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Annual Meeting.

THE ninetieth Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held in the Whitehall Rooms on Wednesday, March 18th, 1914, at 3 P.M. The Right Hon. the Earl of Selborne, K.G., presided, and amongst those present were:—The Right Hon. Lord Airedale, the Right Hon. the Earl of Albemarle, K.C.V.O., C.B., A.D.C., Sir Godfrey Baring, Bart., M.P., Mr. Robert Birkbeck, V.P., Mr. Harold D. Clayton, the Hon. George Colville, Sir William Corry, Bart., Colonel the Hon. Charles E. Edgcumbe, Colonel William Elliot, Mr. J. Bevill Fortescue, Mr. Harry Hargood, Mr. Horace Woodburn Kirby, Admiral Sir Arthur W. Moore, G.C.B., G.C.V.O., C.M.G., Mr. Eugene F. Noel, V.P., Captain Robert Pitman, C.M.G., R.N., Captain George B. Preston, Vice-Admiral R. C. Prothero, M.V.O., C.B., Sir Boverton Redwood, Bart., F.R.S., Colonel the Right Hon. John E. Bernard Seely, D.S.O., M.P., Rear-Admiral Hector B. Stewart, Mr. F. F. Tower, the Right Hon. Sir Francis Hopwood, G.C.M.G., K.C.B., Admiral Sir F. Inglefield, K.C.B., His Excellency the Norwegian Minister, P. B. Vogt, M. de Saint Jonaury, French Vice-Consul, Vice-Admiral W. F. S. Mann, Lieut.-General W. Pitcairn Campbell, C.B., Dr. G. R. Parkin, C.M.G., Lieut.-Colonel F. E. Stuart, Mr. T. Dyer

Edwardes, Captain E. Holt Wilson, D.S.O., Captain Vincent Nepean, M.V.O., R.N., Colonel Sir H. Perrott, Bart., Mr. George F. Shee, M.A. (Secretary of the Institution), Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats), Mr. William Spicer (Assistant Secretary), Commander H. F. J. Rowley, R.N. (Deputy-Chief Inspector of Life-boats), Lieut. Hall, R.N., and Captain A. C. Cust.

The CHAIRMAN, in opening the proceedings, said: My first duty is to present the Report which you all have in your hands. Before making any observations upon it, I am sure you would wish me to express our great regret that both the Chairman and the Deputy-Chairman of the Institution are prevented by illness from being here this afternoon. In the case of Lord Waldegrave it is a sudden chill, and the doctor absolutely forbade him to come out. In the case of Sir John Lamb I am afraid that his illness has been of a more serious nature. You know what a tower of strength he has been to this Life-boat movement—(hear, hear)—and you would wish, I am sure, to express to-day your earnest hope for his complete recovery. (Hear, hear.)

On this occasion you always wish to remember and thank the members of the governing body of this great Institution and their officers for the work they do during the year. To those who have given many years of work it has been a labour of love, but of love that has been very prolific in its results. The Institution has also had the advantage of being served by a very competent staff. With regard to the building of boats. Everything in a moment of crisis depends on the fact that the material with which you provide your Life-boat crews should be of the very first quality. (Hear, hear.) It is a familiar feature to students of foreign politics that

every Government from time to time finds itself confronted with the necessity of renewing its implements of war. My friend Colonel Seely is only too familiar with the fact I am going to mention. Guns become obsolete. That is to say better guns are in existence or better rifles are in existence than the ones with which the army is furnished. It is never possible always and at the same time to have the very latest pattern of lethal weapon. But it is the desire of all Governments to give their soldiers and also their seamen the best guns and the best ships for the purpose of taking life when necessary. It cannot be less important that this Institution should always endeavour to keep the material with which it provides its crews up to the very latest and best pattern—(hear, hear)—so that there can be no excuse for the loss of life either of the crews of the ships in distress or of the men who man the Life-boats, arising from the fact that the boats with which they have been supplied, and the equipment of those boats, are obsolete or defective. But that demands a constant and immense expenditure to keep this vast paraphernalia of life-saving all round our coasts in a state of the utmost efficiency and, as far as possible, of the latest pattern and equipment. There is an instance in the Report to-day of this necessity. The motor Life-boat has made its appearance as part of the fleet of this Institution, and doubtless it has come to stay. Even those of us who have no practical knowledge of the sea, can easily realize the great advantage of the motor boat in certain circumstances. Now, the motor boat implies a costly machine. It also implies a trained mechanic as part of the Life-boat crew. And the cost, as you will see in the Report, is not less than 3,000*l*. Any large multiplication of the motor Life-boats—and multiplication must come in the future—will at once run into very high figures. For what is the fleet composed of at the present moment? No less than 275 vessels of all kinds. And the motor epoch only just commencing.

It is not only the fleet, or the equipment of the fleet which has to be considered, as I know from experience last year. You have not done with the Navy when you have built a ship. You have not done with the paraphernalia of life-saving when you have bought Life-boats. There is a Works Department connected with your Institution. You require boathouses in which to keep your boats. You require slipways on which to launch them; and, indeed, if you will look in the Report, you will see that in one case at least it has come to this, that you have to provide houses for the crew of the Life-boat. You see also in the Report how the constantly increasing work of the Institution has made it necessary to buy additional land in London for your stores—your dockyard, if I may call it so.

Therefore, anybody who merely thinks of the work of this Institution or of its existence in connexion with the provision of a certain number of boats—well, his imagination is very inadequate to the task it has to perform. The

more you look into the equipment, the organization and the maintenance of a work so great as this and on so great a scale, the more you will be impressed with the vast attendant expenditure.

Occasionally there is an element of personal expenditure, too. This Institution cannot allow the widows and orphans of men whose lives are lost in the service of saving life to be cast penniless into the world. Therefore provision has to be made for them. Happily this is not one of the largest items of expenditure. But it is the human side of your work which should never be forgotten by the subscribers and ought-to-be subscribers to this Institution. But I know it has been urged that this Institution is the owner of vast sums of money. Well, the invested sum is very large, though if you look at your Report you will see that it is much smaller to-day than it was a year ago because, very properly and wisely, I venture to think, the value of the stocks and shares has been written down to the actual value at which they stood on the 31st December last. But even so, the sum remaining is a very large one. Well, but how can a work such as this possibly be carried on without it? Fancy, if the whole of the life-saving apparatus on our coast, the national credit for humanity, was to depend only on the voluntary offerings of a single year. There is also the possibility of a great fall in these voluntary offerings owing to some calamity, such as war, or any other disaster. Therefore, I think that the fact of these funds having been accumulated is nothing but a proof of the prudent and wise management of this Institution in times past. The interest, of course, is available towards the yearly expenditure. What I would like to impress upon the public is this: that that interest is by itself wholly insufficient to meet the necessary expenses, because the commitments are so large and the scale of operations of this Institution is so large. There must be an appeal to the public for subscriptions and donations; and, indeed, if it had not been for the windfall of legacies which came to the Institution last year, it is not certain that the Committee would have been able to fulfil all their obligations without drawing upon their reserve fund.

But what is the cost? What is the total annual cost for which this work is done? 110,000*l*. a year. A large sum. But is it large in comparison with the field of operations or of the results achieved? A national Life-boat Service covering as far as possible all the necessities of the British Isles. Is that National Service dearly paid for at the cost of 110,000*l*. a year. Now, fortunately, I am able to offer you a comparison. In the United States of America the Life-boat service is a State affair. It is run by the Government at the present time. The number of Life-boats is approximately the same, and yet the cost in America is very nearly four times as great per annum as that 110,000*l*. which your Institution pays every year.

There are ways in which help can be given other than by donations or subscriptions in

money. Mr. Arnold Morley, for instance, has presented the Institution with the price of a motor boat for St. Mary's, Scilly; Mr. Dyer Edwardes has presented another motor boat for Fraserburgh; whilst Mrs. Lowe, for many years resident in Newcastle, is giving a motor boat to be placed at Tynemouth in memory of her husband.

Now here is an example which might be followed. There are many people in this country, an ever-increasing number, to whom 3,000*l.* is practically nothing. What a chance there is here for any man or woman who has that ample means at his or her disposal to present a motor Life-boat to the Institution! Six are now in construction, and six are wanted. There are six opportunities for the philanthropic.

Boats are wanted for Arklow, Baltimore, Blyth, Teesmouth, Wexford, and Wick; and I should like to put this great chance before those who are in a position to take advantage of it.

We are met to-day under sadly dramatic circumstances connected with the work of this Institution. Last year was one of the worst years for wrecks, and splendid work was done by the boats of the Institution. I think I am right in saying that last year, happily, there was no loss of life of crews on service. But in this new year only the other day, as you know, there was a terrible disaster on the Wexford coast. The Norwegian schooner *Mexico* went ashore on one of those rocky islets off the coast. The Fethard Life-boat with a crew of fourteen men went out to the rescue in what, as far as I can gather from the accounts in the papers, must have been about as bad a gale as ever raged even on that coast. The boat was smashed to pieces on the rocks, nine of the crew were drowned, and five, most happily, were thrown actually on the rocks or were just able to scramble on to them. And these five on the rock were able to help to rescue the whole of the crew of the *Mexico*, because they were able to make fast a line which was passed from the mast of the *Mexico* to some portion of the rock, and the whole of the crew of the *Mexico* passed down that rope from the schooner to the rock. So that even at the moment of disaster to the boat and the sacrifice of the lives of nine of their mates, the five survivors were able to accomplish the purpose for which the Life-boat had set forth. (Cheers.) Nor was that the end of the rescue. It was only the beginning of it. Very nearly three days elapsed before the other Life-boats from the adjoining stations were able to take the crew of the *Mexico* and the five surviving Life-boatmen from off the rock. It was indeed a noble example of what the men who man these boats, no matter whether they be Irishmen, Englishmen, Scotchmen, or Welshmen, can do, and what they will do, when the hour of trial comes. (Cheers.) And, ladies and gentlemen, it has been a happy thought of the Governing Body of this Institution to invite to this meeting representatives of your crews. These gentlemen, with whom I hope presently to have the honour of shaking hands, were all last year

recipients of the Silver Medal of the Institution. Therefore there is no presentation of these medals to take place to-day; but I think it was a happy thought to bring into contact in this room what I may call the partnership of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. You are the representatives of those who find the funds. These gentlemen are the representatives of the men who give life to the body which you provide. (Cheers.) You provide the body of the Institution; these men provide the life and the soul. And those of us who cannot participate in the actual work of saving life, regard it as a pleasure and a privilege to meet here to-day these representatives of those who do. (Cheers.)

The Report is now presented, and I will ask the Secretary to read the names of those proposed to fill the offices of President, Vice-Presidents, Members of the Committee of Management, and Auditors.

The SECRETARY read the names, as follows:—

President.

His Grace the Duke of Northumberland, K.G.

Vice-Presidents.

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

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

His Grace the Duke of Leeds.

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

The Most Hon. the Marquis of Ailsa.

The Right Hon. Lord Viscount Clifden.

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

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

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

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

Robert Birkbeck, Esq.

Eugene F. Noel, Esq.

Treasurer.

The Right Hon. the Earl of Harrowby.

Committee of Management.

The President.

The Vice-Presidents.

The Treasurer.

The Right Hon. the Earl Waldegrave, P.C., V.P., *Chairman.*

Sir John Cameron Lamb, C.B., C.M.G., V.P., *Deputy-Chairman.*

The Right Hon. Lord Airedale.

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

Sir Godfrey Baring, Bart., M.P.

