

THE LIFE-BOAT.

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The Wreck Register and Chart.

WE are glad to be in a position to present to our readers our customary annual review of the casualties in shipping, the loss of life incurred, and the lives saved by the Institution in the year ending June 30th, 1913, in connexion with the issue of the Abstracts of Shipping Casualties published by the Board of Trade. The facts and figures are again illustrated by the Wreck Chart which has, as usual in recent years, been prepared for the Institution by the Ordnance Survey Department from information supplied by us.

Our survey falls into two categories, viz., shipping casualties and loss of life.

Shipping Casualties.

We must remind our readers that the figures under this heading relate only to those which occur on or close to the shores of the United Kingdom. They do not include casualties on the high seas.

The total number of shipping casualties shows an increase of 172, being 2,680 as compared with 2,508 in the preceding year. Unfortunately there was also an increase of 41 in the number of lives lost in connexion with the casualties, the total being 351 as against 310 in the previous period.

The number of cases of total loss and serious casualty was 1,042, being 98 more than in the previous year, while the minor casualties, which amounted to 1,638, also showed an increase of 74. Moreover, 98 casualties were attended by loss of life as compared with 78 in the previous corresponding period.

As might be expected, the vast majority of the total casualties were sustained by British and Colonial vessels,

the number being 2,284, as compared with 396 casualties which befell foreign vessels.

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

	Ships.	Tonnage.
British Empire . . .	11,328	21,045,049
United States	3,174	5,368,194
Germany	2,388	5,459,296
France	1,576	2,319,438

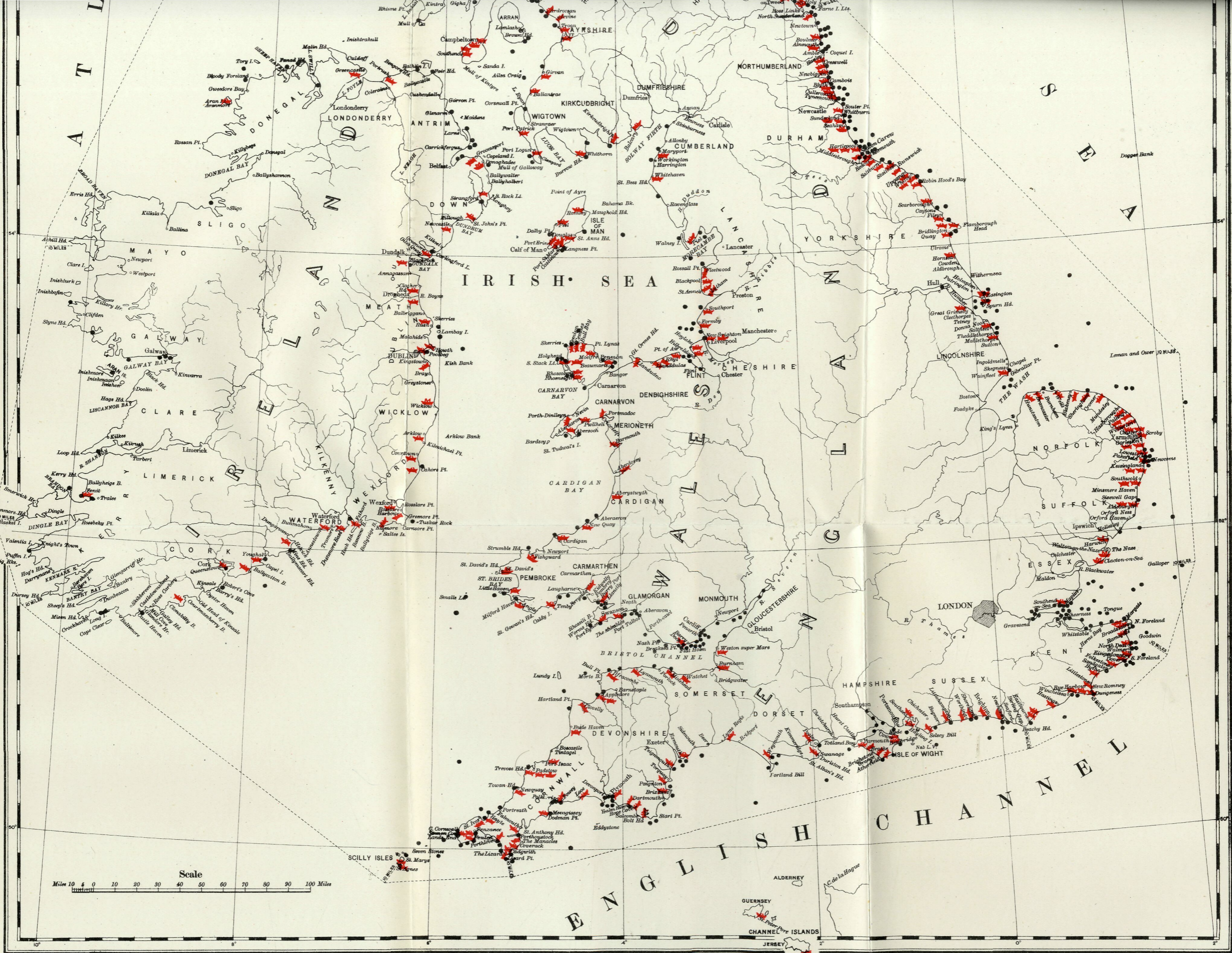
As regards the distribution of the casualties (excluding collisions) on the coasts of the United Kingdom, the Abstracts show the following results:—

East Coast of England—395, a decrease of	55
South Coast of England—241, a decrease of	28
West Coast of England and Scotland, and East Coast of Ireland—	650, an increase of 130
North Coast of Scotland—	118, an increase of 7
East Coast of Scotland—122, an increase of	3
The remainder of the Irish Coast, etc.—	99, a decrease of 6
Total increase	51

Loss of Life.

The loss of life was, unfortunately, higher than the previous year, as might be expected from the fact that 98 casualties were attended by loss of life as compared with 78 in the corresponding period. As noted above, the loss of life amounted to 351, as against 310 of the corresponding previous period. The losses were distributed on the coasts as follows:—

East Coast of England—93, an increase of	36
South Coast of England—71, an increase of	25
West Coast of England and Scotland, and East Coast of Ireland—	106, an increase of 37
North Coast of Scotland—12, a decrease of	9
East Coast of Scotland—13, a decrease of	64
The remainder of the Irish Coast and at Sea—	56, an increase of 16
Total increase	41



Here again Great Britain paid the penalty of her world-wide commerce and vast shipping interests in bearing the great majority of the loss of life. The proportion of foreign persons who lost their lives in shipping casualties on or close to our shores in the period under review was 98, as compared with 253 British lives lost. We desire particularly to impress these facts upon the minds of our readers, and to remind them that the toll of British lives which are annually sacrificed at sea is part of the price which we pay for the maritime supremacy which, at any rate as regards the Mercantile Marine, is still undoubtedly ours. The figures we have given above relate to the Mercantile Marine tonnage, and show that that tonnage is, practically, four times as great as that of either of our two next competitors. Similarly, the following figures with regard to the number of men in the British Mercantile Marine will give our readers some idea of the enormous issues at stake, both in life and treasure, in the British shipping which passes to and from these shores throughout the year.

