

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXII.—No. 250.] 1ST NOVEMBER, 1913.

[PRICE 3d.

The Equipment of a Life-boat.

(Continued.)

The Sails of a Life-boat are of No. 5 or No. 6 canvas, made from the finest flax, and tanned with bark to render them rot-proof. They are now all cut with a very high peak, and consist in most cases of a jib and standing fore and mizen lugs, though some crews, mainly those on the Norfolk and Suffolk coasts, prefer a dipping fore lug, in which case a jib is not carried. The sheets and halliards are always made of what is known as "yacht Manila," which is a four-stranded rope specially suitable for running rigging. The ties are now made of extra flexible steel wire, and the standing rigging is also usually flexible steel wire; but it may be mentioned that the Norfolk and Suffolk men, while acknowledging the general superiority of wire for standing rigging, will not have it in a Life-boat on account of the difficulty of cutting it away in an emergency.

After the sails in importance, and in most Life-boats a long way after them, come the Oars. These are made of ash or fir, as preferred by the men, and are either the usual round oars in crutches, or what is known as "coble fashion," that is to say, with an iron eye going over a pin on the gunwale, in the manner used by the fishing-boats known as cobbles, a type of boat confined to the counties of Northumberland, Durham, and York. Half the oars are painted blue and the other half white, so that the different sides may be easily distinguished; each is fitted

with a lanyard to prevent the oar being lost if washed out of a man's hand, and also to allow them to be thrown over-board when approaching a wreck, or for the purpose of making sail. These lanyards are fitted with running eyes, which are passed over the pulling crutches, except those of the two stroke oars, which should be hitched or toggled to the quarter lanyards for use in the quarter crutches as steer oars, should the rudder be broken or rendered useless.

Four spare oars are carried in every boat, and a few surf boats carry long sweeps and always steer with them when pulling off the beach. In addition all Life-boats carry the following stores:—

Two Clasp Knives, one on each bulkhead, in a canvas bag.

Two Small Hatchets and a large Axe.

A Boat's Lamp, with red and green shades, which can be used on the approach of another vessel.

A Water Barrico, which should contain a full supply of drinking water. These for the future will be made of basket-covered earthenware, as it is found that this keeps the water sweeter than the usual wooden variety.

A Flag is carried in all boats for answering signals from the shore, and many now carry a pair of small semaphore flags, as the crews are encouraged to learn this extremely useful method of signalling. The ability to communicate in this way with the shore

or a tug may save invaluable time when shouting cannot be heard and common signs not understood.

For signalling at night coloured flares, called *Handlights*, are provided—six red, four white, and two green. The red indicate danger, or “more aid required”; the green safety, or “am coming ashore”; the white are not a signal to the shore, but are used by the Coxswain when approaching the wreck, or to enable him to discover her position.

The *Yoke* lines are made of tanned Italian hemp, but most Coxswains prefer to steer with a tiller, and one is always supplied in addition, though in the larger type of boat a steering-wheel is now taking its place.

The *Outside Lifelines*, which hang in bights outside the boat from stem to stern, are made of Italian hemp, their use being for a man in the water to catch hold of.

Oilskins are supplied to all Life-boat crews who require them, but some fishermen, whose calling keeps them constantly dressed in oilskins, prefer to use their own.

Last—but by no means least—come the *Life-belts*. These are no longer made of that time-honoured substance, cork, but of a vegetable fibre known as kapok, which had been used for many years for stuffing cushions before its wonderful buoyant qualities were discovered. It may be of interest to relate that the discoverer, Mr. Bastwitz, a maker of life-buoys, had been approached by an inventor with the idea of using poppy heads, which are the most buoyant thing known, but they were found to be impossible, because they crushed too easily. The notion, however, set him on the search for something else, and he discovered in the fibre of a plant, which grows in Java, the ideal thing for his purpose. This is kapok. Life-belts made of kapok will support more weight for a longer time than those of cork. They have the additional advantage of being much warmer and more comfortable to wear, and they do not, as cork does, bark the knuckles of an oarsman who happens to reach the back of the man pulling on the thwart abaft him.

King George in a Motor Life-boat.

IF a motor boat could speak, the Beaumaris motor Life-boat, which should reach her station shortly after this article is in print, would be able to make a boast which few of her sister boats could equal, and which should prove a source of inspiration and encouragement to the Coxswain and crew of Beaumaris. For, on the 6th August last, His Majesty the King honoured the Institution by taking a trip on the *Frederick Kitchener* at Cowes, where the boat had arrived on her journey round the coast after her sea trials at Harwich.

The visit took place during the Cowes week, and the King, who was attended by an equerry, spent a considerable time on the trip, during which every detail of the boat's construction was explained by the Right Hon. Arnold Morley and Sir Godfrey Baring, Bart., M.P., two members of the Committee of Management, who

went out with His Majesty, Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats), being in command of the boat, accompanied by Lieut. Drury, R.N.R., District Inspector.

The Beaumaris boat, which was built by the Thames Iron Works Co., Ltd., is a 43 ft. by 12 ft. 6 in. boat of the Watson type, and is provided with a 60-H.P. Tylor engine, giving a speed of about $7\frac{1}{2}$ knots an hour. The boat is provided with a Gardner No. 4 reverse gear.

After the King had taken a trip in the Life-boat he visited the works of Messrs. S. E. Saunders, Ltd., at East Cowes, where the Life-boats of the Institution are now being constructed.

While the Life-boat was at Cowes, awaiting the completion of the works at Beaumaris, she was visited by a number of prominent yachtsmen and others interested in the Life-boats of

the Institution. Among those who visited the boat were:—The Duke and Duchess of Somerset; The Marquis of Ormonde; The Marquis of Ailsa; Lord Charles Beresford; Sir Godfrey Baring, Bt., M.P.; The Hon. George and Lady Cynthia Colville; Sir Allen Young; Admiral and Mrs. De Horsey; Mrs. Mark Kerr; Mr. Cave; Lord Redesdale; Captain Cave; Mr. Mitford; Mr.

and Mrs. De Bathe; Major and Mrs. Ames; Miss Hood; Lord Normanton; Sir Charles and Lady Swettenham; Lord and Lady Arthur Butler and the Hon. Miss Butler; Mr. and Mrs. Charles Drummond; Mrs. and Miss Cunningham Graham; Mrs. Coats; Captain Coleridge; The Hon. Mrs. Arthur Coke; Mr. and Mrs. F. F. Tower; Lieut. Tower, R.N.