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

Admiral Claude E. Buckle.
 Charles J. P. Cave, Esq.
 Kenneth M. Clark, Esq.
 Harold D. Clayton, Esq.
 The Hon. George C. Colville.
 Sir William Corry, Bart.
 The Right Hon. the Earl of Derby, G.C.V.O.,
 C.B.
 Colonel the Hon. Charles E. Edgcumbe.
 Colonel William Elliot.
 Sir Robert Uniacke Penrose FitzGerald, Bart.
 John Bevell Fortescue, Esq.
 Lieut. H. T. Gartside-Tipping, R.N.
 The Right Hon. Viscount Hambleden.
 Harry Hargood, Esq.
 Horace Woodburn Kirby, Esq.
 Admiral Sir Arthur William Moore, G.C.B.,
 G.C.V.O., C.M.G.
 The Right Hon. Arnold Morley.
 Admiral of the Fleet Sir Gerard H. U. Noel,
 G.C.B., K.C.M.G.
 Captain Robert Pitman, C.M.G., R.N.
 Captain George B. Preston.
 Vice-Admiral Reginald Charles Prothero,
 M.V.O., C.B.
 Sir Boverton Redwood, Bart., F.R.S.
 Engineer Rear-Admiral Charles Rudd.
 Colonel the Right Hon. John E. Bernard
 Seely, D.S.O., M.P.
 Rear-Admiral Hector B. Stewart.
 The Admiral Commanding Coastguard and
 Reserves (Vice-Admiral Sir Arthur M.
 Farquhar, K.C.B., C.V.O.)
 The Deputy Master of the Trinity House
 (Captain Herbert Acton Blake).
 The Hydrographer of the Admiralty (Rear-
 Admiral H. E. Purey-Cust, C.B.).
 J. Herbert Thewlis, Esq.
 Alfred G. Topham, Esq.
 Francis Fitzpatrick Tower, Esq.
 Sir Philip Watts, K.C.B., F.R.S.
 Sir Richard Henry Williams-Bulkeley, Bart.
 Sir Allen W. Young, C.V.O., C.B.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN declared these noblemen and gentlemen elected, and called upon the Secretary to read a brief record of the services for which Silver Medals had been awarded to the following:—

Captain H. E. Burton, R.E. and Coxswain Robert Smith, Tynemouth; Anthony Nixon, Coxswain, Cambois; Wm. Stephenson, Coxswain, Boulmer; Robert Burgon, Coxswain, Berwick-on-Tweed; James Smith, jun., Coxswain, Port Patrick. The record of service was received with loud applause in each case, and the Chairman warmly shook hands with the six recipients of the Silver Medal.

Colonel the Right Hon. J. E. BERNARD SEELY, D.S.O., M.P., said: I am privileged to move this resolution, "That this meeting, fully recognizing the important services of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers and Ladies' Auxiliaries."

My speech has been made for me by the record of services of the gallant men with whom our Chairman has just shaken hands. Nothing could have been a happier thought, I think, than to bring to this meeting six of the men who have earned the high award of the Silver Medal for their services. I should like, on behalf of this meeting, to congratulate them on receiving this high award, and to convey to them our sincere appreciation of the great example they have set, not only to the Life-boat Service, but to the nation at large. (Cheers.)

This great service—the Life-boat Service, to the principal movers of which I now move this vote of thanks—is happily a unified force in our national life. It unifies even the nations. We are glad to see here to-day the Norwegian Minister, one of whose vessels was the cause of that gallant service to which the Chairman so eloquently referred; and I may perhaps be permitted to voice the opinion of those present, and of the whole Institution, in telling His Excellency how greatly we appreciate his presence here to-day, and also, especially the interest which Their Majesties the King and Queen of Norway have taken in our own Life-boat Service, the unprecedented honour they have done us in sending a subscription to our funds, and the unprecedented honour the Norwegian Parliament has done us in voting a subscription to our Institution. (Cheers.)

And if this Life-boat Service unifies nations, it also unifies political parties. The fact that my friend Lord Selborne is in the Chair, and that I do not see eye to eye with him on all political matters is, perhaps, an indication of that. I have been in many Life-boats myself all round the coast, and I have observed that they are not confined in their *personnel* to one political party. Indeed, I remember one occasion not long before the South African War in which a violent political dispute took place in the Life-boat, during which, I feel bound to say, I was very nearly thrown overboard. I will not venture to say which side I was on on that occasion. (Laughter.)

It unifies us where other questions divide us. There is no question whatever of voluntary or compulsory service; or, indeed, of a State service. It must be a voluntary service in so far as the people themselves are concerned, and the striking figures which the Chairman gave us as to the cost in this country and in the United States would, I think, make this country hesitate long before

it decided to convert our excellent ROYAL NATIONAL LIFE-BOAT INSTITUTION into a State service without much more information than we have yet got to show that it could be better done under the guidance of the State. (Hear, hear.)

And also it unifies—and this is a thorny subject—men and women, now, unhappily, in some respects divided. I saw the Secretary of the Institution, Mr. Shee—whose services I am sure we all gladly acknowledge—and asked him to give me particulars of one of the most excellent services rendered, apart from those which he read out, and he drew my notice to the case of the great wreck—it was great in that the services rendered were great—when the Cresswell and Newbiggin Life-boats were launched with the assistance of the women and saved nineteen lives. Without the help of the women, it is almost certain that the Cresswell boat could not have been launched. They waded almost up to their necks in water in the teeth of a tremendous gale. And it is true to say that throughout our Service, in these lonely villages where often Life-boats are stationed, and where practically every able-bodied man is required to man the Life-boat, without the help of the women the service could not be performed. So here we have a service where men and women have got to work together, and do work together without any thought of any kind as to who shall have the greater share in the political power of manning the Life-boat. These things fall into their natural sequence where it is a question of manning a Life-boat; for while the women do what they can, the men must of necessity man the Life-boat themselves. But we must not forget in this respect that there was once a lady named Grace Darling.

Finally—and if I speak briefly I am sure you will know that it is not because I do not feel deeply—it unifies men of all religions. It unifies Catholic and Protestant. I suppose in all the long annals of the ROYAL NATIONAL LIFE-BOAT INSTITUTION there has been no more striking event than the rescue of the wrecked crew of the *Mexico*, to which our Chairman referred. The decision which had to be taken by the Fethard Life-boat was one of life and death to them. It was clear that unless they could get between the wrecked ship and the reef, their chance of saving the lives of the men on board was hopeless. To do so was well-nigh certain death. But there was a chance. They took that chance, and nine men perished. But, as the Chairman pictured it, it was the five survivors who rendered possible the

ultimate rescue of the crew of the wrecked ship. I inquired from the Secretary as to what this gallant crew was composed of, and I found that there were both Catholics and Protestants there. So we see that even in the presence of death, in face of the great appeal of humanity, Catholics and Protestants in Ireland, no less than in England, know how to answer that appeal, and know how to die together in its service. (Cheers.)

Dr. G. R. PARKIN, C.M.G., in seconding the resolution, said: I am afraid that I am not exactly the person who should second this motion, because I have not myself the same familiarity with the saving of life that many others might have. But I have had many opportunities and perhaps exceptional experience in voyaging in a great many parts of the world, and the relation of this country to the sea has been as much impressed upon me as it could be upon anybody else. As one looks round in these congested cities of our manu-

facturing country, one begins to have some doubts whether this process of change, which has made England the workshop of the world and has turned the greatest proportion of its industry into the management of machinery, turns out as well in producing that strength of body and mind and character which is produced by the constant struggle with the stirring forces of nature. Now I do not think that anybody can look over a record such as that which you have year



Captain H. E. Burton, R.E.

after year in the Report of the Life-boat Institution, without feeling that here, at any rate, you have the feeding ground in which the type of man is produced who built up this great Empire in the past. (Hear, hear.) No nation in the world depends upon the sea as much as we do. This year fifty-two million sterling had to be voted merely to supply the Navy that protects the vast commerce of this great Empire in every part of the world. There are about 150,000 men in the Navy, while in the Merchant Service we probably have some 250,000 men facing every day the risks of the sea in order to carry the commerce, supplying this country with the food and luxuries which come from every part of the world, and furnish that wealth which has built us up the richest and most prosperous community the world has ever seen. If there is any cause that can appeal to the individual citizen, to the wealthy merchant, to the people who enjoy the luxuries of life, and to the people who draw from the sea the vast resources which enable them to live in this country as they do, it seems to me that this must be the one thing. It is

the one thing which should receive the very heartiest and warmest support from all who consider what our national position is and upon what the interests of their lives depend. There is no people in the world who travel by sea as much as the English people. I have travelled over almost all the oceans of the world and upon almost every steamship line in the world. And of the people who crowd these liners 75 per cent. are people that belong either to these islands or to the countries which are the offspring of these islands. Therefore the interest is a permanent interest. It goes on from day to day. We have built up the greatest Empire that the world has ever seen, and for a hundred years, since Trafalgar, we have held command of the sea and the safety of the sea. The years have seen the growth of a wonderful race of men who have learned to master the mysteries of the sea and to control its powers. And the least we can do, who stay here at home and enjoy the fruits of wealth and prosperity, which are the results of our sea-borne trade, is to give all the support we can to those men who are ever ready to risk their lives for their fellow-men. We should give our national support and our individual support to the strong and sturdy and disciplined men who are in the service all round our stormy coasts, who, when there is danger, draw people out of the peril that they are in. I do hope that this work will be extended and expanded. It is a great national and personal duty. It is the duty of obligation to people who risk their lives in the service of their fellow-men. (Applause.)

Speaking in support of the resolution, His Excellency P. B. VOËR, the Norwegian Minister, said: I am really most thankful for the words Colonel Seely addressed to their Majesties my King and Queen, and the Norwegian Parliament and my compatriots. And I am also most thankful to have been given the opportunity of giving expression to-day to the feelings which are prevalent in my country towards this splendid Institution and towards the men who work in its service. Colonel Seely mentioned that a grant had been made by the Norwegian Parliament to the relatives of the Fethard Life-boatmen, and I should like to add that a similar grant will soon be forwarded which has been collected by private subscription in Norway. (Applause.) They are small sums, and are not according to the style of living in London, but they may in a way mark a new departure in the force of international friendship, and from that point of view I think we have to look at it. We are rightly proud of our civilization and its great progress, even if some of us may find that the materialistic side of it is sometimes too predominant. But there are fundamental virtues which lift people and nations higher. I venture to class amongst them, in the first rank, the will and power of self-sacrifice. The man who gives his own life willingly to save that of another, the man who sets small value on his own life and great value on the life

of another; these are the men to whom we all bow. To them I want to pay a special homage, thinking now of that fearful disaster on the Irish coast which caused the loss of so many lives of gallant and brave men in their attempt to save my compatriots.

