M. on the 27th January the Coastguard reported that a vessel was burning signals of distress on the Newcombe Sands. The Life-boat *Kentwell* was despatched in tow of a tug and found the trawler *Pet*, of Lowestoft, ashore. Some of the Life-boatmen were put on board the trawler and assisted in passing a warp between the trawler and a tug. Eventually their efforts to float the vessel were successful, and she was towed into harbour. The S.S.E. breeze was moderate at the time, but the sea was rough.

STRONSAY, ORKNEYS.—At 9 P.M. on the 27th January a messenger reported that a vessel was ashore on a dangerous reef at Rothesholm Head. Owing to the darkness and the S. by E. gale which was raging, it was not possible to learn any further particulars about the casualty, the Life-boat *John Ryburn* was therefore sent to her assistance, and found her to be the steam ketch *Commander*, of Aberdeen. As the vessel was striking heavily, the skipper asked the Life-boat to stand by in case the vessel should get holed. The Life-boat therefore remained by him until high water when the ketch floated off in a damaged condition. Her propeller was damaged, but she succeeded in reaching Kirkwall in safety.

KINGSTOWN, CO. DUBLIN.—The Life-boat *Dunleary* was launched at 6.5 P.M. on the 30th January in response to a

report, brought in by the mail-boat, that some of the fishing-boats belonging to Kingstown were in danger owing to the W.S.W. breeze freshening and causing a heavy sea. On receipt of the message the crew of the Life-boat were promptly assembled and the boat launched, and on reaching the boats she stood by them until they succeeded in getting into safety.

MONTROSE, FORFARSHIRE.—On the 6th February, while the fishing fleet were at sea, the wind suddenly rose, bringing with it a very heavy sea. Most of the boats succeeded in getting into harbour, but one, named the *Ruby*, had her foresail carried away and was in danger of being driven ashore near Milton Ness. The No. 1 Life-boat *Sarah Jane Turner* was launched at 10 A.M. and proceeded to the assistance of the men on board. They found the boat about three miles to the north of Montrose and, having taken the crew of three hands into the Life-boat, they secured the boat and towed her back to Montrose. The men when picked up were quite exhausted.

FLAMBOROUGH, YORKSHIRE.—At 2.10 P.M. on the 7th February a telegram was received from the Coastguard, stating that eight of the cibles belonging to Flamborough were endeavouring to get to the North Landing, and that they were in great danger owing to the E.S.E. gale which had overtaken them. The No. 1 Life-boat *Forester* was at once launched, and proceeded to their assistance. The boats succeeded in getting into shelter in safety with the Life-boat in attendance. At the time of this service the Coxswain of the Life-boat was in one of the cibles, and in his absence the second Coxswain took charge of the boat.

CLOVELLY, NORTH DEVON.—At 8.30 P.M. on the 7th February it was reported that a vessel was making signals of distress by burning flares, about one mile E.N.E. of Clovelly. As a strong N.W. gale was blowing with a rough sea the Life-boat *Elinor Roget* proceeded to the vessel. She proved to be the motor schooner *Ianthe*, of Bristol,

bound from Avonmouth to Penryn. She was riding very heavily and her anchors were dragging, and as the sea was increasing in roughness the crew of six hands desired to be landed. The men were accordingly taken aboard the Life-boat and conveyed to Clovelly. Fortunately the sea and wind moderated after midnight and the vessel rode out the gale. The captain and crew were therefore enabled to join her again next day, and she left for her destination.

**SOUTHEND-ON-SEA, ESSEX.**—The *James Stevens No. 9* Life-boat was called out by distress signals from the Nore Light-vessel at about 5.30 A.M. on the 8th February. On the arrival of the Life-boat the master at the Nore reported that he was repeating signals from the Mouse Light-vessel. The Life-boat therefore at once proceeded to her aid, on arrival, found two men belonging to a sunken barge taking refuge on board. The men requested to be landed, and the Life-boat therefore conveyed them ashore. The master of the barge, which was *The Sisters*, of Ipswich, reported that his vessel had sunk when they were near the West Spile Buoy and that to save their lives they had proceeded to the Mouse Light-vessel in the small boat belonging to the barge. The weather at the time was rough, with a strong S.W. breeze blowing.

**PORT EYNON, GLAMORGANSHIRE.**—During a thick fog on the 13th February the s.s. *Epidauro*, of Lusinpicolo, whilst bound from the Mediterranean to Swansea in ballast, stranded in the vicinity of the Overton Cliffs, about one mile to the west of Port Eynon Point. One of the ship's boats, manned by three of the vessel's crew and the chief officer, came ashore and reported the casualty, and in response the Life-boat *Janet* was despatched to the vessel. Mr. Bevan, the Assistant Honorary Secretary at Port Eynon, and the Bowman, named Taylor, who had been unable to reach the Life-boat in time to proceed in her, decided to go by land to Overton Creek abreast the vessel. When they arrived there a second boat from the wreck, containing two men, came ashore and embarked the three of the crew who had

previously landed. Mr. Bevan and the Bowman, realizing that it would be possible to proceed in the boat to the Life-boat, also embarked. On reaching the vessel an exciting incident occurred. Three members of the boat's crew had just succeeded in gaining the vessel's deck by means of a ladder over the side when a heavy sea struck the boat, capsizing her and throwing the Bowman and two sailors into the water; Mr. Bevan was fortunately able to seize hold of the ladder and, although considerably knocked about, he was eventually hauled on board. When the accident occurred the Life-boat, which was standing by some little distance from the steamer, at once proceeded to the assistance of the endangered men and succeeded in picking them up and saving their lives.

As the tide at this time was rapidly receding, it was not necessary for the Life-boat to remain by the steamer, the crew not wishing to land. The boat therefore returned to her station, and later in the day the crew were able to walk ashore. The steamer was badly damaged and eventually became a total wreck.

In view of the very unpleasant and dangerous experience of the Assistant Honorary Secretary while endeavouring to reach the Life-boat, the Committee awarded him their "Thanks" inscribed on vellum in appreciation of the zeal which he showed on this occasion. They also rewarded the Bowman and the two sailors who, happily, were very little the worse for their wetting.