The Swedish Government Honours a Life-boat Crew.

IN another column we give an account of the very fine service rendered by the crew of the *Matthew Simpson*, the Berwick-on-Tweed Life-boat, in rescuing the whole of the crew, eleven in number, of the Swedish barque *Jacob Ravers*, of Gothenburg, which stranded on rocks near the Needle's Eye on the night of the 29th March last.

This incident was brought to the notice of the Swedish Government by the Swedish Vice-Consul at Berwick, who happens to be the Mayor of Berwick, Alderman Logan, and the Swedish Government acted very promptly in recognising the gallant conduct of the Coxswain, Robert Burgon, the Second Coxswain, James Jamieson, and the crew on this occasion. Nor were the townspeople of Berwick slow to recognise the honour conferred upon the town, both by the fine service of the Life-boat crew and by the mark of thanks which had been bestowed upon them by a foreign Government. On the 30th September a public presentation of the awards took place in the Town Hall, Berwick, Captain Norman, R.N., J.P., the Chairman of the Branch, presiding over a large audience. Among others present were the Mayor, the Sheriff, Dr. Fraser, the Honorary Secretary of the Berwick Branch, Mrs. and Miss

Fraser, Mr. John Barr, the Honorary Treasurer of the Branch, and many others, while the crew were seated in front facing the Chairman.

Captain Norman, who is over eighty years of age, delivered a most interesting and stirring address, and the Medals awarded to Robert Burgon and James Jamieson were handed to them, as well as the sum of £2 to each of them and to the other members of the crew. The Mayor, who distributed the awards, took occasion to appeal to the citizens of Berwick on behalf of the work of the Institution, and pointed out that the example set by the Swedish Government in rewarding the men for the work was one which ought to inspire all friends of the Life-boat cause to maintain it in a flourishing condition. The meeting was in every way most successful, and has served not only to give additional honour to Coxswain Burgon and his fine crew, but to bring them into closer touch with their fellow-citizens, who, in these busy days, perhaps need to be reminded of the services of the Life-boat, which are so often carried out in the darkness of a winter's night, and which are therefore less apt to obtain the support to which they are entitled than those other charitable movements whose activities are more easily brought under the public eye.

The Lizard Life-boat Station.

WE feel sure that the accompanying illustration will prove of interest to our readers. It is a photograph taken on the occasion of the visit of the Arch-

bishop of Canterbury and the Archbishop of York to the Lizard Life-boat, which was launched in their presence, under the supervision of Mr. C. M. Hart,



RETURN OF THE LIZARD LIFE-BOAT FROM SERVICE.

the Honorary Secretary, on Monday, the 31st March.

The Archbishop of Canterbury addressed the crew before the boat was launched, and the Archbishop of York went out in the boat, and said a few encouraging words to the men on his return.

Reading from left to right, the photograph shows: The Archbishop of Canterbury; William Edward Mitchell,

the present Archbishop takes the keenest interest in its work.

We also publish, on another page, a very striking photograph of the Lizard boat at the moment when she is being beached on the return from service. The illustration gives some idea of the terribly dangerous nature of this coast, which is approached by so many great liners.



the Coxswain of the Lizard Life-boat; the Archbishop of York; and Dr. Boyd, Master of Hertford College, Oxford.

The photograph is the more interesting in view of the fact that, from the date of the foundation of the Institution in 1824, the Archbishop of Canterbury for the time being has always been a Vice-President of the Institution; and

These considerations have influenced the Committee of Management in their decision to form a Motor-boat Station at this spot, although it will entail a very heavy expenditure in the construction of a suitable boathouse and slipway to deliver the boat into deep water. Fortunately, a generous friend of the Life-boat cause has promised to defray the cost of the Motor-boat.

Obituary.

It is with the deepest regret that we have to record the death of Lieut. Colonel Sir FitzRoy Augustus Talbot Clayton, K.C.V.O., which took place at Fyfield House, Maidenhead, on the 1st August.

Sir FitzRoy Clayton, who was born

in 1834, was the only son of the Rev. Augustus Philip Clayton, of Coombe Bank, Kent. He was educated at Eton and served in the Grenadier Guards in the Crimea, receiving the medal and clasp and the Turkish medal. He retired with the rank of Lieutenant-

Colonel in 1871, and was Knighted in 1909. He accompanied the Brigade of Guards to Canada in 1861, when there was some fear of an interruption of friendly relations with the United States. Afterwards, at the Curragh, he instructed the late King in musketry, and was always held in high esteem by His Majesty. He leaves three sons, the eldest of whom, Mr. Harold Clayton, late Lieutenant Severn Division Submarine Miners, is a member of the Committee of Management.

Sir FitzRoy Clayton was intimately associated with the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION for half a century. He was one of those men to whom the service of the public is as the breath of their nostrils. While still on the Active List he joined the Committee of Management in 1863, devoting himself from the outset with the greatest zeal and interest to promoting the practical efficiency of the Life-boat service, a task in which his long experience as a yachtsman and his knowledge of boats and boat-sailing proved of the greatest value. He was elected Deputy-Chairman in 1883, a Vice-President in 1885, and Chairman in 1908. This position he held until 1911, when he was seized with a sudden illness, which turned out to be of so serious a character as to compel him reluctantly to resign the Chairmanship, Earl Waldegrave being elected Chairman in his stead.

During his long and intimate connexion with the Institution Sir FitzRoy Clayton took an active part in the development of every detail of the service, and it was on his initiative that the drop keel was adopted as an important feature of the Life-boats.

On his retiring from the Chairmanship, the Committee of Management decided to name the new Motor Life-boat for Newhaven the *Sir FitzRoy Clayton* as a tribute of his great services to the Life-boat cause.

Although his illness had prevented his attendance at meetings of the Committee during the last two years, his kindly courtesy and generosity of character will always be remembered by all those who had the privilege of being brought into

contact with him in the service of the Institution.

On the death of Sir FitzRoy Clayton, Mr. Harold Clayton received the following letter from the King's Private Secretary: "The King was very sorry to hear of the death of Sir FitzRoy Clayton, and desires me to express his true sympathy with you in your sorrow. His Majesty has known your father for many years, and was especially associated with him in the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to which Sir FitzRoy devoted himself for so many years."