In my country we have a similar Institution, though there is a striking difference in the ways and means. Some twenty years ago I had the privilege to be one of the delegates at a meeting which founded a Life-saving Institution in Norway, after thinking of all that had been done here for generations in Great Britain. But we very soon found that it would be impossible to start on the same lines. Not only is my country a very poor country, but it has a tremendous coast-line. And the very shape of that coast does not lend itself to the establishment of stations with Life-boats and rocket apparatus. We had to begin from another side, to start with small sea-going vessels which could go out in all weather where they could save life; and a great discussion arose whether we should start with sailing or with steam vessels. After a time a decision was come to to build two small sailing-boats. These boats were to be first class in every respect, and the cost was 500*l*. The first one was built by a Scotchman settled in Norway, and was named after him. It went up to the farthest north of Norway in 1894. One day soon after its arrival a real hurricane was blowing on the shore. Messages came that a number of vessels and boats were in danger. Not a single steam boat ventured to leave the harbours, and that tiny craft in the teeth of a terrible gale went out and saved on that day from several ships and boats thirty-six lives. The discussion ceased after that, only sailing-boats being built by the Society, and we have now got twenty of them. It is not much, and I feel rather ashamed in confessing, by way of comparison, after what has been said here to-day, that the whole expenditure of the Society during twenty years has been 70,000*l*. Still, they have saved nearly 2,000 lives. (Cheers.) The greatest number is saved from small boats and vessels and a much smaller number from big vessels, although they are also numbered in some hundreds. Before I finish I may perhaps add that a special service, which would not come within the service of Life-boats in this country, is performed by the Captains of our boats, and it is clearly stated in their instructions. Whenever necessary the boat has to go out to fetch the clergyman, the doctor, or midwife, and in this way I think no small number of lives has been saved. (Applause.)

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

Sir GODFREY BARING, Bart., M.P., in moving a vote of thanks to the Chairman, said: In the most unfortunate absence of Lord Waldegrave owing to indisposition, it is my high honour and privilege to be allowed to move the last, but by no means the least, resolution upon the Agenda. It would be the

height of impertinence for me to attempt any eulogy on the speech which Lord Selborne made. But I hope he will allow me very respectfully to say this, that in its long history the ROYAL NATIONAL LIFE-BOAT INSTITUTION has always been peculiarly fortunate in its choice of Chairmen at its Annual Meetings, but we have never been more fortunate than we have to-day in welcoming Lord Selborne and listening to the admirable speech he made. It will be an encouragement to all of us on the Committee and to those who serve the Institution in various ways to go on with our work, and to make it even more efficient than it has been in the past. The Annual Report is a satisfactory account of the work which has been done during the past year. It is a work not only of national importance but also, as proved by the presence and speech of the Norwegian Minister, of international importance. Of the various matters in the Report one of the most striking and most salient facts is that the Institution has been enabled by the work of its crews to rescue over 51,000 lives since it started its proceedings in 1824. This figure is larger than the population of a great many towns, and it is the result of the free and voluntary work of free men.

I hope I may, on behalf of the Committee, thank Lord Selborne for the kind words he used with regard to our Vice-Chairman, Sir John Lamb. It is not too much to say that Sir John has given up his whole life of recent years to the work of the Institution. (Hear, hear). It is only those who have had the privilege of service with him who know how much the Institution owes to his great ability, his genial tact, and wonderful devotion to the work of the Institution at all times and in all seasons. There could hardly be a greater disaster than that we should be deprived of his services, and we hope that he will soon be once more with us and taking part again in our deliberations on the Committee. (Hear, hear.)

Last year was not a year of exceptional storm and stress, but the beginning of this year has been saddened by that most lamentable disaster on the coast of Wexford. All subscribers to the Institution would like to know the steps which the Committee took in order, first of all, to rescue the men, and, afterwards, to provide for those who were bereft by the loss of life, and to adequately reward the men who went out in the other boats to the rescue.

Immediately the account of the wreck was received in London on Saturday, 21st February, the Committee requested their Chief Inspector of Life-boats to proceed to the scene of the wreck. He arrived on Sunday afternoon and immediately took in hand the direction of the rescue work with characteristic courage, skill and judgment. He only arrived on Sunday afternoon after a long and tiring journey from London; yet within an hour he was afloat trying to effect a rescue. Nothing could be done, and it was not until Monday morning that it was possible to rescue the survivors. It was, of course,

necessary to relieve temporarily the necessities of those who had been dependent on the Life-boatmen who had lost their lives, and the Committee forwarded the sum of 50*l.* for such immediate necessities. Then there was voted by the Committee of Management the sum of 2,000*l.* to the Dublin Fund which had been raised for the relatives of those who had lost their lives. The Silver Medal of the Institution was granted to the Coxswain of the Wexford boat and to two other men who had taken a very prominent part in saving the survivors on the rock. Extra monetary rewards were given to the crews of the Dunmore, Kilmore, and Wexford boats and the Wexford tug, amounting in all to about 750*l.* And, further, there were rewards granted on a liberal scale to the five survivors of the Life-boat crew who were brought ashore from off the rock. The captain of the tug was presented with the thanks of the Institution inscribed on vellum for his services, extending over three days and three nights, and, finally, the Committee considered, and I am sure the subscribers will agree, that the splendid work which Captain Holmes did on the scene of the wreck should be adequately recognized by voting to him a Silver Medal and the thanks of the Institution on vellum. (Applause.)

I have alluded to the grant so promptly made by the Institution in aid of the dependent relatives of the Fethard Life-boatmen. The Committee of Management sent their contribution to the fund which had been opened by the City of Dublin Branch, feeling that the fund opened and administered by a representative committee of the capital of Ireland would be, on the whole, in the best position to cope with the duties involved. Subsequently other funds were opened both in England and in Ireland, and at the present moment an attempt is being made to centralize the funds and prevent, I will not say waste, but a dissipation of power in the organization and administration of several funds. In this connexion an important suggestion has been made in the Press to the effect that the Institution should take over the various disaster funds which exist in different parts of the country, making itself responsible for the annuities or other payments which have a claim upon the respective funds. I may state, on behalf of the Committee of Management, that they would be quite willing to consider such a suggestion if it were put before them by any body of trustees controlling the various funds. But it has always been the practice of the Institution to abstain scrupulously from interfering with the work of those who raise funds in connexion with a special disaster or to attempt to impose any conditions upon them. The Committee of Management would, however, welcome the adoption of any measures which would prevent any such overlapping and dissipation of power to which I have referred, and which would ensure that these funds were systematically applied for the prompt and adequate relief of the bereft.

The Committee listened with very great pleasure to what Lord Selborne said on the

question of the presentation of boats to the Institution by charitable donors. Six motor boats are needed, and there are no special funds to provide them. We hope very shortly to offer the thanks of the Institution to some charitable lady or gentleman who is willing to make himself responsible for the cost of a motor Life-boat, and if anybody present will say that they will give one I shall be most happy to sit down. (Laughter.) We are all proud to know that our country is the first maritime nation in the world, but if that is so it is our duty to be foremost in the great and difficult task of saving life at sea. That duty is being performed month after month, week after week, by our crews with courage, resolution and splendid self-sacrifice. Help us to give these gallant men the best boats, the most trustworthy equipment, the most modern appliances that science can devise and that money can buy. Assist the work of this Institution by every means at your hand. It is a work of which all may be proud; noble in conception, comprehensive in results, it should make an irresistible appeal to every citizen of our great maritime Empire. (Cheers.)

The Hon. GEORGE COLVILLE, in seconding, said: I have very much pleasure in seconding this resolution. I feel that I cannot add any words to what Sir Godfrey Baring said with regard to the feeling of thanks to Lord Selborne for coming here to-day. I should like to add a few words on the general topics in connexion with Life-boats. First of all, people outside the Committee of Management have very little idea of the work which Sir John Lamb has for several years past given to the work of the Institution. (Hear, hear.) I know that he spends hours, often days, of the week in its service, and during the last two months we have been deprived of those services, and we have felt it very keenly indeed.

During the last few days we have noticed the wind howling around the street corners, and I have no doubt that many of us have thought of the havoc and destruction which must be going on around the coast, and the work which our Life-boats have been doing.

On my way to this meeting this afternoon I saw an announcement that two wrecks had taken place on the coast of the Isle of Wight late last night or early this morning. Our crews are undaunted by loss of life, and how much has been done during the last few days was brought to my mind prominently by the fact that I had to sign sixteen cheques this morning on behalf of the Institution for rewards to the crews of Life-boats for launches which have been made during the last few days. One boat I noticed had been launched on two occasions, the rewards in this case being about 70l. I should also like to say that, of course, we, in conjunction with other charities, feel very greatly the difficulties which charities have to encounter in collecting funds. And in this respect I should like to express my regret at some remarks which were made in recent correspondence on the Fethard disaster with regard to our funds, which were described as approaching an enormous figure. It is true that our last balance sheet showed that our invested funds amounted to about 925,000l. But it will be within the knowledge of many in this room that investments of the character in which we are bound by law to invest have suffered from severe depreciation during the last two years, and I am sorry to say that instead of being worth 925,000l., those investments were really only worth some 760,000l. So we felt obliged, in the balance sheet which you have before you to-day, to write down the investments to that amount, with the safeguard that the investments will be revalued every five years in case they should appreciate. We felt that it would operate badly on our efforts to secure fresh subscriptions if our funds were allowed to remain at a figure which was really incorrect.

I have very much pleasure in seconding the resolution.

Sir GODFREY BARING, Bart., M.P., put the resolution, and it was carried with acclamation.

The Right Hon. the EARL of SELBORNE, K.G., expressed his thanks, and the meeting terminated.

The Equipment of a Life-boat.

(Continued.)

It is now proposed to say a few words on the stowage and care of the gear, and though the remarks are addressed in the first place to the Coxswains, it is hoped that they will not be altogether without interest to the general reader.

To nothing in the world does the old adage, "A place for everything and everything in its place," apply with greater force than a Life-boat. The

space is so limited, the circumstances under which the various stores may be required are so complex, that any departure from the recognized plan of stowage would lead to confusion, especially on a dark night, when touch rather than sight is the guiding sense. For this reason the plan in the diagram which is hung in every Life-boat house should be adhered to as closely as

possible and in addition the following general rules may be laid down for the stowage of a Life-boat's deck :—

1. Every rope made securely fast to a thwart by one end, the other end being kept clear for immediate use.

2. Each rope coiled as much as possible under a seat so as to be clear of the men's feet.

3. Each rope coiled in a loose coil so as to allow the air to have access to all parts of it; the four left-handed ropes, namely the cable, and the three tanned lines, drogue rope, bow heaving line, and stern heaving line, being coiled left-handed to preserve the lay of the rope.

4. All loose gear, such as the masts, sails, boathooks, spare oars, anchor, etc., should be securely lashed, and for the same reason it is advisable to secure every coil of rope with a split yarn which can be easily broken when the rope is required, but serves to keep the coil in position should the boat be thrown on her beam ends or capsized, when inextricable confusion and additional danger invariably result from badly secured gear.

The boat's lantern and the binnacle lamp should be kept trimmed, and even if they have not been used should be examined from time to time, as the oil evaporates. Care should be taken only to use the special oil supplied, and not common paraffin, as the latter will not burn properly in these lamps.

The water barricoe should be emptied and refilled with clean fresh water every few months.

The coloured hand-lights used for signalling should be kept up to their complement, namely, six red, four white, and two green. The knives and axes should be kept well ground and coated with the composition supplied for the purpose known as "Anti-rust." The tank pumps should be kept clean and free from sand, and tried every now and then to see that they are in working order; and the edges of the ballast tank hatches should be well greased to keep them water-tight.

Last but not least, a word may be said on the absolute necessity for keeping all the equipment of the boat always in her and in immediate readiness for service. Nothing whatever should be left for the moment when the alarm is raised that a vessel is on shore or is in danger. The most careful Coxswain at such a time has his mind preoccupied, and may not remember to replace anything, or the Coxswain himself may be ill, or away from home, and his assistant not be aware that the store in question is out of the boat.