	On Trading Vessels.	On Fishing Vessels.	Total.
Seamen other than Asiatics under Asiatic Agreement	174,598	34,037	208,635
Foreign	30,027	933	30,960
Asiatics under Asiatic Agreement	47,211	—	47,211
Total	251,836	34,970	286,806

The estimated number of men and boys employed in sea fishing during the year was 101,188, including the 34,970 already mentioned.

In addition to these persons it is estimated that there were in the same year 111,472 persons on vessels belonging to British possessions.

While the British Navy is engaged in protecting our interests against a possible foreign foe, the men of the

Mercantile Marine are engaged, day by day, in bringing to the teeming millions of these Islands an enormous proportion of the food by which they live, and a still greater proportion of the raw material without which the looms in our factories would stand idle and silence would fall upon the steam hammers and the planing mills which make an incessant clangour in our shipyards.

It is satisfactory to be able to record that, while 351 lives were lost in the year under review, the Life-boats of the Institution saved 627 lives, and a further 145 were saved by shore-boats, etc., in all of which cases the rescuers were rewarded for their efforts by the Institution, which, it must be remembered, is as ready to recognize intrepidity and the spirit of self-sacrifice in the case of shore-boats as in the case of the efforts of its own gallant crews.

No survey of this kind can, however, give any adequate idea of the signal services which this Institution has rendered, and constantly renders, to humanity, unless the eye takes a wide sweep over the years that have passed. Such a review shows that in the fifty-two years between 1861 and the 30th June, 1913, no less than 188,870 casualties befell British, Colonial and foreign shipping on or near the coasts of the United Kingdom, and that 7,346 of these casualties were accompanied by loss of life, bringing the total number of those who perished in this way to the appalling figure of 30,876. But the ROYAL NATIONAL LIFE-BOAT INSTITUTION succeeded, in the same period, in wresting from the hungry jaws of the sea a total of 39,403 lives, thus maintaining its *fine average majority* of 760 lives a year saved as compared with 600 lives a year which are lost at sea on our coast.

Finally, we may point with pride to the fact that the Institution has granted rewards for the saving of over 51,700

lives since its foundation in 1824. We venture to doubt whether there is any form of national activity which can boast a prouder record than this. In saying so, we would not be taken to underrate the noble and beneficent work carried out by the Hospitals in alleviating human misery, saving thousands of lives, and restoring patients to their families. We may, however, make a legitimate claim upon patriotic and thoughtful British men and women when we point to the fact that the lives saved by the Life-boat are, in the vast majority of cases, the lives of men in the full vigour of activity—men who are doing men's

work every day of their lives, and whose restoration to their families represents not merely the rescue of a life, but the restoration of the breadwinner and the mainstay of the family to a home which would otherwise be shipwrecked.

It is with considerations such as this that we commend the claims of the heroic service of the Life-boat to all readers of this JOURNAL, and we earnestly ask those who are already alive to these claims to pass this copy of the JOURNAL on to a friend, and so enlist for our noble work an ever-widening circle of sympathy and generous support.

Drill.

LIFE-BOAT crews are generally such experienced boatmen that the necessity for drill is not apparent to them, and the quarterly exercise at some stations is apt to degenerate into a somewhat perfunctory proceeding which does not strike onlookers as evidence of smartness. Could these same onlookers return to the scene of their summer holiday on some winter's day, when the Life-boat is being launched for wreck service, they would probably be in no small measure astonished to find the slow-moving and almost bored members of the Life-boat's crew, who had perfunctorily gone through the summer launch, transformed into keen, alert, well-disciplined men, working like one in a common cause, overcoming difficulties, and getting the boat afloat with incredible celerity. Nevertheless, it would be well if Coxswains would make a point of treating the quarterly exercise a little more seriously than is frequently the case at present, not only in the actual launch of the boat, which should be done in quick time and in such a manner as to impress spectators rather than the contrary, but also in the exercise when afloat, which should not be merely a pull or sail into the offing and back again, but a thorough test of all the gear in the boat, both for its own sake and for that of the crew, because even the older hands may have some-

thing to learn of the use of gear which is not found in ordinary boats, but is peculiar to a Life-boat. A few hints, therefore, as to what may be done in the way of drill may be of assistance to the Coxswain.

First of all he should see that every man has his belt on right, pulled well up under the arms, and the straps tucked in. Also that the life-lines are all across, each man on the boat having one lying on his knees.

The oars are generally used first to get off the beach and, of course, the principal drill with these should be directed towards practising the oarsmen in keeping stroke, not always easy for men who row only two, or at most four, oars together in their own boats. The Coxswain should see that all the oars are properly secured by their lanyards, the two stroke oars being toggled to the quarter lanyards, so that they can be put into use at once should the rudder be broken or disabled; in fact, the occasional use of these oars instead of the rudder is a useful piece of drill. The men should be practised in backing their oars immediately on receiving the order to do so, so as to turn the boat as quickly as possible, either to prevent her lying broadside on, or for another reason; again, a man should be told that his oar is broken, and taught to get out a spare one without disturbing

the pulling of the rest of his side, and occasionally all the oars one side should be considered broken, and half those on the other side be brought over as quickly as possible.

At some stations it is the practice, when sail is made, to keep the boat's head to windward with the six after oars, while the foremost men get the mast up and clear the sails away; at others, the boat is anchored as soon as a sufficient offing is reached and sail then made. When there is a haul-off warp neither of those operations is necessary, and it may be mentioned here that the haul-off warp should always be used at an exercise whether it is actually required or not, so that its condition may be examined. In making sail, care should be taken in the smaller class of boats not supplied with a fore-stay, that the jib-halliards are set up taut enough to stay the mast well forward before the fore-sail is set, and that the fore-halliards themselves are then sweated as taut as possible before hauling aft the sheet. No boat will do her best with slackly-set sails.

When under sail, and the boat nicely trimmed with a touch of weather helm, the crew should be exercised in reefing without moving from their seats. The halliards should be manned, the sail then lowered, the tack and sheet shifted, and the sail immediately hoisted again without passing any reef points, as this can be done quickly afterwards, so that as little time as possible is thus lost. When the points are tied, the sail should be gathered up loosely and not rolled up, as this makes a bag to hold any water which may come on board. The time-honoured evolution of "reefing in stays" may be very useful in a Life-boat, and should be practised occasionally. The tack and sheet are shifted while the boat is head to wind, and the sail is re-hoisted on the other tack.