WE regret to have to record the death, on the 16th October, of Mr. Andrew Tarras, solicitor, who was Clerk to the Harbour Commissioners at Fraserburgh. This gentleman added to his official duties those of Honorary Secretary of the Institution at Fraserburgh. He was appointed to this office as early as 1869, and during his long association with the Institution he rendered most excellent service to the cause, being presented with a binocular in 1887, and receiving the decoration of the Institution in 1901. Last year the Committee of Management decided, on the representation of Lord Saltoun and the Harbour Commissioners of Fraserburgh, to provide a Motor Life-boat at this growing Port, and the Commissioners are constructing a boathouse and slipway for the accommodation of the boat. Mr. Tarras had been carrying on the official negotiations between the Harbour Commissioners and the Institution in respect of this important improvement, and it is greatly to be regretted that he has not lived to see the completion of the plan.

WE much regret to record the death of Mr. William Tregarthen Douglass, late Engineer and Architect of the Institution, and the son of Sir James Douglass, himself a very distinguished engineer. Mr. Douglass's death took place on August 10th, and it is a strange and sad circumstance that one who had been connected with the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION for twenty-five years past as its Engineer and Architect, and who was therefore brought into constant touch with Life-



† COLONEL SIR FITZROY CLAYTON, K.C.V.O.
Late Chairman of the Institution.

boat work from every point of view, should have lost his life by the capsizing of a boat in which he had gone for a sail with his son.

A sudden gust of wind caught the boat off Start Point, near Dartmouth, and she immediately sank. Both Mr. Douglass and his son kept afloat for nearly an hour by swimming, but eventually Mr. Douglass became exhausted and sank, his son being picked up shortly afterwards by a pleasure steamer. Mr. Douglass's body was not recovered for some days.

It is a curious fact that when, as Resident Engineer, he was engaged in the erection of the present Eddystone Lighthouse, Mr. Douglass narrowly escaped death from drowning. He was knocked off the top of what is known as Smeaton's Tower, and fell from a height of eighty feet to what appeared to be certain death; but, at that moment, a great Atlantic wave swept over the rock at the base of the tower and caught him as he fell. He was easily rescued, but never forgot his narrow escape in such extraordinary circumstances.

Mr. Douglass had established a great reputation as an expert in the construction of lighthouses, harbour works, and sea defence works, and he was consulted with regard to the construction of lighthouses by the Government of the Cape, New South Wales, Victoria, Western Australia, South America, the Mediterranean, China, and India. In connexion with the latter Dependency, he was appointed in 1899 to visit and report upon some ninety lighthouse stations in India and Burmah. His chief work, however, for the past twenty-five years, was that of Engineer and Architect to the Institution, and in this capacity he designed and executed the works required for the majority of the Life-boat stations round the coast. In the words of *The Engineer* of August 15th, "The work entailed the solution of numerous difficult problems, and anyone who has examined the stations, with their extensive and solidly built launching ways, which have been constructed to his plans and under his direction, must have realized the skill and ingenuity which he displayed in them."

The Life-boat Service Abroad.

UNITED STATES.

THE Annual Report of the United States Life-Saving Service for the year ending 30th June, 1912, has been received, and we extract the following details.

Attention is drawn to the fact that only 16 lives were lost on the coast (which includes, of course, the great lakes). In the year under review 444 were "succoured," but as was pointed out in our issue of May, 1912, it is impossible to ascertain from the United States Annual Report what is the precise meaning of this term. Apparently it includes not only the saving of life, but the housing, clothing and feeding of persons who had been landed from vessels in distress.

One new Life-Saving Station was completed during the year under review, viz., at Green Hill, making the total number of Stations 284. Of these 203 are on the Atlantic and Gulf Coasts, 61 on the coasts of the great lakes, 1 at

the Falls of Ohio, and 19 on the Pacific coast.

Great stress is laid upon the "remarkable growth in the work of the Service and the admirable results achieved . . . in recent years . . . due to the employment of power boats at the Stations, which has made it possible to travel longer distances and to pay less regard to weather conditions than formerly, in responding to calls from distressed vessels."

The crews of the Life-Saving Establishment performed service on 1,671 occasions during the year, and it is stated that out of 3,678 conveyed ashore or to other places of safety from vessels meeting disaster during the year, 2,669, or 73 per cent., were transported by power craft, or, as we say, Motor Boats alone.

During the year, 12 36-ft. Self-righting and Self-bailing Motor Boats and 14 Beebe-McLellan Motor Surf-boats were built and put in commission, making the total number of Motor Boats

and Motor Surf-boats in use at the end of the year 1912, viz., 28 36-ft. Life-boats, 42 34-ft. Life-boats, 39 Motor Surf-boats.

FRANCE.

IN 1912 there were 112 Life-boat Stations, all of which are provided with the Rocket Life-saving Apparatus, as well as Life-boats. The Society has one Steam Life-boat and, at present, three Motor Life-boats.

During the year 1912 537 persons were saved, 261 of these (and 33 vessels) being saved by Life-boats, 19 by the Rocket Apparatus, and 257 "by other means."

The total number of lives saved, for which the Society has given rewards since its establishment in 1865, is 20,660. Of these 16,086 have been saved by the Life-boats or other apparatus of the Society, and 4,574 by other means.

GERMANY.

THE Annual Report of the Deutsche Gesellschaft zur Rettung Schiffbrüchiger states that the Life-boats were launched 34 times during the year 1913 and that 110 persons were saved, 97 by means of Life-boats and 13 by the rocket apparatus. This brings the total number of those saved by the Society since its foundation in 1865 to 3,870. The Society now has 133 life-saving stations, the additions being the double stations at Schönbergerstrand and Grömitz in Holstein and Laase in Pomerania, and the stations on the Island of Rügen and at the estuary of the Atmath. Eighty-six of the stations are on the Baltic and 47 in the North Sea. Sixty-four are double stations, that is, they are provided both with Life-boats and rocket apparatus, 52 are Life-boat stations only, and 17 rocket apparatus stations only.

The Society now has five open motor-boats and five decked motor-boats with auxiliary sail power.

The report draws attention to the fact that there has been a considerable drop in the income of the Society.

THE NETHERLANDS.