An illustration of the importance of this point may be given from an incident which occurred some years ago. A Life-boat was launched to go to a passing ship with a flag of distress flying. At the moment of launching, the Coxswain remembered that he had left the "drogue" on shore, and he sent a man to the boat-house to fetch it. Unfortunately a condemned drogue was also in the house, and the man brought it to the boat instead of the newer one which had replaced it. The Life-boat, after following the ship several miles along the coast, had to cross the bar of a river, on which a very heavy sea was breaking. The drogue, as usual, was thrown out, and when on the worst part of the bar, a heavy following sea broke over her stern, and at the critical moment the drogue burst; whereupon she broached to, her lee bow was driven under water and she upset. The greater number of her crew regained her; but the oars had been mostly swept away or broken, and they were unable to manage her; the result being that she was dashed ashore on the rocks, where she sustained so much injury as not to be worth repair, and four of her crew were carried out to sea by the tide and perished—solely owing to an important article of the boat's equipment being left out of the boat.

It may be added that this story also illustrates the great danger of retaining condemned stores, which should always be disposed of in the manner prescribed as soon as the new article is received.

The Fethard Life-boat Disaster.

ON Friday, 20th February, 1914, a deplorable calamity overtook the Fethard (Co. Wexford) Life-boat, and plunged the little Irish village in mourning for nine of its gallant crew, who gave their lives in the attempt to save the crew of the Norwegian schooner *Mexico*.

The vessel was bound from South America to Liverpool, with a cargo of mahogany logs, and when off the south coast of Ireland she lost her bearings and drove into Bannow Bay. An attempt was made to put about, but the ship missed stays and was driven by the S.S.W. gale and strong tide close to the South Keeragh Island.

A very heavy ground sea was running and her dangerous position was observed. It was then shortly after 3 P.M., and without loss of time the Life-boat *Helen Blake* put off to her assistance. Before the Life-boat reached her, however, the vessel had struck the rocky island, and at once commenced to bump heavily. When the Life-boat was about fifty yards from the wreck, a heavy breaker suddenly struck her and filled her up to the thwarts. The anchor was let go, but before it could bring her up three or four following seas struck her and hurled her against the rocks, where she was smashed to pieces.

Of the fourteen men forming the crew nine were washed away and drowned, but the other five men managed to scramble on to the island, and, in spite of all they had just gone through, they at once set to work to assist eight of the crew of the *Mexico*, by means of ropes, to leave the wreck and take refuge on the island. Here all the men were obliged to remain, practically without food and water, until 9 A.M. on Monday, 23rd February, when two men were saved by the Dunmore East Life-boat and ten by the Wexford Life-boat and tug. In the meantime one man of the *Mexico* had succumbed from cold and exposure. When the schooner first struck the island there were ten men on board, but two at once took to the ship's boat and were providentially washed ashore in her.

As soon as news of the disaster reached London the Chief Inspector of Life-boats, Commander Thomas Holmes, R.N., was instructed to proceed to Fethard. He left London on the Saturday night, arriving at the scene of the calamity shortly after 3 P.M. on the Sunday. Finding that the Dunmore East Life-boat *Fanny Harriet*, which had made an effort to rescue the imperilled men earlier in the day, was, at the moment, lying in the small harbour at Fethard, he at once went afloat to superintend another attempt to rescue the men, who could be seen walking about on the island. As a result of his presence and example the work proceeded with renewed vigour; it was, however, impossible in the heavy ground swell to get anywhere near the island, and the courageous men who manned the Life-boat were reluctantly compelled to return ashore. Shortly after the disaster occurred the Life-boats stationed at Kilmore and Wexford, in addition to the Dunmore East boat, were called to the scene of the accident. The Kilmore Life-boat *The Sisters*, after three ineffectual attempts to render assistance on 20th and 21st February, was obliged to return to her station. The Wexford Life-boat *James Stevens No. 15* arrived off Fethard in tow of a tug about 2 P.M. on the Saturday. They did all that was possible on that day, but they also were obliged to put into Waterford River without succouring the castaway men.

That night was an awful one, and one of the heaviest gales was blowing that had been known on the south coast of Ireland for years. As already stated, one poor man, a Portuguese from the *Mexico*, died about dawn from cold and exposure, and he was covered up with some canvas and sods of earth. During the whole of the time that the survivors were on the island all they had to eat was two small tins of preserved meat and a few limpets, as no provisions could be got from the schooner. No water could be found, and the only thing they had to drink was a small quantity of brandy and about half a pint of wine which the Captain of the schooner had managed

to take with him when leaving the vessel. Their sufferings therefore can be imagined, exposed as they were to a biting wind, with no shelter, their condition was rendered more miserable by the rain and the spray which constantly drove over the island.

After the Dunmore East Life-boat returned on the Sunday evening, the Chief Inspector of Life-boats informed the Wexford men, then at Waterford, by telephone that a further attempt would be made to save the men at daybreak on the Monday, and asked them also to proceed to the scene, on the chance of the weather moderating.

On Monday morning, at 6 o'clock, the Dunmore East Life-boat left with the Chief Inspector on board. She was manned by a crew from Dunmore East and a Fethard man who was taken out to pilot them as the whole locality was full of rough boulders and rocks. Although the sea had gone down during the night there was still a heavy ground swell breaking outside the remains of the *Mexico*, and it was necessary for the boat to cruise all round the island before a spot could be found whence it was possible to approach the shore. Eventually the boat was anchored in a fairly good position about 100 yards off the rocks, and communication was effected with the shore by means of a stick rocket, fired from the boat, with a cod line attached. A strong line was then hauled ashore by the men, and a small skiff, which had been brought out by the Life-boat, was attached to the line. This boat, although a poor one, was the best obtainable in Fethard. The skiff was veered successfully to within about ten yards of the shore when a heavy breaking sea filled her, drove her on to the rocks, and rendered her useless. The men on shore, however, secured a lifebuoy which had been lashed in the skiff, and the men in the Life-boat tried to persuade the shipwrecked men to come off and be dragged one by one through the water to the Life-boat. They were, however, very reluctant to attempt this and only two men were taken off in the Dunmore East Life-boat by this method.

Meanwhile the Wexford boat and

tug arrived on the scene at about 8.15 A.M. She anchored close to the other boat, but in a rather better position. She brought with her a strong punt belonging to the tug, which was more suitable for the work than the skiff which had been taken out from Fethard. Two of the crew of the Life-boat, named James Wickham and William Duggan, volunteered to work the punt, and they veered her down, with a rope attached to her bows, from the Wexford Life-boat. Awaiting a "smooth," they got close enough in to the rocks to get hold of two men and drag them on board the punt, which was then hauled back to the Life-boat; by this means, in the course of four trips, all the survivors, ten in number, were conveyed to the Wexford Life-boat. During the second trip the punt was driven on to the rocks and a hole stove in her. This the men stopped with a loaf of bread and some packing, and, undeterred by the accident, they gallantly continued the work of rescue. As soon as all the men were safely on board the Life-boats the tug took them in tow; the five Fethard men together with the Chief Inspector were landed at Fethard and the Dunmore East Life-boat then rejoined the tug, which proceeded to Waterford, dropping the Dunmore East boat off her station and taking the Wexford boat with the seven men belonging to the *Mexico* up to Waterford, where they were well cared for. Both tug and Life-boat remained at Waterford for the night and returned to Wexford next day.

At the inquest held on the bodies of the drowned Life-boatmen the jury returned a verdict that the men "came to their death by drowning in a gallant attempt to rescue the crew of the stranded vessel *Mexico*," and they expressed their deep sympathy for the relatives and friends of the men lost.

As a result of the accident there were three widows, sixteen orphans, and other dependent relatives left and, as soon as the Committee had received particulars respecting them, they sent 50*l.* to cover their immediate necessities, and voted a further sum of 2,000*l.* towards the fund which had been opened for their relief in Dublin.

The calamity excited the deepest sympathy, not only in the United Kingdom, but also in Norway, and Their Majesties King Haakon and Queen Maud contributed 1,000 kroner (55*l.*) to the Fund, which was raised for the benefit of the Life-boatmen's relatives. In addition, the Storthing, on this occasion, took the unprecedented step of voting the sum of 10,000 kroner (550*l.*) towards the relief of the bereaved.

This act, which gave proof of the sympathy which unites the two maritime nations, caused the most profound satisfaction to the Institution and to all those whose attention had been drawn to the sad loss of life at Fethard.

The Committee subsequently bestowed the Silver Medal of the Institution on Commander THOMAS HOLMES, R.N., and presented him with a special Vote of Thanks engrossed on Vellum. They also awarded the Second Service Clasp to EDWARD WICKHAM, Coxswain of the Wexford Life-boat, and Silver Medals to WALTER POWER, Coxswain of the

Dunmore East Life-boat, and to JAMES WICKHAM and WILLIAM DUGGAN, the two men who so gallantly put off in the small boat for the purpose of saving the endangered men. They presented the Thanks of the Institution on Vellum to the Captain of the tug which towed the Wexford Life-boat, and also to the five Fethard Life-boatmen for their prompt and courageous conduct in assisting the crew of the *Mexico*, conduct the merit and humanity of which was heightened by the fact that they themselves had only just been cast ashore after the total loss of their Life-boat.

In each case the gifts to the Life-boatmen were accompanied by handsome pecuniary rewards, in addition to the usual service pay; and the Master and crew of the Wexford tug were presented with a substantial gratuity.

The action of the Honorary Secretary of the Fethard Branch, and of all others who rendered useful and willing service on this sad occasion, was also suitably recognized by the Committee of Management.

Obituary.

THE Institution has to deplore a very great loss in the death of Miss JANE HAY, the Honorary Secretary of the St. Abbs Station, which took place on the 26th January last. Miss Hay was a remarkable personality, who united a strong love of her fellow-men and an indefatigable activity in doing good with gifts of organization and a practical capacity for business which would have been noteworthy in the head of a great industrial concern.

It is quite impossible, within the narrow limits of these columns, to refer, even briefly, to the manifold activities which filled the life of this truly noble woman; but her life was, in many respects, so remarkable that we cannot refrain from noting a few of its salient features, for many of which we are indebted to the *Berwickshire News*. Educated at one of the colleges connected with London University, she served on the Edinburgh School Board and was one of the founders of the Scottish

Armenian Society, taking a prominent part in the organization of the great meetings of protest against the Armenian massacres. She threw herself into the relief work after the Græco-Turkish War, and was instrumental, later on, in establishing a relief centre, in Kazan, one of the famine-stricken centres of Russia, in 1899. She was Vice-Chairman of the Berwickshire Insurance Committee, and a member of the Executive of the East Coast Fishermen's Association. Last, but certainly not least, she was one of the very few lady Honorary Secretaries of a Life-boat Station Branch in Great Britain. Her keen interest in seamen and the sea led her to devote herself with unsparing energy to the efficient organization and administration of the important Life-boat station at St. Abbs, where her strong and vigorous personality, coupled with a charming frankness and breeziness of outlook, won her the respect and affection of all with whom she was brought

in contact. Not satisfied with activities such as we have described, she founded a school for diving at St. Abbs, and she had the satisfaction of seeing her work in this direction recognized by the Berwickshire Secondary Education Committee, which granted certificates to those pupils who satisfactorily completed the course; and last year Admiral of the Fleet Sir Gerard Noel, a member of the Committee of Management, presented the prizes to the most successful lads. It may be recalled that it was Miss Hay who convened a public meeting at St. Abbs in order to petition the Institution for a Life-boat at St. Abbs, a practical outcome of the deep sympathy which had been evoked at that little port by the disaster which befell the S.S. *Alfred Erlandsen* on the

17th October, 1907, with the loss of eighteen lives.