**BRIXHAM, SOUTH DEVON.**—At 10.15 P.M. on the 13th February a message was received from the Coast-guard stating that a large steamer was ashore at Street Gate, four miles below Dartmouth. A very dense fog prevailed at the time, and the crew of the Life-boat were quickly assembled. In tow of a tug the boat proceeded to the scene of the wreck, and guided by the fog-horn on Berry Head they were able to shape their course. They arrived at Start Bay at 2 A.M., and the tug anchored while the Life-boat cast off and searched along the shore for the stranded steamer. So dense was the fog

that it was not until 5 A.M. that the Life-boat discovered the steamer and got alongside. She proved to be the s.s. *Strathroy*, of Glasgow, bound from London to Buenos Ayres with a general cargo. The second Coxswain boarded the vessel while the Life-boat returned to the tug and brought her to the stranded vessel. The Life-boat stood by until daylight and then assisted in an attempt to get the steamer off. As, however, all attempts to move the steamer proved futile, and the services of the boat were no longer required, she returned to her station, where she arrived at about five o'clock in the afternoon.

PORT EYNON, GLAMORGANSHIRE.—At 3.55 A.M. on the 15th February signals of distress were heard from a steamer about half a mile to the west of Port Eynon Point. The crew of the Life-boat *Janet* were promptly summoned and the boat launched. The weather was hazy, and it was an exceptionally dark night. They found the steamer *Bluebell*, of Manchester, on the rocks and full of water. The crew of twelve men were rescued and the boat returned to her station, where she arrived at 7.15 P.M. The vessel became a total wreck.

Shortly after the casualty the following letter was received from the master of the steamer:—

“73, Thomaston Street,  
“Everton, Liverpool.  
“March 11th, 1913.

“To the Secretary of the Life-boat Institution, London.

“DEAR SIR,—Will you kindly allow me to convey my thanks and appreciation, in addition to all other members of the crew of the s.s. *Bluebell*, of Manchester, which stranded a quarter of a mile west of Port Eynon on the 15th February, during foggy weather and a heavy ground sea, for the prompt attention which was given to our distress signals, viz., by firing of rockets, and the quick and effective assistance which was rendered in landing all hands, by the Port Eynon Life-boat and crew thereof, and this at an early hour of the morning, viz., 4 A.M.; and such prompt action, I think, is very creditable to whomsoever

has the responsibility of mustering the Life-boat crew.

“I remain, Sir,  
“Yours respectfully,  
“EDWARD OWEN,  
“late Master of the *Bluebell*.”

TENBY, PEMBROKESHIRE.—At about 9.30 P.M. on the 18th February, during a fresh easterly gale and very rough sea, signals of distress were observed from a vessel to the westward of Caldy Island. The Life-boat *William and Mary Devey* was launched, and as soon as she got alongside the vessel took off the crew of three hands. She then sailed back to the Roads, where she remained under the lee of the Victoria Pier until 1.15 A.M., when she was able to run into harbour and land the rescued men. The vessel was the ketch *Cornish Lass*, of Plymouth, and belonged to the Reverend Father Abbot of Caldy. At the time the crew were rescued she was riding heavily in a dangerous position.

MONTROSE, FORFARSHIRE.—At 4.20 P.M. on the 19th February, when the steamer *Owain Tudur*, of Hull, was proceeding to sea she took the ground, and the seas commenced to wash over her. The No. 1 Life-boat *Sarah Jane Turner* was launched to her assistance, but on reaching the steamer the crew refused to leave their vessel. The Life-boat therefore stood by until about 7.30 P.M., when the steamer floated clear. When the master was attempting to turn for the purpose of getting back to Montrose, the steamer again stranded on the south end of the Annat Bank. Owing to the valuable advice given by the Life-boatmen the captain was able to get his vessel clear, and she proceeded up the river and was berthed.

MONTROSE, FORFARSHIRE.—During moderate weather on the 20th February a telephone message was received stating that a steamer had stranded at the entrance to the harbour. The No. 1 Life-boat *Sarah Jane Turner* was launched and proceeded down the river under oars. She found the s.s. *Britannia*, of Gefle, aground in about the same place as the steamer *Owain Tudur* stranded the previous day. The crew of the



vessel were not desirous of being landed. The Life-boat therefore stood by the steamer until she succeeded in floating at about 11 P.M. The Life-boat then returned to her station and was rehoused.

CAISTER, NORFOLK.—The schooner *Advance*, of Plymouth, when bound from Hull to Teignmouth with a cargo of coal, was wrecked on the Scroby Sands on the 23rd February. Immediately on receipt of information of the casualty the crew of the No. 1 Life-boat *Covent Garden* were assembled. Owing to the condition of the beach, the launch of the Life-boat was only accomplished with great difficulty, the crew in consequence getting very wet. On reaching the Sands, the vessel was found labouring very heavily, but the crew declined to leave her, as they hoped that on the rising tide they would be able to get her clear. Efforts were made by the Life-boatmen to try and save the vessel, but she commenced to fill with water owing to the heavy swell on the Sands, and eventually the bottom was knocked out of the vessel. The five men on board were promptly taken into the Life-boat, which was then towed back to her station, where she arrived at 12.30 P.M. The landed crew were given food and then conveyed to the Sailors' Home at Yarmouth. Next day the following letter was received from the master, expressing his gratitude for the services rendered to him by the Life-boatmen:—

“Great Yarmouth,

“23rd February, 1913.

“To the National Life-boat Institution,  
London.

“DEAR SIR,—I have great pleasure in thanking your Institution for the assistance rendered by the Caister Life-boat *Covent Garden* in saving my crew and self from the schooner *Advance*, of Plymouth, whilst stranded on the Scroby Sands this morning, the ship being a total loss.

“Yours very sincerely,  
(Signed) “T. J. CLEMENS.”