The anchor should always be let go at exercise, and while it is down the men can be practised in filling and emptying the ballast tanks, and these and the relieving valves and other fittings in the boat can be explained to newcomers, if there are any. The boat's lamp should be lit to see if it is burning properly, and the red and green shades tried.

While at anchor the men should be practised in heaving the grapnel and loaded cane. The man heaving the grapnel should take a good coil of the rope in his left hand; but, in heaving the cane, it is best to let the line run from its bucket and not hold any in the hand. The Coxswain should make a note in his mind of the best men at this, so as to employ them for the purpose on actual service.

It is well to anchor near some actual vessel, or a pier or jetty, and practise actually throwing the cane on board, and also this makes it possible to show the men how a whip can be formed for hauling passengers to and fro when the Life-boat cannot get right alongside. The tail block with a veering line rove through it is made fast to the cane line and hauled out, being made fast to the rigging, or as high up as possible, and the life-buoy is made fast to the line so that it can be hauled to and from the vessel.

Last, but by no means least, the drogue should be got out before returning to the shore, this being the Second Coxswain's special job. He should always be careful to snatch the drogue rope in its fair-lead, as to let go the drogue without doing so is a most dangerous proceeding.

Other ideas as to drill than those described here will doubtless occur to Coxswains, and may be occasionally carried out. Where there are any men who know the semaphore (and it would be a good thing if at least one man in every Life-boat's crew were to learn it) messages may be passed between the boat and the shore.

The restoration of the apparently drowned should also sometimes be practised in the boats, in spite of the want of room; for at least one case is on record of a man's life being saved, because instead of waiting till he got on shore, the Coxswain then and there proceeded to bring to an apparently drowned man whom he had picked out of the water. It is one of the many advantages of the new and simple Schäfer method that it can be carried out in a confined space like the stern sheets of a boat.

Services of the Life-boats.

Plymouth, Devon.—The German Schooner *Erna*, belonging to Bremen, drove ashore on Drake's Island in Plymouth Sound on the night of the 21st February, during a S.S.E. gale which at times attained the violence of a hurricane. The vessel became a total wreck, but the crew of five hands were saved. The Life-boat *Eliza Avins* was launched at about 11.30 P.M., a rumour having been received that a vessel was in distress. The rescue of the crew reflected great credit on all concerned as a tremendous sea was running, and the conditions were momentarily becoming worse. When the Life-boat reached the schooner she was on her beam ends, the seas were making a clean breach over her, and the men on board were in considerable danger of being swept overboard. The Life-boat was in charge of the Second Coxswain, F. J. Eagles, who handled the boat with very great skill when manœuvring her into a suitable position to rescue the crew. After the anchor had been let go she was veered down under the schooner's bowsprit, from which position the men jumped into the boat. They were then conveyed ashore and taken to the Sailors' Home. The vessel had put into Plymouth Sound earlier in the day through stress of weather, but dragged her anchor when the weather became so boisterous and ran ashore as already described.

Newbiggin and Cresswell, Northumberland.—During a terrific S.E. gale on the 22nd February, the ship *Arctic Stream*, of Glasgow, was totally wrecked between Cresswell and Newbiggin. She was bound at the time from Leith to the Tyne in ballast. The Life-boats *Ada Lewis*, of Newbiggin, and *Martha*, of Cresswell, were promptly summoned to the assistance of the men on board. The Newbiggin boat was transported for nearly three miles over a very broken and rough road without horses, willing help being given by sixty men to haul the boat. When launching great danger and difficulty

were experienced owing to the rocky nature of the coast and the heavy sea running, but the difficulties were overcome, and this Life-boat reached the vessel a few minutes before the Cresswell boat, which had also launched in a very heavy sea to the leeward of the wreck.

In the launching operations of the Cresswell boat valuable help was given to the Life-boatmen by their wives, sons, and daughters, many of whom were wet to the skin in getting the boat afloat. They had an exceptionally trying time when dragging the boat to a suitable launching place, as they frequently slipped on the rocks and fell into deep holes between the ledges, which were full of water. Ultimately the Life-boat got alongside, and the nineteen persons on board including two women and a boy, were rescued, thirteen being brought ashore by the Newbiggin boat and six by the Cresswell boat.

In spite of the rough and cold weather which prevailed, large crowds gathered on the shore to witness the work of rescue, and the Life-boatmen were loudly cheered on their return. The *Arctic Stream* broke up very quickly and the shore was strewn with wreckage.

In recognition of the good work accomplished on this occasion the Committee of Management presented the Thanks of the Institution inscribed on Vellum to the Coxswain of each of the Life-boats, and granted each member of the crews an extra monetary reward, in addition to rewarding the helpers in a suitable manner.

Rosslare Harbour, co. Wexford.—During a whole westerly gale on Sunday the 22nd February information was received that a vessel in Wexford Bay was making signals of distress. The crew of the Life-boat were summoned, and the boat was launched as quickly as possible. On reaching the vessel, which proved to be the schooner *Alice T.*, of Wexford, it was found that her anchor was dragging, and the crew, four in number,

were desirous of being landed. They were accordingly taken into the Life-boat. About the same time it was noticed that another schooner—*The Perseverance*—was also dragging her anchors. The Life-boat, therefore, proceeded to her and took off the four men forming the crew. They were then brought ashore. The vessels managed to ride out the gale and the men were able to return aboard the next day when the weather had moderated.

Fethard, co. Wexford.—An account of the rescue of part of the crew of the schooner *Mexico* on the 20th—23rd February, 1914, when the Life-boat was wrecked, appears on page 144 of the May LIFE-BOAT JOURNAL.

Hope Cove, Devon.—At 9.30 A.M. on the 28th February the Coastguard reported that a ship was ashore at Bolberry Down. The crew of the Life-boat *Alexander* were at once assembled, and the boat was launched within a quarter of an hour. They found the steamer *Jane Rowe*, of Gefle, stranded about one and a half miles to the eastward of Bolt Tail. When the boat got alongside the master requested the Coxswain to stand by him, as he had already despatched a telegram by a small steamer to obtain the assistance of tugs. Three hours later, no tugs having arrived on the scene, the Life-boat prepared to return ashore to summon further help. While doing so tugs were seen approaching, and the boat returned to the vessel. The tugs made fast to the steamer and endeavoured until 9.30 P.M. to refloat her, but without success. It was then decided to abandon operations till next morning, and, as the Life-boat was not then needed, she returned to her station.

At 6.30 A.M. next morning the boat again proceeded to the vessel, which had then driven much further on shore than on the previous day. As the sea was making a clean breach over her and she was lying broadside on, the Coxswain found it impossible to approach her on the inner side. He got a line aboard, however, from the outside, but the crew declined to be hauled through the sea to the boat. In the meanwhile

the Rocket Apparatus had effected communication and, as the crew elected to go ashore by means of the apparatus, the Life-boat stood by until the whole of the crew had been taken off. She then returned ashore and was re-housed.

