

# THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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## War and the Life-boat Service.

THE War, the greatest in which a nation has ever been involved, has entirely absorbed public interest, and the purses which have been so generously opened to the innumerable appeals in connexion with the War have, almost of necessity, been closed to the normal calls of charity, even in those cases where these calls are of a permanent and truly national character. Such is the case with the Life-boat cause. Peace or war, this work of humanity, whose beneficent activities extend beyond the limits of nationality, must be carried on, and it is a very serious matter that the Institution is faced with a heavy loss of revenue owing to the fact that all the special appeals by which we are accustomed to approach the man in the street have had to be abandoned in the face of this national crisis.

Meanwhile, there are circumstances definitely connected with the state of war which are, in themselves, actually likely to involve a more frequent and serious call upon the services of the Life-boats and their crews. The Coast Guards have been, to a great extent, withdrawn, and the lights on the coast have been largely extinguished, while buoys and beacons have been removed. The narrowing of navigable waters owing to the mine fields, so that vessels can no longer keep outside the sand banks, but are compelled to take the inside channels, will also in all probability become a contributory cause of wrecks, and the fact that the Light-vessels no longer report casualties either by gun signal or wireless telegraphy will add to the work of Life-boats' crews.

These facts, taken together, necessarily cause the Committee of Management great anxiety. We venture to appeal to those who realize the magnificent work which the Life-boat Institution

has done during the last hundred years not to forget its claims, even at such a time as this, but to set aside some proportion at least of their generous contributions to a national cause in the shape of support for the Life-boat.

In addition to these effects of the War, which directly affect the finances of the Institution, there are others which are of sufficient importance to bring to the notice of the public. So far as the crews of the Life-boats are concerned, the mobilization of our Forces has not to any serious extent depleted them; the Naval Reserves being almost entirely drawn from crews of merchant ships and sea-going vessels, and not from the class which forms, as a rule, the Life-boat crew, viz., the inshore fishermen. Nevertheless, an examination of the returns which have been called for from each Life-boat Station on the coast, shows that at most Stations one or two vacancies have to be filled up, and that in a few cases as many as half the crew have been called out; while in one case, Ilfracombe, no less than 20 men on the roster have left to join the colours; but it is satisfactory to learn that at practically every Station on the coast, it is reported that there are sufficient men to make up the deficiency, and a full crew can be found to man the Life-boat. Very few Coxswains have gone, although, on the other hand, a good many Assistant Coxswains, who are generally younger men, have answered the call.

In addition to the actual crews, some Stations have lost important shore officials, such as the head launcher, winchman, light-man, and signalman, though in the latter case, many Stations report that the military are undertaking the duties. Lastly, anyone acquainted with the Honorary Secretaries of our

Station Branches will not be surprised to hear that a large number of these gentlemen have either already left for active service, or are daily awaiting the call.

The withdrawal in many cases of the Coast Guards has left a great deal of the coastline without the ordinary look-out being kept for wrecks, though, in some of these the duty has been undertaken by the Boy Scouts, no less than 1,400 of them being now engaged in what, in peace times, is the work of the Coast Guards. It is reported that these boys are doing excellent work, and are forming, in many respects, an admirable substitute for the proper watchers of the coast; but it is hoped that dwellers by the sea will not fail to report any wreck or vessel in distress which they may see; and it may be mentioned here that where the Coastguard or other telephone is not available, a telegram calling out a Life-boat will be accepted at any Post Office at any time of the day or night, including Sundays, *free of charge*. It should be addressed "Coxswain, Life-boat," the name of the nearest Life-boat Station being added. The Institution grants a reward of seven shillings for the first information of this nature.

The Inspectors of Life-boats being Naval Officers, it is not surprising that the majority have been required for active service in this crisis—and, as

a matter of fact, five out of the seven are now serving with the Fleet, so that it is impossible for the routine of periodical inspections to be continued at present. It behoves Coxswains more than ever to keep their eyes open for anything going wrong, and to resist the temptation to "wait till the Inspector comes round," before reporting defects in the equipment of the Boat or other stores. Honorary Secretaries will themselves no doubt show an increased vigilance over these things, and where they are too busy to make periodical visits to the Boathouse themselves, or where the Honorary Secretary has himself been called out, it might be well for Local Committees to arrange for one of their number in turn to make such a visit, and to satisfy himself by inspection, and by questioning the Coxswain, *that all is well*.

Generally speaking, it is felt that the spirit of self-sacrifice and devotion to duty which is so conspicuous a feature of this national crisis, will stand the Institution in good stead in its present difficulties, and that the members of Local Committees and all others interested in the noble work of saving life at sea, will not allow the efficiency of the Life-boat Service to lapse, either for lack of funds, or for any other reason, in the coming winter, or any other winter or winters during which the War may unfortunately last.

## Civil Service Life-boat Fund.

It is with the greatest regret that we have to record the death of Mr. H. Fincham, I.S.O., who was Honorary Secretary of the Civil Service Life-boat Fund from February 1906 to June 1914. Mr. Fincham, who was inspired with the best traditions of the Civil Service, was intensely interested in the success of the Fund which that body has maintained since 1866, and which has conferred such marked and lasting benefits upon the heroic service of the Life-boat. His devotion to the duties of Honorary Secretary is exemplified by the fact that, only two days before his death, the Secretary of the Institution received a letter from him describing

the simple but effective machinery by which he secured the annual subscriptions to the Fund. His death is keenly regretted, not only by his colleagues of the Civil Service but by the Committee of Management and the Secretary of the Institution, to which he gave such devoted service.