When the Life-boat Station was founded, she took a step which was typical alike of her sound common sense and of the generosity of her interest in the Life-boat cause. She insured her life for £200, with the proviso that the Institution should receive the insurance money. The Committee of Management have decided to mark their deep appreciation of Miss Hay's services, and to commemorate her fruitful and beneficent activity in the foundation and management of the St. Abbs Station, by devoting this sum to the Life-boat shelter which is now in course of construction at St. Abbs, where her memory will long be held in affectionate remembrance.

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

FLAMBOROUGH, YORKSHIRE.—At about 2 o'clock on the morning of the 6th January three of the fishing cobles belonging to Flamborough put out to sea. About three hours later, when the boats were five miles from home, the N.N.W. wind freshened until it was blowing a strong gale, bringing with it a heavy sea. As it was realized that the cobles would be in considerable danger the No. 1 Life-boat *Forester* was launched to their assistance, and stood by them until they had successfully weathered the headland and got into safety at the South Landing.

PORThDINLLAEN, CARNARVONSHIRE.—The ketch *James*, of Carnarvon, whilst bound from Port Dinorwic in ballast, anchored in Porthdinllaen Bay on the 6th January. A whole N.N.W. gale was blowing with a heavy sea, and as the vessel was lying in an exposed position she was kept under observation throughout the night. Shortly after daylight signals of distress were seen, and the Life-boat *Barbara Fleming* proceeded to the ketch. On reaching her it was found that she was riding heavily to anchors, and, with some difficulty, the four men on board were rescued.

When the Life-boat returned to shore it was found that the sea was too rough to enable her to be re-housed; she was, therefore, left at moorings until the weather moderated.

PWLLHELI, CARNARVONSHIRE.—During a strong N.N.W. gale and rough sea on 6th January, signals of distress were observed from a vessel about eight miles south-east of St. Tudwall's Lighthouse. The Life-boat *Margaret Platt* of *Stalybridge* was launched at 4.15 P.M. and proceeded to the vessel, which proved to be the schooner *William Martin*, of Dublin. The vessel, which was partly loaded with grain, was dragging her anchors. The captain and crew refused to leave their vessel, and declined any assistance to get her under way as she was too close to the Causeway. At the request of the master the Life-boat proceeded to St. Tudwall's Roads and procured the assistance of a steam trawler, which proceeded with the Life-boat in tow to the position in which the vessel had been left. No trace, however, could be found of the vessel. After cruising about for three hours the Life-boat returned to her station in tow of the trawler. It was subsequently

ascertained that the schooner got under way when the wind had moderated a little and stood up the bay, where at daybreak she was observed by the trawler and towed into the Roads.

TYNEMOUTH, SUNDERLAND.—On the 9th January the steam trawler *Limewold*, of Grimsby, when outward bound, ran ashore on the north side of the "Black Middens." The motor Life-boat *Henry Vernon* proceeded to her assistance and brought up alongside the vessel. She stood by the trawler for some time, but it was not found necessary for the crew to leave their vessel. The master, however, accepted the offer of the Life-boatmen to run out an anchor for the purpose of getting the vessel off, and when this work had been carried out the boat returned to her moorings. The weather at the time was fine, and a moderate S.S.E. breeze was blowing with a moderately rough sea.

STONEHAVEN, KINCARDINESHIRE.—Between 10 and 11 A.M. on the 10th January the ketch *Daybreak*, of Peterhead, bound for Stonehaven with a cargo of coal, came into Stonehaven Bay with the intention of making the harbour. The wind was blowing strongly from the south and there was a heavy sea running. As the ketch neared the entrance she was caught by a heavy sea and thrown to the northward and was unable to get into harbour. For some minutes the ketch was in great peril of being wrecked, being only a few yards from the rocks when she managed to wear and make for the open sea. In the meanwhile the crew of the Life-boat *Alexander Black* had been summoned, and the boat was very expeditiously launched. She proceeded to the ketch and stood by her for about an hour, till the *Daybreak* made another and successful attempt to put into harbour. There is no doubt that the vessel on the first occasion had a very narrow escape from being thrown on to the rocks.

DUNGENESS, KENT.—At 10.15 P.M. on the 10th January, during foggy weather, a message was received stating that a steamer was ashore at Dengemarsh. Without loss of time the crew of the

No. 1 Life-boat *Mary Theresa Boileau* were summoned, and the boat launched. On reaching the vessel, which proved to be the s.s. *Pomerol*, of Havre, Coxswain Pope at once went on board and asked the captain if he required any assistance. He replied that no help was required at the moment, but that he wished the Life-boat to stand by while efforts were made to refloat the vessel. The Life-boat therefore remained in the vicinity until the steamer was successfully refloated. She then came ashore. At the time of the accident the vessel was bound from Brest to Dunkirk.

MARGATE, KENT.—At 10.45 P.M. on the 10th January it was reported that a sprat boat—the *Enchantress*, of Westgate-on-Sea—had been missing since early morning. The weather had been moderately fine during the day, but thick, off and on, with a heavy ground sea. At about 10 P.M. the easterly wind freshened and increased to a gale, and as no information could be obtained from the neighbouring places of the missing boat, a watch was put on until midnight. At that time as there was no sign of the missing boat it was decided to launch the No. 1 Life-boat *Eliza Harriet*. At 12.15 A.M. the Life-boat proceeded towards the Girdler Light-vessel, as it was known that the boat had intended to go in that direction when she left the previous morning. When about a mile from the jetty the Life-boatmen saw a boat which proved to be the one for which they were searching. She was making for the harbour and the Life-boat stood by her until she got into safety, as a heavy sea was running outside. Two days later the following letter was received by the Honorary Secretary of the Margate branch:—

"13, Harold Road,

"Westgate-on-Sea, Kent.

"13th Jan. 1914.

"To the Hon. Sec.

"ROYAL NATIONAL LIFE-BOAT

"INSTITUTION.

"DEAR SIR,—As owner of the boat which the Coxswain was anxious about on the 10th, I would like to thank you for the service rendered, and though the boat did not have to go far before

seeing boat I feel grateful for the kind thought that prompted them to do as they did, as the wind came on with a nasty sea.

"Once again thanking you, I remain,

"Yours truly,

(Signed) "C. W. CASE."

CLACTON - ON - SEA, ESSEX.—At 11.30 P.M. on the 10th January the Coastguard reported that he had seen a flare, which he took to be a signal of distress. A careful watch was kept and after some time a similar signal was observed through the thick rain; later, the horizon having cleared somewhat, two more flares were seen in the same direction. The crew of the Life-boat *Albert Edward* were therefore summoned and the boat was launched at 1.30 A.M. The boat proceeded in the direction in which the flares were seen, and on reaching the West Gunfleet Sand found the schooner *Mary Ann*, of Faversham, ashore. She was bound, with a cargo, from London to Grimsby, but when the Life-boat reached her she had five feet of water in her hold. The Life-boat remained near the schooner until the tide flowed, when the pumps were manned; but it was found that the water was gaining on them, and it was necessary to abandon the vessel. The crew of six hands, together with their personal belongings, were taken into the Life-boat, which then returned to Clacton, where she arrived at 7.30 A.M. on the 11th January.

WALTON-ON-THE-NAZE, ESSEX.—The brigantine *Eleanor*, of Yarmouth, whilst bound from Seaham to Whitstable with a cargo of coal, was totally wrecked on the Sunk Sands on the 18th January. The weather was hazy and cold, with a strong E.S.E. wind blowing and a rough sea. At 9.15 A.M. the Coastguard reported that the Gunfleet Light-vessel had telephoned that a vessel was on the Sands; the assembly rockets were at once fired, and the Motor Life-boat *James Stevens No. 14* proceeded with all haste to the casualty. She reached the vessel at about 11.30 A.M., and owing to the vessel having about six feet of water in her it was not possible to do anything to save her. The crew of seven hands, however, were

rescued, and the wreck afterwards knocked over the Sands into deep water and sank. The behaviour of both the Life-boat and motor gave the liveliest satisfaction.

ILFRACOMBE, DEVONSHIRE.—Shortly before 3 A.M. on the 28th January a message was received from the Coastguard stating that a steamer was ashore between Bull Point and Morthoe. The Life-boat *Co-operator No. 2* was very smartly launched, the operation being much facilitated by the Acetylene Beach Light, which lighted up the way right down to the water's edge. The Life-boat in tow of the steamer *Devonia* proceeded with all haste to the scene of the casualty, but shortly before reaching her they fell in with one of the ship's boats, leaking badly and half full of water, containing the whole of the crew of the vessel, seven in number. It is reported that the men were very glad to be taken into the Life-boat, together with a dog and a cat belonging to the vessel. The vessel proved to be the steamer *Collier*, of Bristol, in ballast; she subsequently became a total wreck.

FALMOUTH, CORNWALL.—The wreck of the German barque *Hera* in Gerrans Bay on the 1st February was unfortunately attended by the loss of nineteen lives. The vessel, which was a four-masted barque, of nearly 2,000 tons, was bound from Pisagua with a cargo of nitrate of soda, and, at the time of the disaster, was making for Falmouth for orders.

Fortunately, the Falmouth Life-boat, *Bob Newbon*, was able to save five of the men. According to the account which they subsequently gave, the vessel had been unable for three days previously to take any bearings, and they were quite unaware of their position. A strong south-westerly gale was blowing, with a heavy sea, and the weather was somewhat thick and cloudy, when suddenly the vessel struck the Gull Rock. She foundered very quickly after striking, but some of the men managed to get into one of the ship's boats, which almost immediately capsized, throwing them into the water. Some scrambled back on to the vessel and took to the rigging, others being

drowned. Before the vessel foundered the men on board were able to make signals of distress, and these signals were observed by the Coastguard at Portloe, who at once sent a message calling out the Falmouth Life-boat. She proceeded with all despatch, but although in tow of a tug, owing to heavy seas she could not make rapid headway. When she reached the vicinity of the Gull rock search was made for a vessel in distress, but owing to the darkness and to the fact that the men were lashed to the only spar which remained standing, the Life-boat was unable to locate them. For a time it was thought that it would be necessary for the boat to go ashore to ascertain some further particulars, when a whistle was heard. The boat immediately pulled in the direction of the whistle, and shortly afterwards men's voices were also heard. The Life-boat at once burnt a hand-light, and the men were able to see an object sticking out of the water with men clinging to it. The boat made for them and succeeded in saving all those who had survived their terrible ordeal. Had it not been for the fortunate circumstance that the boatswain of the vessel had his whistle in his pocket there would have been, in all probability, a further loss of life. The Life-boatmen then learned that some of the men had been lost as soon as the vessel foundered, while others had succeeded in joining their comrades on the mast; but before succour came to them the majority had perished owing to cold and exhaustion. The men stated that three of their companions had clung to the mast until within five minutes of the time of arrival of the boat. As soon as the men had been saved, the Life-boat was towed back to Falmouth and all the men, who were in a state of exhaustion, were taken to the Sailors' Home and well cared for.

In connexion with this case, it is very pleasing to be able to record the pluck and courage displayed by the bowman of the Life-boat. Shortly before the Life-boat rescued the men, he had his hand considerably injured, which eventually resulted in his losing the top of one of his fingers, but notwithstanding the very great pain

he was suffering, when the Coxswain expressed his willingness to return ashore after rescuing the five men from the spar, the bowman desired him to continue his search along the rocks in case any other survivors might be floating about. He also displayed the same pluck after the boat had returned ashore by refusing to be attended to by the doctor until after the shipwrecked men had been cared for. A week after the wreck, the following letter was received by the Honorary Secretary from the Falmouth Harbour Commissioners.