Totland Bay, Isle of Wight.—At 8.35 A.M. on the 12th March a telegram was received from Milford-on-Sea, stating that a small vessel was labouring heavily in a dismasted condition, and displaying signals of distress. The crew of the Life-boat *Robert Fleming* were at once assembled and the boat was launched. She proceeded to Milford Bay where she found the cutter yacht *Coo*, of Southampton, with one man on board, in a very bad position. The Life-boat took the yacht in tow and proceeded towards Yarmouth, but meeting the full force of the strong ebb-tide she made hardly any progress. Subsequently the Government boat *Crystal* took the Life-boat in tow to Yarmouth, where the *Coo* was left. The Life-boat then returned to Totland Bay. It was eventually ascertained that the *Coo* had been in tow of another vessel but broke adrift when near the Needles, and the towing vessel saw no more of her. At the time of this service there was a strong southerly wind blowing, with a rough sea.

Montrose, Forfarshire.—During a moderate S.S.E. gale and a heavy sea on the 12th March a telephone message was received from Scurdy Ness Light-house stating that there were three small fishing boats in the Bay in considerable danger, as the sea was too heavy on the bar for them to attempt to come in. The No. 1 Life-boat *Sarah Jane Turner* was launched in response and proceeded to the boats. The two men in the first of the boats were taken on board the Life-boat and brought into safety, their boat being taken in tow. The Life-boat then proceeded to the second boat and brought in her crew of three hands together with their boat; she then put to sea a third time and dealt with the other boat in a like manner, the whole of the men, eight in number, being saved. After this service had been

performed it was ascertained that two of the larger fishing boats were still at sea, and the Life-boat waited until about 1 P.M. and stood by them as they crossed the bar.

Newhaven, Sussex. — At 6.30 P.M. on the 13th March during a S.W. gale, information was received that a barge—the *Jachin*, of Maldon—bound from London to Newport, Isle of Wight, with a cargo of wheat, had struck the bar and was driving into the Bay. The Motor Life-boat *Sir FitzRoy Clayton* was promptly despatched to her assistance, and the captain of the barge requested the Coxswain to obtain the services of a tug. For this purpose the Life-boat returned to harbour, but found that the tug was not available. The Life-boat then returned to the barge, and very shortly afterwards her cables parted and she began to drive rapidly ashore; the crew of three hands were, therefore, rescued and taken into harbour.

Newhaven, Sussex. — On the 14th March at 7.15 A.M. the motor Life-boat *Sir FitzRoy Clayton* was again called out to the assistance of the brigantine *Catherine*, of Folkestone, which ran ashore on the east bank at the harbour entrance, when coming into Newhaven with a cargo of stone from Cherbourg. When the Life-boat reached the vessel the sea was breaking right over her, and Coxswain Payne offered to take the crew ashore, but only three of the men consented. He landed these three and then returned to the brigantine and found that, in the meanwhile, a tug had come to her assistance. The captain of the vessel asked the Coxswain to take a line to the tug, which he did. But the tug was unable to do anything and found it necessary to slip her cable to prevent being dragged ashore. The Life-boat then proceeded alongside again and took off another man, who was conveyed ashore, but three others still declined to leave. She then returned to the *Catherine* and after she had stood by for some time the remaining men were with great difficulty rescued and taken to Newhaven. During this service a whole southerly gale was blowing, with

a very heavy sea, and the vessel became a total wreck.

The Mumbles, Glamorganshire.—During a moderate to strong gale on the 14th March a three-masted schooner was observed at anchor on the south side of the Greengrounds, dragging her anchors. As she was in a position of danger, and had hoisted a two flag signal, the Life-boat *Charlie Medland* was launched and proceeded to her. She proved to be the schooner *Isolda*, of Gothenburg, bound for Swansea. Communication was effected and the master of the vessel requested that his wife and two children should be taken ashore. With some difficulty they were transferred to the boat, which then proceeded to Swansea and landed them. The crew of the vessel declined to leave her, and fortunately the anchors held and she did not drag to any serious extent, otherwise she would in all probability have been lost, and at low water the sea would probably have been too heavy and broken for the Life-boat to have rescued the persons on board.

Newbiggin, Northumberland. — Considerable excitement was caused on the morning of the 16th March in the village of Newbiggin owing to fifteen of the cobs belonging to the port having been overtaken by bad weather when at sea. The boats went off fishing at about 5 A.M. when the wind was very moderate, but about 6.30 A.M. a gale blew up from the N.E. very suddenly, and the sea grew rapidly. Most of the boats ran for shelter, and when off Newbiggin at about 8.30 A.M. it was seen that they were in great danger of being swamped. The Life-boat *Ada Lewis* was therefore launched without loss of time and stood by several of the cobs until they got into safety. It was then found that one of the boats was missing. The Life-boat therefore went in search of her and found her about three miles from the shore. The boat was convoyed into safety, the Life-boat remaining in close attendance. The Life-boatmen were loudly cheered on their return to land, and the relatives and friends of the men were greatly relieved when all had landed in safety.

Filey, Yorkshire.—At 5 A.M. on the 16th March, twenty of the fishing cobles put to sea to haul their crab pots, but two hours later the wind shifted to the N.E. and increased to a gale, bringing with it a very heavy sea. The boats at once ran for shelter, and at about 9 A.M. it was seen that three of the boats were in danger in the vicinity of the Brigg. The Life-boat *Hollon the Third* was, therefore, sent to their assistance, and stood by them until they got into safety.

Whitby, Yorkshire.—While the fishing fleet of cobles were at sea on the morning of the 16th March a gale of wind suddenly sprang up from the north and backed into the north-east. The boats at once made for the harbour, but some of them being to leeward, and having to sail across the Whitby Rock to get into safety, considerable anxiety was felt for the safety of their occupants. At 10 A.M. the No. 2 Life-boat *John Fielden* proceeded to their assistance and stood by them until in safety. The rocket brigade were also in attendance ready to render assistance if necessary, and their lines were stretched across the harbour entrance in case of accident.

Flamborough, Yorkshire.—Owing to the N.E. wind on the 16th March freshening suddenly, and bringing up a heavy sea, two of the fishing cobles were in great danger when at sea for the purpose of hauling their crab pots. The Coxswain of the Life-boat happened to be in one of the boats. Information reached the village at about 10 A.M. that the boats were in great danger; the Bowman, therefore, at once obtained a crew and launched the No. 1 Life-boat *Forester*, which stood by the cobles until they succeeded in getting into safety.