At a Meeting of the Civil Service Life-Boat Fund, held on the 7th October, Mr. W. Fortescue Barratt was unanimously elected Honorary Secretary of the Fund, the proposer being Sir Francis J. S. Hopwood, the Chairman and Honorary Treasurer, the motion being seconded by Mr. Charles H. W. O'Brien, of The National Insurance Audit.

## The Institution and the War.

WE have the pleasure of giving a list of the Officers and members of the Staff, or of a Permanent Crew, of the ROYAL NATIONAL LIFE-BOAT INSTITUTION who have been called up or who have volunteered for service with His Majesty's Forces during the War :—

Commander HOWARD F. J. ROWLEY, R.N.,  
Deputy Chief Inspector of Life-boats,  
Special Service.

Commander CHARLES H. FORBES, R.N.,  
District Inspector of Life-boats,  
Navigation School, Portsmouth.

Major A. C. CUST,  
District Organizing Secretary for Greater  
London,  
Somerset Light Infantry.

Lieut.-Commander W. G. RIGG, R.N.,  
District Inspector of Life-boats,  
Mine Sweeping, Dover.

Lieut.-Commander H. G. INNES, R.N.,  
District Inspector of Life-boats,  
H.M.S. *Amphitrite*, cruiser.

Lieut.-Commander P. F. M. FELLOWES, R.N.,  
District Organizing Secretary,  
Assistant Inspector of Steel in the  
Ordnance Department.

Lieutenant EDWARD D. DRURY, R.N.R.,  
District Inspector of Life-boats,  
H.M.S. *Euryalus*, cruiser.

\*Mr. H. WALLINGTON, Assistant District  
Organizing Secretary for Greater London,  
University of London Officers' Training  
Corps.

\* Volunteered.

\*Mr. J. P. GRANT, Assistant Surveyor of  
Marine Engines,  
Motor Transport Driver, Army Service  
Corps.

\*Mr. C. H. MAPLESON, Clerk,  
Inns of Court Officers' Training Corps.

Mr. C. E. HAYWARD, Housekeeper,  
Master-at-Arms, H.M.S. *Edinburgh  
Castle*, Armed Merchant Vessel.

Mr. C. DIXON, Messenger,  
Private, 2nd Coldstream Guards.

Mr. J. E. MARTIN, Chief Rigger,  
1st Class Petty Officer, S.S. ex *Baralong*,  
Mercantile Fleet Auxiliary Vessel.

Mr. E. W. CULVER, Storehouseman,  
Stoker—Petty Officer.

Mr. J. NUNN, Rigger,  
Able Seamen, H.M.S. *Albion*, Battleship.

Mr. R. HUMPHREYS, Assistant Storehouseman,  
Private, 2nd Middlesex Regiment.

Mr. J. A. ATKINSON, Mate of Padstow Tug,  
Able Seaman, H.M.S. *Majestic*, Battleship.

Mr. J. ROBINSON, Member of Spurn Crew,  
Able Seaman.

Mr. W. A. ATKINSON, 2nd Engineer, Angle  
Steam Life-boat,  
Private, 6th Royal Welsh Fusiliers.

\* Volunteered.

In addition to the above the following  
volunteered for service, but failed to  
pass the medical examination :—Mr.  
George F. Shee, M.A., Secretary of the  
Institution ; Mr. C. H. Scofield, Clerk ;  
and Mr. D. Nisbett, Temporary Boy  
Clerk.

## The Life-boat Service Abroad.

### UNITED STATES.

THE Annual Report of the United States Life-Saving Service for the year ending 30th June, 1913, states that 73 lives were lost on the coasts (which includes the coast of the Great Lakes). 437 persons were "succoured," but it is not clear from the Report what the precise meaning of this term is.

At the close of the year under review the American Life-Saving Service was managing and administering 285 Stations. There were 68 Self-righting Life-boats, 28 of them being 36-foot boats and 40 of them being 34-foot boats. Besides, there were 58 Beebe-McLellan Motor Life-boats. It is interesting to note that of the 4,096 imperilled persons who were taken

ashore or to other places of safety by the Life-Saving crews during the year, 2,748 were transported in motor boats.

### FRANCE.

The Annual Report for 1913 gives a record of 664 lives saved, 431 of which were saved by the Life-boats or the Rocket Apparatus of the Society, while 233 were saved by other means. The total saved by the Society up to the 1st January, 1914, since its foundation in 1865, now amounts to 16,517, while rewards have been granted for the saving of a total of 21,324 lives.

### GERMANY.

The Annual Report of this Society for the year 1913-1914 shows that the

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ENTRANCE TO THE HOUSE OF THE INSTITUTION.



activity of the Life-Saving Stations was effective in saving life on 23 occasions, and resulted in the saving of 127 persons, 76 of whom were saved by Life-boats, and 51 by the Rocket Apparatus. This brings the total of lives saved by the Society since its foundation to 3,997.

The German Society has 133 Life-Saving Stations; 86 in the Baltic and 47 in the North Sea. Sixty-four are double Stations, i.e., they are provided both with a Life-boat and a Rocket Apparatus; 52 are Life-boat Stations only; and 17 are provided only with the Rocket Apparatus.

There are 8 open motor boats and 6 decked sailing boats with motors installed.