"Harbour Commissioners' Office,
"Falmouth.

"7th February, 1914.

"F. A. LELEAN, Esq.,

"The Secretary, Life-boat Committee,
"Falmouth.

"DEAR SIR,—My Commissioners have heard with pleasure of the prompt and valuable services rendered by the crew of the Falmouth Life-boat on the night of Saturday, the 31st ultimo, which resulted in the saving of five of the crew of the German ship *Hera*, and have requested me to write and tender you on behalf of your Committee their hearty congratulations on the energy and courageous conduct displayed by the members of the crew of the Life-boat whilst rendering such services and which is in accordance with the best traditions of the Life-boat Service.

"Yours truly,

(Signed) "W. W. SHARPE,
"Clerk."

In appreciation of the services of the crew, which were of a severe and arduous nature, the Committee of Management granted them an additional reward.

ALDEBURGH, SUFFOLK. — Shortly before 6 A.M. on the 2nd February a telephone message was received from the Coastguard at Sizewell, stating that a steamer was ashore on Sizewell Bank, and making signals for assistance. The No. 2 Lifeboat *Edward Z. Dresden* was promptly despatched to her, and on arrival at the Sands found the s.s. *Salatis*, of Hamburg, ashore. The vessel, one of over 3,000 tons, was bound from Hamburg to London, partly loaded. The captain employed the Life-boatmen

to assist him in saving the vessel, and for this purpose they laid out an anchor with a wire rope attached. About six hours later they succeeded in getting the vessel afloat, and she proceeded on her voyage to London. The weather at the time was cold and hazy with a moderate S.S.W. wind blowing, and a moderate sea.

SPURN, YORKSHIRE. — The steamer *Balvenie*, of Glasgow, whilst bound from Grimsby to Grangemouth with a cargo of pig-iron, stranded on the Inner Binks on the 7th February. When the vessel first stranded the weather was moderately fine, but at about 5.45 A.M. the wind freshened and, as the steamer was in a position of considerable danger, the Life-boat proceeded to her and stood by until about 1 P.M., when she succeeded in getting clear. By this time a moderate gale was blowing, and the captain expressed his appreciation of the services performed by the Life-boatmen in standing by the steamer until she was out of danger.

BROUGHTY FERRY, FORFARSHIRE.— At 9.30 A.M. on the 8th February a message was received by telephone stating that a vessel was in distress off Buddonness Lighthouse. A strong gale was blowing at the time with a heavy sea. The motor Life-boat *Maria* was at once launched and proceeded down the river under sails and motor. When the Life-boat reached the ship she found that she had been riding to one anchor, but that it had dragged, whereupon another anchor had been let go as the vessel was in close proximity to the Sands, and was in great danger, owing to the direction of the gale. The Life-boat remained by the vessel until she succeeded in getting out of danger, and then returned to her station. The vessel was the schooner *Dalmaris*, of Goole, and was bound from Goole to Newburgh.

MARGATE, KENT.—At 9.30 A.M. on the 8th February the Coastguard reported that the Girdler Light-vessel was firing distress signals, and shortly afterwards a message was received by wireless telegraphy from a steamer stating

that the Girdler Light-vessel had reported to her that a schooner was ashore on the Sands, and that a steamer was standing by. The No. 2 Life-boat *Civil Service No. 1* was launched without delay and proceeded to the vessel, which proved to be the schooner *Cimbria*, of Tromso, bound from Civita Vecchia to London with a cargo of carbide of calcium.

On the Life-boat reaching the vessel the captain at once employed the crew to try and get her clear of the Sands and to man the pumps, as she was leaking very considerably. Ten Life-boatmen were placed on board, and rendered very valuable assistance; they then ran out an anchor with a steel hawser attached, by which the vessel was secured in her position. In the meantime the pumps were kept constantly working; and later, when the tide had risen, the vessel was hove off the sands, and the steamer, which was in the vicinity, towed her to a safe anchorage for the night. The Life-boat lay by the schooner all night, eight of the crew remaining on board the vessel to keep the pumps working. At 9 A.M. the vessel was towed into the Thames and the Life-boat returned to her station. When the Life-boat first reached the schooner a whole S.S.W. gale was blowing with a very rough sea, but after the vessel had been extricated from her perilous position, the weather moderated somewhat.

DONAGHADEE, CO. DOWN.—At 10 A.M. on the 11th February a telegram was received stating that a vessel in Red Bay, co. Antrim, was flying signals of distress. The motor Life-boat *William and Laura* was at once despatched to her assistance, thirty-two miles distant. On reaching the vessel, which proved to be the schooner *Kate*, of Castletown, she was found rolling badly, and the crew were unable either to get their anchor, or to get ashore in their own boat on account of the rough sea. The Life-boatmen shortened up the schooner's cable for the master, but as soon as this was done he changed his mind and would not sail, as the weather was getting worse. The crew of the *Kate* then let out all her cable again,

and in a lull they and the master, taking their baggage with them, proceeded ashore and left the vessel to ride the gale out. As no further assistance was required from the Life-boat she returned to her station, where she arrived at 9.30 p.m. At the time the Life-boat was called out a strong S.S.W. breeze was blowing with a moderate sea, but later the wind increased and the weather, as stated above, became worse.

NEWHAVEN, SUSSEX.—The schooner *Maria*, of Fowey, whilst bound from Charlestown to Ghent, with a cargo of china clay, attempted to put into Newhaven Harbour on the 12th February. A strong southerly gale was blowing with a heavy sea, and the vessel stranded on the bar at the entrance to the harbour. Information of the casualty was received at 6.10 a.m. by the Honorary Secretary of the Branch, who ordered out the Motor Life-boat *Sir FitzRoy Clayton*. Shortly after the Life-boat reached the vessel she floated on the rising tide, and the Life-boat assisted her safely into Newhaven Harbour.

DUNGENESS, KENT.—During a whole southerly gale on the 12th February information was received that a steam tug was ashore on the Newcombe Bank, and was making signals of distress. The crew of the No. 2 Life-boat *Thomas Simcox* was assembled without delay, and the boat launched. On getting alongside the vessel it was seen that the sea was breaking right over her and her crew, eleven in number, as soon as possible jumped into the Life-boat, which conveyed them in safety ashore. The vessel was the steam tug *Liniers*, of Buenos Ayres, and she was bound for that port when the accident occurred.

LOWESTOFT, NORFOLK. — Coxswain John Swan of the Lowestoft Life-boat *Kentwell* was called out by the beachmen at 4.30 p.m. on the 15th February and informed that a vessel was aground at the entrance to the harbour. The Life-boat was launched without loss of time, but before she reached the vessel the latter had been knocked by the sea along the north extension and three of the crew had managed to scramble on

to the pier, two others however remaining on board. Eventually a rope was passed from the pier to the vessel and she was hauled into harbour, the Life-boat remaining alongside until she was in safety. The vessel was the trawler *Wave Crest*, of Lowestoft, homeward bound, laden with fish. There was a heavy sea running at the time and a strong breeze blowing from S.W. by W.

Just after returning from this service another smack was seen burning flares, outside the harbour, for assistance. The boat was, therefore, launched again and proceeded to the vessel, which was the trawler *Comrades*, of Lowestoft. On reaching her it was found that she had gone on the sandbank outside the harbour and was making a lot of water. The Coxswain asked the skipper if the crew wished to leave the vessel, but this they declined to do, but at the same time he asked the Coxswain to remain in close proximity to the vessel as she was leaking badly. The crew had got all their clothes on deck ready to leave the trawler, and the pumps were kept constantly at work to keep her afloat. The Life-boat therefore stood by until about 7 p.m. when a tug came up with another vessel, which was also leaking badly. The tug signalled to the Life-boat to go to this vessel's assistance and, the Life-boatmen finding that the crew of the *Comrades* were able to keep the water under, left the *Comrades* and went to the other vessel, which was the trawler *Active*, of Lowestoft. It was found that she also had been ashore and was making a lot of water and wanted assistance. Some of the Life-boatmen were put on board to help the crew to work the pumps. After a short time, finding that the water was gaining on her the skipper asked the Coxswain to go into harbour and get some more pumps and some more help. The Life-boat accordingly returned ashore and, having shipped twelve more men and two pumps, returned to the *Active* and put them on board. With the additional assistance the trawler was kept afloat and at about 9 p.m. was towed into harbour by a tug. The Life-boat then returned to the *Comrades* to see if she required any further assistance, and stood by her

until about 10 P.M., when she also was towed into safety.

DUNGENESS, KENT.—On the 17th February, shortly before 11 P.M., whilst the schooner *Sarah Ann*, of Fowey, was bound from London to Bridport, with a cargo of cement, she stranded on the Newcombe Bar. Her signals for assistance were seen by the Coastguard who reported the matter to the Life-boat authorities. The No. 2 Life-boat *Thomas Simcox* was launched and, at the request of the master of the schooner, stood by in readiness to land the crew if necessary. The schooner was making water but the master succeeded in refloating her on the flood tide, and she was taken to a safe anchorage in the roadstead.

PALLING, NORFOLK.—Shortly after 2 A.M. on the 18th February the ketch *Lord Alcester*, of London, and the ketch *Spartan*, of Montrose, collided about one and a half miles to the E.S.E. of Palling. The No. 2 Life-boat *Hearts of Oak* was promptly despatched in answer to their signals of distress, and on reaching the scene of the casualty found the vessels at anchor. The *Lord Alcester* had lost all her headgear and the Life-boatmen were engaged to take the vessel to Lowestoft, which they succeeded in doing. The other ketch was also in difficulties, and some of the Life-boatmen were put on board and, with the assistance of a tug, the *Spartan* was taken into safety.

Summary of the Meetings of the Committee of Management.

Thursday, 8th January, 1914.

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, Storeyard, and Motor 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.—Ballantrae, Ayr, St. Abbs, Skateraw, Dunbar, North Berwick, Eyemouth, Berwick-on-Tweed, North Sunderland, Newbiggin, Alnmouth, and Boulmer.

Eastern District.—Easington.

Southern District.—Rye Harbour and Worthing.

Western District.—Barmouth, Aberdovey, Aberystwyth, Barry Dock, Ferryside, Fishguard, Llandudno, Rhyl, Llanddulas, and Point of Ayr.

Irish District.—Helvick Head, Dunmore East, Rosslare Harbour, Kilmore, Wexford, Greenore, Fleetwood, St. Anne's, Lytham, Blackpool, Southport, Newcastle (Co. Down), Cloughy, Greencastle, and Portrush.

Presented the reports of the District Organizing Secretaries on their visits to the various Branches in their respective areas.

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

THE TRUSTEES OF THE TAYLEUR £ s. d.
FUND, towards the cost of a new
Motor Life-boat for Kingstown 1180 16 4

CIVIL SERVICE LIFE-BOAT FUND
(per HARRY FINCHAM, Esq.,
I.S.O.):

Repayment of Rewards

granted to Crews of

Civil Service Life-	£	s.	d.	£	s.	d.
boats during 1913 .	265	4	6			

Maintenance of Civil
Service Life-boats

during 1913 . . . 663 18 9

929 3 3

COVENT GARDEN LIFE-BOAT FUND
(per BERT MONRO, Esq.) . . . 97 18 -

ANCIENT ORDER OF FORESTERS

FRIENDLY SOCIETY (annual sub-

scription) 50 - -

ANONYMOUS 50 - -

LOYAL ORDER OF ANCIENT SHEP-

HERDS (annual subscription) .