MEVAGISSEY, CORNWALL.—At 10.30 A.M. on the 23rd February a Coastguard reported that a vessel was dismasted

about three miles east of Mevagissey, with a signal of distress hoisted in her rigging. A moderate S.E. gale was blowing at the time with a rough sea. The assembly signal was fired for the crew of the Life-boat *James Chisholm*, and within ten minutes the boat was on her way to the distressed vessel. On reaching the vessel, which proved to be the schooner *Winifred*, of Inverness, with four men on board, it was found that her foremast had carried away and her steering gear was disabled, leaving her drifting helplessly on a lee shore. The master was very anxious for assistance to save his vessel if possible, and four of the Life-boatmen were placed on board. They let go one of the anchors and stowed the mainsail, as it was feared that the mainmast might be also carried away, and later, when a tug arrived, they effected communication. The boat then remained astern of the steamer to assist in steering her, and she was eventually taken in safety to Fowey, where she arrived shortly after noon.

NORTH SUNDERLAND, NORTHUMBERLAND.—The German ketch *Reinhard*, of Westrauderfehn, stranded on North Sunderland Point during hazy and very cold weather in the early morning of the 24th February. A strong southerly breeze was blowing at the time and the sea was inclined to be heavy. The Life-boat *Forster Fawsett* was promptly launched at 2.15 A.M., and soon reached the vessel, which was likely to become a wreck. The Life-boat succeeded in getting alongside, and rescued the crew of three men, who by this time were up to their knees in water, and the ship very soon afterwards became a total wreck. At the time of the accident the ketch was bound from Bremen to Berwick-on-Tweed with a cargo of oil-cake.

FLAMBOROUGH, YORKSHIRE.—During a strong northerly gale which had brought up a rough sea on the 27th February the Chief Officer of Coastguard reported that a coble was about three miles off Flamborough Head, and in considerable danger. The report was received at 4.30 P.M., and at 5 P.M. the No. 2 Life-boat *Matthew Middlewood*

was launched and despatched to the assistance of the coble, by which she stood until the South landing was reached in safety.

CROMER, NORFOLK.—At 8.30 P.M. on the 27th February a message was received from the Coastguard at Mundesley stating that a vessel was burning flares continually off that place. The Life-boat *Louisa Heartwell* was launched, and on reaching the vessel they found her in a very dangerous position, riding within about a quarter of a mile of the shore with two anchors down. The vessel was the ketch *Industry*, of Hull, bound from that port to Colchester with a cargo of linseed. The master asked the Life-boatmen to assist him to get his vessel into a place of safety as she was badly disabled, and he himself had an injured hand. The Life-boat stood by the ketch until daylight, when the tug *United Service*, of Yarmouth, came on the scene. The vessel was then taken in tow and, accompanied by the Life-boat, towed to Yarmouth Roads.

HOLYHEAD, ANGLESEY.—At 10 P.M. on the 1st March, during a southerly gale, signals of distress were observed from a vessel in close proximity to the Breakwater Lighthouse. The steam Life-boat *Duke of Northumberland* was at once despatched to her assistance and found that the vessel was on the rocks at the base of the Lighthouse, having drifted there through her anchors dragging. The master stated that he did not wish to desert his vessel, but wished for assistance to get her off. Some of the Life-boatmen were therefore put on board and assisted in saving the vessel and her crew of four hands. The vessel was the schooner *Troubadour*, bound from Tynemouth to Runcorn, with a cargo.

HOLYHEAD, ANGLESEY. — During a strong W.S.W. gale and very heavy sea, on 6th March, flares were observed from the *Fairy Maid*, of Padstow, which was in distress close to the Clipera Rocks. On reaching the vessel the steam Life-boat *Duke of Northumberland*

found that the schooner had lost one of her anchors and was in danger of being wrecked. With the assistance of the Life-boat the vessel was brought through a very narrow channel and eventually saved.

PETERHEAD, ABERDEENSHIRE. — On the 6th March during a strong S.W. gale Coxswain J. Cameron, of the new motor Life-boat *Alexander Tulloch*, observed a small fishing-boat in a perilous position about four miles to the north of Peterhead. Her sails had been blown away, and a very heavy sea was running. As he realized that the boat was practically unmanageable and unable to get into port, he launched the boat and proceeded with all speed to the help of the fishermen. Fortunately the Life-boat reached the fishing-boat in time to save her and the three men on board, and there is little doubt that if the assistance had been delayed both the boat and her occupants would have been lost.

SOUTHEND-ON-SEA, ESSEX.—At 3.45 P.M. on the 8th March the Signalman reported that two boats were adrift to the east of the Pier, in a very heavy snowstorm. A N.W. gale was blowing, and the sea was rough. Without delay the crew of the Life-boat *James Stevens No. 9* were assembled and the Life-boat proceeded to search for the boats. They came up with one of the boats which had shipped a lot of water, her two occupants being in an exhausted condition. Both men were taken into the Life-boat, which then returned to Southend, and landed them. The boat belonged to the ship *Aravia*, of Nysted. The men in the other boat succeeded in reaching a barge and took refuge there until the weather moderated.

WHITBY, YORKSHIRE.—At about 3 P.M. on the 9th March the Coastguard reported that a fishing coble was apparently disabled and in difficulties about five miles to the east of Whitby. The wind was blowing strongly from the W.N.W., and as darkness would soon be setting in and increase the difficulty of finding the distressed boat, it was

decided to launch the No. 1 Life-boat *Robert and Mary Ellis*. In about an hour's time she reached the fishing-boat, which proved to be the *Eliza Jane*, of Whitby, with three men on board. The boat's rudder was broken and she was drifting on the strong flood tide. As her occupants were very much exhausted the boat was taken in tow, and after three and a half hours' tacking the Life-boat succeeded in getting the boat and the three men in safety to Whitby. During the service the wind increased to a strong gale, and during the greater part of the time that the Life-boat was returning home she was sailing gunwale under. Great excitement prevailed on shore, as the men would certainly have been drowned had the Life-boat not gone to their rescue, and a large crowd had collected by the time they reached Whitby.