#### THE NETHERLANDS.

"De Reddingboot," the magazine of the Noord- en Zuid-Hollandsche Redding-Maatschappij, states that the Society, which was founded in 1824, now has 32 Pulling and Sailing Life-boats, 2 Motor Boats and 2 Rocket

Apparatus Stations. During 1913 the boats were launched thirteen times, and seven of the launches resulted in the saving of 69 lives. The total number of lives saved since the foundation of the Society amounts to 4,479.

#### SPAIN.

The Journal of the Spanish Life-boat Society for the quarter ending September, 1914, shows that the number of persons saved by the Life-boats and Rocket Apparatus of the Society since its foundation in 1880 is 1,399, while 9,373 persons have been saved by other means, rewards being given by the Society in all these cases. In addition 103 vessels have been saved by the Society.

#### NORWAY.

The report of the Norsk Selskab til Skibbrudnes Redning for 1913-1914 states that 92 men and 29 vessels were saved during that period. Two new Life-boats were placed on their Stations.

## Services of the Life-boats.

**Easington, Yorkshire.**—On the 28th March, during moderately rough weather a message was received by telephone stating that a steam trawler had stranded, and was in great danger near the old foundation of the Kilnsea Beacon. The crew of the Life-boat *Docea Chapman* were at once assembled and the boat launched. On arrival at the position indicated the steam trawler *Minotaur*, of Grimsby, bound for that port, was found ashore, leaking badly. The Life-boat stood by in readiness to render aid if necessary, but a tug, which had also come to the assistance of the vessel, was able to tow her off on the next tide.

**Moelfre, Anglesey.**—At about 5.30 A.M. on the 31st March flares were observed from Moelfre Island. A strong S.W. gale prevailed at the time, with rough sea, and the Life-boat *Charles and Eliza Laura* was launched. On arriving at the north side of the Island they found the schooner *Ellen Harrison*, of Barrow,

ashore, and rescued the crew of five men. It appeared that the vessel was bound from Connah's Quay to Dublin with a cargo of bricks and tiles, and when trying to run into the Bay for shelter she missed stays and went ashore. Her cargo was subsequently jettisoned and the vessel was successfully refloated, when it was found that her keel and bottom had been badly damaged.

**Clacton-on-Sea, Essex.**—The Government Seaplane No. 11, whilst flying from Sheerness to Harwich on the 1st April dropped into the sea when about four miles W.S.W. of Clacton. Instructions were given for the Life-boat *Albert Edward* to proceed to her assistance, and the boat was launched very smartly, but on reaching the seaplane it was found that her crew of two men had already been picked up by a barge which was in the vicinity. They were at once transferred to the Life-boat, which then proceeded to the

seaplane, which was found to have capsized. A rope was attached to the machine and she was towed to Clacton beach. The two men, who were wet to their skins through being submerged, were then landed, and the Shipwrecked Mariners' agent attended to their requirements.

**Peterhead, Aberdeenshire.**—At 6.45 P.M. on the 1st April a telephone message was received from the Coastguard stating that a vessel was ashore at Scotston Head. Coxswain James Cameron of the No. 2 Life-boat *Alexander Tulloch* started for the scene of the wreck, which was about four miles from Peterhead; on arriving the Life-boat went alongside the vessel, which proved to be the trawler *Olbers*, of Bremerhaven. She had run ashore on the rocks. In response to the Coxswain's inquiry the captain of the trawler stated that he wanted a tugboat and that there was no necessity for the crew to be taken off. The Coxswain, however, was not satisfied to leave the vessel and decided to stand by until he was of opinion that she was out of danger. At about 10 P.M. the captain stated that his vessel was steady and that he did not consider it necessary for the Life-boat to remain longer, but that if anything untoward happened before the vessel floated he would again signal for the Life-boat. The Coxswain, therefore, returned to Peterhead, but he and his crew remained on duty until about 2 A.M., when they received information that the vessel had got off the rocks.

**Ramsgate, Kent.**—During fine weather, with a smooth sea, on the 4th April, the Coastguard reported shortly after midnight that a message had been received from the North Goodwin Light-vessel stating that a steamer was ashore on the Sands. The Life-boat *Charles and Susanna Stephens*, in tow of the harbour tug, proceeded to the Sands, and there found the s.s. *Mydrecht*, of Rotterdam, stranded close to the North-East Goodwin Buoy. A London tug also reached the distressed steamer at about the same time as the Life-boat. The Life-boat went alongside the

vessel, and the master accepted the crew's services to try and save her. Six men were placed on board, and ropes were then passed between the stranded steamer and the tugs. At 1.30 A.M. the tugs commenced to tow and, on the flood tide, they succeeded at 2.30 A.M. in towing the vessel clear. The Life-boat and harbour tug then returned to Ramsgate. The *Mydrecht* at the time of the casualty was bound from Rotterdam to Constantinople in water ballast, but the master stated that he would return to Rotterdam to examine his vessel before proceeding on his voyage.

**Aberystwyth, Cardiganshire.**—A party of four men and six women, students from the University, had an exciting adventure near Aberystwyth on the 17th April. They left Aberystwyth in the morning in two of the college racing boats to proceed to Monks Cave, a resort about five miles to the south of Aberystwyth. Brilliant sunshine prevailed, but a strong east wind blew off the land, accompanied by frequent squalls. It was not until the homeward journey was commenced that difficulties arose; they then found that they could make very little progress against the wind and tide, and as the result of their strenuous efforts they were becoming exhausted.