Scarborough, Yorkshire.—Several of the fishing cobles were overtaken by a strong N.E. gale and rough sea on the 16th March when out attending to their crab pots. As it was seen that the cobles were in danger a steam trawler, which was in the Roads, proceeded to those which were to the southward and escorted them to the entrance of the harbour, while the Life-

boat *Queensbury* was launched and proceeded to one of the cobles which was coming in from the northward. Having seen this boat into safety the Life-boat again put to sea, and when about two and a half miles off fell in with three more cobles and escorted them into port. The cobles assisted were the *Winifred*, *Amelia*, *Friendship*, and *Lionel*.

Sunderland, Durham.—Early on the morning of the 16th March a N.E. wind increased to a moderate gale, and at about 9 A.M. a telephone message was received from the Docks stating that three fishing cobles were in difficulties off Souter Point, about three miles north of Sunderland. The crew of the Motor Life-boat *J. McConnel Hussey* were assembled, and the boat proceeded to the assistance of the cobles, encountering a very heavy sea on the bar. The boat then remained in attendance on the cobles until they came safely into harbour. Two of the boats belonged to Cullercoats and the third to Whitburn. Owing to the suddenness of the gale the cobles lost all their fishing gear.

Bridlington Quay, Yorkshire.—Shortly before 10 A.M. on the 16th March the N.N.E. wind became very squally, and increased to a gale, when three of the Bridlington Quay fishing-boats, which had gone off early in the morning, were off Hornsea. At about 11 A.M. the wind increased to hurricane force, and as no news could be obtained of the boats by telephone, steps were taken to launch the Life-boat *George and Jane Walker*. By this time the sea was very heavy, and the Life-boat proceeded south in search of the missing boats. She came up with the cobles about ten miles from Bridlington. One of the boats had had her headsails blown away and all three were shipping a great deal of water. The Life-boat stood by them and accompanied them into harbour, which was reached at about 3 P.M. The boats assisted were the *Ocean Bride*, *Elsie May* and *Doris*.

Harwich, Essex.—Shortly before 10 A.M. on the 18th March a telephone message was received by the Harwich

Coastguard reporting that a vessel, with her sails blown away, was driving east of Woodbridge Haven, and showing signals of distress. The steam Life-boat *City of Glasgow* was despatched in response to the message, and on arrival at the position indicated found the ketch *Malvoisin*, of London, labouring heavily and unmanageable. At the request of the master of the ketch the Life-boat helped him to effect communication with a tug, which had also come to the vessel's assistance, and the ketch and her crew of five hands were then taken into Harwich Harbour, accompanied by the Life-boat, the weather being very rough with a S.W. gale blowing. The vessel was bound from Lynn to London with a cargo of potatoes.

Margate, Kent.—At 6.15 p.m. on the 19th March a telephone message was received from Kentish Knock Light-vessel reporting that a barque, apparently on the Kentish Knock Sands, was burning flares for assistance. The crew of the No. 2 Life-boat *Civil Service No. 1* were at once assembled and the boat proceeded to the Sands. When proceeding through the Roads the Life-boat saw the Trinity boat *Irene* at anchor, and, as the wind was light, Coxswain S. Clayson requested the master to tow the Life-boat; this he generously consented to do. When the S.E. Knock Buoy was reached the Life-boat slipped the tow rope and proceeded to the vessel, which was still burning flares for help. She proved to be the barque *Matador*, of Bremen, bound from that port to Trinidad, with a general cargo. When the Life-boat arrived alongside the captain at once employed the Life-boatmen to try and get the ship clear of the sands. Ten men were placed on board shortly after 9 p.m., and they continued to jettison the cargo until 4.30 next morning. In the meanwhile the Life-boat procured the assistance of a tug and arrangements were made for her to come near to the ship as soon as there was sufficient water. At about 4 a.m., the tide being five hours flood, the tug was able to approach the barque, and eventually the vessel and her crew of twenty-two hands were taken into safety. The vessel was afterwards towed to London,

and the Life-boat returned to her station, where she arrived at 8.30 a.m.

Gourdon, Kincardineshire.—While the fishing-boats were at sea on the 20th March the south-easterly wind increased rapidly, bringing up with it a very heavy sea. As it was realized that it would be quite unsafe for the boats to attempt to get into Gourdon Harbour, they were signalled to keep off, and the Life-boat *Theophilus Sidney Echalaz* was launched and stood by them. As soon as the boat got to the endangered fishing-boats they made for Johnshaven, the Life-boat accompanying the last one and landing at Johnshaven, where she remained until the weather had moderated. On this occasion all the enrolled members of the Life-boat crew were at sea in the boats, and the Life-boat was manned by a scratch crew.

Johnshaven, Kincardineshire.—Shortly after 10 a.m. on the 20th March a telephone message was received from Gourdon intimating that a very heavy sea was running at the harbour mouth, and that the fishing-boats had been warned not to attempt to come in, and, further, that the Gourdon Life-boat was being launched to their assistance. Some of the fishing-boats ran for Johnshaven for shelter, and, on their appearance in the offing, the Johnshaven boat, *Sarah Ann Holden*, was launched to stand by them until they should succeed in getting into safety. Two pilots were taken out in the Life-boat, and these men were put aboard the two boats which most required them. After all the boats had got into the harbour, the Gourdon Life-boat also came in, and was drawn up and left until the weather moderated, when she was able to return to her own station.

Port St. Mary, Isle of Man.—Coxswain Kelly of the Life-boat *James Stevens No. 1* on the 23rd March saw a schooner miss stays and get into a dangerous position near the rocks beneath the lime kilns at Port St. Mary. A strong southerly breeze was blowing at the time with a rough sea. He imme-

diately fired the signal to summon the crew, and in less than ten minutes the Life-boat was afloat, and on her way to the vessel under oars and sails. She proved to be the schooner *Julia*, of Fécamp, bound from Lisbon to Iceland with a cargo of salt. When the Life-boat reached her she had already managed to get into safety, although to do so an anchor and thirty fathoms of chain had to be abandoned. The captain of the *Julia* spoke very little English, but made it clear to the Coxswain that he was anxious to recover his small boat and three of the crew who had gone ashore an hour previously for provisions. The wind was now increasing and the sea becoming rougher. The Life-boat returned to the pier and a few minutes later the schooner's small boat, manned by three men, started off under oars to rejoin the *Julia*. As it was thought that with such a small boat the crew, pulling against wind and sea, would have great difficulty in reaching their vessel, it was decided to accompany them. The Life-boat, therefore, did so, but before the small boat had got one third of the way, the oarsmen became exhausted. The Life-boat immediately bore down on them and, throwing a rope to the men, towed the boat to the vessel, a distance of one and a half miles. When this had been successfully accomplished and the men were again on board their vessel the Life-boat returned to her station. There is no doubt that the small boat was in danger of being swamped and it was very fortunate that the Life-boat was close at hand to render such timely assistance.

