

# THE LIFE-BOAT.

## JOURNAL

OF THE

### Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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### Motor Life-boats.

IN accordance with our annual custom we give with this month's issue of the *Journal* a table showing the various motor Life-boats now on the coast, or under construction; and in this connexion we print, by the courtesy of *The Times*, an interesting article which appeared in its columns on 3rd December last which may have escaped the notice of some of our readers.

“At a time when the question of safety at sea is under consideration by a conference which includes representatives of all the great maritime nations, attention may be directed to recent developments in connexion with the saving of life when ships are wrecked or their safety imperilled near shore. The design of the boats in which the work of rescue may be carried out has passed through several stages, and in recent years has called for the services of the marine engineer as well as the boat builder; and no more striking comparison of the craft used for the work could be made than that between the coble 21 ft. long and 6 ft. broad used by Grace Darling in 1838 and now exhibited in the Dove Marine Laboratory at Cullercoats, and the 76-H.P. motor-boat about 50 ft. in length which has just been put in commission by the South Holland Company.

“The older type of boat used for life-saving could be built and equipped for a total cost of about £400: the

motor Life-boat costs £3,000. Of this latter type the ROYAL NATIONAL LIFE-BOAT INSTITUTION has now 19 in service, and four new ones have been ordered for service at Arklow, Fraserburgh, Teesmouth, and Sunderland. New motor boats have been approved for St. Mary's, Scilly, Baltimore (Ireland), Spurn, Blyth, and the Lizard stations, so that the number of motor Life-boats in service and on order for British stations is 28.

“It is in the United States, however, that the power-propelled Life-boat has reached its greatest development in point of numbers. The statistics published by the official organ of the British society show that the United States Life-saving Service now places chief reliance for rescue work on the motor boat, the total number in commission at the close of the last financial year being 109, including 39 motor surf-boats. Many of these are, however, comparatively small craft, and the largest of them are only 36 ft. in length, a size exceeded by practically all the British boats. The large American boats are equipped with a six-cylinder four-cycle Holmes auto-marine engine.

“The German society has five open motor-boats and an equal number of decked motor-boats in service; France had last year three Life-boats fitted with internal-combustion engines in service; the Netherlands three—all of powerful type; and Spain one of the Roberts type of boat fitted with a 50-60 H.P. engine.

#### “ CONDITIONS TO BE MET.

“ When the services of the engineer were first enlisted it was soon realized that the conditions to be met by an engine in Life-boat service were quite different from those imposed upon the designer of engines for other classes of boats. The first power-propelled Life-boats were steam-driven, but the internal-combustion engine is likely to supersede the steam-engine for this service.\* THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has only four steam Life-boats on the coast. They vary from 50 ft. to 56 ft. in length, are built of galvanized steel, and have a displacement of 30 to 35 tons. Like the other boats, they free themselves of water. They are also as nearly as possible unsinkable, being divided by longitudinal and athwartship steel bulkheads into a large number of watertight compartments. A water-tube boiler is worked under forced draught on the closed stokehold plan, in a watertight compartment. The engines are also in a watertight compartment and develop 150 to 200 I.H.P., giving a speed of about nine knots. Both ‘jet’ and ‘screw’ propellers have been tried, the screw in a tunnel proving most satisfactory, apart from questions of economy.

“ The steam-boats were, however, found to be very expensive in upkeep, costing about £1,000 each annually, and, although they gave good service over a period of twenty years, it was obvious to those charged with the design of Life-boats that if the rigorous requirements laid down for life-saving craft could be met, the internal-combustion engine would be far better adapted for the work. In inviting designs for a petrol motor-boat it was stipulated that, by reason of the heavy weather in which the boats had to put to sea, the motor must be enclosed in a perfectly watertight case, and that, owing to the difficulty of giving skilled attention to it, the engine must be absolutely automatic in operation. Further conditions were that the design of the carburetter must make provision for a proper supply of mixture during periods of heavy list or when the boat was on its beam ends, and that in the event of

a boat of the self-righting type capsizing the engine should stop automatically to prevent the boat from going away from the men in the water or their injury by the propeller. Further, the weight and disposition of the machinery was to be such as not to interfere with the balance of the vessel or with its rowing and sailing qualities. It should be mentioned that while in the earlier type of motor-boats the engine was installed as auxiliary power, in those recently built the engine furnishes the main power.

“ Another important condition which has to be fulfilled by engines intended for Life-boats is that the weight per horse-power developed shall be reduced to a minimum; and in the Tylor engine which has been fitted to those built recently, a motor developing 40 H.P. at 700 r.p.m. has been cut down to a weight of 1,450 lbs. This requirement has removed the engine out of the ordinary class of commercial marine motor, and the list of manufacturers willing to supply such an engine in small numbers as required has been so restricted as to retard development.

#### “ RESULTS ACHIEVED.

“ It is gratifying to be able to record that the onerous conditions imposed upon motor-boat designers have been met. The experimental period extended over some years, the first tests having been carried out at Folkestone in 1903, when a two-cylinder 10-H.P. motor was fitted to a boat which was afterwards put in service at Newhaven. The newer boats, of which the *Frederick Kitchen*, in which the King made a trip recently, is an example, are 40 ft. to 45 ft. long, by 12 ft. 6 ins. in beam. The *Frederick Kitchen*, which is of the Watson type, is 43 ft. by 12 ft. 6 ins., and is equipped with a 60-H.P. Tylor engine giving a speed of about  $7\frac{1}{2}$  knots, which is considered ample for the conditions of service. This boat is provided with a Gardner reverse gear. The engine is of the four-cylinder vertical type; the cylinders,  $6\frac{5}{8}$  ins. in bore by  $7\frac{3}{4}$  ins. in stroke, are separately cast, and the valves are placed on opposite sides. Low tension ignition is employed. The propeller, which is protected by being placed in a tunnel, is 24 ins. in

diameter with a pitch of 26 ins. In Life-boat engines it is usual to admit air to the carburetter, for the reason indicated above, by indirect communication with the atmosphere, and a common practice is to draw the air from the hold of the boat through a large copper pipe fitted inside the engine compartment for that purpose. Forced lubrication is employed to all the main bearings, but splash lubrication is also fitted. Two fuel tanks are generally carried, the engine being supplied on the pressure-feed system, and the capacity of the tanks is required to be sufficient to run the engine at full-speed for 21\* hours. Petrol is at present the only suitable fuel for the motor Life-boat.

The boats are all built of wood, and the dead-wood aft, which in the ordinary way would be cut away in making the propeller tunnel, is retained for steering purposes in broken seas. The use of wood in preference to steel is partly to save weight, but also for reasons connected with the repairs to the hulls at stations remote from the necessary facilities in steel working. Attempts have been made to standardize the design of the modern Life-boat, but this has not been found possible in the present stage of development.

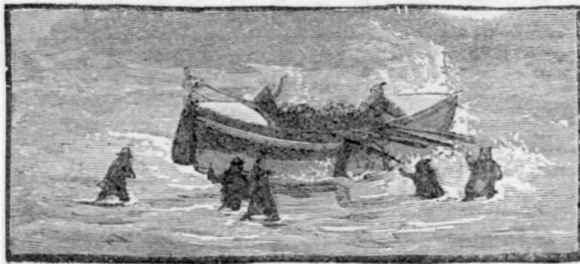
#### "LAUNCHING SLIPWAYS AND PONTOONS.

"Motor-boats are at present stationed only where they can lie at moorings or be launched from slipways. In the latter case the crew take their seats and the engine is started up before

\* This is incorrect. The petrol carried is sufficient for about 14 hours.

launching. It is not always easy, however, to obtain a suitable site for a slipway, and in that case recourse is sometimes had, as at Marseilles, to a pontoon boathouse. In that case use is made of two pontoons of rectangular section, each 44 ft. in length, 3 ft. wide, and 9 ft. 10 ins. high. There is a space of about 16 ft. between the two platforms, which are kept parallel to each other by iron ties and cross-bars. At the rear ends the pontoons are held together by a metallic partition, and at the forward end the bottom gussets are shaped to take the boat. The Life-boat is carried on a metal platform slung on four steel cables, fitted with rigging screws and coiled round the drums of four windlasses with worm gear. The windlasses are connected in pairs by longitudinal shafts, and can be simultaneously operated through bevelled pinions. It is stated in particulars issued by the Société Centrale de Sauvetage des Naufragés that the boat can be lowered into the water in from seven to eight minutes. When the boat is hoisted into position again the platform is not slung on the drums, but secured by chains to the windlass-frames. The weight of the installation, including cement ballast, is about 40 tons.

"This method having been found to work successfully, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has under consideration the adoption of a similar method of launching, and specifications have, it is understood, been got out for such a boathouse with movable platform for the Sunderland station."



STATION.	BOAT.			MOTOR.					PROPELLER.		REVERSE GEAR.	SPEED.		PETROL.		REMARKS.			
	Date.	Type.	Size.	Crew.	Maker.	B.H.P.	Revolutions.	Weight.*	Number.	Bore.		Stroke.	Ignition.	Diameter.	Pitch.		Revolutions developed.	Knots developed.	Pints consumed per hour.
Sunderland (Reserve 2 A)	†1904	S.R.	38' x 8'	14	{Fay & Bowen}	11	500	24	2	ins.	ins.	L.T.M.	ins.	{Durham Churchill}	450	5.9	12	16	Converted Boats without tunnels. (Experimental.)
Teesmouth (Reserve No. 2)	†1906	S.R.	42' x 11'	15	Taylor.	35	900	18½	4	5	5	L.T.M.	21	Buffalo . .	850	6.75	18.5	38	
Dunmore East (Reserve No. 2 B)	†1913	S.R.	37' x 9' 3"	9	Gardner.	20	1000	12½	4	4	4½	H.T.M.	19	Gardner No. 0	1000	7.4	15	30	
Walton-on-Naze . .	†1906	N.&S.	43' x 12' 6"	14	Blake	32	600	22½	4	5½	6½	H.T.M.	21	Caledonia . .	600	7.42	20.4	78	
Stronsay . . . . .	1908	W.	49' x 12' 6"	12	Taylor.	40	700	4	5½	6½	L.T.M.	22	21	Caledonia . .	700			60	
Stromness . . . . .	1908	S.R.	42' x 11' 6"	12	Taylor.	30	800	25½	4	5	5½	L.T.M.	22	Caledonia . .	816	6.65	21	50	
Fishguard . . . . .	1908	S.R.	40' x 10' 6"	12	Taylor.	24	650	28½	4	5	5½	L.T.M.	18	M.R.P. . . .	680	6.79	22	50	
Broughty Ferry . . .	1909	W.	40' x 11'	12	Taylor.	40	700	25	4	5½	6½	L.T.M.	20	V.R.P. . . .	700	7.22	34.5	50	
Donaghadee . . . . .	1909	W.	43' x 12' 6"	10	Blake	40	600	30½	4	5½	6½	H.T.M.	24	H. & S. . .	580	6.9	29.25	60	
Wicklow . . . . .	1910	S.R.	40' x 10' 6"	12	Taylor.	40	700	24½	4	5½	6½	L.T.M.	22	H. & S. . .	680	7.00	36	60	
Seaham . . . . .	1910	W.	38' x 10'	10	Wolseley	34	700	27	4	5	6½	L.T.M.	21	V.R.P. . . .	700	6.97	30	50	
St. Abbs . . . . .	1910	W.	38' x 10'	10	Wolseley	34	700	26½	4	5	6½	L.T.M.	21	V.R.P. . . .	700	7.15	33.75	50	
St. David's . . . . .	1911	S.R.	40' x 10' 6"	12	Taylor.	40	700	27	4	5½	6½	L.T.M.	22	H. & S. . .	690	7.23	34.5	60	
Tynemouth . . . . .	1911	S.R.	40' x 10' 6"	12	Taylor.	40	700	26½	4	5½	6½	L.T.M.	22	Gardner No. 4	690	7.52	36.75	60	

NOTES.  
 Ignition { L.T.M. = Low Tension Magneto.  
 H.T.M. = High Tension Magneto.  
 \* Motor Installation complete.  
 † Date Motor was installed.  
 Reverse Gear { G.R.P. = Gaine's Reversible Propeller.  
 V.R.P. = Villinger's Reversible Propeller.  
 M.R.P. = Meissner's Reversible Propeller.  
 H. & S. = Hesse and Savory's Reverse Gear.

STATION.	BOAT.			MOTOR.						PROPELLER.		SPEED.		PETROL.		REMARKS.				
	Date.	Type.	Size.	Crew.	Maker.	B.H.P.	Revolutions.	Weight* cwt.	Number.	Bore.	Stroke.	Cylinder.	Ignition.	Diameter.	Pitch.		Reverse Gear.	Revolutions developed.	Knots developed.	Pints consumed per hour.
Campbelltown (No. 1)	1912	W.	43' x 12' 6"	12	Taylor.	60	600	40	4	6 $\frac{1}{8}$	7 $\frac{1}{2}$	L.T.M.	ins. 24	ins. 26	Gardner No. 4	600	7.6	38	80	
Beaumaris	1912	W.	43' x 12' 6"		Taylor.	60	600	41 $\frac{1}{2}$	4	6 $\frac{1}{8}$	7 $\frac{1}{2}$	L.T.M.	24	26	Gardner No. 4	650	7.5	48	80	
Peterhead (No. 2)	1912	W.	43' x 12' 6"	12	Taylor.	60	600	41	4	6 $\frac{1}{8}$	7 $\frac{1}{2}$	L.T.M.	24	26	Gardner No. 4	650	7.75	44	80	
Clacton-on-Sea	1912	W.	45' x 12' 6"	12	Taylor.	40	700	32	4	5 $\frac{1}{2}$	6 $\frac{1}{2}$	L.T.M.	24	20 $\frac{1}{2}$	Gardner No. 4	680	7.63	40	60	(Converted (no tunnel).
Newhaven	1912	S.R.	38' x 9' 9"	10	Taylor.	35	750	24	4	5 $\frac{1}{2}$	6 $\frac{1}{2}$	L.T.M.	20	20	Gardner No. 3	750	7.00	31.5	50	
Arklow	1913	S.R.	40' x 10' 6"		Taylor.	40	700	4	4	5 $\frac{1}{2}$	6 $\frac{1}{2}$	L.T.M.			Gardner No. 4					
Fraserburgh	1913	S.R.	42' x 11' 6"		Taylor.	40	700	4	4	5 $\frac{1}{2}$	6 $\frac{1}{2}$	L.T.M.			Gardner No. 4					
Teesmouth (new)	1913	S.R.	40' x 10' 6"		Taylor.	40	700	4	4	5 $\frac{1}{2}$	6 $\frac{1}{2}$	L.T.M.			Gardner No. 4					
Sunderland (new)	1913	S.R.	40' x 10' 6"		Taylor.	40	700	4	4	5 $\frac{1}{2}$	6 $\frac{1}{2}$	L.T.M.			Gardner No. 4					
St. Mary's	1913	W.	45' x 12' 6"																	
Spurn †	1913	W.	40' x 11'																	
Baltimore	1913	W.	45' x 12' 6"																	
Blyth †	1913	W.	45' x 12' 6"																	
Wexford †	1913	W.	45' x 12' 6"																	
Wick †	1914	[Not selected.]																		
The Lizard * †	1914	S.R.	35' x 8' 6"																	

\* Motor Installation complete.  
 † Dace Motor was installed.  
 ‡ Details not yet settled.

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

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

## Some Heroes of 1913.

FEW medals are more difficult to earn, and hence few are more highly appreciated, than the Medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It may indeed well be regarded as the Victoria Cross of the sea service, although it differs from that splendid decoration in the circumstance that it is awarded to men who are engaged solely in trying to save life at the risk of their own, whereas the soldier is, by his high profession, bound to face the contingency of having to take human life in the defence of the honour and the interests of his country.

It will, therefore, we think, be of interest to give a brief account of the circumstances in which the six Life-boat heroes, the portraits of five of whom appear in this issue, earned the high distinction of obtaining the Silver Medal with the Vellum thanks of the Institution.