Shortly after mid-day some anxiety was felt at the non-return of the boats and, as a result of inquiries, it was found that they had already left Monks Cave at about 1 P.M., on their return journey. As it was now blowing very hard, it was decided to launch the Life-boat *John and Naomi Beattie*. Soon afterwards the two boats were seen out at sea, driving fast to leeward. As soon as the Life-boat reached them the ten occupants were taken aboard and the two boats were towed into safety. When picked up both crews were quite exhausted and could only manage to keep their boat's head to the sea.

**Swanage, Dorset.**—On the evening of the 22nd April the Coastguard reported that a steamer was ashore on the rocks to the west of St. Alban's Head, and making signals of distress;

and a subsequent message from Kimberidge suggested that the Life-boat should at once be sent, as there was a heavy sea running. The crew of the Life-boat *William Erle* were at once assembled and the boat launched at 8.14 P.M., but in the prevailing fog, which was very thick, Coxswain Dyke was unable to locate the steamer until 2 A.M. By this time two tugs had arrived from Weymouth, and at the request of the captain the Life-boat stood by the vessel until high-water. It was then found that there was too much water in the hold of the vessel for the tugs to get her clear, and the captain decided to send the crew to Weymouth in one of the tugs, he and the mate remaining on board. As they were not in danger, the Life-boat returned to Swanage, where she arrived at 8 A.M. The vessel was the steamer *Envermue*, of London.

**Clacton-on-Sea, Essex.**—At 8.25 P.M. on the 24th April a request was made that the motor Life-boat *Albert Edward* should be sent out to pick up the Government seaplane No. 79, and also a Government motor launch which had gone to her assistance, but had broken down. The waterplane had been flying earlier in the day from the Isle of Grain, with the Right Honourable Winston Churchill on board, but engine trouble having been experienced the motor launch had gone out to her assistance. When the Life-boat reached the motor-boat both she and the seaplane were taken in tow and assisted to Harwich Harbour. The seaplane was then handed over to the Government authorities at the Hanger, and the motor launch, having made good the defects, proceeded to the Felixstowe Dock, after which the Life-boat returned to her station.

**Ramsgate, Kent.**—At 6.15 P.M. on the 30th April the Life-boat *Charles and Susanna Stephens* was launched to the assistance of a large steamer ashore on the Goodwin Sands. On arrival at the stranded vessel five Life-boatmen were placed on board the stranded steamer, and the services of the tug and Life-boat were engaged to try and

get the vessel clear. A large 30 cwt. anchor with a wire hawser attached was, with the assistance of the tug, carried out and set up. The Life-boat then stood by the steamer, waiting for the tide to flow, the sea in the meanwhile washing right through the stranded vessel. At 10.30 A.M., after several attempts, communication was established between the tug and the vessel, and towing operations commenced, but with the strong tide and sea the tug swung round and was obliged to slip the tow rope. With great difficulty another rope was got on board, and the tug, after three hours' work, succeeded in getting the vessel clear. The anchors were slipped, and the tug got a rope made fast forward, as the vessel's engines were choked with sand and would not work. Both tug and Life-boat then started with the vessel towards Dover, but shortly afterwards the rope by which the Life-boat was towing astern parted, so the Life-boat sailed back to her station, the five men of the crew being still on board the steamer. The steamer, with the tug in attendance, reached Dover in safety. The weather during this case was very heavy, with a strong N.E. wind blowing, and the services rendered were exceptionally good in circumstances both difficult and dangerous. The vessel saved was a large Greek steamer named the *Tsiropinas*, bound from Rotterdam to the Black Sea with 6,000 tons of coal.

**Aldeburgh, Suffolk.**—A sad accident involving the loss of five lives occurred on the evening of 1st May to a Coastguard boat belonging to Shingle Street. The boat earlier in the day had been to Aldeburgh, and when returning to Shingle Street capsized near the mouth of the river, where the tide was running strongly. Two of the men managed to get ashore and another was washed up dead, but the bodies of four others were washed away. Information of the casualty reached Aldeburgh at about 10.30 P.M., and the No. 2 Life-boat *Edward Z. Dresden* was launched, as it was thought possible that some of the men might be found clinging to the boat. The Life-boat



searched for some hours without finding any of the bodies ; she, however, fell in with the capsized boat, which she took to Aldeburgh, where they arrived at 8.30 A.M. The Life-boat was towed back by H.M.S. *Nith*, which had also proceeded to the scene of the accident for the purpose of rendering assistance.

**Berwick-on-Tweed, Northumberland.**—

About 9 P.M. on the 9th May the wind began to freshen from the north and quickly increased to a whole gale, causing a very rough sea. The fishing-boat *Harmony*, of Eyemouth, was at the time lying to her nets, and found it impossible to haul them. While trying to do so she was struck by a very heavy sea, which swept right over her, putting the fires out, and the crew were in considerable risk of being washed over-board. The boat ran for Berwick-on-Tweed, but the tide was dead low and the surf on the bar very heavy. The Life-boat *Matthew Simpson* was, therefore, launched and proceeded to the mouth of the river ; but in the meanwhile the *Harmony* had run the gauntlet of heavy seas, and had managed to get inside the pier ends. Here a coble took a line to the pier, and by this means a hawser was put on board, and the boat towed into safety. In the meanwhile the Life-boat stood by until she was out of danger.