Arbroath, Forfarshire.—At 6.30 P.M. on the 25th March a small motor fishing-boat named the *Golden Rule* was seen to be in danger in the heavy sea, and unable to make the harbour owing to the low tide. It was, therefore, considered advisable to launch the Life-boat *James Stevens No. 13*, and this was accomplished, but great difficulty was experienced owing to the lowness of the tide and the soft mud over which it was necessary to drag the Life-boat on her carriage. Having reached the fishing-boat, the Life-boat stood by her for some hours and then

accompanied her over the bar into harbour.

Spurn, Yorkshire.—At 8 P.M. on the 25th March it was reported that the Bull Light-vessel was firing rockets, and in response the crew of the Life-boat were assembled, and the boat proceeded to her. On arrival it was found that a collision had occurred between the Norwegian steamer *Norris*, outward bound, and the English brigantine *Jean Anderson*, of Hull, bound from London to Hull with lubricating oil. The collision had occurred quite close to the Light-vessel and one of the ships fouled her, but the master stated that the Light-vessel was not damaged and that he did not require any assistance. The boat then proceeded to the brigantine, and the captain asked Coxswain Cross to stand by and, if possible, assist him to save the vessel. The brigantine was making water fast, as her bows had been completely cut off to the water-line. Four Life-boatmen were placed on board to help to man the pumps and the Life-boat remained in close attendance while the brigantine was towed to Grimsby by the *Norris*. At Grimsby a tug came to the brigantine and took her to Hull, the four Life-boatmen remaining on board, but the Life-boat returned to her station.

Saltburn-by-the-Sea, Yorkshire.—The Life-boat *Mary Batger* was launched shortly after 1 A.M. on the 14th May in response to distress signals, a vessel having stranded, in foggy weather, during the night on the rocks at Huntcliffe. The Life-boat, on arrival, found the s.s. *Stranton*, of Dundee, a large vessel of upwards of 1,050 tons, which had left Sunderland on the evening tide bound for Brightlingsea with a cargo of coal. In the fog she got out of her course and ran on the outlying rocks. As the crew were in no immediate danger, the weather being moderate, the Life-boat stood by the vessel until about 5 A.M. when tugs arrived upon the scene. They then succeeded in towing the vessel clear, and the Life-boat returned to her station.

Summary of the Meetings of the Committee of Management.

Thursday, 2nd April, 1914.

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

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

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the Deputy Chief Inspector on his visits to Peterhead, Stonehaven, Broughty Ferry, St. Andrews, Irvine, Ardrossan and Girvan Life-boat Stations.

Also read the reports of the District Inspectors on their visits to the following Stations:—

Northern District.—Alnmouth, Boulmer, and Newbiggin.

Eastern District.—Lowestoft, Pakefield, Bridlington Quay, and Flamborough (two boats).

Southern District.—Harwich.

Western District.—St. Mary's, St. Agnes, Padstow (two Life-boats and a steam tug), New Quay (Card.), Cardigan, Fishguard, and Burry Port.

Irish District.—Howth, Greencastle, Portrush, and Greenore.

Reported the receipt of the following special contributions:—

	£	s.	d.
Sir HARRY POLAND, K.C.	20	-	-
THE FRIENDLY BROTHERS OF ST. PATRICK (LONDON KNOT)	10	10	-
The Rt. Hon. LORD NEWLANDS	10	-	-
MERCHANT TAYLORS' SCHOOL, CROSBY, LIVERPOOL (Donation from the Boys)	6	9	5

—To be severally thanked.

Reported the receipt of the following legacies:—

The late HERBERT BINNS PILLINGTON, of Southport (on account)	3000	-	-
The late Commander J. GIBBINGS, of Park Lane, St. James's	1000	-	-
The late Mr. RICHARD GUNTER, of West Hoathly	500	-	-
The late Mrs. ELLEN HAYDOCK, of Southport	250	-	-
The late Mr. A. B. PATON, of Great Crosby, Liverpool	250	-	-
The late Mr. HENRY HILL, of Llandudno	100	-	-
The late Mr. PATRICK McDOWALL, of Kirkmaiden, for assisting in maintaining the Life-boat at Port Logan (additional)	30	-	-

Reported that a Reserve Motor Life-boat had been despatched to Dunmore East.

Decided to close the Burry Port and Irvine Stations.

Paid 5,283*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 25*l.* -s. 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Fishing-boat <i>Golden Rule</i> , of Arbroath. Stood by boat.	
Bridlington Quay	Three cobsles of Bridlington. Stood by cobsles.	
Filey	Three cobsles of Filey. Stood by cobsles.	
Flamborough No. 1	Two cobsles of Flamborough. Stood by cobsles.	
Gourdon	Fishing-boats of Gourdon. Stood by boats.	
Johnshaven	Ten fishing-boats of Gourdon. Stood by boats.	
Montrose No. 1	Three fishing-boats of Montrose. Saved boats and	8
	Two fishing-boats of Montrose. Stood by boats.	
The Mumbles	Schooner <i>Isolda</i> , of Gothenburg. Landed 3.	
Newbiggin	Fifteen cobsles of Newbiggin. Stood by cobsles.	
Newhaven	Barge <i>Jachin</i> , of Maldon	3
(Motor)	Brigantine <i>Catherine</i> , of Folkestone	7
Port St. Mary	Boat of schooner <i>Julia</i> , of Fécamp. Rendered assistance.	
Scarborough	Four cobsles of Scarborough. Stood by cobsles.	
Sunderland	Three fishing cobsles of Cullercoats, etc. Stood by cobsles.	
(Motor)	Yacht <i>Coo</i> , of Southampton. Saved boat and	1
Totland Bay	Five cobsles of Whitby. Stood by cobsles.	
Whitby No. 2		

Harwich (Steam) Life-boat assisted to save the ketch *Malvoisin*, of London, and 5; Margate No. 2 Life-boat assisted to save the barque *Matador*, of Bremen, and 22; and Spurn Life-boat assisted to save the brigantine *Jean Anderson*, of Hull, and 6.

Also voted 739*l.* 9*s.* 8*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:—Atherfield, Barry Dock, Berwick-on-Tweed, Brightstone Grange, Brixham, Clacton-on-Sea (Motor), Cromer, Dungeness No. 2, Groomsport, Harwich (Steam), Holy Island No. 1, The Mumbles, Newquay (Corn.), Padstow No. 2, Palling No. 2, Penlee, Porthleven, Portrush, Sennen Cove, Walton-on-the-Naze (Motor), Wexford, and Winterton No. 1.

Voted 5*l.* to men injured in the Life-boat service at Fethard.

Granted an additional 7*s.* 6*d.* each to the crew of the Falmouth Life-boat on account of the severe and arduous nature of the service to the barque *Hera* on the 1st February.

Reported that the French Government had awarded a Gold Medal of the Second Class, and a Diploma, to WILLIAM STEPHENSON, Coxswain of the Boulmer Life-boat, in recognition of the services of the Life-boat in saving twenty-five of the crew of the steam trawler *Tadorne*, of Boulogne, on the 29th March, 1914.