**Captain H. E. Burton, R.E.,  
and**

**Coxswain Robert Smith, Tynemouth.**

On the 11th January, 1913, the s.s. *Dunelm*, of Sunderland, was wrecked in a whole S.E. gale with a very heavy sea off Blyth, on the Northumberland coast. The *Dunelm* stranded quite close to Blyth east pier, at low water, so that it was impossible for the Blyth Life-boat to reach the vessel. A telephone message was accordingly sent to Tynemouth, ten miles distant, to the effect that the crew of the ship were in the rigging, and requesting that the Motor Life-boat should be despatched.

Captain H. E. Burton, R.E., who generously gives so much of his time to superintending the work of the Life-boat at Tynemouth, at once attempted to obtain a full crew. A tremendous sea was breaking into the river and making home along the coast, and at first there was some difficulty in getting a whole crew, many of the crowd urging them not to go. Captain Burton and the Coxswain, however, taking upon their shoulders the responsibility of proceeding with a reduced crew of

only five men, took out the boat "to the utmost surprise of the spectators, who were watching from the cliffs," and reached the wreck one and a quarter hours afterwards, the boat returning to her station the next day. Incidentally, the journey was a magnificent test of the qualities of the Motor Life-boat which, though frequently buried in the seas, showed splendid qualities, and proved beyond question the value of this type of boat in working against tremendous difficulties of wind and weather. On the return journey a heavy sea unfortunately threw the Coxswain, Robert Smith, against the end box, the blow being so severe as to disable him and to compel him to hand over the tiller to his assistant.

To quote a local paper, published in a district which may always be regarded as the original home of Life-boat work, "the feat achieved by the North Shields Life-boat crew in the Motor Boat *Henry Vernon* . . . deserves to rank as one of the daring and most remarkable recorded in the history of the Tyne Life-boat service."

In recognition of the splendid promptitude and energy shown by Captain Burton, R.E., and of the fine behaviour of the Coxswain and crew, the Committee of Management awarded to Captain Burton and to Robert Smith the Silver Medal with the Vellum Thanks, and the Vellum Thanks, as well as an additional pecuniary reward, to each of the crew.

**Anthony Nixon, Coxswain of the Cambois  
Life-boat.**

As already stated, the *Dunelm* stranded so close to Blyth pier that it was impossible to launch the Blyth pulling Life-boat to her assistance. Communication was therefore effected by one of the crew swimming ashore with the line. The Rocket Apparatus then set to work with the utmost energy to rescue the crew, who had taken to the rigging. Two of the sailors, however, with four of the salvors, were cut off on a rock, and were unable

to get to the shore. Seeing this, Anthony Nixon, Coxswain of the Cambois Life-boat, who had at once rushed out to the pier in the hope of being able to render assistance, obtained a small boat and managed to haul her off to the rescue of the imperilled men, thereby greatly endangering his own life. He succeeded in getting two of the men into the boat and landed them in safety, but only after a struggle which completely exhausted the strength of all three. No sooner had he recovered, however, than Nixon set to work again, and when the small boat in which he had rescued the two men had unfortunately capsized, while she was being used by R. Macarthy in a similar attempt, Nixon tried to obtain another boat, but fell on the pier and struck his head a severe blow, which prevented him from embarking again. In spite of this further disablement and the fact that he was actually seriously ill at the time, Nixon displayed the greatest gallantry throughout and made repeated efforts to give further help, thus earning the Silver Medal of the Institution, which was awarded to him, together with the Vellum Thanks. It is pleasant to add that, in addition, Nixon was awarded the King's Bronze Medal for gallantry in saving life at sea, on the recommendation of the President of the Board of Trade.

**William Stephenson, Coxswain of the  
Boulmer Life-boat.**

Early on the morning of the 29th March, 1913, the steam trawler *Tadorne*, of Boulogne, was wrecked during a fog, a short distance from Howick Haven, Northumberland. The vessel was bound from Boulogne to the Iceland fishing-grounds, and had a crew of thirty hands, of whom five perished as a result of the wreck. Information having reached Boulmer by telephone a few minutes after 6 A.M., the Life-boat *Arthur R. Dawes* was promptly launched. The wreck was found in a very awkward position, surrounded by rocks and exposed to heavy breakers. The deck was just awash and heavy seas were continually rolling over her. The crew had been driven to take refuge in the

rigging, with the exception of three men, who, before the arrival of the Life-boat, unfortunately put off in the ship's boat, which was at once swamped, two of the men being drowned, while the third succeeded in swimming ashore. Another man was washed off the wreck in an injured and helpless condition as the Life-boat approached. He was picked up with great 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. During this operation 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. To add to the difficulty of the rescue, the shipwrecked men were numbed with cold and seemed afraid to leave the rigging. As there were now twenty-one rescued men in the boat, the Coxswain decided to take them ashore and come back for the others. After a stiff pull Boulmer was reached about 10 A.M., when ten fresh oarsmen were procured and the boat started again for the wreck. Four more of the crew were then taken off and landed at Howick Haven.

The First Coxswain and Second Coxswain, as well as the Bowman, were in the boat on both occasions, and the Coxswain was of opinion that this was the most difficult and dangerous service that he had ever been called upon to perform. At the inquest which was held in connection with the sad loss of life the jury recorded their high appreciation of the gallant services of the Life-boat crew, and their "admiration of the men who risked their own lives to save those of others."

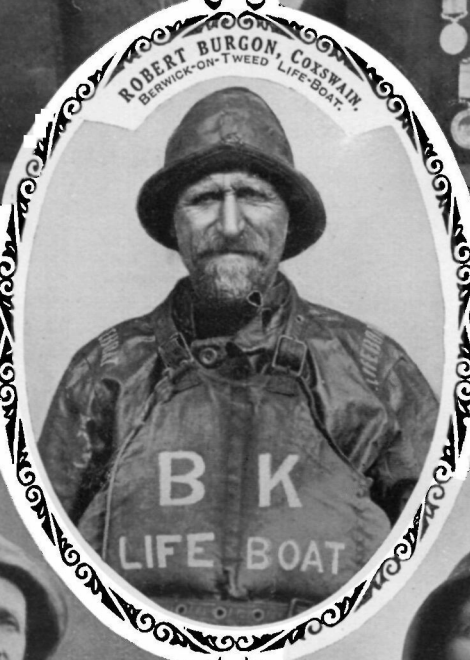
Coxswain William Stephenson was awarded the Silver Medal and the Vellum Thanks of the Institution in recognition of his gallant conduct on this occasion, and the Committee of Management had the pleasure of recommending him and the crew for the Medals and Diploma awarded by the Société des Hospitaliers Sauveteurs Bretons, who had wished to have the opportunity of marking their apprecia-



**ANTHONY NIXON,**  
COXSAIN,  
CAMBOIS LIFE-BOAT.

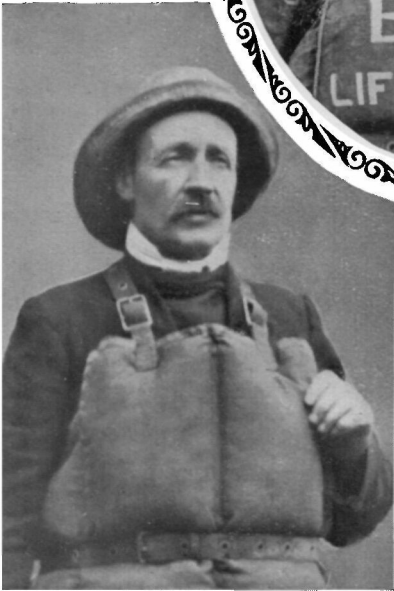


**ROBERT SMITH,**  
COXSAIN,  
TYNEMOUTH LIFE-BOAT.

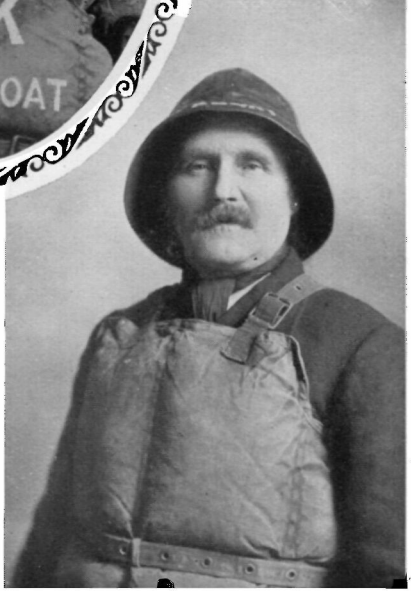


**ROBERT BURGON, COXSAIN,**  
BERWICK-ON-TWEED LIFE-BOAT.

**JAMES SMITH, Junior,**  
COXSAIN,  
PORT PATRICK LIFE BOAT.



**WILLIAM STEPHENSON,**  
COXSAIN,  
BOULMER LIFE-BOAT.







tion of the services rendered by a British Life-boat crew to a French vessel.

To add to the well-deserved honour accorded to Stephenson, the French Medals and Diplomas were presented by the President of the Institution, the Duke of Northumberland, in the presence of M. le Baron de Belabre,

the French consul at Newcastle, who, in felicitous language, expressed the gratitude of his countrymen.

For the services of Robert Burgon, the Coxswain of the Berwick Life-boat, and James Smith, jun., the Coxswain of the Port Patrick Life-boat, see reports on Life-boat services pp. 107 and 123.

## Presentation to an Honorary Secretary.

ON the 3rd December, 1913, Mr. William Bertram, the Honorary Secretary of the Dunbar and Skateraw Life-boat stations, and Joint Honorary Secretary of the St. Abbs station, received a handsome presentation from the President, Committee, Life-boat crews, coastguard, fishermen, etc., of Dunbar and Skateraw, in token of their appreciation of his services as Honorary Secretary for twenty-six years. The presentation, which consisted of a gold cigar case, match-box, and pendant, was accompanied by an address signed by the President of the Branch (Lord Haddington) and the other honorary officials, and was made

by the Dowager Duchess of Roxburghe, who, in asking Mr. Bertram to accept the address and the presents as a token of the grateful recognition of his services by the Dunbar fishermen, took occasion to express her warm sympathy with these brave men. The ceremony, which took place in the Life-boat house, in the presence of a numerous assembly, including Commander Forbes, R.N., the District Inspector of Life-boats, was in every way a great success, and must have been a gratifying proof to Mr. Bertram that his excellent services to the Life-boat cause were remembered and warmly appreciated.

## The Life-boat Service Abroad.

### FRANCE.

THE "Annales du Sauvetage Maritime," the journal of the Société Centrale de Sauvetage des Naufragés, for the last quarter of 1913 shows that the Society has granted rewards for the saving of 21,275 persons since its foundation in 1865, 16,498 of whom were saved by the boats and the apparatus of the Society itself. In addition, 1,581 vessels had been saved or succoured by the Society. The journal contains, besides the usual record of services, a very interesting description of the ceremonies of inauguration of the Sauzon (Belle-Ile-en-Mer) station and the launch of the *Paul Tourreil* Life-boat at Port-Joinville (Ile d'Yeu).

### SWEDEN.

The Swedish Life-boat Society built its first motor boats in 1912. They are,

broadly speaking, of the Watson type, with certain modifications. They have a length of 42 ft., whereas the German motor boats (of a similar type) are only 36 ft. long. The Swedish boats use petroleum. The Society is building two more motor boats. The German Society now has eight on the coast.

### SPAIN.

The "Boletin," the journal of the Spanish Life-boat Society, founded in 1880, shows that the Society has granted rewards for the saving of 10,585 persons, of whom 1,321 have been saved by the direct means of the Society's Life-boats and rocket apparatus, while the rest have been saved by other means. In addition, 103 vessels have been saved or succoured by the Life-boats or other means at the disposal of the Society.

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

BERWICK-ON-TWEED, NORTHUMBERLAND.—The barque *Jacob Rauers*, of Gothenburg, whilst bound from that port to Grangemouth with a cargo of spars and pit-props, stranded on the rocks near the "Needle Eye," at Marshall Meadows, on the 29th March. Information of the casualty reached Berwick-on-Tweed at about 9 P.M., and steps were promptly taken to despatch the Life-boat *Matthew Simpson* to the assistance of those on board. The night was pitch dark, and a very rough sea was running, the result of a severe N.E. gale on the previous day. The rocket apparatus was also despatched to the assistance of those on board, and they attempted to establish communication with the wreck by means of a rocket line, but by the time this was accomplished the Life-boat was nearing the scene of the casualty, and the line having caught in one of the sails the crew were unable to make use of it. The crew of the Life-boat had a long pull to reach the wreck, and on arrival found that there was too much sea for the Life-boat to go alongside. Heavy seas were washing over the doomed vessel, and the rocks on to which she had run constituted a grave danger to the Life-boatmen. The Life-boat was pulled clear, her anchor dropped and the boat veered down among the rocks until she was within about twenty yards of the vessel. Communication was then effected by means of a life-buoy, and the whole of the crew, eleven in number, were dragged through the water to the Life-boat. Great skill was displayed by the Coxswain of the Life-boat, Robert Burgon, in manœuvring his boat, and the work of rescue was rendered most hazardous on account of the cargo washing out of the vessel. The Life-boat was swept by heavy seas again and again, and the rescued Swedes were loud in their praise of her grand behaviour in the broken water. As soon as the men were safely on board the boat she

returned to Berwick, where she arrived at two o'clock the next morning, and all the men were well cared for.

The Committee of Management considered the rescue of the crew of this vessel a gallant piece of work, skilfully carried out, and in appreciation of the crew's efforts they awarded the Silver Medal of the Institution, and an additional monetary reward to the Coxswain, together with the "Thanks" of the Institution inscribed on Vellum. They also gave an additional monetary reward to each member of the crew.

When the Life-boat was being launched on the above occasion she stuck, temporarily, owing to the water being rather shallow, and although the Honorary Secretary, Dr. Fraser, went into the water with several helpers to move her, she could not be got into deep water. Hundreds of people were standing looking on, but no one came forward in response to Dr. Fraser's appeal except five soldiers, and with their assistance the boat was successfully floated. It is worthy of record that two of these men, when rewarded by the Institution, returned the money as a donation towards its funds, stating that they considered the assistance they had given a public duty, and they did it without any thought of fee or reward. The Honorary Secretary of the Branch, who at all times takes such a deep interest in the Life-boat cause, was cordially thanked by the Committee for his zeal and active assistance on this occasion.

This fine rescue 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 recognizing 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 recognize 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.

FILEY, YORKSHIRE.—The fishing coble *Gladys*, of Filey, was overtaken by a moderate E.N.E. gale when at sea on the 4th April, and it was necessary for the Life-boat *Hollon the Third* to proceed to her assistance. On reaching the coble life-belts were supplied to the three men on board, and the Life-boat stood by her until she got into safety.

SCARBOROUGH, YORKSHIRE.—Several of the fishing cobles belonging to Scarborough proceeded to the fishing grounds early in the morning of the 4th April, but a strong N.E. wind brought up a rough sea, and the boats ran for shelter. At about 11.20 A.M. the entrance to the harbour was very dangerous, and as the coble *Violet* had not returned, the Life-boat *Queensbury* was despatched to assist her. As soon as the Life-boat got to sea a steam trawler spoke her and towed her about three miles to the northward, where she fell in with the missing coble. Her three occupants were taken into the boat, and the Life-boat, with the coble in tow, returned to Scarborough.

SOUTHEND - ON - SEA, ESSEX. — At 5.30 A.M. on the 4th April information was received that a schooner was ashore on the Nore Sand. The crew of the Life-boat *James Stevens No. 9* were at once assembled and they proceeded to the pierhead, but by the time they got there the ship had floated clear of the sands. The Life-boatmen remained at the pierhead for some short time, and just as they were about to return to the shore they observed the vessel ground again in a dangerous position. The Life-boat at once proceeded to her, and about the same time the ship showed what appeared to be a flare, but it afterwards transpired that the vessel had caught fire owing to the exploding of a rocket, which the captain was about to use as a distress signal. The vessel was the schooner *Antje*, of Hamburg, bound from Dantzic to London. When the Life-boat approached the vessel it was found that one man was still on board; and great danger was incurred in rescuing him, as the fire by this time was burning fiercely. The man proved to be the captain, and he was in an exhausted condition. It appeared that the crew of six men left the ship in their own boat, three of them went aboard a Government tug and the other three then tried to get back to the schooner for the purpose of rescuing the captain, but on account of the heavy wind and sea they were unable to do so, and they were subsequently picked up by a fishing smack, which

conveyed them to Southend. There is no doubt the Life-boatmen incurred considerable danger in approaching to the burning schooner in the high wind and heavy sea, and the captain was loud in his praise of the manner in which the service was carried out. He also asserted that had it not been for the Life-boat he would have lost his life, as no other boat could have got near to the ship.