20 3 6

Miss BARBARA GLOVER. Proceeds

of American Tea. In aid of the

Criccieth Branch 11 15 -

Mr. F. O. BROWN (contents of

Contribution Box) 9 5 -

St. PETER'S COURT SCHOOL,

BROADSTAIRS. Contribution

from the Boys 6 9 11

ELVETHAM CHURCH. Offertory

on Christmas Day 3 8 -

—To be thanked.

Reported the receipt of the following
legacies:—

The late Mr. J. H. DAVIS, of

Taunton (additional). 1000 - -

The late Mr. JAMES BUCKLEY

RUTHERFORD, of Lingfield . . . 500 - -

The late Mrs. ELLEN TURNER, of

Tunbridge Wells 200 - -

The late Mr. JOSEPH WHALLEY,

of Buxton 45 - -

The late Mrs. ELLEN PRENDER-
GAST, of Youghal £ s. d.
27 - -
The late Mr. JAMES GARDNER, of
Preston 20 - -

Paid 2,367*l.* for sundry charges in con-
nexion with various Life-boat establishments.

Voted 224*l.* 13*s.* 3*d.* to pay the expenses of
the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Girvan	Motor-boat <i>Innistrahull</i> , of Glasgow	6
Newbiggin . .	Fourteen fishing cobles of Newbiggin. Stood by cobles.	
North Berwick	Schooner <i>Rosendal</i> , of Hull. Stood by vessel.	
North Deal . .	Schooner <i>Robert Morris</i> , of Carnarvon. Stood by vessel.	
Port Patrick	S.S. <i>Dunira</i> , of Glasgow	5
Redcar	Fishing-boat <i>Lizzie and Ann</i> , of Redcar	3
Southend - on - Sea	S.S. <i>Mona</i> , of Newcastle. Stood by vessel. Boat of S.S. <i>Ophir</i> , of Glasgow. Saved boat and	6

Margate No. 2 Life-boat assisted to save the
schooner *Silvia*, of Beaumaris; and Poole
Life-boat saved the barge *Emma and John*, of
London, and her crew of two.

Also voted 273*l.* 4*s.* 6*d.* to pay the expenses
of the following Life-boat launches, assemblies
of crews, etc., with the view of assisting
persons on vessels in distress:—Buckhaven,
Fleetwood, Helvick Head, Holy Island No. 1,
Margate No. 2, Palling No. 2, Port St. Mary,
Rye Harbour, Southend-on-Sea, Sunderland
(North Dock), Sunderland (Motor), and
Youghal.

Voted 15*l.* 12*s.* 6*d.* to men injured in the
Life-boat service at Blackpool and Selsey.

Voted the Silver Medal and an additional
monetary reward to JAMES SMITH, Jun., Cox-
swain of the Port Patrick Life-boat, also an
additional reward to the other members of
the crew for their gallant services in rescuing
the crew of five hands of the s.s. *Dunira*, of
Glasgow. The vessel was totally wrecked off
Port Patrick in a very rough sea on the 15th
December.

Thursday, 12th February, 1914.

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.—Montrose (two boats),
Johnshaven, Broughty Ferry, Balcary,
Kirkcudbright, Maryport, and Whitehaven.

Eastern District.—Skegness, Mablethorpe,
Cullercoats, Tynemouth, Cambois, Blyth,
Sunderland (two boats), Seaham, Whitburn,
Runswick, Staithes, Saltburn, Redcar, and
Teessmouth.

Southern District.—Brighton, Ryde, Shore-
ham, Atherfield, Littlehampton, Hayling
Island, Southsea, and Southend-on-Sea.

Western District.—St. Ives, Sennen Cove,
Penzance, Penlee, Hayle, Tenby, Angle, Little
Haven, and St. David's.

Irish District.—Arklow, Wicklow, Cahora,
Wexford, Rosslare Harbour, Kilmore, Helvick
Head, Tramore, and Dunmore East.

Presented the reports of the District
Organizing Secretaries on their visits to the
various Branches in their respective areas.

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

	£	s.	d.
Mrs. LOWE, on account of a Motor Life-boat for Tyme- mouth, to be named <i>Henry Frederick Swan</i>	1000	-	-
"ANONYMOUS BEQUEST"	100	-	-
Mr. W. S. BRADSTREET (additional)	26	5	-
Mr. JOHN T. HEDLEY (annual subscription)	25	-	-
Mr. W. H. A. WHARTON	20	-	-
Mr. G. CECIL WHITAKER	20	-	-
ADELAIDE LADIES' COLLEGE, ILFRACOMBE (Balance from Annual Entertainment)	4	3	3

—To be thanked.

Reported the receipt of the following
legacies:—

The late Mrs. MARIAN PENDER SMART, of Tunbridge Wells, for a Life-boat to be named <i>Francis Gray Smart</i>	2000	-	-
The late Mr. GEORGE JOHN FENWICK, of Bournemouth	1000	-	-
The late Mr. FREDERICK KITCHEN, of Carnarvon. Eight 100 Dollar Shares in the Cald- well Land and Lumber Co. (additional)	166	13	4
The late Mr. THOMAS RAMSEY, of Kingston-upon-Hull. For the benefit of the Yorkshire Coast	120	-	-
The late BARONESS E. H. VON BUCH, of Portman Street, W.	104	12	-
The late Mr. WILLIAM McCUNN, of Largs, Scotland, for the maintenance of the <i>Thomas McCunn</i> Life-boat at Port Logan (on account)	100	-	-
For the benefit of Widows and other dependent relatives of men who have lost their lives in connexion with the Life-boat service in Scotland	50	-	-
The late Miss MARY MIDDLETON (per Filey Branch)	5	-	-

Decided to close the Killough Station.

Paid 5,165*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 288*l.* 18*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clacton-on-Sea (Motor)	Schooner <i>Mary Ann</i> , of Faversham	6
Dungeness No. 1	S.S. <i>Pomerol</i> , of Havre. Stood by vessel.	
Falmouth . .	Barque <i>Hera</i> , of Hamburg	5
Flamborough No. 1	Three cobsles of Flamborough. Stood by cobsles.	
Ifracombe . .	S.S. <i>Collier</i> , of Bristol	7
Margate No. 1	Fishing-boat <i>Enchantress</i> , of Westgate. Stood by boat.	
Porthdinllaen .	Ketch <i>James</i> , of Carnarvon	4
Pwllheli . . .	Schooner <i>William Martin</i> , of Glasgow. Rendered assistance.	
Spurn	S.S. <i>Balvenie</i> , of Glasgow. Stood by vessel.	
Stonehaven . .	Ketch <i>Daybreak</i> , of Peterhead. Stood by vessel.	
Tynemouth (Motor)	Steamtrawler <i>Limewold</i> , of Grimsby. Assisted vessel.	
Walton-on-the-Naze (Motor)	Brigantine <i>Eleanor</i> , of Yarmouth	7

Aldeburgh No. 2 Life-boat assisted to save the S.S. *Salatis*, of Hamburg.

Also voted 335*l.* 19*s.* 11*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Abersoch, Aranmore, Barmouth, Blackpool, Caister No. 1, Clacton-on-Sea (Motor), Filey, Fleetwood, Formby, Gorleston No. 1, Hastings, Hayling Island, New Brighton (Steam), North Berwick, Shoreham, Winterton No. 2, and Yarmouth.

Submitted the name of SIDNEY J. HARRIS, Coxswain of the Gorleston Life-boat, to the Board of Trade for transmission to the Governors of the American Cross of Honour, as the first of the Institution's medallists, recommended by the Committee for this decoration. The Board of Governors, in 1913, expressed the desire to confer this distinction biennially upon a person, selected by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, who had in their opinion, in the last two years, rendered the most heroic service in life-saving.

Voted the thanks of the Institution, inscribed on vellum, together with a Binocular Glass, suitably inscribed, and 2*l.* to Captain J. D. SKINNER, of the schooner *S.D.*; also 2*l.* each to the three men of the crew for putting off in the ship's boat and saving one of three men belonging to the S.S. *Braeside* on the 8th January. The *Braeside* was at anchor off Par Harbour when three men attempted to go ashore in the ship's boat. When about a quarter of a mile from the

harbour the boat was swamped and capsized in the heavy broken sea. Captain Skinner, whose vessel was in harbour, heard the men's cries for help, put off in the ship's boat and at great risk, saved one of the men, whom they found clinging to the capsized boat. When this man had been taken into a place of safety Captain Skinner and his men again returned to make further search for the missing man, but without result. }

Voted 4*l.* to four men for putting off in a shore-boat from Polkerris to the S.S. *Braeside* on the above date, for the purpose of warning the captain not to send another party ashore, and to inform him of the fate of his other men. The captain subsequently stated that if he had not been warned he would have sent another boat ashore.

Voted 3*l.* to three men belonging to the fishing smack *Godild* for putting off in their skiff and, at some risk, saving three of six men belonging to the schooner *Restless*, of Salcombe, on the 27th January, 1914. The *Restless* was in collision with another vessel about three miles east by north from the Nore Light-vessel, and commenced to sink. The crew attempted to escape in the ship's boat, but the boat capsized, throwing the men into the water. The salvors succeeded in saving three of these men, but the others unfortunately perished before they reached them. There was a moderate north-west wind at the time with a moderately rough sea.

Voted 14*l.* 10*s.* to the crew and helpers of the Sheringham Private Life-boat *Henry Ramey Upcher*, for saving the crews, eleven in number, of four fishing-boats, and standing by another boat which was in danger, in a strong N.W. breeze and rough sea, on the 5th January.

Voted 2*l.* to four men for putting off in a boat and saving two children who were drifting out to sea in an open boat at Pwllheli on the 5th February; it was quite dark at the time and the sea was rough. Fortunately the salvors heard the boys' cries for help, or they would in all probability have been drowned.

Voted 4*l.* 10*s.* to six men for putting off in a motor boat and standing by two small fishing-boats which were in considerable danger and unable to return to Thurso Harbour on the 31st January. A strong W.S.W. gale was blowing and moderate risk was incurred by the salvors, who were engaged for about three hours.

Thursday, 12th March, 1914.

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

Read and confirmed the minutes of the previous meeting.

Read the minutes of the Building, Finance and Correspondence, and Wreck and Reward Sub-Committees, also those of the Special Sub-Committees in connexion with the Fethard disaster, the appointment of a Surveyor of Machinery and ordering Life-boats; and ordered that their recommendations be carried into effect.

Read the reports of the Deputy Chief Inspector on his visits to Port Erroll and Southend-on-Sea.

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

Northern District.—Campbeltown, Southend, Machrihanish, Girvan, Irvine, Troon, Ardrossan, Crail, Anstruther, Port Patrick, Holy Island (two boats), Cresswell, Hauxley, and North Sunderland.

Eastern District.—Robin Hood's Bay, Filey, Scarborough, Kessingland (two boats), Southwold (two boats), and Aldeburgh (two boats).

Southern District.—St. Helier, St. Peter Port, Walton-on-the-Naze, and Clacton-on-Sea.

Western District.—Ilfracombe, Appledore (two boats), Lynmouth, Weston-super-Mare, Burnham, Watchet, Minehead, Clovelly, Port Isaac, and Newquay (Cornwall).