"THE Reddingboot," the magazine of the Noord-en Zuid-Hollandsche Redding-Maatschappij, states that this Society, which was founded in 1824, now has 30 life-saving stations, with 34 Life-boats,

including 2 Motor Life-boats and 20 rocket life-saving apparatuses. The Society has been the means of saving 4,400 lives since its foundation. The Annual Report, which is contained in the July issue of "The Reddingboot," states that the expenditure exceeded the income by 2,820 florins. In the next issue of the Life-boat Journal we hope to give an account of the two powerful motor boats, *The Brandaris*, which belongs to this Society, and the 76 h.p. motor boat, the *Maria Carolina Blankerheim*, which belongs to the South Holland Company for rescuing shipwrecked persons.

SPAIN.

THE Journal of the Spanish Life-boat Society for the quarter ending June, 1913, gives a summary of the present position of its affairs, from which we take the following details. The Society was founded in 1880, and was declared to be "of public utility" in January, 1887. It has 38 Life-boats and 52 stations provided with rocket life-saving apparatus. A Roberts motor-boat, with 50-60 h.p., has recently been acquired as an experiment.

Since the foundation of the Society 1,318 lives and 83 vessels have been saved, while rewards have been given for the saving of 9,211 persons by other means. 10 gold medals, 652 silver medals, 1,851 bronze medals, and 108,807 pesetas have been awarded for the saving of life.

The Report states that four new stations have been created, while one has been closed; but it is added that, in order to provide fully for the needs of the Spanish coast, at least fifty, "if not 120," stations are needed. The Report deplores the apathy of the Spanish public with reference to maritime needs, and states that in spite of the propaganda of the Society its efforts in this direction seem to produce no result; for public charity appears to be confined to the misfortunes and the needs which meet the eye, while those which, like loss of life at sea, are remote from the observation of the man in the street, fail to move him, or to elicit the support to which they are entitled.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has itself had cause to

recognise the truth of the statements thus included in the official Report of the Spanish Society; but, fortunately, the British public has become far more alive to the needs of the Life-boat Service and to its great claims upon their generous support. We trust that the heartfelt appeal of the Spanish Society will find an echo among the people of Spain.

NORWAY.

THE Report of the Norsk Selskab til Skibbrudnes Redning for 1912-1913 states that 48 lives and 16 vessels were saved in the year 1912. Two new Life-boats were placed on their Stations, and the total number now maintained is 23.

NOTE.—Other Reports are held over owing to pressure of space.—EDITOR, *Life-boat Journal*.

The French Life-Boat Society.

Boat-house with Movable Platform at La Joliette, Marseilles.

THE Société Centrale de Sauvetage des Naufragés has recently found itself obliged to provide a pontoon boat-house for one of its motor boats, owing to the difficulty of obtaining a satisfactory site for a boat-house and slipway in the crowded harbour of Marseilles. As the Institution is liable to meet with a similar difficulty, owing to the increased shipping at certain harbours where a Life-boat is stationed, we give a translation of the description of the French floating dock, which we believe will be interesting to our readers.

The boat-house with movable platform comprises two pontoons of rectangular section, each 44 ft. in length and 3 ft. in breadth and 9 ft. 10 ins. in height. They are kept separated and parallel to one another by means of iron ties and cross bars, leaving a space of 16 ft. 4 ins. between the two.

The rear ends of the two pontoons are joined to one another by a vertical metallic partition, suitably strengthened, and, at the dock entrance the pontoons are joined by two strong bottom gussets shaped to take the boat. Each float is fitted with an elm keel as a protection in case of stranding and a side fender of pitch pine as a protection against collision.

The structure is covered with a corrugated-iron roof with glazed skylights to afford light. This roof is carried by four corner posts, and elsewhere by uprights and iron trusses.

The front of the dock is closed by a wide door in two portions, of openwork and of sliding pattern, actuated from the inside of the dock by means of tackle.

The remainder of the boat-house in front, at the rear and at the sides, between the pontoons and the roof, is closed by timber boards resting on iron cills, glazed windows being provided at the sides.

The usual access to the house is at the rear by means of an iron ladder and an ordinary door, which can be locked.

A metal platform, placed in the space between the pontoon, is provided for carrying the Life-boat and for affording means of lowering her into the water and raising her clear of it.

The platform is covered with movable and interchangeable iron gratings for effecting repairs to the boat. The boat's keels rest on three timber longitudinals fixed to the platform. The latter, with suitable guides at the four corners, is slung on four flexible steel cables fitted with rigging screws and coiled round the drum of four windlasses with worm gear.

By means of two longitudinal shafts, connecting the windlasses in pairs and by means of bevelled pinions, the windlasses are set in motion simultaneously by a transverse shaft with cranked handles placed at the rear of the house, and worked by six men. At each angle the ratio between the pinions is 1 to 2. The cog-wheels of the windlasses have fifty teeth and are driven by worm gear. The thread of the worm on the port side is necessarily the opposite hand to that of the worm on the starboard side.

Under these conditions, the time required to lower the boat into the water is from seven to eight minutes,

and it requires about twenty minutes to hoist the boat into position again.

In order to fix the platform and not leave it slung on the drums, four chains are provided with hooks and straining screws secured to the windlass frames.

After the platform has been hoisted to the required height the hooks are passed into the eye-bolts on the platform, and the latter is allowed to drop until the chains are taut.

A platform, consisting of an iron

grating, fixed at the rear, and two movable timber gangways at the front of the house, complete the installation. Ballast consisting of four tons of cement is needed to ensure stability and the draught required by the structure, so that it may offer sufficient resistance to wind-pressure on its sides.

The installation, in addition, includes four mooring rings, fixed at the ends of the pontoons, and a portable pump for emptying them.

The total weight is 39 tons.

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

SELSEY, SUSSEX.—At 7.35 A.M. on the 19th March the Coastguard reported that a vessel was on the Mixen Reef, flying signals of distress. The crew of the Life-boat *Lucy Newbon* were at once assembled and the boat launched, but just after she had taken the water a very heavy sea struck the boat and threw her back broadside on. The crew at once left the boat and she was beached and again launched, the crew and helpers being wet through to the skin. In the meantime the vessel had got clear of the reef and drove away with the wind and tide, and the Life-boat, as soon as she was afloat, proceeded after her. On reaching the vessel she was found to be the ketch *Gladys*, of Guernsey, bound from Dunkirk to Southampton with a cargo of manure. Her headsails had been blown away, and the captain stated that he would make an attempt to get to Littlehampton. As it was then too late on the tide to make the harbour the Coxswain, Thomas J. Sparshott, advised him to anchor in the "Park," and offered to pilot him there. On arrival, however, the weather looked very threatening, and the captain decided to proceed to Littlehampton, where he anchored. The Coxswain, ascertaining that the services of the Life-boat were no longer required, shaped his course for Selsey, where he arrived at 4.40 P.M. after beating up against heavy squalls and a strong flood tide. A S.W. gale was blowing the whole time the Life-boat was afloat,

and the service was reported to have been one of the roughest experienced for some time; the boat, however, behaved splendidly and gave the liveliest satisfaction.