LOWESTOFT, SUFFOLK. — During a strong N.E. breeze and very heavy sea on the 4th April a trawling smack, named the *Evolution*, of Lowestoft, missed stays and drove on to the North Beach. As her position was a dangerous one, the crew of the Life-boat *Kentwell* were assembled and proceeded to her. When near the smack the Life-boat was anchored and veered down to her, and, after some little difficulty, communication was effected. Later the Life-boat succeeded in getting the vessel's tow rope aboard a tug, and the vessel was eventually got off and taken into harbour. At the time of the casualty there were five men on board the smack.

SENNEN COVE, CORNWALL. — At 9.30 A.M. on the 4th April, during a moderate E.N.E. gale and rough sea, the ketch *Woolwich Infant*, of Falmouth, parted her cable and drifted rapidly towards the Cowloe Rocks. A signal of distress was hoisted, and in response the Life-boat *Ann Newbon* was launched. By the time the Life-boat got alongside the ketch another anchor had been let go, and she was brought up close to the rocks. At the request of the captain the Life-boat stood by the ketch for some time. At 12.30 P.M., as the ketch was riding safely, arrangements were made for the Life-boat to return to her station, and for the ketch to signal for her to go out again, should her services be required. At about 3 P.M. the ketch signalled for assistance and the Life-boat responded, but before she could reach the ketch a shore-boat succeeded in getting alongside and rendered the necessary assistance; the Life-boat therefore returned to her station.

SOUTHEND - ON - SEA, ESSEX. — At 2.30 A.M. on the 12th April the Coast-

guard at Shoeburyness reported that the Nore Light-vessel was firing signals of distress. The crew of the Life-boat *James Stevens No. 9* were assembled and the boat proceeded to the Light-vessel, which stated that flares had been seen to the N.W. The Life-boat sailed in this direction and found a barge with her sprit broken, but the men on board were in no danger as a smack was lying by her. The Life-boat therefore started to return home, but she fell in with the barge *William and Richard*, of Bradwell, in a sinking condition and just in time to take the crew of two hands off when the barge sank. She was loaded with hay, and was bound from Bridgemarsh to Nine Elms. A strong northerly breeze was blowing at the time, and the sea was very rough.

MARGATE, KENT. — At 11 A.M. on the 12th April the Coastguard reported that a schooner in the Margate Roads was flying distress signals. The crew of the No. 1 Life-boat *Eliza Harriet* was at once summoned and the boat launched. When she was about half-way on her journey a small steamer was seen to go alongside, and the schooner hauled down her signals. At the time this occurred the Life-boat was passing a small Dutch ketch, and the captain hailed the boat to go to his assistance. The captain gave the Life-boatmen to understand that he required help to get his anchors, and that he wished to be taken into harbour as his vessel was close to a lee shore, and had been dragging her anchors. Seven Life-boatmen were put on board and, having hove up one of the anchors, they slipped the other; they then sailed the vessel into Margate Harbour. It had been blowing a very heavy gale throughout the previous night, and at the time of the service a strong N.E. gale prevailed, with a very heavy sea. The vessel was the ketch *Vier Gebroeders*, of Harburg, bound to Sandwich with a cargo of oil-cake.

RAMSGATE, KENT. — The Life-boat *Charles and Susanna Stephens* saved the crew of three hands of the barge *Challenge*, of Weymouth, during a strong N.E. gale and very heavy sea, on the

12th April. The barge, whilst bound from Portland to London with a cargo of stone, got into difficulties near Broadstairs, and when the Life-boat reached her she was drifting into shallow water, with the seas making a clean breach over her. As it was seen that the vessel would go ashore, the crew of three hands were taken into the boat, which then stood out to sea. Shortly afterwards the hatches washed off the barge and she settled down and became a total wreck. The Life-boat had considerable difficulty in reaching off from the shore, but, as soon as she had made an offing, the harbour tug took her in tow and towed her back to Ramsgate.

ST. IVES, CORNWALL.—A large Greek steamer named the *Othon Stathatos*, of Ithaca, carrying a crew of twenty-three hands, and bound from Penarth to Athens with a cargo of 6,000 tons of coal, struck a submerged rock about two miles north of Pendeen and commenced to settle down early in the morning of the 24th April. The wind was blowing moderately from the S.S.W., there was a rough ground swell, and the weather was very thick with rain at the time. Information of the disaster reached St. Ives at about 5.30 A.M., and with very commendable promptitude the Life-boat *James Stevens No. 10* was sent to the assistance of the vessel.

When the Life-boat reached the disabled steamer she was found in a sinking condition, with a Cardiff steamer standing by her with three ropes made fast. The Life-boat went alongside and found that the crew had taken to the ship's boats and were in the vicinity of the wreck; the captain, however, and two other men still remained on board. Some of the crew of the Life-boat were placed on board the vessel and assisted in the efforts being made to keep her afloat, the Life-boat in the meanwhile standing by. Later in the morning two other steamers appeared upon the scene and efforts were made to tow the vessel, but the hawsers parted on several occasions. With the assistance of the Life-boat communication was again effected, while the Life-boat remained in close attendance, as it was feared that the vessel might founder at

any moment. On three occasions it was necessary to take all the men off the vessel, but they were able to go back again to continue their work. On one occasion one of the ship's Life-boats, with thirteen of the crew and their effects on board, got a drift, and the Life-boat went after her and rescued the men, leaving the boat to its fate. During the afternoon, by the united efforts of the steamers and Life-boatmen, the vessel was towed towards St. Ives; when near the mouth of the harbour the steamer took the ground, and she had to be abandoned, but it was hoped that salvage operations would eventually be successful.

RHOSNEIGIR AND RHOSCOLYN, ANGLESEY.—Shortly after 9 P.M. on the 29th April a steamer was observed ashore about a mile to the north-west of Rhosneigir, and, as there was a heavy ground swell and the steamer was on a dangerous reef of rocks, the Life-boat *Thomas Lingham* was launched. On reaching the vessel it was found that she was bumping very heavily, and, at the request of the captain, three ladies were taken into the Life-boat and landed at Rhosneigir. The Life-boat then returned to the vessel and stood by her until next morning. News of the casualty having reached Rhoscolyn the Life-boat *Ramon Cabrera* also proceeded to the assistance of those on board, and remained with the vessel throughout the night. Next morning further assistance—namely, a salvage steamer—arrived at the wreck, and, as the services of the Life-boats were no longer required, they returned to their respective stations. The vessel was the steamer *Dunedin*, of Leith, bound from Amsterdam to Liverpool with a general cargo, and with forty-nine persons on board.

GORLESTON, SUFFOLK.—The steamer *Bratland*, of Porsgrund, a large steamer of 2,300 tons, stranded on the Cross Sand whilst bound to Grimsby in ballast, on the 3rd May. Information reached Coxswain S. Harris shortly after 9.30 P.M. that the Light-vessels were firing distress signals. The No. 1 Life-boat *Mark Lane* was promptly

launched and, in tow of a tug, proceeded to the vessel. There was a heavy sea on the Sands, and the *Mark Lane* lay alongside the steamer from 11 p.m. until 5.30 next morning, when the vessel was successfully floated, the Life-boatmen in the meanwhile having assisted in the necessary operations. The Life-boat then conducted the vessel into a safe position. There is no doubt that the valuable services rendered by the Life-boatmen were instrumental in saving the steamer and her crew of twenty-five hands.

PADSTOW, CORNWALL.—The steamer *G.K.C.*, of Noirmontiers, stranded on the Doom Bar on the 4th May. The schooner was first observed making for the harbour at 8.45 a.m., and, after rounding Stepper Point, she struck the Bar. The No. 1 Life-boat *Arab* was promptly launched, and on reaching the schooner assisted in getting a warp ashore, and stood by until the tide made sufficiently to float the vessel, when she was towed into safety. At the time of the accident she was bound from Swansea to France with a cargo of coal.

SHOREHAM, SUSSEX.—On the 4th May the Lighthouse keeper reported that a small vessel was ashore about half a mile to the east of Shoreham Harbour, and making signals of distress. The crew of the Life-boat *William Restell* were assembled and the boat launched. They found the fishing-smack *Resolute*, of Ramsgate, which fished from Brighton, with three men on board. There was a strong S.W. wind at the time, and the sea was rough; but the Life-boat succeeded in saving the vessel and her crew when the tide made.

LIZARD, CORNWALL.—On the 5th May, in a moderate breeze and smooth sea, the barque *Queen Margaret*, of Glasgow, stranded on a submerged reef of rocks to the south of the Lizard. The vessel was a large four-masted barque of nearly 2,000 tons, and was bound from Sidney to Limerick with a cargo of wheat. Signals of distress from Lloyd's Signal Station were the first intimation to the Life-boat authori-

ties that a casualty had occurred, and the Life-boat *Admiral Sir George Back* promptly responded. On reaching the vessel the captain's wife and child were placed in the Life-boat and conveyed ashore. The boat then returned to the barque, and, as she had taken a list to port and the hull was gradually becoming submerged, the captain and four sailors were taken into the boat. Life-boatmen were then put in charge of the ship's boat containing the remainder of the crew, twenty in number, and the whole of the men were conveyed ashore in safety.

GORLESTON, SUFFOLK.—At 1.30 a.m. on the 6th May a sailing trawler was observed on the North Bank, and the No. 2 Life-boat *Leicester* was launched to her assistance. She stood by the vessel until she commenced to break up; the crew of four hands were then rescued and brought ashore. The trawler was *Our Boys*, belonging to Yarmouth.

CROMER, NORFOLK.—At 1.10 p.m. on the 6th May the Coastguard reported that four of the Palling fishing-boats, which had been overtaken by a strong S.E. breeze, rough sea and heavy surf, were running towards Cromer, and trying to find a safe landing-place, the wind having risen very suddenly. As it was realized that the men's lives would be in danger if the boat came ashore in the heavy surf, the Life-boat *Louisa Heartuell* was launched. On reaching the boats the Life-boat took three of them in tow—the fourth boat having run on to Sheringham—and towed them about a mile against the wind and tide towards Cromer. One of the fishermen, who was an elderly man and quite knocked up, was taken into the Life-boat, and two Life-boatmen were placed in each boat to assist in bringing them to a safe landing. The boats then ran ashore through the surf, the Life-boat standing by them until they were beached safely. The cobles assisted were the *Katie*, *Mary*, and *Harriet and John*.

FLAMBOROUGH, YORKSHIRE.—On the 7th May seven of the cobles belonging to Flamborough were working their

crab pots when a S.E. gale sprang up, bringing with it a very strong sea. As the men on board were in considerable danger the No. 1 Life-boat *Forester* was despatched to their assistance. The boat stood by the cobles until they reached the north landing in safety. The Coxswain of the Life-boat was one of the men in danger, and in his absence the Second Coxswain took charge of the boat.

MUMBLES, GLAMORGANSHIRE.—During a strong S.S.E. gale on the 8th May, the ketch *Marion*, of Bridgwater, the schooner *Industry*, of the same port, and the ketch *Telegraph*, of Watchet, which were at anchor in the Mumbles Road, hoisted signals of distress. The Life-boat *Charlie Medland* was launched and found the vessels were rolling dangerously. The crews, eleven in number, were anxious to be landed, the Life-boat therefore conveyed them ashore.

HARTLEPOOL, DURHAM.—At about 9.30 P.M. on the 8th May, during an easterly gale and very heavy sea, Thomas W. Rowntree, Coxswain of the No. 3 Life-boat, *Horatio Brand*, observed a schooner approaching the harbour, and shortly afterwards she made a signal of distress and ran aground. The Coxswain at once assembled the crew and proceeded to the vessel, the boat on several occasions being struck broadside by heavy seas. While the Life-boat was being launched the steam tug *Stranton*, belonging to the North Eastern Railway Company, put off to the vessel's assistance, and got a rope aboard, but just before the Life-boat reached the schooner the tow rope parted. The vessel was found ashore on the west bank of Hartlepool Channel, and with some difficulty the Life-boat got alongside under her lee. As opportunity offered, the eight men jumped into the boat, incurring considerable risk of falling between her and the vessel. The vessel was the schooner *Meda*, of Cimbrisham, loaded with pit-props, and bound from Vastervik to West Hartlepool.

During the time that the crew of the *Meda* were being rescued, the tug-boat *Stranton* struck the ground, and was washed up on to the Middleton Beach.

The Life-boat, therefore, as soon as she had landed the rescued men, proceeded to the tug, which had been blowing her siren for help. The tug was in such a position that no other vessel could approach her; but on getting alongside, the master stated that he did not wish to leave his vessel, and he would not allow his crew of four men to do so. The Coxswain informed the master that if he did not wish to leave, the Life-boat would be obliged to return ashore as the seas were too heavy to allow him to stand by. The master, however, again refused help, and the Life-boat returned ashore. As it was realized by the officials of the North Eastern Railway Company that the tug was in a very dangerous position, and the men on board were in considerable peril, the Coxswain was asked to return to the *Stranton* and take the men off while it was possible to do so. The Life-boat therefore proceeded to the tug and succeeded, with considerable difficulty and danger, in rescuing the four men, whom they brought ashore. At high tide the tug washed high up on to the beach.

SUNDERLAND, DURHAM.—The motor Life-boat *J. McConnel Hussey* was launched shortly after noon on the 9th May, and saved the pilot coble *Eva*, of Sunderland, and her occupant. Information was received that the coble was in distress about two and a half miles E. of the harbour in an E.S.E. gale. The Life-boat was immediately despatched to her assistance and reached the coble about 1 P.M., finding a man in her in a very exhausted condition. Owing to the heavy sea considerable difficulty was experienced in getting close enough to the coble to rescue the pilot, but this was eventually carried out, and the coble was taken in tow. At the time of the service the sea was so bad that it would have been impossible for the coble to have reached port without the help of the Life-boat.

BRIGHTON, SUSSEX.—Shortly after 2 P.M. on the 15th May information was received that one of the fishing-boats, which had gone drifting for mackerel the previous night at 6.30 P.M.,



was missing. A strong N.E. gale had been blowing all night, and the Coast-guard had been unable to learn anything about the missing boat. As the gale continued and the sea in the Channel was very heavy, the Life-boat *William Wallis* was sent out to search. Meanwhile some of the larger fishing-boats had returned ashore and reported that the boat was west of Brighton with the men standing by their nets, and that she was in great danger of sinking as there was too much wind for the men to set sail. After searching for two hours the Life-boat found the boat about five miles off Lancing, with her crew in an exhausted condition, they having been without food for many hours. Having supplied the men with restoratives the Life-boat brought them, and their boat, ashore in safety, Brighton being reached at 7 P.M. The boat was an open 18-foot boat named the *Emile*, and registered at Shoreham.

CADGWITH AND LIZARD, CORNWALL.—During a dense fog on the 23rd May the ship *Cromdale*, of Aberdeen, was wrecked at Beast Point. The vessel was a large one of 1,849 tons register, bound from Taltal to Plymouth with a cargo of nitrates. Information of the disaster reached Cadgwith at 9.45 P.M. and the Lizard a few minutes later. With commendable promptitude the Life-boats *Minnie Moon* and *Admiral Sir George Back* proceeded to the vessel. The *Minnie Moon*, from Cadgwith, was the first boat to reach the ship, and the crew, who had taken to their boats, were at once rescued. The captain then asked that he and some of the crew might be replaced on board for the purpose of saving some of their belongings. Five men were accordingly put on board, but the ship suddenly began to sink by the stern and the men had barely time to rush for the rigging when the decks became awash. Fortunately the Lizard Life-boat was close at hand and was able to save the five men. One of the crew afterwards said to the Honorary Secretary: "We were properly scared, sir, when we felt the ship settling down, and had not your Life-boat appeared in the nick of time we had all agreed to jump for it

and trust to being picked up again, for the other boats had disappeared into the fog by that time, and the Lizard Life-boat was the only one we could see. I never felt so thankful in my life as I did when the Life-boat appeared." The *Cromdale* became a total wreck, but fortunately the whole of her crew, twenty-five in number, were saved.