**Scarborough, Yorkshire.**—A N.N.E. gale sprang up suddenly early in the morning of the 9th May, while the fishing coble *Bonnie Lad*, of Scarborough, was at sea. The Life-boat *Queensbury* was, therefore, launched and proceeded to the Castle foot, where the sea runs very heavily, and escorted the coble safely into harbour. She then proceeded to the south for the purpose of assisting another coble, but before she reached her a steam trawler coming in from sea picked up the coble and brought her into harbour.

**Clacton - on - Sea, Essex.**—At about 2 P.M. on the 10th May the Coastguard reported that a message had been received from the Gunfleet Lighthouse reporting that a yacht was ashore on the Sands. The crew of the motor

Life-boat *Albert Edward* was summoned, and the boat proceeded under sail and motor power for the scene of the casualty. A fair wind and tide assisted her, and she reached the vessel in thirty-five minutes. When the boat arrived, the master requested Coxswain Grigson to obtain the assistance of a tug, and for this purpose the boat proceeded to Felixstowe. She there found a tug, which put off to the yacht, but the tug proceeded to the south side of the Sands and as a result was unable to get to the yacht. The Life-boat returned to the yacht and stood by her until the tide flowed sufficiently to float her off the Sands. She then towed the yacht clear, and afterwards assisted her and her crew of fourteen hands to Clacton. The vessel was the racing yacht *White Heather*, of Southampton, and she was bound from Brightlingsea to that port at the time of the accident.

**Aldeburgh, Suffolk.**—On the 13th May the s.s. *Turrethill*, of Newcastle-on-Tyne, whilst bound from Goole with a cargo of coal to Poole, Dorsetshire, capsized when off Southwold. A strong W.N.W. wind was blowing at the time, with a rough sea, and unhappily there was a sad loss of twelve lives. The disaster occurred in the early morning, and one of the men belonging to the vessel was picked up by a passing steamer bound for the Baltic. This vessel placed the man on board the Shipwash Light-vessel, and a message was at once sent to the mainland. On the receipt of the message the No. 2 Life-boat *Edward Z. Dresden* was promptly launched and proceeded to the Light-vessel, and brought the man ashore. In the meanwhile search was made by the Southwold and Kessingland Life-boats for other members of the crew of the steamer, but without avail.

**Polkerris, Cornwall.**—At 5.30 P.M. on the 24th May information was received by telephone from the Chief Officer of Coastguard at Par that a man in an open boat was in difficulties, and driving fast out to sea, about nine miles from Polkerris. As it was realized

that the man was helpless and unable to reach safety, the Life-boat *James William and Caroline Courtney* was despatched to his assistance. Before the Life-boat could reach the man he was picked up by H.M.S. *Squirrel*, which got to him a few minutes before the Life-boat. When the Life-boat came up with the *Squirrel*, the captain transferred the man to the Life-boat, and he, with his boat in tow, was taken into safety. There was a rough sea with a strong northerly wind blowing at the time, and the man was in considerable danger when picked up.

**Clacton-on-Sea, Essex.**—At 11.10 P.M. on the 4th June the Coastguard reported that the Swin Middle Light-vessel was firing signals of distress. The crew of the motor Life-boat *Albert Edward* were at once assembled and the boat launched. When she reached the Light-vessel she learned that flares had been seen bearing W.N.W. She proceeded in that direction and found the sprit-sail barge *Afternoon*, of Rochester, high and dry, on the Foulness Sand, and three of the Life-boat's crew waded to her. Only the mate and a dog were on board, the master having previously been knocked overboard and drowned. When the tide flowed the barge floated clear of the sand, and the Life-boat assisted her into Brightlingsea.

**Saltburn, Yorkshire.**—The steam trawler *Alexandra*, whilst bound from Iceland to Boulogne with a cargo of fish, ran on to the rocks about three quarters of a mile N.W. of Skinningrove jetty, during a very thick fog on the 13th June. Information of the casualty was received by telephone from the Coastguard at 12.30 A.M., and the Life-boat *Mary Batger* was despatched without loss of time. The Rocket Apparatus at Skinningrove was also sent, but the vessel had stranded such a long distance from the shore that the rockets failed to reach her. When the Life-boat got alongside the trawler Coxswain Bridges and two men went aboard, and, later, they assisted in getting the vessel clear, and piloted her into deep water. As the vessel did not appear to have suffered any damage from the accident, she

proceeded on her voyage, and the Life-boat returned to her station, where she arrived at 7 A.M.

**St. Agnes and St. Mary's, Scilly.**—In a dense fog on the afternoon of the 23rd June the Red Star liner *Gothland*, from Montreal to Rotterdam, with passengers and a cargo of wheat, ran ashore on the Crim Rocks. Information of the casualty was at once transmitted by means of wireless telegraphy, and the Life-boats *Henry Dundas*, from St. Mary's, and *Charles Deere James*, from St. Agnes, promptly responded. Valuable assistance was given to them by the s.s. *Lyonesse*, which also proceeded to the stranded vessel. When the *Lyonesse* arrived on the scene the work of saving the passengers commenced. Unfortunately, in lowering one of the ship's boats, containing forty-two people, including several women and children, the boat fell from the davits into the sea and was smashed, throwing many of her occupants into the water. Some of these would undoubtedly have been drowned had not the Life-boat been there to pick them up, and even with this timely assistance one stewardess was nearly drowned. Eventually eighty-one of the crew and passengers were taken off by the St. Mary's boat, and seventy-one by the St. Agnes boat, and either taken ashore or transferred to the *Lyonesse*. This steamer then towed the St. Mary's boat back to her station. The life-saving work was completed at about 9.30 P.M., but as the captain and some of the crew were remaining on the ship for the purpose of saving her, the St. Agnes boat stood by throughout the night, and returned to her station at 8.30 next morning.