PENZANCE, CORNWALL.—At about 3 P.M. on the 21st March, during a gale from the S.S.W., a number of the big trawlers belonging to Penzance, which had been at anchor off Newlyn, ran for Penzance Harbour for shelter. Several of the steam drifters also started to return. As the rounding of Penzance Pierhead was attended with danger, the Life-boat was launched, and lay off the pierhead in case her services should be required. Fortunately all the vessels succeeded in getting into safety, but as the weather showed no signs of improving, it was considered advisable to keep the boat afloat in case she should be required again.

MONTROSE, FORFARSHIRE.—The No. 1 Life-boat *Sarah Jane Turner* was launched at 7.40 P.M. on the 22nd March, in answer to distress signals from a vessel to the north of the entrance to the harbour. The Life-boat reached the vessel at 8.10 P.M., and found that she was the ketch *Lady Dorcas*, of Montrose, bound from the Tees to Montrose with a cargo of salt. She had stranded, and was full of water, with her cargo washing out. The crew of two men were rescued, and the boat returned to her station, where she arrived at 8.40 P.M. The ketch became a total wreck.

FILEY, YORKSHIRE.—Three of the fishing cobles belonging to Filey were overtaken by a heavy sea when out fishing on the 27th March. The Life-boat *Hollon the Third* was launched and proceeded to their assistance. The cobles had considerable difficulty in getting into safety, but they eventually succeeded, closely attended by the Life-boat.

YOUGHAL, CO. CORK.—At 3.10 A.M. on the 28th March the Coastguard reported that a vessel was ashore in Youghal Bay, about three miles to the S.W. of the station. A strong S.E. gale prevailed at the time, with a very heavy and broken sea; the Life-boat *Marianne L. Hay* was therefore launched and proceeded to her. When crossing the bar, a very heavy sea struck the Life-boat, breaking on board, and in addition to breaking four of the oars, washed one of the crew overboard. A rope was at once thrown to him, and fortunately he was saved. When the Life-boat reached the vessel, it was found that the crew of three hands had taken refuge in the rigging. The Life-boat at once went alongside and successfully rescued them. The boat then returned to her station, but, owing to the heavy sea and to the wind having died down, the whole of the journey had to be done under oars. The vessel was the ketch *P. M. Willcock*, of Aberystwyth, bound from Portmadoc to New Ross, co. Wexford, with a cargo of slates. Shortly after the crew had been rescued, the mizen mast went by the board, and the ketch showed every indication of becoming a total wreck.

FILEY, YORKSHIRE.—The Life-boat *Hollon the Third* was launched shortly before 9 A.M. on the 28th March to the assistance of twenty-three of the fishing cobles, which had put to sea earlier in the morning for the purpose of hauling their crab pots. The wind was from E.S.E., and had increased to a whole gale, bringing with it a sea which was dangerously heavy for the boats. As the boats came in, the Life-boat supplied several of the crews with life-belts, which the men were very glad to receive, as they were in considerable

peril. Fortunately the whole of the twenty-three boats eventually succeeded in getting into safety, but the difficulty was such that great excitement prevailed among the inhabitants and visitors. It is reported that the gale was one of the worst that had been experienced by the cobles for many years.

SCARBOROUGH, YORKSHIRE.—An E.S.E. gale suddenly sprang up on the 28th March while the small herring coble *Thankful Arthur*, of Filey, was at sea, and as the heavy sea showed every sign of increasing, the Life-boat *Queensbury* was launched to her assistance, and stood by until she succeeded in getting into the harbour in safety.

BOULMER, NORTHUMBERLAND.—The steam trawler *Tadorne*, of Boulogne, was wrecked early in the morning of the 29th March, during a fog, a short distance from Howick Haven. The vessel was bound from Boulogne to the Iceland fishing grounds, and had a crew of thirty hands on board, of whom five perished as a result of the wreck.

Information of the casualty reached Boulmer by telephone a few minutes after 6 A.M. and the Life-boat *Arthur R. Dawes* was very promptly launched. The wreck was found in a very awkward position, surrounded by rocks, and exposed to very heavy breakers, the result of the previous evening's S.E. gale. The deck of the trawler was just awash and heavy seas were continually rolling over her, and the crew had taken refuge in the rigging. Before the arrival of the Life-boat three of the crew had put off in the ship's boat, which was swamped, and two of the men were unfortunately drowned, the third man succeeding in swimming ashore. As the Life-boat approached the vessel another man was washed off the wreck in an injured and helpless condition; he was picked up by the Life-boat with considerable difficulty, but died soon after he had been landed. With great difficulty and danger, owing to the rocks and the want of room in which to manœuvre the boat, the Life-boat got alongside the wreck and took off twenty men. Whilst doing so the boat was repeatedly filled with water, and some of the crew

were knocked about and dazed with the weight of water dashed upon them. The work of rescue was necessarily slow, as the shipwrecked men were numbed by the cold and seemed afraid to leave the rigging. As there were now twenty-one rescued men in the boat it was decided to take them ashore and come back for the others. After a heavy pull, owing to the crowded boat, Boulmer was reached at about 10 A.M. Ten fresh oarsmen were procured and the boat started again for the wreck. Four more of the crew were taken off and landed at Howick Haven, this being now practicable.

Unhappily, before the arrival of the Life-boat on the first occasion two of the vessel's crew had died from exposure while in the rigging, and the bodies of these two unfortunate men were eventually landed by the Life-boat when the tide had ebbed. The boat then returned to Boulmer, where she arrived at about 1.30 P.M.

The services performed on this occasion elicited the greatest praise from all, and the Life-boat crews behaved with great gallantry, showing indomitable pluck in carrying out the rescue. The first Coxswain and the second Coxswain as well as the Bowman were in the boat on both occasions, and the Coxswain was of opinion that this service was the most difficult and dangerous that he had ever been called upon to perform during the whole of the time he had been engaged in Life-boat work. In connexion with the sad loss of life the jury, at the subsequent inquest, after expressing their sympathy with the relatives of the deceased men, recorded their high appreciation of the gallant services of the Life-boat crew, and placed on record their "admiration of men who risked their own lives to save those of others."