HOLYHEAD, ANGLESEY.—The wreck of the s.s. *Maiorese*, of Liverpool, on the 23rd May was unhappily attended by the sad loss of four lives through the vessel foundering very suddenly. The steamer, whilst bound from Liverpool to Genoa with a general cargo, stranded on the North Stack Rocks during a dense fog at 11 P.M. The sailing Life-boat *Joseph Whitworth* was at once despatched to her assistance, but before she could reach her, the steamer floated off the rocks and drifted some considerable distance. Her distress signals, however, showed her position, and the Life-boat was headed for her and in due course arrived alongside. They found that a tug was in attendance and one of the steamer's boats lowered ready to convey the captain's wife and two children to her. As soon as the Life-boat reached the steamer the whole of the crew, with the exception of the master and officers, were taken on board, the Life-boat remaining alongside to rescue the others when they were ready. About this time the master called upon some of his crew to go back to assist in getting a hawser aboard from the tug, and they accordingly went. The master of the tug, however, refused to take the steamer in tow, as he felt sure that she was sinking, and before the men could get back to the Life-boat the ship settled down, sinking head foremost. The captain managed to jump into one of the steamer's boats which was afloat and empty, and he was eventually taken on board the Life-boat, and some of the other men were also picked up, but there was nothing, in the darkness, to indicate their whereabouts except their loud cries for help. It is sad to relate that four of the men were never found; all the more so because two of them, at least, had already been in safety in

the Life-boat and had returned to their vessel at the call of duty. Of the survivors, five were conveyed ashore by the tug, while the Life-boat took the remainder, fifteen in number.

**HOLY ISLAND, NORTHUMBERLAND.**—The No. 1 Life-boat *Lizzie Porter* was called out for service on the 30th May to a trawler, which had stranded on the Goldstone Rock and eventually became a total wreck. Information reached Holy Island at about noon that a vessel was ashore, and, as all the Life-boatmen were at sea, volunteers were called for. The Life-boat Signalman Thomas Walker was appointed to act as Coxswain, and he selected a crew, amongst them being a joiner, a gardener, and farm labourers. This crew, assisted by the women and children, launched the Life-boat, and she proceeded to the distressed trawler. On arrival it was found that the vessel was lying broadside on the rocks, and the crew of ten men had taken to their small boat. The master requested the Life-boat to "stand by" the vessel, and she did so until after 6 P.M., when all hope of saving her had been abandoned. In the meantime a tug arrived from Berwick, and the shipwrecked men got on board and were conveyed ashore. Although the sea was smooth the trawler commenced to break up at once, and half the vessel disappeared during the evening. The vessel was the trawler *Scottish Prince*, of North Shields, bound from Aberdeen to the fishing grounds.

**PORT ISAAC, CORNWALL.**—A small fishing-boat named the *Flossie* was seen to be in difficulties in Port Isaac Bay on the 30th May, a southerly gale having suddenly sprung up. The occupant of the boat at once made for the shore, but the boat shipped so much water that his position became very perilous. The Life-boat *Richard and Sarah* was launched to the assistance of the man, and fell in with the boat about two miles to the northward; she then stood by her until she succeeded in getting into port in safety.

**PADSTOW, CORNWALL.**—At 12.45 P.M. a message was received from the Chief

Officer of the Coastguard stating that two fishing-boats were unable to enter the harbour. As there was a very rough sea, and a strong southerly gale was blowing, it was considered advisable to send the No. 2 Life-boat *Edmund Harvey*, under sail, to the assistance of the boats, which were the *Diadem* and *Dreadnought*. The *Diadem* sheltered under the land, and was eventually able to get into harbour; but the *Dreadnought* was driven several miles to leeward, and the fisherman lost all control of her. It was nearly 4 P.M. before the Life-boat succeeded in reaching the vessel, which by this time was from eight to ten miles from land. The man on board at first refused to have his boat taken in tow, as he was afraid she might founder; but he afterwards availed himself of the offer, and the boat was towed back to Padstow, where she was obliged to wait for the tide to enter the harbour, and it was nearly midnight when the Life-boat regained her station. It was necessary for the Life-boat to beat back the whole of the way against the southerly gale, and the Coxswain spoke in the highest terms of the manner in which she behaved under canvas.

**POLKERRIS, CORNWALL.**—The French schooner *Volontaire* anchored in Polkerris Bay on the 30th May during a strong S.W. gale and very heavy sea, and the Life-boat *James William and Caroline Courtney*, when returning from another vessel, offered her assistance, as it was realized that she was in a perilous position. This the captain refused, and the Life-boat returned to Polkerris, but she was left at moorings in case her services should be required later. At 4.45 P.M. the *Volontaire's* cables parted and she drifted right up on the main. The Life-boat was boarded by the Coxswain and by one of the crew, and helpers veered her down to the schooner with ropes from the shore. The crew of the schooner refused to leave, and the Life-boat was then hauled back; but within a few minutes the men commenced to climb down the vessel's bow. The Life-boat crew saw the danger which they were running and went to their assistance with a

rope. One of the men in his hurry jumped and fell, and had one of the Life-boatmen not rushed into the water and caught hold of him he would have been carried out to sea. Another of the crew, who was also in danger, was saved.

LITTLEHAVEN, PEMBROKESHIRE.—At about 10.30 P.M. on the 2nd June a flare was seen about half a mile off Broadhaven Sands, and as the signal was continued the Life-boat *William Roberts* was launched. She found the ketch *Eliza Jane*, of Beaumaris, bound to Swansea in ballast, in a sinking condition, having struck a rock while passing through Ramsey Sound. The two men on board declined to leave the vessel, but stated that they required some assistance to work the pumps and to get the ketch into safety. The Life-boatmen "stood by" for some time and then returned to the boathouse, and two men put off in another boat to the vessel and rendered the necessary assistance. The weather was thick at the time, and there was a moderate breeze from the S.W.

NEWHAVEN, SUSSEX.—At 7.20 A.M. on the 7th June, during a strong S.S.W. gale and very heavy sea, the steamer *Elswick*, of Newcastle, drove ashore in Seaford Bay. The motor Life-Boat *Sir FitzRoy Clayton* at once proceeded to her, and found that she was in a very bad position, with seas breaking over her. The captain and crew refused to leave their vessel, but, at the request of the captain, his wife and one of the sailors were taken into the Life-boat and conveyed ashore. Great difficulty was experienced in getting them on board owing to the heavy seas. The Life-boat then stood by until the steamer drove on to the beach, and the crew were able to leave her by dropping over the bows by means of ropes. The Life-boat then returned to Newhaven.

NEW BRIGHTON, CHESHIRE.—At 11.35 P.M. on the 9th June, during a strong westerly gale, it was reported to the Coxswain, W. Cross, that a man had swum ashore from a fishing-boat and stated that four men aboard were

in danger. The crew of the steam Life-boat *Queen* were promptly assembled, and the Life-boat proceeded to the place indicated. On arrival the vessel was found to be in danger of capsizing, and three of the men were rescued. The fourth man, however, declined to leave the vessel, and the Life-boat returned without him. When she arrived at the stage the Chief Officer of Coastguard advised the Coxswain to return, as the man left on the fishing-boat was in great danger. He accordingly did so, but was unable to find any trace of the vessel, as she had parted her cable and had drifted up the river. Having searched for the missing vessel without result, the Life-boat returned to her moorings. Fortunately for the man he was picked up by a passing vessel.

LOWESTOFT, SUFFOLK.—On the 10th June the fishing lugger *Surprise*, of Lowestoft, which had put to sea the previous day, had not returned, and, as there was a moderate S.W. gale blowing with a rough sea, it was considered advisable to make a search for her. The Life-boat *Kentwell* was launched at about 7.45 A.M., and one and a half hours later succeeded in falling in with the fishing-boat eleven miles from the shore. The harbour tug was also sent out, and reached the fishing-boat at the same time as the Life-boat, and the latter passed a rope from the lugger to the tug. As the endangered boat was a small open one, life-belts were supplied to the men in her. The tug then took the fishing-boat and Life-boat in tow and took them into port. The crew of the lugger found it necessary to keep the pumps constantly going on the way to harbour in order to keep their boat from sinking.

SOUTHEND-ON-SEA, ESSEX.—At 6 P.M. on the 10th June the Coastguard reported that a ship lying off Southend was flying a signal for assistance to be sent, and had semaphored that a boat was adrift and wanted help. The crew of the Life-boat *James Stevens No. 9* were assembled, and the Life-boat proceeded to the endangered boat. It transpired that the boat belonged to

the P. and O. steamer *Palma*. Two of the crew of the vessel had fallen overboard, and a boat, manned by eight men, had been sent to pick them up. In this they were successful, but, owing to the strong westerly wind and tide, they were unable to regain their ship, and were being driven out to sea. In the strong tide running it was not possible for the Life-boat to take the boat in tow; the Coxswain therefore put some of the Life-boatmen in the boat, and when the tide slackened they were able to get the men back to their ship, where they arrived at 9 P.M. The captain of the *Palma* expressed his thanks to the Coxswain and crew for the timely assistance given.

HOLYHEAD, ANGLESEY. — Shortly before 7 A.M. on the 3rd July a telephone message was received from Cemlyn stating that a steam trawler was ashore at Carmel Point, and asking that the Holyhead Life-boat might be sent. The steam Life-boat *Duke of Northumberland* was at once despatched, and on arriving at the scene found the steam trawler *Loroone*, of Grimsby, anchored near the "West Mouse" with her propeller and rudder damaged; and in a helpless condition. It appeared that the trawler after striking the rocks drifted off with the flood tide, and the master and mate lowered the ship's boat and laid out two small anchors. During this operation the boat was capsized owing to the swell, and both men were thrown into the water. The mate succeeded in regaining his ship, and the master swam ashore. When the Life-boat reached the vessel the mate was in charge, and at his urgent request the vessel was towed into Holyhead Harbour.

PADSTOW, CORNWALL. — At about 1.30 A.M. on the 9th July, while the steam tug *Helen Peele*, stationed at Padstow, was returning to that place after her annual cruise, a vessel was sighted about two miles from her flying the "Not under control" signal. The course of the tug was therefore altered and she proceeded to the vessel, which proved to be the Greek steamer *Chariton*, of Andros, bound to Cardiff in ballast for the purpose of loading coal. At the

request of the captain the steamer was taken in tow, a distance of sixty miles to Barry Roads, where she was left at anchor. During this service the weather was moderate with a thick mist.

CEMAES, ANGLESEY. — At 8.30 P.M. on the 9th July, during thick weather, a telephone message was received at Cemaes stating that the services of the Life-boat *Charles Henry Ashley* were required. The Life-boat was launched without loss of time, and proceeded to Carmel Head, where the yacht *Acorn*, of Rothesay, was found on the rocks. She was bound from Port Erin to Holyhead. The owner was the only occupant of the boat. He requested the Life-boat to stand by her until she floated on the flood tide, and this was done.

FILEY, YORKSHIRE. — A strong N.N.W. gale was experienced at Filey on the 23rd July, and at about 5 A.M. the alarm was given that two of the large fishing yawls in the bay were dragging their anchors, and drifting southward towards Speeton Cliffs. As it was realized that the fishermen would incur very grave risk if they attempted to put off in their ordinary cibles to save the endangered craft, permission was given for the Life-boat *Hollon the Third* to be launched, but in the meanwhile, ten men put off in a cible. Within a short time the cible was in difficulties, and she drifted into the breakers, where the oars were broken. The Life-boat, therefore, instead of going to the yawls at once, proceeded to the endangered cible, and rescued the ten men in her. Unusual difficulty was experienced in getting the Life-boat afloat in the very heavy sea, and everyone was wet to the skin. At one time it was feared that the boat would be seriously damaged, but owing to the strenuous exertions of the crew and helpers this was fortunately avoided. The Committee of Management recognized the good work done by the men by granting them an additional reward.

RUNSWICK, YORKSHIRE. — At 11.15 P.M. on the 3rd August a large cible, named the *Sapora Elizabeth*, of

Whitby, and manned by six hands, was in considerable danger of being driven on to a lee shore, owing to a wind suddenly springing up from N.N.E. The Life-boat, *Hester Rothschild*, was launched, and having rescued the six men on board, towed the coble into a place of safety, where she was left at anchor.

ST. DAVID'S, PEMBROKESHIRE.—The motor Life-boat *General Farrell* was launched on the 5th August in response to a telephone message from the Smalls Lighthouse, stating that the crew of the schooner *Pearl* were taking refuge in the Lighthouse, and wanted to be landed. The schooner belonged to Aberystwyth. She stranded early in the morning, and as it was hoped to float her later, the casualty was reported and a request made that a tug might be sent to her. Arrangements were accordingly made for a tug to be sent from Milford Haven, but at 1 P.M. another message was received stating that the tug had not arrived, and asking that the Life-boat should be sent off. The boat was launched at 2 P.M., took off the five men with their effects at 4 P.M., and brought them ashore, arriving shortly after 7 P.M. The sea was smooth at the time with a moderate northerly wind. The vessel subsequently became a total wreck.

CAISTER, NORFOLK.—At 7 A.M. on the 10th August, the Coastguard reported that he had received a message by wireless telegraphy from the Cross Sand Light-vessel stating that a large steamer was ashore on that Sand. The weather was hazy at the time, with a moderate W.N.W. breeze and smooth sea. The crew of the No. 1 Life-boat *Covent Garden* were assembled, and the boat proceeded to the Sands where she found the s.s. *Wrexham*, of Grimsby, belonging to the Great Central Railway Company. She was bound from Antwerp to Grimsby with 120 passengers on board, and a general cargo. Coxswain John Haylett asked the captain if he required any assistance, and in reply he requested the boat to stand by in case of necessity. The boat therefore remained until the steamer succeeded in getting clear of

the Sand, and she then returned to her station.

SENNEN COVE, CORNWALL.—The s.s. *J. Duncan*, of Cardiff, whilst bound from that port to Devonport with a cargo of coal, stranded on the rocks at Tol Pedn, Penwith, during a thick fog on the morning of the 14th August. The casualty was reported at about 7 A.M. and without loss of time the Life-boat *Ann Newbon* proceeded to her assistance. The captain of the steamer refused any help from the Life-boat, but Coxswain Thomas Nicholas considered it inadvisable to leave her. The boat therefore stood by the vessel throughout the day until about 5.30 P.M., when the captain decided to abandon her. Two of the men jumped into the Life-boat, and some of the crew's belongings were also put aboard; the remainder of the crew then took to the ship's boats, three in number, and the Life-boat towed them to Porthgarra Cove, where they landed.

HARWICH, ESSEX.—In response to a telephone message from the Gunfleet Light-house, at 7.25 P.M. on 21st August, stating that a schooner was ashore on the Sand and in need of assistance, the steam Life-boat *City of Glasgow* put to sea. The schooner *Christabel*, of Whitstable, loaded with coals and bound from Hartlepool to Whitstable, was found on the Sands. Five of the Life-boat's crew were put on board and jettisoned part of the cargo, and early in the morning of the 22nd August the vessel was floated on the flowing tide. As no further assistance was then required the Life-boat returned to her station.

LOWESTOFT, SUFFOLK.—During the afternoon of the 3rd September the Coxswain of the Life-boat was watching a trawler under sail in the roads, and he saw her run aground on the Newcombe Sands. A flag was hoisted in the vessel's rigging indicating that assistance was required, and in response the Life-boat launched. A moderate N.E. by E. wind was blowing at the time and the sea on the Sands was rough. On reaching the trawler,

which proved to be the *Eugene Elvire*, of Ostend, the master employed the Life-boatmen to take his rope to a tug, which had also gone off to the vessel's assistance. This was done, and, after about two and a half hours' towing, the vessel was refloated. By this time darkness had set in, and the vessel proceeded on her voyage.