HAYLE, CORNWALL.—On the 15th March the steamer *Hayle*, of Penzance, while making the harbour on the morning's tide, stranded on the eastern side of the bar. A strong W.N.W. wind was blowing at the time, and when it was seen that all efforts to get the steamer afloat were useless, the Life-boat *Admiral Rodd* was launched. She proceeded to the vessel, but when she got alongside the crew of ten hands declined to leave their vessel. The boat then pulled out beyond the surf and remained there for a short time, but, the sea continuing heavy, the boat returned to the *Hayle*. On her arrival the crew decided to go ashore; they were therefore taken into the boat, which landed them shortly before noon. At the time of the accident the steamer was bound from Lydney to Hayle with a cargo of coal, and when the tide receded she was left high and dry.

ST. IVES, CORNWALL.—At 2 A.M. on the 17th March signals for assistance were seen from a schooner at anchor in the bay. A strong N.N.W. gale was blowing at the time, accompanied by a moderate sea, and without loss of time the Life-boat *James Stevens No. 10* was launched. On reaching the vessel the captain asked that some of the Life-boatmen should assist him in making his vessel more secure as she was

dragging her anchor. A second anchor was let go and, when the vessel had been left in safety, the Life-boat returned ashore bringing the whole of the crew of six men, together with their dog. The vessel was the schooner *St. Clair*, of Plymouth, bound from Portmadoc to Poole with a cargo of slate, and at the time of the service she was sheltering in the bay on account of the bad weather.

SCARBOROUGH, YORKSHIRE.—Five of the small fishing cobles were overtaken by a strong N.E. gale when out for the purpose of obtaining their crab pots on the 17th March. They at once abandoned their fishing and returned to port. The weather was very cold, with snow showers at the time and, as the boats were in considerable danger owing to the rough sea, the Life-boat *Queensbury* was launched at 9.30 A.M. and stood by the boats until they succeeded in getting safely into harbour.

PETERHEAD, ABERDEENSHIRE.—The motor Life-boat *Alexander Tulloch* was launched at 10.15 A.M. on the 17th March to the assistance of the Peterhead fishing fleet. The morning had been very fine, but at ten o'clock a strong gale suddenly sprang up from the N.E., bringing heavy showers of snow with it. As it was realized that the boats would be in danger, the Life-boat was launched and stood by the fishing-boats until they reached the harbour, which they eventually managed to do in safety.

STAITHES, YORKSHIRE.—The Life-boat *James Gowland* was launched at 10.45 A.M. on the 17th March, it having been reported that the fishing coble *Love Divine*, belonging to Staithes, was in great difficulties, having had her rudder carried away. A moderate N.N.E. gale was blowing and the sea was rough. It was therefore decided to send the Life-boat to the vessel's assistance, and, with her help, she succeeded in getting into safety.

WHITBY, YORKSHIRE.—On the 17th March the N.N.E. wind increased, causing a heavy sea on the bar, and as two of the cobles belonging to Whitby

were still at sea the No. 2 Life-boat *John Fielden* was launched to their assistance. Considerable anxiety was felt respecting the safety of the boats and their occupants, but they eventually succeeded in getting into safety, the Life-boat remaining in close attendance.

**PETERHEAD, ABERDEENSHIRE.**—Shortly after midnight on the 19th March, during very rough weather, the schooner *Pioneer*, of Peterhead, came into the South Bay and anchored. As it was feared that her anchors might drag, a close watch was kept upon her. At about 5.30 A.M. a signal of distress was seen, and the motor Life-boat *Alexander Tulloch* proceeded to the vessel and rescued the crew of four hands. By the time the Life-boat reached her the schooner was in broken water and in danger of being driven ashore. A strong S.S.E. gale prevailed at the time.

**CLOVELLY, NORTH DEVON.**—At about 6.10 A.M. on the 19th March the ketch *Margaret*, of Bideford, which was riding in the Clovelly roads for shelter, burnt flares to attract attention. The crew of the Life-boat *Elinor Roget* were promptly assembled and the boat launched. It

appeared that the captain was afraid that, owing to the wind having suddenly flown into the N.W. and increased to terrific force, his vessel would be driven ashore, and, as the sea was increasing, it might have been impossible later to take the crew off. The men, three in number, were therefore taken into the Life-boat, which landed them. The weather moderated later, and the crew were able to return to their vessel. The ketch was bound from Gloucester to Barnstaple with a cargo of salt.

**PETERHEAD, ABERDEENSHIRE.**—At 7 P.M. on the 28th March the ketch *Fingall*, of Montrose, which was anchored in the South Bay, showed a signal of distress and the motor Life-boat *Alexander Tulloch* responded to it. The vessel had carried away one of her cables and was in danger of being driven on to the rocks. At the request of the master the Life-boat took the crew of four men off, but considerable difficulty was encountered owing to the heavy sea running. As soon as the men had been taken on board, the Life-boat returned ashore, where she landed them at 8.30 P.M. The weather was very cold, and a whole S.E. by E. gale was blowing, with a very rough sea.

## Summary of the Meetings of the Committee of Management.

**Thursday, 10th April, 1913.**

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

The Committee expressed deep regret at the death of Admiral J. HALLIDAY CAVE, C.B., V.P., who had been a member of the Committee of Management since 1894, and a Vice-President since 1908. The Committee decided that an expression of their sympathy should be sent to Mrs. Cave.

Read and confirmed the minutes of the previous meeting.

Read the minutes of the Building, Finance and Correspondence, Wreck and Reward, and Organization Sub-Committees, also those of the Storeyard and Establishment Special Sub-Committees, and ordered that their recommendations be carried into effect.

Read the report of the Deputy Chief Inspector on his visit to the south-west coast of Ireland.

Decided to establish a powerful Motor Life-boat at Baltimore.

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

Northern District.—Ardrossan, Irvine, and Troon.

Eastern District.—Wells, Brancaster, and Hunstanton.

Southern District.—Newhaven, Eastbourne (two boats), Margate (two boats), Ramsgate, St. Helier, and St. Peter Port.

Western District.—Lynmouth, Clovelly, Barry Dock, Ferryside, Burry Port, The Mumbles, Port Eynon, Watchet, Minehead, Newquay (Cornwall), Padstow (two boats and a steam-tug).

Irish District.—Howth and Wicklow.