**Aranmore and Greencastle, co. Donegal.**—The Anchor liner *California*, of Glasgow—a vessel of nearly 9,000 tons register—stranded on the N.W. point of Tory Island, during a dense fog, on the evening of 28th June. She was homeward bound at the time, with about eleven hundred passengers on board, a crew of upwards of two hundred and seventy, mails, and a general cargo. Fortunately the sea was smooth when the vessel struck.

Information of the accident was immediately sent out by wireless telegraphy, and in response four torpedo-boat destroyers, two steamers, and the Life-boat, *La Totitam*, from Aranmore, hastened to the rescue. They found on arrival that the forepart of the vessel was considerably damaged, and it was considered expedient to transfer the passengers into safety without loss of time. The work was carried out by the ship's boats, assisted by the Aranmore Life-boat. Twenty-one persons were conveyed by the Life-boat to a steamer, named the *Cassandra*, in the vicinity, and she then lay alongside the *California*, ready for any emergency, until the remainder of the passengers were in safety. In the meantime news of the disaster had reached Greencastle, and the Life-boat *Brittan Willis* was launched. She left her station at 11 P.M. in tow of the tug *Earl of Dunraven*, and covered the intervening fifty miles in a commendably short time, only to find, however, that all the passengers had been taken off, and that the crew were remaining on board to assist in the efforts to refloat the vessel. Having stood by the vessel for about twelve hours she returned to Greencastle. But she was recalled to the steamer on 1st July, as a large number of men were engaged in the salvage operations, and she remained in attendance until the 5th July.

As stated above, a thick fog prevailed when the *California* ran ashore, and owing to the very rocky nature of the coast the craft which proceeded to her incurred considerable risk. The Aranmore Life-boat was launched soon after midnight on 28th-29th June, and relief was felt when it was known that she had reached the stranded vessel in safety. After the passengers had been rescued, this Life-boat and her crew were engaged to stand by and render assistance, as a large number of men were engaged in efforts to refloat the vessel.

The *California* lay on a flat shelf of rock, with a breaking reef on each side, which gave very little room for boats to manoeuvre; and when the sea became rough only the Life boat could approach

her. In these circumstances the boat remained with the vessel from the 29th June till the 20th July; and on the 2nd July she was called upon to transfer sixty-five of the crew to a steamer, and again on 5th idem to take another party of forty to a steam tug. The men cheerfully carried out all the work they were called upon to do; and the captain of the vessel in a letter expressed his appreciation of the service rendered and of the willingness with which the crew did all that they were asked.

Subsequently letters were received from both the Admiralty and the Board of Trade stating that the Aranmore boat rendered very great service, and highly commending the crew for the skilful manner in which she was handled.

**Clacton-on-Sea, Essex.**—On the 19th July at about 1.30 P.M. a small yacht was seen ashore on the N.E. Buxey Sand, but as she was in no danger no assistance was sent. Later in the afternoon, however, the wind got more into the east and increased to a strong breeze, making the position of the yacht one of considerable danger. The motor Life-boat *Albert Edward* was launched and proceeded to the vessel, which proved to be the yawl *Doris*, of Burnham, manned by five amateur yachtsmen. Coxswain Grigson offered his services to get the vessel clear, but they were at first refused. Later, as the tide rose, the *Doris* began to bump heavily on the sands, and her occupants called upon the Life-boatmen to assist them. They accordingly did so, and having got the vessel clear of the sand accompanied her as far as the North Buxey Buoy, whence she proceeded to Burnham. The Life-boat then returned to her station, where she arrived at 7.30 P.M., her return being witnessed by a very large crowd of visitors on the pier and cliffs.

This was a property salvage case, for which the owner of the yacht remunerated the Life-boatmen, and in forwarding the money he wrote, "At the same time I should like to thank you for your prompt and efficient assistance. I doubt whether the boat would have stood much more bumping."

**Skateraw, Haddingtonshire.**—Shortly after midnight on the 19th–20th July the steamer *Norway*, of Christiania, when bound from that place to Grangemouth, with a cargo of pulp and paper, and carrying eleven passengers, got out of her course and stranded off Skateraw. The Dunbar Life-saving apparatus proceeded to the scene and the Skateraw Life-boat *Sarah Kay* was also launched. The latter stood by the steamer for some time, and in the course of the following afternoon landed the eleven passengers, the crew remaining on board. At high tide attempts were made to tow the vessel off, and part of the cargo was jettisoned, but the efforts proved unsuccessful and operations had to be postponed until the next tide.

**Totland Bay, Isle of Wight.**—The Life-boat *Robert Fleming* was launched at 11.30 A.M. on the 22nd July to the assistance of the ketch yacht *Partner*, of Havre, which had stranded off the Needles when bound for Torquay. When the Life-boat reached the yacht she found that the owner and five other occupants were in a small motor launch, which was standing by. The Life-boat took them on board and for about two hours remained near the stranded yacht. At about this time another motor boat came on the scene, and, as the yachting party thought that it would be a quicker way of getting ashore, they were transferred to her. Before leaving the Life-boat the owner of the yacht expressed his gratitude for the services rendered.

The Life-boat then returned to her station.