PLYMOUTH, SOUTH DEVON.—Just before midnight on the 12th–13th September the hopper No. 42, of London, which was making for Plymouth to coal, struck on the south side of the Plymouth Breakwater. The Life-boat *Eliza Avins* was launched to her assistance, and, on nearing the breakwater, she was met by a launch belonging to the King's Harbourmaster, who was aboard. He reported that the crew of eight men had already been taken off, and were then on the launch. The men were transferred to the Life-boat, which landed them. It subsequently transpired that the crew were taken off their vessel by a pilot cutter, which afterwards transferred them to the launch, which in turn placed them in the Life-boat to be conveyed ashore. At the time of the casualty the hopper was bound from Corunna to Southampton in a strong S.W. breeze and a moderate sea.

BOULMER, NORTHUMBERLAND.—During hazy weather on the 14th September information was received that a vessel was ashore on the South Steel. The Life-boat *Arthur E. Daves* was launched without loss of time, and, on reaching the position indicated, found the schooner *Thetis*, of Poole, bound from that place to Leith. She was loaded with explosives, a part of which was gelignite, and in a very dangerous condition owing to the cargo having shifted and worked loose. When the Life-boat reached the schooner, the cases were being thrown about in the hold owing to the manner in which the vessel was rolling. The crew of five men were promptly taken off, and they were very glad to be clear of their vessel, as they were afraid that an explosion might occur. The sea was moderate at the time of the accident,

with a south-easterly wind, but it was feared that the vessel would become a total wreck.

RHYL, FLINTSHIRE.—The Life-boat *Caroline Richardson* was launched at 12.8 P.M. on the 14th September in response to a message from Prestatyn stating that a bathing-van attendant was drifting out to sea in an open boat, without oars, towards Rhyl. Immediately on receipt of the message the crew were assembled and the boat smartly launched. She proceeded in the direction of Prestatyn. When cruising about five miles from the shore she sighted the boat, and at once made for her and succeeded in saving the man, who was quite exhausted. Within a few minutes of the rescue the boat sank. The Life-boat then made for Rhyl and landed the man. In the meantime a very large crowd had collected on the shore, and great enthusiasm was displayed when the Life-boat returned with the man in safety.

SEAHAM, DURHAM.—While the Life-boat *Elliot Galer* was out for her quarterly exercise, during a strong S.E. wind and rough sea on the 25th September, a small boat was sighted with four men in her. She was evidently in distress, and the Life-boat bore down on her and rescued the men. They reported that they belonged to the steam tug *Livingstone*, of Blyth, which had been engaged in towing a disabled steamer. The tug sprang a leak, and shortly after the crew had taken to her boat she foundered. As soon as the men were in the Life-boat, the latter proceeded in search of the steamer. She was discovered about two miles off, and the captain requested the Life-boat to obtain assistance to tow his vessel. The vessel was the s.s. *Burnock*, of Glasgow, bound from Middlesbrough to Grangemouth, with cargo. Help was obtained from the steam trawler *Lord Kitchener*, of Hartlepool, and the Life-boat effected communication between the two vessels; but the captain of the disabled steamer and the master of the trawler requested the Life-boat to accompany them to Middlesbrough in case the tow rope should part. The

Life-boat therefore returned to Seaham, landed the four rescued men, and then put off again to the steamer. Middlesbrough was eventually reached at 8 P.M. after several mishaps to the tow ropes, but in each instance the Life-boat was able to get another rope aboard.

CAISTER, NORFOLK.—At 9.30 P.M. on the 26th September a vessel was observed making signals of distress on the Barber Sands. The crew of the No. 1 Life-boat *Covent Garden* were immediately assembled and the boat launched. She found the steam drifter *Boadicea*, of Yarmouth, laden with fish, ashore on the middle part of the Sands, and the master at once employed the Life-boatmen to refloat his vessel. At 3 A.M. next morning they succeeded, and then took the vessel and her crew of ten hands in safety to Yarmouth Harbour. There was a strong southerly breeze, with a heavy sea on the Sands, and the weather at the time of the casualty was hazy.

HOLY ISLAND, NORTHUMBERLAND.—At 9.40 P.M. on 26th September it was reported that distress signals were being made from the north shore. The crew of the No. 2 Life-boat *Edward and Eliza* were promptly assembled, and inquiries were made by telephone for further information. The night was unusually dark and foggy, with rain; and the sands were very soft, which rendered the transport of the Life-boat a difficult operation. The rocket apparatus was also called out and attempted to get into communication with the vessel, but failed. The Life-boat, after a short but rough passage through the breakers, soon reached the stranded vessel and brought the crew of nine hands ashore. The master of the vessel asked that the Life-boat should remain in the vicinity of the ship in order that an attempt might be made next day to save her. This was accordingly done, and the next day the vessel was successfully floated. She was the steam drifter *Pansy*, of Wick, bound from Aberdeen to Yarmouth.

ST. DAVID'S, PEMBROKESHIRE.—At 12.30 P.M. on the 7th October the

Coastguard received a telephone message from the Smalls Lighthouse stating that a schooner had struck a reef close by and was likely to become a total wreck; also that the crew had taken to the ship's boat, but, owing to the sea, it was too dangerous for them to attempt to land at the Lighthouse. The motor Life-boat *General Farrell* was despatched without delay and reached the "Smalls" at 4.20 P.M., when she rescued the crew of four hands. In the meantime the schooner had floated off and drifted in a north-westerly direction. The captain and crew of the vessel, which was the schooner *Sarah Macdonald*, of Chester, wished to board their vessel again to see if anything could be done to save her. The Life-boat therefore proceeded to the schooner and the crew were put on board, but they found that she was making so much water that nothing could be done. They therefore abandoned their vessel, and the Life-boat conveyed them ashore.

Unfortunately one of the Life-boat's veering lines fouled her propeller, and, as it could not be cleared, the boat was obliged to return under sail to St. Brides' Bay, where she arrived at 6 A.M. Being then in smooth water the crew were able to clear the propeller, and the boat eventually reached her station at 8.30 A.M. on the 8th idem.

TOTLAND BAY, ISLE OF WIGHT.—At 3.15 P.M. on the 10th October the Coastguard reported that a vessel was flying a distress signal about three miles N.W. of the Shingles Bank. As a moderate north-easterly gale was blowing, the Life-boat *Robert Fleming* was launched. She proceeded to the vessel, which proved to be the steamer *Bertha James*, of Southampton. The captain reported that his machinery had broken down and that he was in urgent need of a tug, being on a lee shore. He requested the Life-boat to help him by obtaining a tug as quickly as possible, and by standing by until the tug arrived. She accordingly did so.

When returning ashore the Life-boat picked up a small boat belonging to the s.s. *Russell*, a War Department vessel, which was ashore on the Shingles Bank

but not in need of assistance. The ship's boat was returned to the authorities next day.

NEWBIGGIN, NORTHUMBERLAND.—The steam trawler *John Meikle*, of North Shields, when homeward bound from fishing on the 13th October, stranded half a mile to the north of Newbiggin Point, in a very heavy fog, a moderate S.E. gale and rough sea. Information of the casualty reached the Life-boat authorities shortly before 2 A.M. and the Life-boat *Ada Lewis* was launched without delay. The captain of the vessel requested the Life-boat to stand by him, as the weather was very uncertain. She accordingly did so until 1.15 in the afternoon, when the weather moderated somewhat. The captain then stated that if he required any further assistance he would again signal, and the Life-boat, after a vigil extending over nearly twelve hours, returned ashore. During the afternoon attempts were made to re-float the stranded vessel with the assistance of tugs, but they proved to be unsuccessful.

GORLESTON, SUFFOLK.—Shortly after 8 P.M. on the 15th October distress signals were observed from the St. Nicholas Light-vessel, indicating that a vessel was ashore and required assistance. The crew of the No. 1 Life-boat *Mark Lane* were promptly assembled and the boat proceeded in tow of a tug to the Light-vessel where she ascertained that flares had been seen from a vessel on the Scroby Sands. The Life-boat proceeded to the Sands and there found the steam drifter *Vera*, of North Shields, aground. She had been bound for the fishing grounds. Seas were making a clean breach over the vessel and she was filling rapidly. The Life-boat therefore rescued the crew of nine hands. At the time of the casualty there was only a light wind, but there was a heavy broken sea on the Sands.

LYNMOUTH, NORTH DEVON.—At about 7 A.M. on the 19th October two young men started from Lynmouth with the intention of sailing to Porlock, but when off the Foreland the adverse wind and tide carried them about five miles

out into the Channel. Here they got into difficulties and drifted helplessly in the tide. Their position was seen from the shore and as it was realized that they were in a position of great danger the crew of the Life-boat *Prichard Frederick Gainer* were assembled. It was dead low water at the time, and it was necessary to drag the Life-boat a considerable distance over the boulders before she could be launched. She then proceeded with all haste after the boat, which was found six miles off Lynmouth, with a considerable amount of water in her and her two occupants quite exhausted from rowing. The rescue was a timely one, as had the boat drifted two miles further she would certainly have been capsized in the heavy sea. When safe, the young men stated that they had hailed a passing steamer and also a pilot, but neither had rendered them any assistance.

HARWICH, ESSEX.—Shortly after 9 P.M. on the 25th October a wireless telegraph message was received from the Sunk Light-vessel reporting that a vessel was firing signals of distress. The steam Life-boat *City of Glasgow* was immediately despatched, and when she was about midway between the Cork and Sunk Light-vessels rockets were seen to the eastward. The Life-boat proceeded in that direction and found the Trinity House pilot cutter in a dismasted and helpless condition. The master reported that there were nine men on board who wished to get to their station as soon as possible. As there was no other vessel available the steam Life-boat took the cutter in tow to Harwich Harbour. A fresh S.E. breeze was blowing at the time with a rough sea.

GORLESTON, SUFFOLK, and CAISTER, NORFOLK.—The Gorleston No. 1 Life-boat *Mark Lane* was launched at 11.55 P.M. on the 28th October in response to signals of distress from the Corton Light-vessel. When proceeding to her, flares were seen on a drifter near the Sands, and the Life-boat made for her, but owing to the shallow water and the fact that the vessel was rapidly drifting to the northward, she was unable to



reach her. Being in tow of a tug the Life-boat made round the Sands and in the direction of the endangered vessel, but before she reached her she fell in with a small boat containing five men. They reported that two of them belonged to the steam drifter *Emerald*, of Lowestoft, while the other three belonged to another vessel which had gone to the assistance of the *Emerald*, as she was in a leaking condition. Before help reached them, however, these five men left the *Emerald* in the small boat, and, when they were picked up, the boat was nearly full of water. As soon as the men had been taken into the Life-boat she proceeded after the drifter, but the Caister No. 1 Life-boat *Covent Garden*, which had also been launched, reached the vessel about the same time and rescued the remainder of the crew, eight in number. It subsequently transpired that the *Emerald* had sprung a leak, and an attempt was made to reach Yarmouth; the water, however, gained so rapidly that the fires were extinguished, and the vessel was driven rapidly to the northward in a waterlogged and helpless condition. Within a few minutes of the rescue the drifter sank. The rescued men on being landed were conveyed to the Sailors' Home, and very shortly afterwards the following letter was received from the master of the shipwrecked vessel:—

“ To the Life-boat Institution.

“ DEAR SIR,—I thank the Caister Coxswain and his crew for saving me and seven of my people just in the nick of time, as the vessel was sinking.

“ Yours truly,

“ D. DURRANT,

“ 66, Essex Road, Lowestoft.”

CLOUGHEY, CO. DOWN. — During moderately fine weather on the 6th November the s.s. *Reading*, of Cardiff, stranded on the Cannon Rock, whilst bound from Seville to Glasgow, with a cargo of iron ore. Information of the casualty reached Cloughey at about 8 P.M., and the Life-boat *John* was promptly despatched to her assistance. On getting alongside the steamer the captain asked the Life-boat to remain

until high water. She accordingly did so, but the vessel having failed to float, the crew, twenty-one in number, decided to abandon her. They were accordingly taken into the boat and landed at about 5 A.M. In spite of all efforts to float the vessel she remained on the rocks and eventually became a total wreck.

MINEHEAD, SOMERSET.—At 9 A.M. on the 14th November, during a moderate North-westerly gale and rough sea, the fishing-boat *Rosalie*, of Minehead, was observed in distress about two miles to the eastward of Minehead. The crew of the Life-boat *George Leicester* were assembled and proceeded to the endangered boat. On reaching her the Life-boat saved the two men on board and towed the boat into safety.

PORT LOGAN, WIGTOWNSHIRE. — At about noon on the 23rd November, during a moderate southerly gale, the Coxswain of the Life-boat *Thomas McCunn* received a telegram from the Light-keeper at Mull of Galloway, stating that a Russian barquentine was driving across Luce Bay flying a signal of distress. The crew of the Life-boat were at once summoned, and horses procured, the boat was then transported to Tirally Bay, where she was launched in a heavy surf. On reaching the vessel, which proved to be the *Lenu*, of Riga, bound from Liverpool to Ayr, in ballast, the captain informed the Coxswain that his vessel had been in tow, and the tug had left him; further, that he required the assistance of another tug. He therefore asked the Life-boat to return ashore and despatch a message for one. The Life-boat stood by the vessel until she brought up to her anchors, and, no further help being required, she returned ashore and sent a message for a tug to assist the barquentine. The boat was then taken back to her station, where she arrived at 7.30 P.M.

ST. AGNES, SCILLY.—The ship *Thornliebank*, of Glasgow—a large vessel of nearly 2,000 tons register—whilst bound from Pisagua to Falmouth with a cargo of nitrate, ran on to the Crim Rocks during foggy weather on the 28th

November. The vessel commenced to settle down, and shortly afterwards she foundered, but the crew of twenty-five men escaped in their own boat. The sea at the time was fairly smooth, and fortunately the fog lifted sufficiently to enable the Light-keepers at the Bishop Rock Lighthouse to see the casualty, otherwise the men would have run a considerable risk of drifting out to sea unseen. Signals of distress, were made from the Lighthouse, and the Life-boat *Charles Deere James* was launched. She reached the boat when off Mellidgen and brought the ship's boat and the twenty-five men ashore in safety.

NEWHAVEN, SUSSEX.—At 6 P.M. on the 29th November it was reported that a steamer was ashore on the bar at the entrance to Newhaven Harbour. There was a moderate gale blowing and the tide was low; it was realized therefore that the steamer must be in a dangerous position, and the motor Life-boat *Sir FitzRoy Clayton* was sent to her assistance. She proved to be the steam drifter *Majestic*, of Ymuiden, which was coming into Newhaven for the purpose of coaling. At the request of the master the Life-boat stood by the vessel until he succeeded in floating her off on the rising tide. Both the boat and the drifter then proceeded into Newhaven Harbour.

BUCKHAVEN, FIFESHIRE.—On the 3rd December, during a strong W.S.W. gale, the steam lighter *William Yule*, of Kirkcaldy, whilst bound from Kirkcaldy to Leith, was unable to make way against the gale and drove down into Largo Bay.

Signals of distress were displayed, and at 9 A.M. information of the vessel's plight was conveyed to the Coxswain of the Life-boat *Isabella*. In response the Life-boat proceeded to the steamer. It was found that one anchor and cable had carried away and that the vessel was drifting ashore with the other anchor down. The master requested the Life-boat to stand by him, and the Coxswain did so until shortly after noon, when a tug arrived and assisted the lighter into Methil.

MARGATE, KENT.—The No. 2 Life-boat *Civil Service No. 1*, was launched at 8.30 P.M. on 3rd December during a whole southerly gale to the assistance of the fishing smack *Elsie*, of Ramsgate, which had stranded on the Long Nose Rock. When the Life-boat got near to the vessel it was seen that the seas were breaking round her, but the water was too shallow for the Life-boat to get alongside. As the weather was very bad the Coxswain of the Life-boat, Stephen Clayson, decided to stand by until the water flowed. Shortly after midnight, the tide having risen, the Life-boat was able to get alongside, and the Coxswain asked the master if he required assistance. In reply the master requested the Life-boat to remain until high water, as he hoped then to float his vessel. At 3 A.M. the vessel floated, and the Life-boat, having ascertained that she was not in any danger, returned to her station, arriving at about 4 A.M.