At their next meeting the Committee of Management bestowed the "Thanks" of the Institution inscribed on Vellum, together with the Silver Medal of the Institution, on the Coxswain, William Stephenson, and awarded him and each of the men who took part in the service an additional monetary reward.

A fitting sequel to the splendid gallantry displayed in January took place in May when the Duke of Northumberland, the President of the Institution, presented the awards made by the Committee of Management to Coxswain Stephenson and the crew, together with medals and a diploma awarded to the former by the Société des Hospitaliers Sauveteurs Bretons.

The occasion was one of widespread interest to the inhabitants of Alnmouth and district, and a large company assembled to do honour to the gallant men.

The Duke of Northumberland, in rising to make the presentations, said that they had often been proud of their Life-boatmen. Along the whole length of the Northumbrian coast the fishermen had always shown themselves most ready to go to the assistance of any vessels in distress. This was by no means the first time that Boulmer men had done good service in this direction, and he had been told that the service which they had met that night to celebrate was one of an exceptionally arduous character, and one demanding all the perseverance, all the coolness, and courage and devotion which the Boulmer men had so often shown. He was at the time six thousand miles away, at the Cape of Good Hope, and he heard nothing of this until his return to England. However, from all he could learn there was one matter upon which they could congratulate all concerned in the business, and that was the promptitude and the readiness with which the Life-boat acted.

The Duke then went on to extol the excellent work carried out by the Institution, and to urge the claims for support—support it richly deserved—from all classes of the community. His Grace then presented the awards, and M. le Baron de Belabre, French Consul at Newcastle, handed over the French awards and expressed the gratitude of his countrymen.

Coxswain Stephenson having suitably responded, and the thanks of the meeting having been accorded to the Duke, and to Sir Francis Walker for having presided, the proceedings terminated.

NORTH SUNDERLAND, NORTHUMBERLAND.—Only two of the cobles belonging to North Sunderland put to sea on 29th March, as the sea was very heavy. During the afternoon a thick fog came on and one of the boats returned ashore. Towards evening the fog got worse, and as the other boat, named the *Thanksgiving*, had not returned it was considered advisable to launch the Life-boat, *Forster Fawsett*. The Life-boat succeeded in falling in with the coble some distance from the harbour and conveyed her to safety.

PALLING, NORFOLK.—At 8.45 in the morning of the 2nd April guns were heard from the Haisborough and Would Light-vessels, and in response the Palling No. 2 Life-boat *Hearts of Oak* was launched. On reaching the Haisborough Sands the steamer *Caithness*, of Newcastle, was found ashore in the vicinity of the Middle Buoy. At the request of the master the Life-boat "stood by" the steamer until she floated, and, no further assistance being required, the boat returned to her station. At the time of the casualty the *Caithness* was bound from Blyth to Bombay with a cargo of coal. When the steamer floated she drifted on to the Life-boat, which was lying at anchor, and in order to save the boat and the crew from disaster it was necessary for the Coxswain to cut the Life-boat's cable.

NEWHAVEN, SUSSEX.—At 10 A.M. on the 10th April information was received that a vessel was ashore about two miles to the west of Newhaven Breakwater. The new motor Life-boat *Sir FitzRoy Clayton*, which has recently been sent to Newhaven, was at once despatched, and found the fishing lugger *Smiling Morn*, of Shoreham, in a dangerous position on the rocks, with three men aboard. Life-boatmen assisted to throw ballast overboard and to get a tow rope to a tug, which had also come to the vessel's assistance. The Life-boat "stood by" until the tug succeeded in floating the vessel, and then returned to harbour. This was the first service performed by this Life-boat, and she is reported to have behaved well.

LOWESTOFT, SUFFOLK.—During fine cold weather on the 19th April the Coxswain, John Swan, observed a man in a small boat trying to reach a smack which was outside the harbour. After several attempts one of the oars broke and the boat began to drift towards Holm Sands. Seeing that the man's life was in danger, the Coxswain assembled the crew of the Life-boat *Kentwell*, and launched. The boat was picked up in a helpless condition just on the edge of the Sand, and the man was taken into the Life-boat and conveyed ashore. The boat belonged to the trawler *Pet*, of Lowestoft.

Summary of the Meetings of the Committee of Management.

Thursday, 10th July, 1913.

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

Passed the following resolution:—

"The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, at their meeting to-day, resolved to place on record an expression of their sorrow at the death of the DUCHESS OF NORTHUMBERLAND, and of their heartfelt sympathy with their President in the irreparable loss which he has sustained. At the same time they have directed that a copy of this minute should be forwarded to His Grace."

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector on his visit to The Lizard; also his report on Stations on the East and South Coast of Ireland.

Decided to place Motor Life-boats at Rosslare Point and Dunmore East; and to then close the Cahore, Rosslare Harbour, and Fethard Stations.

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

Northern District. — Stornoway, Whitehaven, and Maryport.

Eastern District. — Easington, Hornsea, Staithes, Runswick, Teesmouth, Redcar, Saltburn, Uppang, Whitby (two boats), Robin Hood's Bay, Flamborough (two boats), Bridlington, Filey, and Scarborough.

Southern District.—Margate (two boats), Worthing, Brighton, Dover, and Hythe.

Western District.—Holyhead (two boats), Crickieth, Pwllheli, Porthdinlaen, and Abersoch.

Irish District.—New Brighton (two boats), Hoylake, and Hilbre Island.

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

Mr. E. F. WHITE (annual subscription)	£50	£	s.	d.
In memory of the late Miss S. E. WHITE	25			
		75	-	-
THE CO-OPERATIVE WHOLESALE SOCIETY (annual subscription)		21	-	-
MERCHANT TAYLORS' SCHOOL, Liverpool (donation from the boys)		12	-	-
HIS GRACE THE DUKE OF WESTMINSTER (annual subscription)		10	-	-

—To be severally thanked.