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

THE FRIENDLY BROTHERS OF ST. PATRICK, London Knot (per the Rev. A. W. Oxford, M.A.) . . .	£ s. d.
	10 10 -

	£	s.	d.
Miss A. THOMAS (annual subscription)	10	-	-
STANCLIFFE HALL SCHOOL, Matlock (donation from the boys)	5	-	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mrs. L. G. ROBERTSON-AIKMAN, of Albert Bridge Road, S.W.	500	-	-
The late Mr. J. GRIFFITH DEARDEN, of Rochdale	100	-	-
The late Mr. JOHN BURNETT KINSLAGH, of Dublin. (To the Irish Branch)	100	-	-
The late Miss BETSEY WILCOCK, of Mytholmroyd	100	-	-
The late Miss ELLEN BURMESTER, of Sussex Square, W. (further on account)	25	-	-

The Committee specially recognized the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—The Rev. E. W. SILVER, M.A., Brightstone Grange; Mr. R. C. CRETNEY, Castletown; Mr. A. E. INFIELD, Eastbourne; Mr. J. W. ALEXANDER, Newcastle, co. Down; Mr. D. W. RUSACK, St. Andrews; Dr. W. W. WILLIAMS, St. David's; Mr. G. L. THOMSON, Stromness; Mr. J. CLARK, Troon; Mr. J. CONNOLLY, Drogheda; Messrs. MACKINTOSH and WATSON, Anstruther; and Mr. J. STEVENSON, Stratford-on-Avon.

Paid 4,153*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 466*l.* 19*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Barque <i>Jacob Rauers</i> , of Gothenburg	11
Boulmer	Steam trawler <i>Tadorne</i> , of Boulogne	25
Clovelly	Ketch <i>Margaret</i> , of Bideford. Landed 3.	
Filey	Three fishing cobles of Filey. Rendered assistance.	
	Twenty-three fishing cobles of Filey. Stood by cobles.	
	Coble <i>Gladys</i> , of Filey. Stood by coble.	
Hayle	S.S. <i>Hayle</i> , of Penzance.	10
Montrose No. 1	Ketch <i>Lady Dorcas</i> , of Montrose	2
North Sunderland	Coble <i>Thanksgiving</i> , of North Sunderland. Stood by coble.	
Palling No. 2	S.S. <i>Caithness</i> , of Newcastle. Stood by vessel.	
Penzance	Fishing fleet of Penzance. Stood by boats.	
Peterhead No. 2 (Motor)	Fishing fleet of Peterhead. Stood by boats.	
	Ketch <i>Fingall</i> , of Montrose. Landed 4.	

Life-boat.	Vessel.	Lives saved.
St. Ives	Schooner <i>St. Clair</i> , of Plymouth. Landed 6 and a dog.	
Scarborough	Five fishing cobles of Scarborough. Stood by cobles.	
	Coble <i>Thankful Arthur</i> , of Scarborough. Stood by coble.	
	Coble <i>Violet</i> , of Scarborough. Stood by coble.	
Selsey	Ketch <i>Gladys</i> , of Guernsey. Stood by vessel.	
Staithes	Coble <i>Love Divine</i> , of Staithes. Rendered assistance.	
Whitby No. 2	Two fishing cobles of Whitby. Remained in attendance.	
Youghal	Ketch <i>P. M. Willcock</i> , of Aberystwyth	3

Lowestoft Life-boat assisted to save the smack *Evolution*, of Lowestoft, and her crew of 5.

Also voted 544*l.* 3*s.* 10*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 No. 1, Banff, Barry Dock, Burry Port, Caister No. 1, Clovelly, Cromer, Dover, Dungeness No. 2, Eyemouth, Hayling Island, Littlehampton, Margate No. 2, Mevagissey, Mumbles, Newquay (Cornwall), North Deal, Pakefield, Palling No. 2, Porthleven, Robin Hood's Bay, St. Abbs, Selsey, and Southend-on-Sea.

The Cromer, Ramsgate, and Winterton No. 2 Life-boats were also launched.

Voted 42*l.* 12*s.* 6*d.* to men injured in the Life-boat service at Aldeburgh, Blackpool, North Deal, Ramsgate, and Tynemouth.

Reported that His Majesty the KING OF NORWAY had awarded a sum of 20*l.* to the crew of the Skegness Life-boat, in recognition of their services in saving the crew of eight hands of the brig *Azha*, of Arendal, which stranded near Skegness on the 13th November, 1912.

Voted the Silver Medal of the Institution, together with the "Vellum Thanks" and the sum of 2*l.* extra, to WILLIAM STEPHENSON, the Coxswain of the Boulmer Life-boat, and on additional reward to the other members of the crew, for their gallant services in rescuing, in a very heavy sea on the 29th March, twenty-five of the crew of the steam trawler *Tadorne*, of Boulogne, which was totally wrecked near Howick Haven.

Voted the Silver Medal of the Institution, together with the "Vellum Thanks" and an additional monetary reward to ROBERT BURGON, Coxswain of the Berwick-on-Tweed Life-boat, also an additional monetary reward to each of the members of the crew, for their gallant services in saving the crew of eleven men of the barque *Jacob Rauers*, of Gothenburg, which was totally wrecked at Marshall Meadows, about three miles north of Berwick, in a very heavy sea on the 29th March.

Voted an additional monetary reward to the crews of the Hayling Island and Selsey Life-boats, for lengthy and arduous services performed in a strong S.W. gale and very heavy sea on the 19th March.

Voted 3l. to six men for their prompt and useful services in saving four persons from the fishing-boat *Vivid*, of Wexford, which was in difficulties at the entrance to Wexford Harbour on the 5th March, owing to her sails having blown away and her anchor not holding.

Also 3l. 15s. to five members of the Life-boat's crew at St. Helier, for putting off in a boat and saving a man who had been surrounded by the tide on a rock, and was in danger of being washed off. The sea was very heavy at the time, and three attempts had to be made before the boat was successful in getting near enough to the rock to secure the endangered man.

Voted 2l. to four men for putting off in a boat in a whole S. gale and very heavy sea on the 22nd March and saving two men whose boat had been swamped and sank near Brownsea Island, Poole Harbour. The salvors incurred considerable risk, and the men when picked up were in an exhausted condition.