BOULMER, NORTHUMBERLAND.—During hazy weather on the 7th December the passenger steamer *Arna*, of Bergen, bound from Bergen to the Tyne, stranded on the Boulmer "South Steel." At about 6.30 P.M. the vessel's lights were observed and the Life-boat *Arthur A. Dawes* was promptly despatched to her assistance, signals of distress being made in the meanwhile by the vessel. On reaching the steamer, information was given to the captain respecting his position, depth of water, etc., and he then asked the Life-boat to stand by while efforts were made to extricate the vessel from her position. About two hours later the vessel was re-floated, having suffered little or no damage, and she was able to proceed to the Tyne. The Life-boat then returned ashore, and was re-housed.

SPURN, YORKSHIRE.—At 7.30 A.M. on the 8th December, during a dense fog, the watchman reported that a vessel was ashore on the beach, one mile to the eastward of the watch-house. The crew of the Life-boat were at once assembled and proceeded in the boarding-boat to the assistance of the vessel, which proved to be the motor fishing-boat *Pat*, of

Grimsby, bound for the fishing grounds. With the assistance of the Life-boatmen the vessel was refloat and returned to Grimsby. At the time of this service the wind was light, but there was a nasty ground swell, and had it not been for the timely assistance rendered to the vessel she would have become a total wreck.

NEWBIGGIN, NORTHUMBERLAND.—On the 12th December fourteen of the fishing cobsles belonging to Newbiggin proceeded in the early morning to the fishing grounds. Shortly after 9.30 A.M. a strong breeze from the west sprang up and increased to a strong gale. The cobsles at once made for port, and about 11.30 A.M. it was seen that they were in great danger of being swamped. The Life-boat *Ada Lewis* was therefore launched and proceeded to the cobsles. She stood by them until they succeeded in getting into shelter, and her assistance was much appreciated by the various crews and also by their relatives, who realized the peril in which the men were placed.

PORT PATRICK, WIGTOWNSHIRE.—A service characterised by conspicuous bravery was performed by this Life-boat on the 15th December. At about 8.10 P.M. a vessel was observed burning flares about five miles due west of Port Patrick, and apparently drifting in a helpless condition in a north-easterly direction towards the shore. The Life-boat *Civil Service No. 3* was at once despatched to her assistance, and while she was proceeding in a heavy sleet squall, the wind suddenly changed and caused great difficulty in reaching the endangered vessel, which commenced to drift to the south-eastward, pitching helplessly in the trough of the sea, so that it was practically impossible for the Life-boat to effect communication. About this time the men on board the disabled ship let go both anchors, and when the Life-boat made her first attempt to get alongside, the engineer and mate managed to jump into the boat. The anchor chains then parted and the vessel drifted rapidly towards the shore. The Coxswain of the Life-boat, James Smith, jun., promptly man-

œuvred his boat for the purpose of rescuing the remainder of the crew, three in number, and after several attempts to get alongside again he succeeded in saving the men when the vessel was within 100 yards of the rocks. A few minutes later she ran ashore under the steep cliffs about half a mile south of Port Patrick village, and shortly afterwards became a total wreck. When rescuing the master and the two remaining members of the crew the Life-boat was damaged by collision with the wreck; and to make matters worse, about three minutes after getting clear, the foremast of the Life-boat went by the board. By skilful management, however, the Coxswain succeeded in getting the boat out of her perilous position, and conveyed the five rescued men to Port Patrick. The wrecked vessel was the steamer *Dunira*, of Glasgow, which was being towed by another steamer from Ramsey to Greenock for repairs, and when the tow ropes parted the two vessels separated and the *Dunira* was driven quickly to her doom. The night was cold with heavy sleet showers, and a heavy sea was running in the channel; and the rescued captain spoke in the highest terms of the skilful manner in which the rescue was effected, and of the excellent seamanship displayed by the Life-boatmen in carrying out a difficult service. He had, indeed, thought that rescue was impossible, and had given up all hope of being saved. The place where the vessel was wrecked was described as a "perfect death-trap."

In recognition of the great bravery and splendid seamanship displayed by the Coxswain and crew the Committee of Management presented James Smith, jun. (the Coxswain), with the thanks of the Institution inscribed on vellum and the Silver Medal, together with an additional pecuniary reward. They also granted an additional pecuniary reward to each member of the crew.

GIRVAN, Ayrshire.—The iron motor vessel *Innistrahull*, of Glasgow, was wrecked immediately behind the breakwater of Girvan Harbour during a west by north gale and very heavy sea on the 15th December. On receipt of informa-

tion of the casualty the Second Coxswain of the Life-boat *James Stevens* No. 18 gave orders for her to be launched, but just before this was accomplished the men on board the motor-vessel, six in number, managed to scramble on to the breakwater.

It was seen, however, that heavy seas were washing over them and that it was impossible for them to get ashore from their perilous position. The boat was therefore launched and anchored to windward. She then veered down towards the endangered men, and after repeated attempts the rescue was finally effected.

The Life-boat then pulled back to harbour and the rescued sailors, who were thoroughly wet with the drenching waves, and exhausted from exposure, were landed in safety.

POOLE, DORSET.—At 11 o'clock on the night of the 19th December, a message was received by telephone reporting that a vessel was making distress signals off the Hook Sands at the entrance of Poole Harbour. The Life-boat *Hamar* was promptly launched and proceeded to the Sands, where she found the barge *Emma and John*, of London. The barge was bound from London to Poole with a cargo of linseed cake. A strong easterly gale was blowing at the time, with a very heavy sea, and the two men on board were promptly taken into the Life-boat. After leaving the barge it was ascertained that she was not making water. The boat therefore returned to her and placed on board three Life-boatmen, together with the two hands. As the tide rose the Life-boatmen succeeded in getting the vessel afloat and, having set her sails, got her in safety to Poole Quay.

MARGATE, KENT.—Shortly before 11 A.M. on the 22nd December, a telephone message was received through the Coastguard from the Kentish Knock Light-vessel, stating that there was a schooner ashore on the Sand, with a flag flying at half-mast on the mizen. The crew of the No. 2 Life-boat *Civil Service* No. 1 were promptly assembled, and the Life-boat was despatched to her

assistance. On arriving at the Sands they found the three-masted schooner *Silvia*, of Beaumaris, ashore. The captain at once employed the Life-boatmen to jettison the cargo, and to lay out anchors and warps for the purpose of floating the vessel, if possible, at high water. At about 6.30 P.M., half an hour before high water, the vessel began to move, and she was eventually got clear of the Sands and sailed into Margate Roads. The captain reported that all his and the crew's clothes were on board the Kentish Knock Light-vessel, as they had taken their belongings to her in the ship's boat after the schooner stranded. When the master of the Light-vessel told them that the Life-boat was coming to their aid they decided to return to the schooner, but they left their clothes behind them. After the vessel was afloat the Life-boat obtained the men's clothing and conveyed it to the ship, which was then in Margate Roads.

NORTH BERWICK, HADDINGTONSHIRE.—At 9.30 A.M. on the 24th December, a Coastguard reported that a vessel, with a signal of distress flying, was ashore on the Aberlady Sands. The Life-boat *Norman Clark* was launched without delay and proceeded to the vessel, which proved to be the schooner *Rosendal*, of Hull, bound to that port from Charlston, with a cargo of road metal. A strong N.W. breeze was blowing with a rough sea. The Life-boat stood by the vessel, which was then in about five feet of water, and although there was every probability of the vessel becoming a total wreck it was seen that the crew would be able to get ashore at low tide without assistance. The Life-boat, therefore, returned to her station, where she arrived at 3.30 in the afternoon.

REDCAR, YORKSHIRE.—On the 24th December a strong northerly gale sprang up whilst the Redcar fishermen were at sea. All the boats managed to reach the shore with the exception of two, one of which, with some difficulty, got ashore at Marsk. The other boat drifted past Redcar, and as it was quite unsafe for the men to land, the Life-boat

*Fifi* and *Charles* was launched and proceeded after her for about a mile. Here the boat had slight shelter from the West Scar rocks and the boat's crew managed to anchor her, and the Life-boat getting alongside saved her occupants, three in number. The weather was very cold at the time, and the prompt manner in which the Life-boatmen performed the rescue was very creditable.

SOUTHEND-ON-SEA, ESSEX.—At 11.40 P.M. on the 26th December a message was received reporting that the Nore Light-vessel was firing signals of distress. The Life-boat *James Stevens No. 9* was launched without loss of time, and in the neighbourhood of the Girder Light-vessel she found the s.s. *Mona*, which was then at anchor close by the Sands, in a disabled condition. In the meantime one of the tugs belonging to Sheerness Dockyard had also come to the vessel's assistance, and both she and the Life-boat stood by until daylight, when the tug took the vessel in tow to Sheerness.

SOUTHEND-ON-SEA, ESSEX.—At 5.30 P.M. on the 27th December, when a rough sea was running off Southend, it was reported that a small boat was adrift and making signals of distress by means of a lantern. The crew of the Life-boat *James Stevens No. 9* were at once assembled, and the Life-boat proceeded to search for the drifting boat. She succeeded in picking her up and brought her and her six occupants in

safety to the pier. The boat belonged to the P. & O. steamer *Ophir*, which was at anchor off Southend, and it subsequently transpired that one of the officers and his wife and child were attempting to reach the vessel when the boat got into difficulties and was blown out to sea. The weather was very cold at the time, and when the people were saved they were in a half-frozen condition. After the Life-boat reached the pierhead the rescued people stated that they wished to be conveyed to the *Ophir*. The Life-boat, therefore, performed this service and then returned to her station.

NORTH DEAL, KENT.—The *Charles Dibdin* Life-boat was launched at 3 A.M. on the 31st December, during an easterly gale, in answer to distress signals from a vessel to the northward of Deal. The Life-boat was successfully launched in a very heavy sea, with the assistance of the haul-off warp, and proceeded towards the distressed vessel, which proved to be the schooner *Robert Morris*, of Carnarvon. Before she reached the schooner the latter stranded on the Main. The Life-boat attempted to get alongside, but owing to the shallow water, she was unable to do so. She therefore anchored in the vicinity of the vessel and stood by until daybreak. It was then seen that the crew had been rescued by the rocket apparatus, and the Life-boat returned to her station, being somewhat delayed owing to there not being sufficient water for her to beach.

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

Thursday, 9th October, 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, 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.—Anstruther.

Eastern District.—Kessingland (two boats), Palling (two boats), Yarmouth, Caister (two boats), Lowestoft, Fakenfield, Whitburn, Seaton Carew, and Cullercoats.

Southern District.—Falmouth, Mevagissey, Polkerris, Looe, Harwich, Dungeness (two boats), Clacton-on-Sea, New Romney, and Southend-on-Sea.

Western District.—Penlee.

Irish District.—Clogher Head, Drogheda, and Skerries.

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

	£	s.	d.
S. W. A. (annual subscription)	25	—	—
CHRIST'S HOSPITAL. Collection in Chapel of Girls' School (per W. E. Maclean, Esq.)	6	6	—

—To be thanked.

Reported the receipt of the following legacies:—

The late Mr. JOSEPH ROWLAND, of Sheffield	1893	2	3
The late Mr. WILLIAM LOWRIE, of Newcastle-on-Tyne	100	—	—
The late Miss JESSIE WATSON (per Glasgow Branch)	100	—	—
The late Mr. JAMES GRIEVE, of Turriff (per Edinburgh Branch)	72	—	—
The late Mrs. ANNE COURTNEY, of Carlisle Mansions, S.W.	50	—	—
The late Mr. CHARLES L. B. CUMMING, of Prince's Square, W.	50	—	—

Reported that the Newlyn Station had been closed, and that the Life-boat had been transferred to Penlee.

Paid 5,911*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 100*l.* 12*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Boulmer	Schooner <i>Thetis</i> , of Poole	5
Holy Island No. 2	Steam drifter <i>Pansy</i> , of Wick. Landed 9.	
Lowestoft	Trawler <i>Eugene Elvoire</i> , of Ostend. Rendered assistance.	
Plymouth	Hopper No. 42, of London. Rendered assistance.	
Rhyl	A small boat of Prestatyn	1
Seaham (Motor)	Boat of the tug <i>Livingstone</i> , of Blyth	4

Caister No. 1 Life-boat assisted to save the steam drifter *Boadicea*, of Yarmouth, and her crew of 10; and Seaham Motor Life-boat rendered assistance to the S.S. *Burnock*, of Glasgow.

Also voted 186*l.* 5*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:—Brighton, Clacton-on-Sea (Motor), Cromer, Donaghadee (Motor), Gorleston No. 1, Llandudno, Mumbles, Palling No. 2, Southend-on-Sea, Stromness (Motor), and Winterton No. 2.

Reported that the Swedish Government had decided to confer Silver Medals and 2*l.* each upon Robert Burgon, Coxswain, and on James Jamieson, Second Coxswain, of the Berwick-on-Tweed Life-boat; also 2*l.* each on the other members of the crew, in recognition of their services in saving the crew of the Swedish barque *Jacob Rauers* on the 29th March last.

Voted 2*l.* to two men for saving, at great personal risk, one of four men, who were attempting to board a trawler in Scarborough Roads, in a moderate N.E. gale and very heavy sea, on the 3rd September. The boat was swamped when alongside the trawler, and three of the men scrambled on board, but the fourth man was washed out of the boat. He managed to hold on to the water-logged boat until the salvors reached him, and when picked up he was in a half-drowned condition.

Voted 3*l.* to six men for putting off in a motor-boat at Newhaven on the night of the 6th September, in order to search for a missing boat with four boys in her. They were unable in the darkness to locate the boat, but the boys eventually succeeded in getting into safety.

Voted 1*l.* 10*s.* to three men for rescuing two men whose boat was capsized in a squall about three miles from the shore off Rosscarbery, Co. Cork, on the 30th August. There was a strong N. wind at the time, with heavy squalls and a rough sea, and the salvors incurred moderate risk in rescuing the men, who were picked up in an exhausted condition.

Voted 7*s.* 6*d.* to a man for saving two persons whose boat was capsized, in a moderate easterly breeze and moderate sea, off Lynmouth, on the 30th August. The endangered men were unable to swim, and clung to the upturned boat. When the salvor reached them he experienced considerable difficulty in effecting the rescue, as he was single-handed.

Voted 10*s.* to two men for putting off in a motor-boat and, at slight risk, saving two men whose boat was cut down by a steamer off Moville, near Greencastle, on the 31st August. The weather was fine at the time, with a moderate N.E. breeze.

Also 10*s.* to two men for their promptness in saving a man whose boat was capsized in Cromarty Bay, during a strong N.E. breeze, on the 1st September. The salvors, who were ferrymen, were on their way to Nigg with passengers when they effected the rescue.

Voted 1*l.* to two men for saving three persons whose boat was capsized in Swanage Bay on the 27th September. There was a strong S.E. breeze and very heavy ground sea at the time, and there is no doubt that but for the promptness of the salvors the endangered men would have lost their lives.

Thursday, 13th November, 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, 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.—Ardrossan, Port Patrick, Whithorn, Buckhaven, Broughty Ferry, Arbroath, Port Erroll, Peterhead (two boats), Ackergill, Wick, Huna, Thurso, Stronsay, Stromness, and Longhope.

Eastern District.—Seaham, Hartlepool (three boats), Tynemouth, Sunderland (two boats), Whitby (two boats), Uppang, Saltburn, Redcar, Teesmouth, Staithes, Runswick, Scarborough, Filey, Bridlington Quay, Robin Hood's Bay, Palling (two boats), Cromer, Hasborough, Sheringham, and Blakeney.

Southern District.—Brightstone Grange, Brooke, Totland Bay, Swanage, Poole, and Selsey.

Western District.—Port Eynon, The Mumbles, Moelfre, Bull Bay, Cemaes, Cemlyn, Rhoscolyn, Rhosneiger, Penmon, Holyhead (two boats), Minehead, Watchet, Newquay (Cornwall), and Weston-super-Mare.

Irish District.—Courtown, Cahore, Arklow, Howth, Hilbre Island, Hoylake, Formby, New Brighton (two boats), Donaghadee, Groomsport, Piel (Barrow), Killough, Aranmore, Wicklow, and Kingstown.