**North Deal, Kent.**—The Life-boat *Charles Dibdin* was launched, on 22nd July, in response to distress signals from the Gull Light-vessel and found the cutter yacht *Eileen*, of Brightlingsea, stranded on the North Goodwin Sands. At the time of the launch the sea was smooth, with a moderate S.S.W. breeze blowing, but after the Life-boat had been with the yacht for some time attempting to get her clear, the weather became very heavy, and it was necessary to rescue all the people then on board. As the Life-boat could not

approach the vessel, the endangered people (seven in number) were dragged through the water to her by means of ropes, and then conveyed in safety ashore. The yacht filled with water and became a total wreck.

**Sunderland, Durham.**—On the 10th August, during a moderate gale, a fishing-boat belonging to Sunderland was blown out to sea. When she was about nine miles E.N.E. of the harbour she was observed and a message was conveyed to the Life-boat authorities. In response, without loss of time, the North Dock Life-boat *George Woofindin* was launched and succeeded in saving the three men on board the vessel, and landed them at 10.30 P.M. The fishing-boat was abandoned.

**Llandudno, Carnarvonshire.**—On the 10th August, while the Life-boat *Theodore Price* was out for practice, in a strong breeze and choppy sea, two pleasure rowing boats were seen driving out to sea. There were three women and one man in one boat, and three women and three men in the other boat. Owing to the condition of the sea, which was rapidly increasing, the men were unable to make any progress and they soon became exhausted. Becoming terrified they made frantic signals for help, and the Life-boat proceeded to them. Having taken the endangered people into the Life-boat, Coxswain Griffiths towed the boats ashore.

**St. David's, Pembrokeshire.**—At 10 A.M. on the 15th August information was received, by telephone, from the Smalls Lighthouse that a steamer had gone ashore on the "Hats and Barrels" Rock. The motor Life-boat *General Farrell* was at once launched and proceeded to the vessel, which was found to be the s.s. *Ellerbeck*, of Newcastle, carrying a crew of nineteen hands. Sixteen members of the crew had taken to the ship's boat and, after the arrival of the Life-boat, eight of them returned to the ship, while the remaining eight were taken into the Life-boat. At the request of the captain the boat stood by the vessel for several hours, and as the men on board elected to remain there the Life-boat then returned to her

station, conveying the eight men ashore, together with some of their belongings. The *Ellerbeck*, which was a vessel of some 2,000 tons, outward bound from Barry Dock, with a cargo of coal, eventually became a total wreck, and the remainder of the crew were saved by a passing trawler.

**Bridlington Quay, Yorkshire.**—On the 14th September the strong W.S.W. wind, which had been blowing at Bridlington, increased towards sunset to a strong gale. At about 7.30 p.m. it was reported that some of the fishing cobsles trawling in the vicinity of Flamborough Head were in distress, and that the Life-boat was wanted. With the assistance of many willing helpers the boat, *George and Jane Walker*, was dragged to the north beach and launched. Very shortly she fell in with the coble *Arthur*, carrying three hands, with her sails badly split, and Coxswain Johnson offered to help them. As the boat was near the shore, however, the men replied that they thought that they could make the harbour. The Life-boat waited whilst

this was done and then proceeded in search of others. She next fell in with the coble *Diana*, carrying two hands; her sails also had been blown away, and the Life-boat stood by her until a large coble came off with a spare main-sail, which was transferred to the disabled boat. The Life-boat saw her into safety, and then went to the assistance of the *Freda* and stood by her until a tug took her into safety. This coble had also lost her sails. The Life-boat afterwards returned to harbour, but it having been ascertained that three cobsles were still missing, a fresh crew were obtained and at about 11.30 p.m. the boat again put out to sea. She cruised about throughout the night, and at daylight found two of the missing boats about six miles from Bridlington. She at once made for them, and having found that it was not necessary to take the men out of their cobsles, she proceeded to a steam trawler and requested her to tow the boats into safety. This the trawler did, and at about 8.30 a.m. on the 15th the two cobsles and the Life-boat arrived at Bridlington Harbour.

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

**Thursday, 9th July, 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 report of the Chief Inspector on his visit to Easington.

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

Northern District.—Stromness, Thurso, Broughty Ferry, and Montrose (two boats).

Eastern District.—Grimsby, Donna Nook, Seaton Carew, Hartlepool (three boats), and Cromer.

Southern District.—Eastbourne (two boats), Shoreham, Brighton, Newhaven, Selsey, Hayling Island, Worthing, Littlehampton, Brightstone Grange, and Ramsgate.

Western District.—Abersoch, Porthdinllaen, Cricieth, Pwllheli, Rhyl, Point of Ayr, and Llanddulas.

Irish District.—Groomsport, Donaghadee, Cloughey, Newcastle, Blackrock, Fenit, Poolbeg, Kingstown, and Drogheda.

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.
H.R.H. the PRINCE OF WALES	10	10	-
The Rt. Hon. ARNOLD MORLEY.			
Balance of gift of 3,300 <i>l.</i> for the provision of a new motor Life-boat, to be named <i>Elsie</i> , for St. Mary's, Scilly.	1300	-	-
Miss A. BURNELL	50	-	-
THE CO-OPERATIVE WHOLESALE SOCIETY (annual subscription).	21	-	-
His Grace the DUKE OF WESTMINSTER (annual subscription).	10	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mr. CHRISTOPHER TAYLOR, of Low Row, Carlisle.	2000	-	-
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The late Mr. JOHN CLELAND, of Downpatrick, for the provision and endowment of a Life-boat, to be named <i>John Cleland</i> and stationed at Newcastle, Dun-drum . . . . .	£ s. d.	
	1939	13 11
The late Capt. THOMAS JESSOP, of Honley . . . . .	1000	- -
The late Mrs. MARY ANN WINGROVE, of Southampton. . . .	300	- -
The late Miss FLORA BRABY, of Horsham . . . . .	100	- -
The late Mr. FANNY MARY GRIFFITH, of Croughton, Northants. . . . .	100	- -

Appointed Lieut. Peregrine Fellowes, R.N., District Organizing Secretary for the South of England.