Also reported the receipt of the following legacies:—

The late Mrs. MATILDA SARAH FRY, of Camberwell	1000	£	s.	d.
The late Mr. JOSEPH GREENWOOD, of Stalybridge (to be used for general endowment purposes)	135		2	-
The late Miss LUCY HOUGH, of Ansdell (on account)	100		-	-
The late Mrs. AGNES BLACK, of Lanton (on account)	100		-	-
The late Miss MARTHA H. POWELL, of Wolverhampton (balance)	24		2	9

Paid 5,681*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 37*l.* 19*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Lowestoft	Fishing-boat <i>Surprise</i> , of Lowestoft. Saved vessel and	4
Southend-on-Sea	Boat of S.S. <i>Palma</i> , of Belfast. Saved boat and	10

The Holyhead Steam Life-boat saved the steam trawler *Loroone*, of Grimsby.

Also voted 45*l.* 14*s.* to pay the expenses of assemblies of crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Bull Bay, Cemlyn, Newhaven, Padstow No. 2, Skegness, Sunderland.

Voted 6*l.* to four men for putting off in a boat and, at great risk, saving one of four men whose boat was capsized just outside Cardigan Bar on the 23rd June.

The boat capsized in a very rough sea, and the salvors were obliged to pull through a very heavy surf to reach her. They succeeded in saving one of the men, who was clinging to the boat in a very exhausted condition, but the other three had unfortunately disappeared before help could reach them.

Also awarded 3*l.* to six other men who made a gallant attempt to rescue the endangered men, but who were obliged to return ashore on account of their boat being nearly capsized and filled with water.

Voted 4*l.* to eight men for putting off in a motor fishing-boat and saving the fishing smack, *Eileen Aroon*, and her crew of seven hands, near Badger Island, Gascanane Sound, on the 30th May. A moderate N.W. gale suddenly sprang up when the fishing-boats were at sea, and a squall dismasted the *Eileen Aroon* when she was under full sail. The vessel anchored on a dangerous lee shore, and the salvors proceeded from Baltimore to her assistance and towed her into safety.

Voted 1*l.* 10*s.* to six men for putting off in two boats and saving two persons in moderate weather near Ilfracombe on the 16th June. The two men in a fishing-boat were washed on to a rock. The men scrambled on to the rock for safety, and the boat drifted away in a damaged condition. As the tide was flowing and the rock would have been covered in the course of an hour, one of the men burnt one of his garments as a signal of distress, in response to which the salvors put off and, at moderate risk, saved them.

Voted 10*s.* to a man for his promptness in saving three persons, whose boat capsized one and a half miles from Buckhaven Harbour in a moderate breeze and choppy sea on the 23rd April. Had it not been for the promptness of the salvor, the men would undoubtedly have been drowned.

Monday, 14th July, 1913.

SPECIAL MEETING.

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

Decided to purchase ground for additional accommodation for the Storeyard.

Thursday, 14th August, 1913.

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

Read and confirmed the minutes of the two previous meetings.

The following resolution was moved by the Chairman, seconded by the Deputy-Chairman, and carried:—

“The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have received with sorrow the news of the death of their late Chairman, Colonel Sir

FITZROY CLAYTON, K.C.V.O., Vice-President of the Institution. His invaluable services rendered with whole-hearted devotion for fifty years, as Member of Committee, and successively Deputy-Chairman and Chairman, have left an ineffaceable impression on the Life-boat Service, and his kindness of heart and unselfish consideration for others will not cease to be borne in affectionate remembrance by all who knew him."

Appointed the Hon. GEORGE C. COLVILLE a Trustee of the Institution, vice the late Colonel Sir FITZROY CLAYTON.

The Committee expressed their sincere sympathy with Colonel the Right Hon. JOHN E. BERNARD SEELY, D.S.O., M.P., in the irreparable loss which he had incurred in the death of Mrs. SEELY.

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

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

Northern District.—Lossiemouth, Cromarty, Buckie, Banff and Macduff, Fraserburgh, Montrose (two boats), Gourdon, Johnshaven, Hauxley, Cresswell, Newbiggin, and North Sunderland.

Eastern District. — Whitburn, Seaham, Sunderland (two boats), Hartlepool (three boats), Seaton Carew, Brancaster, and Hunstanton.

Southern District. — Shoreham, Littlehampton, Folkestone, Yealm River, Plymouth, Hope Cove, Salcombe, Lyme Regis, Exmouth, Brixham, Torquay, Teignmouth, Eastbourne (two boats), Hastings, and Newhaven.

Western District.—Angle, Appledore, St. Mary's, St. Agnes, St. David's, and Barry Dock.

Irish District.—Greenore, Formby, Lytham, Ballycotton, Youghal, and Queenstown.

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

	£	s.	d.
The THORNGATE TRUSTEES (annual subscription)	80	-	-
Miss HOYT	50	-	-
COURT Fountain of Friendship, No. 2634, A.O.F. Collected at Church Parade, Snodland, Kent (per Mr. H. T. BEADLE)	7	12	-

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mr. WILLIAM YATES, of Shepperton, to provide a Life-boat to be named <i>William Yates</i>	1350	-	-
The late Misses MARY, MARGARET, HANNAH and HELEN DALGETY and Mrs. ISABELLA JAMIESON DALGETY or WILSON, of Edinburgh (on account)	1000	-	-
The late Mr. THOMAS YATES, of Liverpool (per Liverpool Branch)	224	13	8

The late Mr. FREDERICK KITCHEN, of Carnarvon (further on account, for the new Motor Life-boat for Beaumaris)	211	18	3
Also eighty £1 Preference Shares of the Grain Elevating and Automatic Weighing Company.			

The late Mr. HENRY JACOBS, of Newton Abbot	200	-	-
The late Mrs. ELIZA DICKSON, of Newbury	100	-	-
The late Mr. JOHN THOMAS HAIGH, of Huddersfield	100	-	-
The late Mr. WILLIAM McCUNN, of Largs. One year's maintenance of the Stronsay Life-boat, <i>John Ryburn</i>	100	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent (additional interest)	15	1	4
The late Mrs. MATILDA SARAH FRY, of Camberwell (interest)	4	-	5

Voted the best thanks of the Institution to Mr. WILLIAM JONES, for his good services as Honorary Secretary of the Rhosneigr Station. He had recently retired after twenty-one years' service.

The Committee learnt, with great regret, of the death of Mr. WILLIAM TREGARTHEN DOUGLASS, who was for twenty-five years their Engineer and Architect, and they expressed their sincere sympathy with the family in the sudden and severe loss which they had sustained.

Paid 2,922l. for sundry charges in connexion with various Life-boat establishments.