Voted 1l. 10s. to the Coxswain of the Hoylake Life-boat and three other men for their promptness in putting off in a boat for the purpose of saving the crew of the motor-boat *Vera*, which caught fire near Hoylake, in a moderate S.E. breeze and smooth sea on the 2nd April. On reaching the motor-boat it was found that she was deserted, and it was afterwards ascertained that the occupants had succeeded in getting ashore in safety.

### Wednesday, 16th April, 1913.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Whitehall Rooms, Hotel Metropole, S.W., the Rt. Hon. the LORD MERSEY, P.C., in the Chair.

The Chairman having alluded to the great and national character of the operations of the Institution, the annual report was presented to the meeting.

The meeting was also addressed by the Most Hon. the MARQUIS OF GRAHAM, C.B., C.V.O., the Hon. GEORGE C. COLVILLE, the Rt. Hon. the EARL WALDEGRAVE, P.C., V.P., and Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P.

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

The officers' names and the resolutions will be found in the May number of the LIFE-BOAT JOURNAL.

### Thursday, 8th May, 1913.

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

Lord WALDEGRAVE having taken the Chair, the members of the Sub-Committees were elected for the current year.

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his visits to the Atherfield and Brooke Stations; also the report of the Deputy Chief Inspector on his recent visits to Sutton, Mablethorpe, Donna Nook, Spurn, Withernsea, Easington, and Grimsby.

Decided to close the Sutton Station, to transfer the Withernsea boat to Easington experimentally, and to establish a powerful Motor Life-boat at Spurn.

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

Northern District.—Stornoway, Longhope, Stromness, Thurso, Huna, Wick, Ackergill, Port Erroll, Peterhead (two boats), and Newburgh.

Eastern District.—Skegness, Sutton, Mablethorpe, Donna Nook, Spurn, Grimsby, Aldeburgh (two boats), and Winterton (two boats).

Southern District.—Weymouth, Poole, Swanage, Harwich, The Lizard, Coverack, Cadgwith, Porthoustock, Porthleven, Falmouth, Mevagissey, Polkerris, and Looe.

Western District.—Rhyl, Point of Ayr, Llandudno, Llanddulas, Burnham, Cardigan, New Quay (Card.), Aberystwyth, Aberdovey, and Barmouth.

Irish District.—Arklow, Dunmore East, Tramore, Fleetwood, Blackpool, St. Anne's, Groomsport, Donaghadee, Cloughy, Rosslare Harbour, Wexford, and Kilmore.

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

	£	s.	d.
The Rt. Hon. Lord MERSEY, P.C.	10	10	-
H.M. DOCKYARD CHAPEL, Devonport, Collection (per the Chaplain)		5	19 3
His Grace the DUKE OF NORFOLK, K.G. (annual subscription)	5	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. CHARLES ARKCOLL, of Rochester	10,000	-	-
The late Mrs. ELIZABETH MARY LAING, of Barnes, for a Life-boat to be named <i>Samuel Oakes</i> , with carriage and appurtenances, for the Yorkshire coast	5,000	-	-

The late Mr. GEORGE BAXTER, of Shepherd's Bush . . . . .	£ s. d. 225 10 3
The late Mr. C. R. CATCHPOOL, of Tonbridge . . . . .	78 2 11
The late Mr. EDMUND LYTCHGOE, of Melbourne (further on account) . . . . .	29 3 9

The Committee of Management specially recognized the good services, extending over many years, of Mr. C. J. TEMPLE LYNES, Honorary Secretary of the Blakeney Branch.

Decided to form new Branches to be known as the Buckingham, Dunstable and District and Luton Branches.

Decided to station a Motor Life-boat at Blyth.

Decided to close the Carrickfergus Station.

Paid 4,173l. for sundry charges in connexion with various Life-boat establishments.

Voted 109l. 0s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Lowestoft . . . . .	Boat of trawler <i>Pet</i> , of Lowestoft . . . . .	1
Newhaven . . . . .	Fishing-boat <i>Smiling Morn</i> , of Shoreham. Assisted to save boat and . . . . .	3
Peterhead . . . . .	Schooner <i>Pioneer</i> , of No. 2 (motor) Peterhead . . . . .	4
Ramsgate . . . . .	Barge <i>Challenge</i> , of Weymouth . . . . .	3
Rhosneigr . . . . .	S.S. <i>Dunedin</i> , of Leith. Landed 3 and afterwards stood by vessel.	
Sennen Cove . . . . .	Ketch <i>Woolwich Infant</i> , of Falmouth. Stood by vessel.	
Southend-on-Sea . . . . .	Schooner <i>Antje</i> , of Hamburg . . . . .	1
	Barge <i>William and Richard</i> , of Bradwell . . . . .	2

Margate No. 1 Life-boat rendered assistance to the ketch *Vier Gebroeders*, of Harburg, and St. Ives (Cornwall) Life-boat assisted to save the S.S. *Othon Stathatos*, of Ithaca, and her crew of 23.

Also voted 234l. 15s. 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 No. 2, Arbroath, Bridlington Quay, Broughty Ferry, Cemlyn, Dunbar, Hunstanton, Ilfracombe, Littlehampton, Margate No. 1, Montrose No. 2, Newhaven, Plymouth, Ramsgate, St. Abbs, St. Andrews, Sennen Cove, Skegness, Southend-on-Sea, Winterton No. 1, and Winterton No. 2.

Voted 33l. 16s. to men injured in the Life-boat service at Newhaven and Ramsgate.

Voted 5l. 5s. to seven men, in two boats, for saving three others off Bernera, Hebrides, in a strong squally S.S.W. breeze, and moderate sea, on the 18th March. The endangered men were proceeding to an outlying island when their boat struck a sunken rock and was so

damaged that they were only able to reach another rock close by, on which they scrambled for safety. The salvors observed the men on the rock, and incurred some risk in rescuing them. The rescue was a very timely one, as the rock on which the men were taking refuge would have been submerged within an hour, and there were no other boats in the vicinity.