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

	£	s.	d.
Miss ALICE M. LAIRD (additional)	100	--	--
M.E.A. (annual subscription)	25	--	--
NEWCASTLE-ON-TYNE CO-OPERATIVE SOCIETY (annual subscription)	25	--	--
Miss JESSIE DOW (annual subscription)	10	--	--
ALDRINGHAM CHURCH. Offertory at Harvest Thanksgiving (per the Rev. T. W. Sedgwick)	5	7	10

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mr. THOMAS STEPHEN WHITAKER, of York	5073	15	8
The late Mr. JOHN STYCH, of Acocks Green, for a Life-boat to be named <i>John and Sarah Eliza Stych</i> , in satisfaction of this bequest and that of Mrs. Stych	418	17	10
The late Mr. JAMES COOK, of Wolverhampton	100	--	--
The late Mrs. LOUISA GODDARD, of Twickenham	100	--	--
The late Mr. WILLIAM PENISTON, of Doncaster	100	--	--
The late Mr. EDMUND LYTGOE, of Melbourne (additional)	7	14	3

The Committee expressed deep regret at the death of Mr. ANDREW TARRAS, who had been Honorary Secretary of the Fraserburgh Branch for forty-four years, and decided to send a letter of condolence to the bereaved family.

Paid 3,874*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 272*l.* 8*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 1	Steam drifter <i>Emerald</i> , of Lowestoft	8
Cloughey	S.S. <i>Reading</i> , of Cardiff. Landed 21.	
Gorleston No. 1	Steam drifter <i>Vera</i> , of North Shields	9
	Steam drifter <i>Emerald</i> , of Lowestoft	5
Lynmouth	Open boat <i>Areo</i> , of Lynmouth	2
Newbiggin	Steam trawler <i>John Meikle</i> , of North Shields. Stood by vessel.	
St. David's	Schooner <i>Sarah Macdonald</i> , of Chester	4
Totland Bay	S.S. <i>Bertha James</i> , of Southampton. Rendered assistance.	

Holy Island No. 2 Life-boat assisted to save the steam drifter *Pansy*, of Wick.

Also voted 342*l.* 15*s.* 9*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aberdovey, Arklow, Caister, Clacton-on-Sea, Courtown, Donaghadee, Easington, Formby, Gorleston No. 2, Newhaven, Palling No. 2, St. Mary's (Scilly), Stornoway, Walton-on-the-Naze, Winterton No. 1, and Yarmouth.

Voted 24*l.* 14*s.* to a man injured in the Life-boat service at Blackpool.

Voted 4*l.* 10*s.* to three men belonging to a pilot cutter for saving the crew of eight hands of the Steam Hopper No. 42, which stranded on Plymouth Breakwater, in a strong S.W. breeze and moderate sea on the 12th September. The casualty occurred at 11.20 P.M., and was seen from the pilot cutter. The boat belonging to the cutter was manned by three men and they proceeded to rescue the crew on board the hopper. In two trips the men were conveyed to the Harbour Master's launch, which had also come to the hopper's assistance. Moderate risk was incurred by the salvors.

Voted 2*l.* to eight men for their promptness in putting off in a boat and landing twelve persons from the S.S. *Leelite*, of Aberdeen, which stranded on a rock off Holy Island on the 18th October.

Voted 15*s.* to three men for their promptness in putting off in a boat and saving two men whose boat was capsized off St. Andrews in a strong S.S.W. breeze and choppy sea on the 21st October. The salvors incurred no risk, but their promptness undoubtedly saved the two men, who were able to cling to the upturned boat until picked up.

**Thursday, 11th December, 1913.**

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

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, 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.—Stornoway, Cromarty, Lossiemouth, Buckie, Banff and Macduff, Fraserburgh, Newburgh, Stonehaven, St. Andrews, and Port Logan.

Eastern District.—Wells, Aldeburgh (two boats), Southwold (two boats), and Flamborough (two boats).

Western District.—Penzance, Penlee, Padstow (two boats and a steam tug), Port Isaac, Bude, Clovelly, Porthdinllaen, Pwllheli, Abersoch, and Crickieth.

Irish District.—Poolbeg, Fenit, Ballycotton, Yougal, and Queenstown.

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

	£	s.	d.
ANONYMOUS (Bath) . . . . .	1000	-	-
INDEPENDENT ORDER OF ODD FELLOWS (Man- chester Unity), annual subscription . . . . .	50	-	-
Contributions from Branches . . . . .	2	2	-
	52	2	-
S.S. <i>Jelunga</i> . Surplus Interest in Average case (per Messrs. Robert Lindley, Sons, and Davison) . . . . .	10	10	-
HADNALL CHURCH. Collection (per the Rev. Brooke C. Mor- timer) . . . . .	8	2	6

—To be thanked.

Reported the receipt of the following legacies:—

The late Miss JULIA ADELIZA MEIKLAM, of Gladswood, for pro- viding a Life-boat to be named <i>John and Mary Meiklam</i> . Any balance to be applied to the general purposes of the Insti- tution . . . . .	2000	-	-
The late Mrs. ENMA JAMES, of Eastbourne . . . . .	500	-	-
The late Mrs. JANE ASH, of Black- pool . . . . .	500	-	-
The late Mr. GEORGE CHISLETT, of Wimborne . . . . .	300	-	-
The late Miss MARY ANN ELLIS, of Exmouth . . . . .	150	-	-
The late Miss AGNES BLACK, of Lanton (balance) . . . . .	100	13	4

	£	s.	d.
The late Mrs. D. A. FEASTER, of Burniston . . . . .	50	-	-
The late Mr. WILLIAM RYLANDS, of Sheffield (further on account)	32	11	-

Paid 2,451*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 162*l.* 7*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Boulmer . . . . .	S.S. <i>Arna</i> , of Bergen. Stood by vessel.	
Buckhaven . . . . .	Steam lighter <i>Wm.</i> <i>Yule</i> , of Kirkcaldy. Stood by vessel.	
Harwich . . . . . (Steam)	Pilot cutter <i>Will o' the</i> <i>Wisp</i> , of London. Saved vessel and . . . . .	9
Margate No. 2 . . . . .	Smack <i>Elsie</i> , of Rams- gate. Stood by ves- sel.	
Minehead . . . . .	Fishing-boat <i>Rosalie</i> , of Minehead. Saved boat and . . . . .	2
Newhaven . . . . . (Motor)	Steam drifter <i>Majestic</i> , of Ymuiden. Stood by vessel.	
Port Logan . . . . .	Barquentine <i>Lenu</i> , of Riga. Rendered as- sistance.	
St. Agnes . . . . .	Ship <i>Thornliebank</i> , of Glasgow. Landed 25.	

Also voted 288*l.* 7*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:—Aranmore, Bembridge, Bridlington Quay, Caister No. 1, Clacton-on-Sea (Motor), Cromarty, Dunbar, Fleetwood, Gorleston No. 1, Harwich (Steam), Hunstanton, Penmon, Port Logan, St. Mary's (Scilly), Scarborough, Stronsay, and Stornoway.

Voted 2*l.* 15*s.* 6*d.* to a man injured in the Life-boat service at Llandudno.

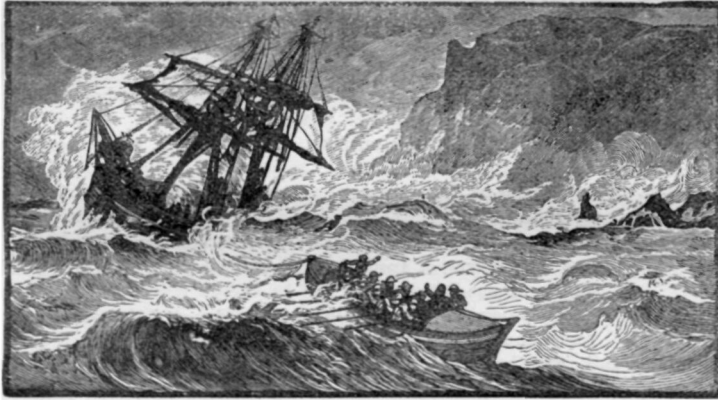
Voted 3*l.* 15*s.* to five men for putting off in a boat from Thorpe and saving two men, whose boat had been blown out to sea near the Sizewell Bank, and was in danger of foundering, on 16th November. The salvors incurred moderate risk and their promptness saved the two endangered men.

Granted 3*l.* as compensation to the owner of a boat for damage done to her when an attempt was being made to render assistance to a coble, which was in difficulties off Bridlington Quay, on the 20th November.

Voted a Binocular Glass, bearing a suitable inscription, and the sum of 2*l.*, to JOHN GUNN, skipper of the motor fishing-boat *Cachelot*, and 4*l.* 10*s.* to her three hands for their excellent services in saving five of the crew of the lugger *Economy*, which was wrecked near Stornoway, in a moderate southerly gale and rough sea, on the 4th November. When the salvors reached the *Economy* she had stranded on the rocks and heavy seas were washing over her; and they incurred considerable risk of their boat being dashed on to the rocks or being stove against them.



*Services of the Life-boats of the Institution during 1913.*



1913.	Time of Launching.		Lives saved.
Jan. 7-8.	5.25 p.m.	S.S. <i>Teesborough</i> , of Middlesbrough. North Sunderland Life-boat rendered assistance.	
„ 8.	9.12 p.m.	Ketch <i>Comet</i> , of Barnstaple. Appledore No. 1 Life-boat saved . . .	2
„ 9.	7.30 a.m.	Coble <i>Lydia and May</i> , of Cullercoats. Cullercoats Life-boat stood by coble.	
„ 10.	5.45 p.m.	Schooner <i>Kare</i> , of Monte Video. Bridlington Quay Life-boat saved	8
„ 10.	8. - a.m.	S.S. <i>F��drelanget</i> , of Bergen. Holy Island No. 2 Life-boat saved .	14
„ 11.	12.45 a.m.	Boat of S.S. <i>Jeanie Hope</i> . Southend-on-Sea Life-boat rendered assistance.	
„ 11.	12.50 a.m.	S.S. <i>Gangeren</i> , of Brevik. Gorleston No. 2 Life-boat rendered assistance.	
„ 11.	10.33 a.m.	Schooner, <i>Alice Watts</i> , of Harwich. Lowestoft No. 1 Life-boat assisted to save vessel and . . . . .	5
„ 11.	12.20 p.m.	Fishing-boats of Campbeltown. Campbeltown No. 1 Life-boat saved	10
„ 11.	4.30 p.m.	Barge <i>Gladys</i> , of Dover. Lowestoft No. 1 Life-boat saved . . .	3
„ 12.	11. - a.m.	Barge <i>Gladys</i> , of Dover. Lowestoft No. 1 Life-boat saved vessel.	
„ 13.	2.45 p.m.	Steam trawler <i>Cancer</i> , of Grimsby. Spurn Life-boat stood by vessel.	
„ 14.	8.20 a.m.	S.S. <i>Werner Kunstmann</i> , of Stettin. Holy Island No. 2 Life-boat stood by vessel.	
„ 14.	7.55 p.m.	S.S. <i>Snowden Range</i> , of Sunderland. Queenstown Life-boat stood by vessel.	
„ 14.	11.10 p.m.	Fishing-boats of Looe. Looe Life-boat stood by fishing-boats.	
„ 14-15.	Midn'ht.	S.S. <i>Topaz</i> , of Glasgow. Kirkcudbright Life-boat saved boat of steamer and . . . . .	6
„ 15.	6. - p.m.	S.S. <i>Topaz</i> , of Glasgow. Kirkcudbright Life-boat saved . . . . .	1
„ 16.	9.30 p.m.	S.S. <i>Boeton</i> , of Hartlepool. Hartlepool No. 2 Life-boat landed 32.	
„ 16.	9.30 p.m.	S.S. <i>Boeton</i> , of Hartlepool. Hartlepool No. 3 Life-boat landed 32.	
„ 17.	4.30 a.m.	S.S. <i>Boeton</i> , of Hartlepool. Hartlepool No. 2 Life-boat landed 15 and assisted to save vessel.	
„ 17.	4.30 a.m.	S.S. <i>Boeton</i> , of Hartlepool. Hartlepool No. 3 Life-boat landed 15 and assisted to save vessel.	
„ 19.	8.20 p.m.	Barge <i>Cambria</i> , of London. Spurn Life-boat assisted to save vessel.	
„ 21.	3.10 p.m.	S.S. <i>Orion</i> , of Flensburg. Sunderland North Dock Life-boat saved	19
„ 26.	11.30 p.m.	Brigantine <i>Wilma</i> , of Bremerhaven. Caister No. 1 Life-boat assisted to save vessel and . . . . .	1

1913.	Time of Launching.		Lives saved.
Jan. 26.	11.47 p.m.	Brigantine <i>Wilma</i> , of Bremerhaven. Winterton No. 2 Life-boat landed 5 from Newarp Light-vessel.	
„ 26.	11.30 p.m.	Barque <i>Carmel</i> , of Laurvik. Cloughy Life-boat landed 10.	
„ 27.	4.35 a.m.	Trawler <i>Pet</i> , of Lowestoft. Lowestoft No. 1 Life-boat assisted to save vessel.	
„ 27.	9.30 p.m.	Steam trawler <i>Commander</i> , of Aberdeen. Stronsay Life-boat stood by vessel.	
„ 30.	6. 5 p.m.	Two fishing-boats of Kingstown. Kingstown Life-boat stood by boats.	
Feb. 6.	10. - a.m.	Fishing-boat <i>Ruby</i> , of Montrose. Montrose No. 1 Life-boat saved boat and . . . . .	3
„ 7.	2.30 p.m.	Eight cobbles of Flamborough. Flamborough No. 1 Life-boat stood by cobbles.	
„ 7.	8.55 p.m.	Schooner <i>Ianthe</i> of Bristol. Clovelly Life-boat landed 6.	
„ 8.	6.10 a.m.	Barge <i>The Sisters</i> , of Ipswich. Southend-on-Sea Life-boat landed 2 from Mouse Light-vessel.	
„ 13.	11. - a.m.	S.S. <i>Epidauro</i> , of Lusinpico. Port Eynon Life-boat stood by vessel and saved 3 from vessel's boat . . . . .	3
„ 13.	10.30 p.m.	S.S. <i>Strathroy</i> , of Glasgow. Brixham Life-boat rendered assistance.	
„ 15.	4.45 a.m.	S.S. <i>Bluebell</i> , of Manchester. Port Eynon Life-boat saved . . . . .	12
„ 18.	10. - p.m.	Ketch <i>Cornish Lass</i> , of Plymouth. Tenby Life-boat saved . . . . .	3
„ 19.	4.30 p.m.	S.S. <i>Owain Tudur</i> , of Hull. Montrose No. 1 Life-boat rendered assistance.	
„ 20.	5.45 p.m.	S.S. <i>Britannia</i> , of Gefle. Montrose No. 1 Life-boat stood by vessel.	
„ 23.	8.30 a.m.	Schooner <i>Advance</i> , of Plymouth. Caister No. 1 Life-boat saved . . . . .	5
„ 23.	10.45 a.m.	Schooner <i>Winifred</i> , of Inverness. Mevagissey Life-boat assisted to save vessel and . . . . .	4
„ 24.	2.15 a.m.	Ketch <i>Reinhard</i> , of Westrhauderfehn. North Sunderland Life-boat saved . . . . .	3
„ 27.	5. - p.m.	A fishing coble of Flamborough. Flamborough No. 2 Life-boat stood by coble.	
„ 27.	8.45 p.m.	Ketch <i>Industry</i> , of Hull. Cromer Life-boat assisted to save vessel.	
Mch. 1.	10.14 p.m.	Schooner <i>Troubadour</i> , of Gloucester. Holyhead No. 1 Life-boat assisted to save vessel and . . . . .	4
„ 6.	7. - p.m.	Schooner <i>Fairy Maid</i> , of Padstow. Holyhead No. 1 Life-boat assisted to save vessel.	
„ 6.	7.30 p.m.	Fishing-boat <i>Onyx</i> , of Peterhead. Peterhead No. 2 Life-boat saved boat and . . . . .	3
„ 8.	4.15 p.m.	Boat of ship <i>Aravia</i> , of Nysted. Southend-on-Sea Life-boat saved . . . . .	2
„ 9.	4.30 p.m.	Fishing-boat <i>Eliza Jane</i> , of Whitby. Whitby No. 1 Life-boat saved boat and . . . . .	3
„ 15.	10.30 a.m.	S.S. <i>Hayle</i> , of Penzance. Hayle Life-boat saved . . . . .	10
„ 17.	2.20 a.m.	Schooner <i>St. Clair</i> , of Plymouth. St. Ives Life-boat landed 6. (also a dog).	
„ 17.	9.30 a.m.	Five fishing cobbles of Scarborough. Scarborough Life-boat stood by cobbles.	
„ 17.	10.15 a.m.	Fishing fleet of Peterhead. Peterhead No. 2 Life-boat stood by boats.	
„ 17.	10.45 a.m.	Fishing coble <i>Love Divine</i> , of Staithes. Staithes Life-boat rendered assistance.	
„ 17.	11. - a.m.	Two fishing cobbles of Whitby. Whitby No. 2 Life-boat remained in attendance.	
„ 19.	5.30 a.m.	Schooner <i>Pioneer</i> , of Peterhead. Peterhead No. 2 Life-boat rescued . . . . .	4
„ 19.	6.20 a.m.	Ketch <i>Margaret</i> , of Bideford. Clovelly Life-boat landed 3.	
„ 19.	7.35 a.m.	Ketch <i>Gladys</i> , of Guernsey. Selsey Life-boat stood by vessel.	
„ 21.	3.10 p.m.	Fishing fleet of Penzance. Penzance Life-boat stood by vessels.	
„ 22.	7.40 p.m.	Ketch <i>Lady Dorcas</i> , of Montrose. Montrose No. 1 Life-boat saved . . . . .	2
„ 27.	10.52 a.m.	Three fishing cobbles of Filey. Filey Life-boat rendered assistance.	