Awarded the thanks of the Institution, inscribed on vellum, together with the Silver Medal, to DANIEL P. DAVIES, pilot's apprentice, and the thanks of the Institution, inscribed on vellum, to WILLIAM HOOPER, pilot's assistant, together with a monetary reward to both, for their gallant conduct in saving two men from the ketch *Elizabeth Couch*, of Barnstaple, on the 22nd February. The salvors observed the ketch driving before the S.W. gale in a very heavy sea with her sails blown away, and burning flares for assistance. The salvors were in the pilot cutter *Dawn*, but owing to the severe conditions of weather she was unable to render any immediate assistance. They, therefore, stood by for some hours. During this time the ketch had drifted into a dangerous position, and was in danger of sinking. Daniel Davies, therefore, lowered the cutter's punt, and with great difficulty succeeded in reaching the ketch and rescuing her two occupants. Davies ran very great risk of his boat being swamped or capsized, and the pilot cutter, with only Hooper on board, was in considerable danger of colliding with the disabled ketch when being manoeuvred. If it had not been for the timely efforts of the salvors the crew of the ketch would undoubtedly have been drowned.

Thursday, 14th May, 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 Deputy Chief

Inspector on his visits to Sunderland and Tynemouth Life-boat Stations.

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

Northern District.—Banff and Macduff, Buckie, Fraserburgh, Arbroath, Buchhaven, Stornoway, Gourdon, Newburgh, Peterhead (two boats), Stonehaven, North Berwick, St. Abbs, Dunbar, Skateraw, Eyemouth, Berwick-on-Tweed, St. Andrews.

Eastern District.—Uppang, Whitby (two boats), Palling (two boats), Hornsea, Easington, Spurn, Caister (two boats), Yarmouth, Gorleston (two boats), Sheringham, Blakeney, Hunstanton, Brancaster, and Wells.

Southern District.—Brighton, Selsey, Bembridge, Ryde, Poole, Swanage, Weymouth, Lyme Regis, Yealm River, Exmouth, Salcombe, Hope Cove, Brixham, Torquay, Teignmouth, Plymouth, The Lizard, Cadgwith, Porthleven, Coverack.

Western District.—The Mumbles, Port Eynon, Ferryside, Barry Dock, Barmouth, Aberdovey, Aberystwyth, Bude, and Newquay (Cornwall).

Irish District.—Dunmore East, Youghal, Ballycotton, New Brighton (two boats), Hilbre Island, Hoylake, and Formby.

Reported the receipt of the following special contributions:—

	£	s.	d.
"IN MEMORY OF THE LATE ESTHER DU BOIS"	100	-	-
LORD CREWE'S TRUSTEES (annual subscription)	30	-	-
Mr. ALBERT BRASSEY	10	-	-
Miss M. JEFFERIES	10	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mr. HENRY JAMES VAGG, of Camberwell, for a Life-boat to be named <i>Ellen and James Vagg</i> , and placed on the Somersetshire coast, or as near thereto as practicable	2000	-	-
The late Miss AMANDA HINCH- CLIFFE, of Southport	1000	-	-
The late Mr. JOHN TAYLOR CARDWELL, of Ilkley (further on account)	500	-	-
The late Chevalier EPIFANIO RODRIGUEZ, of Robert Street, Adelphi (further on account)	400	-	-
The late Miss EMMA MORGAN, of Ifracombe	200	-	-
The late Miss MARY ELLIS, of Exmouth (on account)	75	-	-
The late Mrs. DREW, of Row (balance)	52	3	3
The late Mr. EDWY CROOK, of Guildford (additional)	20	4	5

Decided to close the Fethard Life-boat Station.

Paid 10,171*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 152*l.* 18*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberystwyth . . .	Two racing boats of Welsh University. Saved 10 and two boats . . .	10
Aldeburgh No. 2	Coastguard boat of Shingle Street. Picked up boat.	
Berwick-on-Tweed	Fishing-boat <i>Harmony</i> , of Eyemouth. Stood by boat.	
Easington . . .	Steam trawler <i>Minotaur</i> , of Grimsby. Stood by vessel.	
Moelfre . . .	Schooner <i>Ellen Harrison</i> , of Barrow	5
Peterhead No. 2 (Motor)	Trawler <i>Olbers</i> , of Bremerhaven. Stood by vessel.	
Scarborough . . .	Coble <i>Bonnie Lad</i> , of Scarborough. Stood by coble.	
Swanage . . .	S.S. <i>Envermue</i> , of London. Stood by vessel.	

Clacton-on-Sea (Motor) Life-boat saved the Government Seaplane No. 11, and landed two, and also rendered assistance to the Government Seaplane No. 79, and a motor launch; Ramsgate Life-boat assisted to save the S.S. *Tsiropinas*, of Syra, and also assisted to save the S.S. *Mydrecht*, of Rotterdam.

Also voted 208*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:—Banff, Cromer, Dunbar, Gorleston No. 1, Gourdon, Mablethorpe, Newcastle (co. Down), Palling No. 2 St. Mary's, Sennen Cove, Walton-on-the-Naze (Motor).

Voted 38*l.* to men injured in the Life-boat service at Falmouth and Wexford.

Voted 12*l.* 16*s.* to pay the funeral expenses of two Life-boatmen, who perished in the Fethard Life-boat disaster, and whose bodies had recently been recovered.

Reported that His Majesty the King of Norway had graciously bestowed Silver Medals and Diplomas upon the five Life-boatmen who survived the disaster to the Fethard Life-boat when they were endeavouring to rescue the crew of the Norwegian schooner *Mexico* on the 20th February. Also Silver Medals and Diplomas upon Commander THOMAS HOLMES, R.N., Chief Inspector of Life-boats, WALTER POWER, Coxswain of the Dunmore East Life-boat, EDWARD WICKHAM, Coxswain of the Wexford Life-boat, and on JAMES WICKHAM and WILLIAM DUGGAN, for their services which, after three days' efforts, resulted in saving the five surviving members of the Life-boat crew, and seven of the crew of the *Mexico*.

Also reported that 805*l.* -*s.* 7*d.* had been collected in Christiania among the shipping community of Norway for the relatives of the Life-boatmen who perished on this occasion.

Voted a compassionate grant of 50*l.* towards the support of old Life-boatmen at Ramsgate, who were in very poor circumstances.

Voted 1*l.* to two men for their promptness in putting off in a boat and saving two boys, who had been driven out to sea in a boat at Herne Bay on the 6th April. The boat broke adrift when the boys were playing in her, and as there were no oars on board they were unable to help themselves. A moderate westerly gale was blowing at the time with a rough sea, and the salvors, who were engaged for two hours, incurred some risk. The boat when picked up was one-and-a-half miles from the shore and half full of water.