Voted 1l. to a man for putting off in a boat and saving a local gentleman, who had gone out earlier in the day in a sailing boat from Ilfracombe on the 3rd April. Bad weather had set in, and the salvor was engaged for seven hours in searching for the missing man in addition to incurring considerable risk.

Voted 4l. to four men for putting off in a boat and, at moderate risk, saving two men who were in difficulties near a dangerous reef of rocks off Glengad Head, Culdaff, in moderate weather on the 7th April. Both oars had been lost, and when the salvors reached the boat they found her drifting with both the occupants unconscious.

Voted 7l. to be divided between eight men who put off in a boat, and seven other men who assisted to launch her, near Margate, on the 12th April. The ketch *Kate*, of Salcombe, stranded during a whole N.N.E. gale and very heavy sea about three-quarters of a mile from Margate, and the salvors obtained a 21-ft. shore-boat, which was dragged to the vicinity of the wreck, and saved the three men on board. Great risk was incurred by the salvors.

Thursday, 12th June, 1913.

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

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, Wreck and Reward, and Organization 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.—Campbeltown, Southend, Machrihanish, Berwick-on-Tweed, Eye-mouth, St. Abbs, Skateraw, Dunbar, Ayr, Ballantrae, Girvan, Port Patrick, Port Logan, Boulmer, and Alnmouth.

Eastern District.—Cromer, Sheringham, Hasborough, Kessingland (two boats), Blakeney, Southwold, Yarmouth, Caister (two boats), Lowestoft, and Pakefield.

Southern District.—Selsey, Brooke, Rye Harbour, Clacton-on-Sea, Walton-on-the-Naze, Bristhone Grange, Totland Bay, and Ryde.

Western District.—Weston-super-Mare, Port Isaac, Hayle, St. Ives, Bude, Rhosneigr, Penmon, Cemaes, Cemlyn, Bull Bay, Moelfre, and Rhoscelyn.

Irish District.—Skerries, Clogher Head, Drogheda, Port Erin, Castletown, Ramsey, Peel, Douglas, Port St. Mary, Cahore, Courtown, and Blackrock.

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

Executors of the late Sir JULIUS WERNHER . . . . .	£	s.	d.
Lord CREWE'S TRUSTEES (annual subscription) . . . . .	1,000	-	-
WHITE STAR LINE (grant from amounts collected on steamers for Marine Charities) . . . . .	30	-	-
"HAWTHORNS" (additional) . . . . .	25	-	-
Sir PHILIP WATTS, K.C.B., F.R.S. . . . .	10	10	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Miss FANNY PROUDFOOT, of Sydenham: To build, equip and maintain in perpetuity, a Life-boat to be called <i>J. B. Proudfoot</i> . . . . .	1200	-	-
The late Miss ELIZABETH STRINGER, of St. Leonards (to the Liverpool Branch) . . . . .	1000	-	-
The late Mr. ARTHUR BOLDEN DAVISON, of Holles Street, W. . . . .	998	8	5
The late Chevalier EPIFANIO RODRIGUEZ, of Robert Street, Adelphi. . . . .	800	-	-
The late Miss JESSIE M. S. DENT, of Powerscroft Road, Clapton . . . . .	89	4	5
The late Mr. W. H. DEAN, of Stratford, E. (additional) . . . . .	73	7	5
The late Miss HARRIOT ELIZABETH PELHAM, of Clifton, Bristol . . . . .	50	-	-
The late Mr. NATHANIEL TOPP, of Liverpool . . . . .	50	-	-
The late Mr. FREDERICK WHITMAN, of Roehampton . . . . .	50	-	-
The late Miss SUSANNAH ALLPRESS, of West Brighton. . . . .	45	-	-

Voted the best thanks of the Institution to Mr. J. H. PORTER, in recognition of his long and valuable services as Honorary Treasurer of the Blackpool Branch.

Paid 3,250*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 304*l.* 11*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brighton . . . . .	Fishing-boat <i>Emile</i> , of Shoreham. Saved boat and . . . . .	3
Cadgwith . . . . .	Ship <i>Cromdale</i> , of Aberdeen . . . . .	20
Cromer . . . . .	Cobles <i>Katie</i> , <i>Mary</i> , <i>Harriet</i> and <i>John</i> , of Yarmouth. Saved three cobles and . . . . .	9
Flamborough No. 1.	Seven cobles of Flamborough. Stood by cobles.	

Life-boat.	Vessel.	Lives saved.
Gorleston No. 2.	Ketch <i>Our Boys</i> , of Yarmouth . . . . .	4
Hartlepool No. 3.	Schooner <i>Meda</i> , of Cimbriham . . . . .	8
	Steam Tug <i>Stranton</i> , of West Hartlepool . . . . .	4
Holyhead No. 2.	S.S. <i>Maiorese</i> , of Liverpool . . . . .	15
Holy Island No. 1.	Trawler <i>Scottish Prince</i> , of North Shields. Stood by vessel.	
Littlehaven . . . . .	Ketch <i>Eliza Jane</i> , of Beaumaris. Stood by vessel.	
Lizard . . . . .	Ship <i>Cromdale</i> , of Aberdeen . . . . .	5
	Barque <i>Queen Margaret</i> , of Glasgow . . . . .	7
	Also assisted to save . . . . .	20
Mumbles . . . . .	Ketch <i>Marion</i> , of Bridgewater. Landed 4. Schooner <i>Industry</i> , of Bridgewater. Landed 4. Ketch <i>Telegraph</i> , of Watchet. Landed 3.	
New Brighton (Steam)	A small fishing-boat, of Liverpool . . . . .	3
Newhaven (Motor)	S.S. <i>Elswick</i> , of Newcastle. Landed 2.	
Padstow No. 1.	Schooner <i>G.K.C.</i> , of Noirmontiers. Rendered assistance.	
Padstow No. 2.	Fishing-boat <i>Dreadnought</i> , of Padstow. Saved boat and . . . . .	1
Polkerris . . . . .	French schooner <i>Volontaire</i> . . . . .	2
Port Isaac . . . . .	Fishing-boat <i>Flossie</i> , of Port Isaac. Stood by boat.	
Rhoscolyn . . . . .	S.S. <i>Dunedin</i> , of Leith. Stood by vessel.	
Shoreham . . . . .	Smack <i>Resolute</i> , of Ramsgate. Saved boat and . . . . .	3
Sunderland (Motor)	Pilot Cutter <i>Eva</i> , of Sunderland. Saved coble and . . . . .	1

Gorleston No. 1 Life-boat assisted to save the S.S. *Bratland*, of Porsgrund and her 25 hands.