1913.	Time of Launching.		Lives saved.
Mch. 23.	3.10 a.m.	Ketch <i>P. M. Willcock</i> , of Aberystwyth. Youghal Life-boat saved .	3
" 23.	8.45 a.m.	Twenty-three cibles of Filey. Filey Life-boat stood by cibles.	
" 28.	1.45 p.m.	Coble <i>Thankful Arthur</i> , of Filey. Scarborough Life-boat stood by cible.	
" 28.	7.20 p.m.	Ketch <i>Fingall</i> , of Montrose. Peterhead No. 2 Life-boat landed 4.	
" 29.	6.45 a.m.	Steam trawler <i>Tadorne</i> , of Boulogne. Boulmer Life-boat saved .	21
" 29.	10.45 a.m.	Steam trawler <i>Tadorne</i> , of Boulogne. Boulmer Life-boat saved .	4
" 29.	5.30 p.m.	Coble <i>Thanksgiving</i> , of North Sunderland. North Sunderland Life-boat stood by cible.	
" 29.	9.45 p.m.	Barque <i>Jacob Rauers</i> , of Gothenburg. Berwick-on-Tweed Life-boat saved . . . . .	11
Apl. 2.	9.15 a.m.	S.S. <i>Caitness</i> , of Newcastle. Palling No. 2 Life-boat stood by vessel.	
" 4.	6.10 a.m.	Schooner <i>Antje</i> , of Hamburg. Southend-on-Sea Life-boat saved .	1
" 4.	9.45 a.m.	Ketch <i>Woolwich Infant</i> , of Falmouth. Sennen Cove Life-boat stood by vessel.	
" 4.	11. - a.m.	Coble <i>Gladys</i> , of Filey. Filey Life-boat stood by cible.	
" 4.	11.20 a.m.	Coble <i>Violet</i> , of Scarborough. Scarborough Life-boat saved cible and . . . . .	3
" 4.	12.40 p.m.	Smack <i>Evolution</i> , of Lowestoft. Lowestoft Life-boat assisted to save vessel and . . . . .	5
" 10.	10.20 a.m.	Fishing-boat <i>Smiling Morn</i> , of Shoreham. Newhaven Life-boat assisted to save vessel and . . . . .	3
" 12.	3. - a.m.	Barge <i>William and Richard</i> , of Bradwell. Southend-on-Sea Life-boat saved . . . . .	2
" 12.	5.40 a.m.	Barge <i>Challenge</i> , of Weymouth. Ramsgate Life-boat saved. . . . .	3
" 12.	11.20 a.m.	Ketch <i>Vier Gebroeders</i> , of Harburg. Margate No. 1 Life-boat rendered assistance.	
" 19.	1.20 p.m.	Boat of trawler <i>Pet</i> , of Lowestoft. Lowestoft Life-boat saved . . .	1
" 24.	5.35 a.m.	S.S. <i>Othon Stathatos</i> , of Ithaca. St. Ives Life-boat assisted to save vessel and . . . . .	23
" 29.	10.5 p.m.	S.S. <i>Dunedin</i> , of Leith. Rhosneigir Life-boat landed 3 and stood by vessel.	
" 30.	1. - a.m.	S.S. <i>Dunedin</i> , of Leith. Rhoscolyn Life-boat stood by vessel.	
May 3-4.	9.48 p.m.	S.S. <i>Bratland</i> , of Porsgrund. Gorleston No. 1 Life-boat assisted to save vessel and . . . . .	25
" 4.	4. - a.m.	Fishing smack <i>Resolute</i> , of Ramsgate. Shoreham Life-boat saved vessel and . . . . .	3
" 4.	9.45 a.m.	Schooner <i>G.K.C.</i> , of Noirmontiers. Padstow No. 1 Life-boat rendered assistance.	
" 5.	8.45 p.m.	Four masted barque <i>Queen Margaret</i> , of Glasgow. Lizard Life-boat saved 7 and assisted to save 20 . . . . .	27
" 6.	1.35 a.m.	Trawler <i>Our Boys</i> , of Yarmouth. Gorleston No. 2 Life-boat saved .	4
" 6.	1.20 p.m.	Fishing boats <i>Katie, Mary, and Harriet and John</i> , of Palling. Cromer Life-boat saved boats and . . . . .	9
" 7.	1. - p.m.	Seven cibles of Flamborough. Flamborough No. 1 Life-boat stood by cibles.	
" 8.	9.30 a.m.	Ketch <i>Marion</i> , of Bridgwater. Mumbles Life-boat landed 4. Schooner <i>Industry</i> , of Bridgwater. Mumbles Life-boat landed 4. Ketch <i>Telegraph</i> , of Watchet. Mumbles Life-boat landed 3.	
" 8.	10.10 p.m.	Schooner <i>Meda</i> , of Cimbrishamn. Hartlepool No. 3 Life-boat saved .	8
" 8.	Midnight.	Steam tug <i>Stranton</i> , of West Hartlepool. Hartlepool No. 3 Life-boat saved . . . . .	4
" 9.	12.15 a.m.	Pilot cible <i>Eva</i> , of Sunderland. Sunderland Motor Life-boat saved cible and . . . . .	1
" 15.	2.20 p.m.	Fishing boat <i>Emile</i> , of Shoreham. Brighton Life-boat saved boat and .	3
" 23.	10.15 p.m.	Ship <i>Cromdale</i> , of Aberdeen. Cadgwith Life-boat saved . . . . .	20
" 23.	10.45 p.m.	Ship <i>Cromdale</i> , of Aberdeen. Lizard Life-boat saved . . . . .	5
" 23.	11.15 p.m.	S.S. <i>Maiorese</i> , of Liverpool. Holyhead No. 2 Life-boat saved . . .	15

1913.	Time of Launching.		Lives saved.
May 30.	12.30 p.m.	Trawler <i>Scottish Prince</i> , of North Shields. Holy Island No. 1. Life-boat stood by vessel.	
„ 30.	1.30 p.m.	Fishing boat <i>Flossie</i> , of Port Isaac. Port Isaac Life-boat stood by boat.	
„ 30.	1.50 p.m.	Fishing-boat <i>Dreadnought</i> , of Padstow. Padstow No. 2 Life-boat saved boat and . . . . .	1
„ 30.	4.58 p.m.	Schooner <i>Volontaire</i> . Polkerris Life-boat saved . . . . .	2
June 2.	11.30 p.m.	Ketch <i>Eliza Jane</i> , of Beaumaris. Littlehaven Life-boat stood by vessel.	
„ 7.	7.35 a.m.	S.S. <i>Elswick</i> , of Newcastle. Newhaven Life-boat landed 2.	
„ 9.	12.15 a.m.	A small fishing-boat of Liverpool. New Brighton No. 2 Life-boat saved . . . . .	3
„ 10.	7.45 a.m.	Fishing-boat <i>Surprise</i> , of Lowestoft. Lowestoft Life-boat saved vessel and . . . . .	4
„ 10.	6.20 p.m.	Boat of S.S. <i>Palma</i> , of Belfast. Southend-on-Sea Life-boat saved boat and . . . . .	10
July 3.	7.30 a.m.	Trawler <i>Loroone</i> , of Grimsby. Holyhead No. 1 Life-boat saved vessel.	
„ 9.	1.45 a.m.	Steamer <i>Chariton</i> , of Andros. Padstow Steam-tug assisted to save vessel.	
„ 9.	9. - p.m.	Yacht <i>Acorn</i> , of Rothesay. Cemaes Life-boat stood by vessel.	
„ 23.	5.30 a.m.	A coble of Filey. Filey Life-boat saved . . . . .	10
Aug. 3.	11.30 p.m.	Coble <i>Sapora Elizabeth</i> of Whitby. Runswick Life-boat saved coble and . . . . .	6
„ 5.	2. - p.m.	Schooner <i>Pearl</i> , of Aberystwyth. St. David's Life-boat landed 5.	
„ 10.	7.30 a.m.	S.S. <i>Wrexham</i> , of Grimsby. Caister No. 1 Life-boat stood by vessel.	
„ 14.	7. - a.m.	S.S. <i>J. Duncan</i> , of Cardiff. Sennen Cove Life-boat landed 2 and rendered assistance.	
„ 21-2.	7.47 p.m.	Schooner <i>Christabel</i> , of Whitstable. Harwich Steam Life-boat assisted to save vessel.	
Sept. 3.	3.30 p.m.	Trawler <i>Eugene Elvire</i> , of Ostende. Lowestoft Life-boat rendered assistance.	
„ 13.	12.30 a.m.	Hopper No. 42, of London. Plymouth Life-boat rendered assistance.	
„ 14.	4.15 a.m.	Schooner <i>Thetis</i> , of Poole, Boulmer Life-boat saved . . . . .	5
„ 14.	12.8 p.m.	A small boat of Prestatyn. Rhyl Life-boat saved . . . . .	1
„ 25.	1. - p.m.	Steam tug <i>Livingstone</i> , of Blyth. Seaham Life-boat saved . . . . .	4
„ 25.	1. - p.m.	S.S. <i>Burnock</i> , of Glasgow. Seaham Life-boat rendered assistance.	
„ 26.	9.45 p.m.	Steam Drifter <i>Boadicea</i> , of Yarmouth. Caister No. 1 Life-boat assisted to save vessel and . . . . .	10
„ 26.	11.15 p.m.	Steam Drifter <i>Pansy</i> , of Wick. Holy Island No. 2 Life-boat landed 9.	
„ 27.	10. - a.m.	Steam Drifter <i>Pansy</i> , of Wick. Holy Island No. 2 Life-boat assisted to save vessel.	
Oct. 7.	1.40 p.m.	Schooner <i>Sarah Macdonald</i> , of Chester. St. David's Life-boat saved . . . . .	4
„ 10.	4.10 p.m.	S.S. <i>Bertha James</i> , of Southampton. Totland Bay Life-boat rendered assistance.	
„ 13.	2.15 a.m.	Steam Trawler <i>John Meikle</i> , of North Shields. Newbiggin Life-boat stood by vessel.	
„ 15.	8.44 p.m.	Steam Drifter <i>Vera</i> , of North Shields. Gorleston No. 1 Life-boat saved . . . . .	9
„ 19.	1.30 p.m.	Open sailing-boat <i>Arco</i> , of Lynmouth. Lynmouth Life-boat saved . . . . .	2
„ 25.	9.34 p.m.	Pilot-cutter <i>Will o' the Wisp</i> , of London. Harwich Steam Life-boat saved vessel and . . . . .	9
„ 28-9.	11.55 p.m.	Steam Drifter <i>Emerald</i> , of Lowestoft. Gorleston No. 1 Life-boat saved . . . . .	5
„ 29.	1.10 a.m.	Steam Drifter <i>Emerald</i> , of Lowestoft. Caister No. 1 Life-boat saved . . . . .	8
Nov. 6.	8.20 p.m.	S.S. <i>Reading</i> , of Cardiff. Cloughy Life-boat landed 21.	
„ 14.	9.15 a.m.	Fishing-boat <i>Rosalie</i> , of Minehead. Minehead Life-boat saved boat and . . . . .	2

1913.	Time of Launching.		Lives saved.
Nov. 23.	1. - p.m.	Barquentine <i>Lenu</i> , of Riga. Port Logan Life-boat rendered assistance.	
„ 28.	11.30 a.m.	Ship <i>Thornliebank</i> , of Glasgow. St. Agnes Life-boat landed 25.	
„ 29.	6.30 p.m.	Steam Drifter <i>Majestic</i> , of Ymuiden. Newhaven Life-boat stood by vessel.	
Dec. 3.	9.30 a.m.	Steam Lighter <i>Wm. Yule</i> , of Kirkcaldy. Buckhaven Life-boat stood by vessel.	
„ 3.	8.30 p.m.	Smack <i>Elsie</i> , of Ramsgate. Margate No. 2 Life-boat stood by vessel.	
„ 7.	7. - p.m.	S.S. <i>Arna</i> , of Bergen. Boulmer Life-boat stood by vessel.	
„ 8.	7.40 a.m.	Motor fishing-boat <i>Pat</i> , of Grimsby. Spurn Life-boat saved boat and . . . . .	4
„ 12.	11.30 a.m.	Fourteen fishing cobles of Newbiggin. Newbiggin Life-boat stood by cobles.	
„ 15.	8.55 p.m.	S.S. <i>Dunira</i> , of Glasgow. Port Patrick Life-boat saved . . . . .	5
„ 15.	11.40 p.m.	Motor-boat <i>Innistrahull</i> , of Glasgow. Girvan Life-boat saved . . . . .	6
„ 19.	11.10 p.m.	Barge <i>Emma and John</i> , of London. Poole Life-boat saved barge and . . . . .	2
„ 22.	11. - a.m.	Schooner <i>Silvia</i> , of Beaumaris. Margate No. 2 Life-boat assisted to save vessel.	
„ 24.	9.45 a.m.	Schooner <i>Rosendal</i> , of Hull. North Berwick Life-boat stood by vessel.	
„ 24.	10.35 a.m.	Fishing-boat <i>Lizzie Ann</i> , of Redcar. Redcar Life-boat saved . . . . .	3
„ 27.	12.15 a.m.	S.S. <i>Mona</i> , of Newcastle. Southend-on-Sea Life-boat stood by vessel.	
„ 27.	6. - p.m.	Boat of S.S. <i>Ophir</i> , of Glasgow. Southend-on-Sea Life-boat saved boat and . . . . .	6
„ 31.	3. - a.m.	Schooner <i>Robert Morris</i> , of Carnarvon. North Deal Life-boat stood by vessel.	

**Total lives saved by the Life-boats in 1913, in addition to 40 vessels and boats . . . . .** 455

**Life-boats also landed 208 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.**

**Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . .** 119

**Total for 1913 . . . . .** 574

## NOTICE.

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

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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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 (1913) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £83,000 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1913.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 40 Vessels and Boats saved by them and 208 persons landed from vessels in distress and lightships . . . . .	455	...	...
Number of Lives saved by Shore-boats, &c. . . . .	119	...	...
Amount of Rewards granted during the Year . . . . .	7,710	19	6
Honorary Rewards :—Silver Medals . . . . .	9	...	...
Binocular Glasses . . . . .	11	...	...
Aneroid Barometers . . . . .	6	...	...
Votes of Thanks on Vellum . . . . .	17	...	...
Certificates of Service . . . . .	11	...	...
Total . . . . .	54	574	£7,710 19 6

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., 1913), is 51,414. The rewards and recognitions granted by the Institution in the same period comprise 102 Gold Medals and Clasps, 1,297 Silver Medals and Clasps, 469 Binocular Glasses, 15 Telescopes, 114 Aneroid Barometers, 2,085 Votes of Thanks inscribed on vellum and framed, 257 Certificates of Service framed, and £350,546 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 274 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, CHABING 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.—February, 1914.