Voted 3*l.* to three men for their promptness in putting off in a boat on the 23rd April and saving three sea-scouts who were unable to manage their boat when at sea off St. Andrews. The weather at the time was squally, and had it not been for the timely assistance the lives most certainly would have been lost, as their boat was within 20 yards of the rocks when they were saved.

Thursday, 11th June, 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, and ordered that their recommendations be carried into effect.

Read the report of the Deputy Chief Inspector on his visits to Cromer, Sheringham, Weybourne, Salthouses, Cley, Blakeney, Moreton, Wells, Brancaster, and Hunstanton.

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

Northern District.—Ayr, Ballantrae, Whitehorn, Port Logan, Lossiemouth, Ackergill, Huna, Longhope, and Cromarty.

Eastern District.—Winterton (two boats) and Hasborough.

Southern District.—Porthoustock, Falmouth, Polkerris, Mevagissey, and Looe.

Western District.—Bull Bay, Cemaes, Cemlyn, Penmon, Moelfre, Rhoscolyn, Rhosneigr, Llandudno, and Holyhead (two boats).

Irish District.—Southport, St. Annes, Lytham, Blackpool, Fleetwood, Piel (Barrow), and Aranmore.

Reported the receipt of the following special contributions:—

Contributor	£	s.	d.
Mr. ELIZA STREATFIELD. On account of the cost of a new <i>Hugh Taylor</i> Life-boat for Yarmouth, when necessary	400	-	-
Dr. ROBERT LLOYD WOOLCOMBE	10	10	-
Miss M. JEFFERIES	10	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mrs. SARAH EGGLESTONE, of Upper Norwood . . .	£	s.	d.
	1800	-	-
The late Mrs. SARAH ANN WALKER, of Leeds, for a Life-boat to be named <i>Sarah Ann Austin</i> , for Blackpool, or failing that, for the Yorkshire coast	1000	9	-
The late Miss SARAH BLOOMFIELD BLAKE, of Streatham. "To be applied in or towards providing a Life-boat to be named <i>Peter and Sarah Blake</i> , and to be placed and maintained on such part of the West Coast of Scotland as my executors shall approve" . . .	977	7	6
The late Mrs. ELLEN PARKER KIRBY, of Richmond. "In or towards providing a Life-boat for saving human life on some perilous part of the coast of the United Kingdom and Ireland"	900	-	-
The late Misses MARY MARGARET and HANNAH DALGETY and Mrs. ISABELLA JAMIESON WILSON	800	-	-
The late Mr. MATTHEW TARBETT FLEMING, of Downham, Essex (per Glasgow Branch) . . .	375	-	-
The late Mr. WILLIAM JOHN NORMAND, of Edinburgh. For the Endowment Fund . . .	205	4	9
The late Miss JANE HAY, of St. Abbs	200	-	-
The late Mr. BENJAMIN ELKIN MOCATTA, of Great Cumberland Place, W.	200	-	-
The late Mr. WILLIAM HENRY DEAN, of Stratford, E. (additional)	74	12	2
The late Mrs. ANDERSON, of Aberdeen (balance)	50	-	-
The late Miss FRANCES FARRAR, of Huddersfield	50	-	-
The late Mr. HERBERT CHARLES FIELD, of Great Yarmouth . .	5	-	-

Reported the despatch of a new Life-boat to Hayling Island.

Paid 10,599*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 56*l.* 6*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 2	S.S. <i>Turrett Hill</i> , of Newcastle. Landed one from Shipwash Light-vessel.	
Saltburn	S.S. <i>Stranton</i> , of Dundee. Stood by vessel.	
Polkerris	A small boat. Landed	1

Clacton-on-Sea Motor Life-boat saved the yacht *White Heather*, of Southampton, and her crew of 14; also assisted to save the sprit-sail barge *Afternoon*, of Rochester.

Also voted 104*l.* 2*s.* 8*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:—Camlyn, Clacton-on-Sea (Motor), Cromer, North Deal, Kessingland No. 1, St. Agnes, Southend-on-Sea, Southwold No. 1, Spurn, Sunderland North Dock, Teesmouth (Motor), and Wicklow (Motor).

Voted 20*l.* -s. 6*d.* to a man injured in the Life-boat service at Blackpool.

Voted 5*l.* 5*s.* to fourteen Appledore Life-boatmen for putting off in a boat to search for a man who was reported missing from a fishing-boat on the 21st May. The man succeeded in getting ashore in safety.

Voted a Binocular Glass, bearing a suitable inscription, to Captain E. C. BENNETT for his prompt and valuable services in saving one of two men whose boat was capsized in a squall in Falmouth Harbour on the 18th May. Captain Bennett, who happened to be cruising in the vicinity, and saw the accident, succeeded in saving one of the men, but the other one was unfortunately drowned.

Voted 3*l.* to four men for putting off in a boat on the 8th May to search for two men who had gone off from Dalkey for the purpose of fishing and had not returned when darkness set in. The endangered men had been caught in bad weather and when seeking shelter were thrown ashore on Dalkey Island. The salvors found them there and brought them ashore. During this service they incurred considerable risk and were engaged about two hours.

Voted 15*s.* to two men for their promptness in putting off in a boat at Ramsgate on the 23rd May and rescuing two persons whose boat had been capsized.

Voted 2*l.* 5*s.* to six men for putting off in a boat for the purpose of assisting three men in a small boat, who were in difficulties in Dovercourt Bay on the 24th May. A strong easterly breeze was blowing with a rough sea. Before the salvors reached the endangered boat she had been picked up by a Government pinnace, which took her into Harwich.

Voted 5*l.* 5*s.* to seven men for their services in putting off in a boat and saving, at slight risk, a man and his wife near Benbecula, South Uist, Hebrides, on the 18th May. The endangered people were returning home in a boat laden with seaweed when they were caught in a heavy gale. Their boat filled and capsized, but they were fortunately able to get on to the upturned keel, from which the woman was repeatedly washed off. The salvors dragged the boat for a quarter of a mile through the mud with great difficulty, and then launched her. They succeeded in saving the two persons, but when picked up the woman was unconscious.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Supported solely by Voluntary Contributions.

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

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

Chairman—

Deputy-Chairman—

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

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

Secretary—GEORGE F. SHEE, ESQ., M.A.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON.

Telephone:

No. 2964
GERRARD.

APPEAL.

During the year 1913 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £83,000 on its Life-Boat Establishments.

SUMMARY OF THE WORK OF THE INSTITUTION DURING 1913.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 40 Vessels and Boats saved by them and 208 persons landed from vessels in distress and lightships	455
Number of Lives saved by Shore-boats, etc.	119
Amount of Rewards granted during the Year.	7,904	- -
Honorary Rewards:—Silver Medals	9
Total	9 574	£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,

ROYAL NATIONAL LIFE-BOAT 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.

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.