Irish District.—Courtmacsherry, Queens-town, Killough, Courtown, Skerries, Peel, Port Erin, Ramsey, Castletown, Port St. Mary, and Douglas.

Presented the reports of the District Organizing Secretaries on their visits to the various Branches in their respective areas.

Reported the receipt of the following special contributions:—

	£	s.	d.
HIS MAJESTY THE KING (annual subscription)	21	-	-
THE CIVIL SERVICE LIFE-BOAT FUND. Repayment of balance of rewards granted to the crews of the Civil Service Life-boats during 1913	83	16	6
M. H.	30	-	-
Mr. J. TODHUNTER (annual subscription)	10	10	-
CROOK AND NEIGHBOURHOOD CO-OPERATIVE SOCIETY, LTD.	10	-	-
Mr. A. SHAKESBY. Collected by dog "Help" in Filey and Scarborough	5	-	-
—To be severally thanked.			

Reported the receipt of the following legacies:—

The late Miss MARY ANNE LAPWORTH, of Warwick	501	-	10
The late Mrs. ELIZA FITTON, of Newcastle-on-Tyne	287	7	4
The late Mr. JOHN OLIVER SURTEES, of Liverpool	180	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent (additional interest)	15	1	4
The late Mr. STEPHEN BELL, of Stockton-on-Tees	10	-	-

Voted the best thanks of the Institution to Mr. B. SINCLAIR MACDONALD for his past valuable services as Honorary Secretary of the Thurso Branch, which office he has just resigned.

Also voted the best thanks of the Institution to Alderman DAVID WADE, J.P., in recognition of his good services at Bradford.

Also specially recognized the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Mr. W. B. WILLIAMS, Barry Dock, Mr. W. W. PETHERICK, Bude, The Rev. T. HORSFALL, Cresswell, and Mr. M. C. FROWDE, Weymouth.

Appointed Mr. ARTHUR EVANS, M.I.A.E., Surveyor of Machinery.

Decided to close the Port Erroll Station indefinitely.

Paid 5,990*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 689*l.* 10*s.* 4*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Broughty Ferry (Motor)	Schooner <i>Dalmaris</i> , of Goole. Stood by vessel.	
Cresswell	Ship <i>Arctic Stream</i> , of Glasgow	6
Donaghadee (Motor)	Schooner <i>Kate</i> , of Castletown. Rendered assistance.	
Dungeness No. 2	Steam Tug <i>Liniers</i> , of Buenos Ayres	11
	Schooner <i>Sarah Ann</i> , of Fowey. Stood by vessel.	
Dunmore East	Fethard Life-boat	2
Hope Cove	S.S. <i>Jane Rowe</i> , of Gefle. Stood by vessel.	
Lowestoft	Trawler <i>Wave Crest</i> , of Lowestoft. Stood by vessel.	
	Trawler <i>Comrades</i> , of Lowestoft. Stood by vessel.	
Newbiggin	Ship <i>Arctic Stream</i> , of Glasgow	13
Newhaven (Motor)	Schooner <i>Maria</i> , of Fowey. Rendered assistance.	
Plymouth	Schooner <i>Erna</i> , of Bremen	5
Rosslare Harbour	Schooners <i>Alice T.</i> and <i>Perseverance</i> , of Wexford. Landed 8.	
Wexford	Schooner <i>Meavico</i> , of Christiania	7
	Fethard Life-boat	3

Lowestoft Life-boat assisted to save the trawler *Active*, of Lowestoft; Margate No. 2 Life-boat assisted to save the schooner *Cimbria*, of Tromsø, and seven; and Palling No. 2 Life-boat rendered assistance to the ketches *Lord Alcester*, of London, and *Spartan*, of Montrose.

Also voted 734*l.* 4*s.* 2*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Appledore No. 1, Aranmore, Barry Dock, Cahore, Caister No. 1, Cloughey, Dunbar, Dungeness No. 1, Falmouth, Fethard, Gorleston No. 2, Groomsport, Johnshaven, Kilmore, Kingstown, Lyme Regis, Minehead, Padstow

No. 2, Palling No. 2, Penlee, Piel (Barrow), Ramsey, Saltburn, Sennen Cove, and Winterton No. 1.

Voted 1*l.* 10*s.* to a man injured in the Life-boat service at Aldeburgh.

In connexion with the Fethard Life-boat disaster on the 20th February, a full account of which appears on pages 144 to 146, the Committee made the following special awards:— Silver medals and votes of thanks on vellum to Commander THOMAS HOLMES, R.N., Chief Inspector of Life-boats; to WALTER POWER, Coxswain of the Dunmore East Life-boat; to JAMES WICKHAM and WILLIAM DUGGAN, the two men who put off in the small boat from the Wexford Life-boat for the purpose of saving the endangered men. Also the second service clasp and vote of thanks to EDWARD WICKHAM, Coxswain of the Wexford Life-boat.

A vote of thanks on vellum and a Binocular Glass to Mr. GEORGE L. BASSETT, Honorary Secretary of the Fethard Branch; a vote of thanks on vellum and 10*l.* to Captain BUSHER of the tug *Wexford*; a vote of thanks on vellum and 3*l.* to each of the five survivors of the Fethard Life-boat crew; an aneroid and a letter of thanks to D. PALMER, who took considerable trouble to procure the rockets with which communication was effected with the island; also letters of thanks to the Honorary Secretaries of the Dunmore East and Wexford Branches for their useful co-operation on this sad occasion.

The Committee also made extra monetary rewards to the crews of the Dunmore East, Kilmore, and Wexford Life-boats, and a monetary grant to each member of the crew of the Wexford tug. To the fund raised by the Dublin Branch for the relief of the dependent relatives of the Life-boatmen drowned the Committee voted the sum of 2000*l.*, and sent a further sum of 50*l.* to the Branch to provide for their immediate necessities.

Voted the thanks of the Institution inscribed on vellum, together with an additional monetary reward, to WATSON BROWN, Coxswain of the Newbiggin Life-boat, and to WILLIAM BROWN, Coxswain of the Cresswell Life-boat, also an additional monetary reward to each of the crew of both boats for their meritorious services on the 22nd February, in saving the crew of nineteen hands of the ship *Arctic Stream*, of Glasgow.

Also voted an additional monetary reward to the crew of the Lyme Regis Life-boat for a long and meritorious service on the 15th February.

Voted the thanks of the Institution inscribed on vellum, together with a sum of 2*l.* each, to JOHN SHORT, WILLIAM GARDNER, and CHARLES SMART, for putting off in a boat and saving, at considerable risk, the master of the steamer *Miown*, which foundered in a very heavy sea, off Shoreham, on the night of the 12th February. The *Miown* foundered very

suddenly while it was dark, and the captain and engineer took refuge in the rigging, but the remainder of the crew, seven in number, were unfortunately lost. During the night the engineer was swept away and drowned. At daybreak the steamer's masthead, with a man clinging to it, was observed, and the salvors at once put off in a small boat, being exposed to the dangers of a heavy sea while rescuing the sole survivor of the wreck.

Voted 2*l.* to four men for assisting the coble *George and Albert* and her crew of four hands, off Whitby, on the 2nd March. The coble was disabled in a strong off-shore breeze, owing to her rudder having been damaged, and it was necessary for the salvors to tow her into harbour. They incurred slight risk in doing so.

Voted 2*l.* 5*s.* to three men for putting off in a boat in Courtmaasherry Harbour and rescuing four men who were on a sandbank, which was becoming submerged by the flood tide. The men had gone off in a boat and landed on the bank for the purpose of fishing, and while there their boat broke adrift. Seven men landed on the bank, but three swam ashore. Of the remainder only one, named JOHN MADEN, could swim, and he stopped with his comrades to render assistance. The Committee rewarded Maden's meritorious conduct by presenting him with 10*s.*

Wednesday, 18th March, 1914.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Whitehall Rooms, Hotel Metropole, S.W., the Rt. Hon. the EARL OF SELBORNE, K.G., in the Chair.

The Chairman having alluded to the great and national character of the operations of the Institution, the Annual Report (which is published in May) was presented to the meeting.

The meeting was also addressed by Col. the Rt. Hon. JOHN E. BERNARD SEELY, D.S.O., M.P., Dr. GEORGE R. PARKIN, C.M.G., the Norwegian Minister (M. PAUL B. VOET), Sir GODFREY BARING, Bart., M.P., and the Hon. GEORGE COLVILLE.

The officers for the current year were chosen, and a resolution was moved, seconded and carried unanimously, placing on record the meeting's hearty appreciation of the Coxswains and crews of the Institution's Life-boats, and gratefully acknowledging the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries. Recipients of medals during the year 1913 attended the meeting and were presented to the Chairman.

A vote of thanks to the Chairman closed the proceedings.

The officers' names and the resolutions will be found on pages 137-8.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

(Supported solely by Voluntary Contributions.)

ITS WORK.

THE Institution is constantly occupied in building, equipping and maintaining Life-boats, transporting carriages, boathouses and slipways, wherever required on the Coasts of the United Kingdom: in paying Life-boat coxswains, crews and helpers, for services rendered, including exercises: and in awarding them medals, vellums, etc., for conspicuous bravery: in awarding medals, certificates or grants of money to those who, at the risk of their own lives, save, or endeavour to save, by means of shore boats or otherwise, life from shipwreck on the Coasts of the United Kingdom: in granting pecuniary compensation to men injured on service: in granting pecuniary compensation to the Widows and other dependent relatives of Life-boatmen who lose their lives on service, not less than £100 being allowed for each Widow and £25 for each dependent child: and in granting pensions or retiring allowances to Life-boat coxswains, bowmen and signalmen of long service and good character.

To the Secretary,

191

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

22, CHARING CROSS ROAD, LONDON, W.C.

I heartily approve of the objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and desire to support them.

Please enrol my name as a Subscriber (Donor) to the Funds of the Institution.

I enclose value £ s. d. as a contribution to the Funds (which I hope to continue from year to year).

Governor—Annual Subscription £1 1s.

Life Governor—Donation of £10 10s.

Subscribers of 10s. and upwards are entitled to the "Life-Boat Journal," issued Quarterly.

Subscriptions of smaller amounts are very thankfully received.

Name*

Full Address

* Please state full title for printing.

FORM OF BEQUEST.

For those who wish permanently to benefit what must necessarily be a permanent Work of Humanity.

I give and bequeath to the ROYAL NATIONAL LIFE-BOAT INSTITUTION for the Preservation of Life from Shipwreck, London, Incorporated by Royal Charter, the sum of £ for the use of the said Institution, and I declare that the said Legacy shall be paid free from Legacy Duty, and that the receipt of the Treasurer of the said Institution shall be a sufficient discharge for the same.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

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

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

Chairman—

THE RIGHT HON. THE EARL WALDEGRAVE, P.C., V.P.

Deputy-Chairman—

SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.

Secretary—GEORGE F. SHRE, Esq., M.A.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT beg to state that during the year (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.

Number of Lives rescued by Life-boats, in addition to 40 Vessels and Boats saved by them and 208 persons landed	£	s.	d.
from vessels in distress and lightships	455	...	...
Number of Lives saved by Shore-boats, etc.	119	...	...
Amount of Rewards granted during the Year	7,904	-	-
Honorary Rewards:—Silver Medals	9	...	...
Binocular Glasses	11	...	...
Aneroid Barometers	6	...	...
Votes of Thanks on Vellum	17	...	...
Certificates of Service	11	...	...
Total	54	574	£7,904 - -

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, CHARING CROSS ROAD, London, W.C.; by MESSRS. COUTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—May, 1914.