Voted 95l. 6s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 1	S. S. <i>Wrexham</i> , of Grimsby. Stood by vessel.	
Cemaes	Yacht <i>Acorn</i> , of Rothesay. Rendered assistance.	
Filey	A coble of Filey	10
Runswick	Coble <i>Sapora Elizabeth</i> , of Whitby. Saved coble and	6
St. David's (Motor)	Schooner <i>Pearl</i> , of Aberystwyth	5

Padstow Steam Tug assisted to save the S.S. *Chariton*, of Andros.

Also voted 75l. 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:—Littlehampton, Margate No. 1, New Brighton (Steam), Palling No. 2, and Point of Ayr.

Voted 63l. 8s. to men injured in the Life-boat service at Selsey and Torquay.

Voted the Thanks of the Institution, together with the sum of 5l., to Mr. WILLIAM ROBERTS for his gallant conduct in saving the occupant of a small yacht, which had been driven into the breakers off Aberdaron during a strong southerly gale on the 30th May.

The occupant of the boat was a man of 70 years of age, and unable to help himself. Roberts, realizing the man's great peril, without waiting to divest himself of any of his clothing, rushed into the sea, and, swimming to the yacht, succeeded in rescuing the endangered man. In addition to incurring great risk of losing his own life Roberts completely spoilt his suit of clothes.

Voted 1*l.* to two men for putting off in a boat and, at slight risk, saving three persons from the fishing-boat *Lizzie*, which was dismasted and drifting towards a dangerous reef of rocks near Ballycotton on the 25th July. There was only one oar on the endangered boat at the time, and the promptness of the salvors saved the boat and her occupants.

Thursday, 11th September, 1913.

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

Read and confirmed the minutes of the previous meeting.

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

Also read the minutes of the Special Sub-Committee appointed to consider the appointment of a new District Inspector.

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

Northern District.—Holy Island (two boats), Campbeltown, Machrihanish, Southend, Troon, and Irvine.

Eastern District.—Cambois, Blyth, Spurn, Easington, Southwold (two boats), Gorleston (two boats), and Winterton (two boats).

Southern District.—North Deal, Kingsdowne, Ramsgate, St. Helier, St. Peter Port, Weymouth, Southsea, Hayling Island, Bournemouth, Cadwith, Coverack, Porthoustock, The Lizard, Porthleven.

Irish District.—Courtmacsherry, Tramore, Helvick Head, Killough, Castletown, Peel, Douglas, Port Erin, Ramsey, Port St. Mary, and Southport.

Appointed Lieut. H. G. Innes, R.N., a District Inspector of Life-boats.

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

The MARINE ENGINEERS' ASSO-	£	s.	d.
CATION, LTD.	24	11	8

—To be thanked.

Reported the receipt of the following legacies:—

The late Mrs. EMILY SELINA	£	s.	d.
ARTHUR, of Exmouth	200	-	-
The late Mr. WILLIAM JAMES			
RUSSELL, of Hayes, Kent . . .	100	-	-
The late Mrs. MARY STEVENSON,			
of Thornton Heath	100	-	-
The late Mrs. MARY ANN ROUT-			
LEDGE. Balance (per York			
Branch)	34	6	7
The late Mrs. ELIZA GRAYSON, of			
Canterbury	20	-	-

Reported that the Ardrossan new Life-boat had been despatched to her station.

Paid 4,17*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 30*l.* 9*s.* to pay the expenses of the following Life-boat service:—

Life-boat.	Vessel.	Lives saved.
Sennen Cove	S.S. <i>J. Duncan</i> , of Cardiff.	Landed 2 and rendered assistance.

Harwich Steam Life-boat assisted to save the schooner *Christabel*, of Whitstable.

Also voted 105*l.* 4*s.* 6*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Brighton, Clacton-on-Sea (Motor), Donna Nook, Dunbar, Point of Ayr, Selsey, Sennen Cove, and Tenby.

Voted 30*l.* 10*s.* to a man injured in the Life-boat service at Newhaven.

Voted 1*l.* 2*s.* 6*d.* to three men for their promptness in putting off in a boat and saving two persons who were in danger in a small pleasure boat, off Shoreham, on the 23rd July. When the salvors reached the boat she was half full of water, one and a half miles from the shore, and her occupants were exhausted.

Voted 1*l.* to two men for their promptness in saving a party of four visitors, consisting of two men and two women, who were in difficulties in Ballycotton Bay on the 22nd August. There was a strong breeze and a rough sea at the time, and one of the oars in the boat was broken. When the occupants of the boat were saved she was drifting towards the rocks and in danger of being swamped.

Also 1*l.* to two men for promptly saving, at slight risk, three men whose boat had capsized and sunk off Tramore when sailing in a race on the 21st August. There was a strong W.S.W. breeze with a rough sea, and the salvors, who were in the mark boat, slipped their cable and rowed to the assistance of the endangered men, whom they saved.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on 2nd February, 1914.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patrons { His Majesty the King.
Her Majesty the Queen.
Her Majesty Queen Alexandra.

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

Chairman—

Deputy-Chairman—

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

Secretary—GEORGE F. SHRE, Esq., M.A.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION,
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

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

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1912.

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

The number of Lives saved either by the Life-boats of the Institution or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1912), is 50,840. The rewards and recognitions granted by the Institution in the same period comprise 102 Gold Medals and Clasps, 1,288 Silver Medals and Clasps, 69 Decorations, 458 Binocular Glasses, 15 Telescopes, 108 Aneroid Barometers, 2,068 Votes of Thanks inscribed on vellum and framed, 246 Certificates of Service framed, and £341,216 in money, including pensions to Life-boat crews, &c.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION earnestly appeal to the British Public for Funds to enable them to maintain their 276 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income.

The work of the Life-boat should appeal to all, whether they reside inland or on the coast. There are probably few inhabitants of the United Kingdom who have not friends or relatives who at one time or another "go down to the sea in ships," and no British men or women can be indifferent to a work which is of peculiar interest to the people of the greatest maritime country in the world.

We cannot all take a personal part in the noble act of life-saving, but we can all at least contribute to help those who make this splendid work part and parcel of their normal duty, and to assist the women and children who may be left without support through the heroic self-sacrifice of husband, father or brother.

The Committee are confident that, in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the generous support of the public, so that they may maintain in its full scope and efficiency our great Life-saving Service, of which the Nation has always been so proud.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by the Secretary, at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by Messrs. COURTTS and Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—November, 1913.