Also voted 343*l.* 8*s.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Barry Dock, Buckie, Caister No. 1, Cemaes, Coverack, Douglas, Eastbourne No. 2, Hartlepool No. 3, Holy Island No. 1, Hope Cove, Montrose Nos. 1 and 2, Newhaven (Motor), North Deal, Palling No. 1, Polkerris, Porthoustock, Ramsgate, St. David's, St. Mary, Southend-on-Sea, Spurn, Stonehaven, Tenby, and Torquay.

Reported that the Société des Hospitaliers Sauveteurs Bretons had awarded two medals and a diploma to WILLIAM STEPHENSON, Coxswain of the Boulmer Life-boat, in recognition



of the rescue of twenty-five of the crew of the steam trawler *Tadorne*, of Boulogne, near Boulmer, on 29th March.

Awarded the Silver Medal of the Institution, together with a gratuity of 5*l.*, to ANTHONY NIXON, Coxswain of the Cambois Life-boat; also the sum of 2*l.* each to R. MACARTHY, W. BROWN, and G. BEEDING, in recognition of their excellent services on the occasion of the wreck of the S.S. *Dunelm*, off Blyth, on the 11th January.

The *Dunelm* stranded to the eastward of Blyth East Pier, at low water, in a whole S.E. gale when a very heavy sea was running. The Blyth Life-boat was unable to reach the vessel, but communication was effected by one of the crew of the vessel swimming ashore with a line. By the efforts of the Rocket apparatus the whole of the crew were got off the vessel, and were brought ashore over the rocks, with the exception of two sailors, who, with four of the salvors, were unable to proceed owing to the increasing depth of water. Seeing the great danger of the men, Nixon obtained a small boat and managed to haul her off to the imperilled men, thereby greatly endangering his own life. Two of the men were taken into the boat and landed in safety, but all three men were in an exhausted condition. As soon as Nixon recovered he began to help again, and, meanwhile, the small boat had been taken out by R. Macarthy, but she unfortunately capsized. Macarthy swam ashore, and the two other men were dragged to land clinging to the boat. When the accident occurred Nixon attempted to obtain another boat, but fell on the pier and struck his head a severe blow which prevented him from embarking again. After the accident to the boat Brown and Beeding put off in her, but when approaching the rock on which one of the would-be salvors was standing, the man entered the sea, for the purpose of reaching the boat, but he was washed away and drowned; the men in the boat then proceeded to the sixth man and brought him ashore, together with two volunteers who had previously waded out to try and save him. During the whole of this service Nixon displayed the greatest gallantry and made repeated efforts to save life although he was in bad health at the time.

Voted the Silver medal to DAVID MEARNS, master of the steam trawler *Southesk*, and the sum of 10*l.* for division amongst the crew, including the master, in recognition of their gallant services in saving the steam drifter *Yarmouth*, of Port Knockie, and her crew of nine hands, off Montrose on the 9th May.

The *Yarmouth*, with her engines broken down and sails blown away, was being rapidly

drifted on shore by the high seas and the strong S.E. gale, and when she was about a mile off the rocky coast at Usan the steam trawler *Southesk* steamed to her assistance. In obtaining communication the master exposed his vessel and crew to great danger, but he was eventually successful and gradually towed the *Yarmouth* seawards out of her perilous position. As the weather continued very rough it was necessary for the *Southesk* to keep the other trawler in tow for twenty-six hours, before she was able to tow her across the bar into safety.

Voted the Silver Medal and 2*l.* to W. PEDDLE, master, and to A. SEAWARD, third hand of the trawler *Onyx*, for their gallant conduct in saving the crew of the trawler *Providence*, of Milford, on the 30th May. A strong S.W. gale was blowing and the *Providence* was in distress near Carmarthen Bay with a heavy sea breaking over her. The *Onyx*, which was in the vicinity, proceeded to her and the 16-ft. punt was lowered. Manned by the two men mentioned, she was taken through the heavy sea, and, with great difficulty and risk, the four men on board were saved. The rescue was rendered more meritorious on account of the master of the distressed vessel having a broken arm and one of the crew a wooden leg. Shortly after the crew had been rescued the *Providence* foundered.

Ten shillings each was also granted to the two men who handled the trawler *Onyx* very skilfully while the rescue was being carried out, and compensation to the extent of 5*l.* was given to the owner of the vessel for the damage done to his trawl warp and to the punt during the rescue.

Voted 1*l.* 10*s.* to four men for their promptness in saving five schoolboys who were in difficulties in Youghal Bay, in moderate weather on the 12th May. When rescued the boys were utterly exhausted.

Voted 14*l.* 10*s.* to the crew and helpers of the Sheringham Private Life-boat, for putting off in a strong S.S.E. breeze and heavy sea and saving the crew of three hands of the fishing-boat *Likan*, of Palling, near Sheringham, on the 7th May.

Also a similar sum for their services in saving the fishing-boat *Dove*, of Sheringham, and her crew of two hands, in a strong S.S.E. breeze and rough sea on the 9th May.

Also 1*l.* 17*s.* 6*d.* to five men for saving, at slight risk, two persons who had gone out in a pleasure boat and stranded on the rocks outside Arbroath Harbour on the 23th May. There was a moderate S.W. wind and choppy sea, and had it not been for the promptness of the sailors the crew would probably have been drowned.

## NOTICE.

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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Her Majesty the Queen.  
Her Majesty Queen Alexandra.

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("GERRARD  
EXCHANGE.")

## APPEAL.

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

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1912.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 48			
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		...
<b>Total . . . . .</b>	<b>81</b>	<b>759</b>	<b>£9,105 14 10</b>

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. Courts and Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—August, 1913.