Appointed Messrs. Douglass Lewis and Douglass, Engineers and Architects to the Institution.

Paid 8,826*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 95*l.* 4*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
St. Agnes . . . . .	Red Star liner S.S. <i>Gothland</i> , of Antwerp . . . .	71
St. Mary's . . . . .	Red Star liner S.S. <i>Gothland</i> , of Antwerp . . . .	81
Greencastle . . . . .	Anchor Liner S.S. <i>California</i> , of Glasgow. Stood by vessel.	

Also voted 93*l.* 12*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:—Atherfield, Caister No. 1, Dunbar, Easington, Looe, Peterhead No. 2 (Motor), Rhosneigr, Sennen Cove, and Southend-on-Sea.

Voted 9*l.* 13*s.* 6*d.* to a man injured in the Life-boat service at Falmouth.

Voted an additional grant to the crew and helpers for an exceptionally difficult launch of the Dunbar Life-boat on the 9th June.

Voted 1*l.* 17*s.* 6*d.* to five men for putting off in a motor boat for the purpose of assisting the S.S. *Needles*, of Glasgow, which stranded in Seaford Bay on the 19th June during a very thick fog. When the men reached the vessel they found that their assistance was not needed and returned ashore. Also paid 10*s.* to the owner of the boat to cover the expenses incurred in the service.

Voted 15*s.* to a man for putting off in a motor boat, from Harwich, at midnight on the 11th June and saving one of two men whose boat had been struck by a heavy sea, which swamped her and throwing the men into the water. The salvor displayed great promptness in his action, and saved the man who was helpless and in great danger of being drowned. The other man was picked up by a naval pinnace, which, having fouled a trawl net with her propeller, was unable to render any further assistance.

Thursday, 30th July, 1914.

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

Read and confirmed the minutes of the previous meeting.

Read a letter from Sir JOHN CAMERON LAMB, stating that on account of the state of his health he was compelled to resign the offices of Chairman of Sub-Committees.

The following resolution was carried unanimously:—

"That the Committee of Management accept, with great regret, the resignation of Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., the Deputy-Chairman of the Institution, of the offices of Chairman of Sub-Committees, and they desire to place on record their sincere sympathy with him in the circumstances which have led to his decision, and their high appreciation of the services which he has rendered to the Institution in the capacity of Chairman of Sub-Committees for many years past."

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

Passed the following resolution:—

"That the Committee of Management desire to accord their sincere thanks to the Rt. Hon. The EARL OF ABERDEEN, K.T., G.C.M.G., the Lord Lieutenant of Ireland, for his kindness in presiding at the meeting specially held at the Civic Exhibition in Dublin on Saturday the 25th July, and presenting to those concerned in the rescues connected with the Fethard Life-boat disaster, the awards granted by the Institution, and the Medals and Diplomas awarded by the King of Norway.

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

Northern District.—St. Abbs, Crail, and Anstruther.

Southern District.—North Deal, Kingsdowne, Margate (two boats), Hythe, Dungeness (two boats), Folkestone, and New Romney.

Irish District.—Clogher Head, Wicklow, Arklow, Courtown, Cahore, Rosslare Harbour, and Kilmore.

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.
Y.E.R. . . . .	200	-	-
Société Anonyme de Navigation Belge-Americaine (Red Star line) . . . . .	105	-	-
The Thomgate Trustees (annual subscription) . . . . .	80	-	-
Mr. E. F. WHITE (annual subscription) . . . . .	£50		
Ditto (in memory of Miss E. S. White) . . . . .	£25	75	- -

—To be severally thanked.

Reported the receipt of the following legacies :—

The late Mr. WILLIAM STANSFIELD, of Sidcup (on account)	£ s. d.	2400 - -
The late Mrs. MARGARET POLLOCK GLEN, of Barrhead	503 16 1	
The late Miss M. V. BROCKLEHURST, of Henbury Park, near Macclesfield	200 - -	
The late Mrs. MARY JOWETT, of Huyton	200 - -	

Reported the despatch of a new motor Life-boat to Beaumaris.

Paid 5,024*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 10*l.* 18*s.* 2*d.* to pay the expenses of the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Aranmore . .	Anchor liner <i>California</i> , of Glasgow. Rendered assistance, and saved	21
Clacton-on-Sea (Motor)	Yacht <i>Doris</i> , of Burnham. Saved vessel and	5
North Deal .	Yacht <i>Eileen</i> , of Brightlingsea . . . . .	7
Skateraw . .	S.S. <i>Norway</i> , of Christiania. Landed 11.	
Totland Bay .	Yacht <i>Partner</i> , of Havre. Rendered assistance.	

Also voted 13*l.* 2*s.* 4*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. 2, Caister No. 1, Courtmacsherry, Gorleston Nos. 1 and 2, Greencastle, Montrose No. 1, and Rhosneigr.

Voted 2*l.* to a man injured in the Life-boat service at North Deal.

Reported that the Medals, Vellums, and other honorary rewards made by the Institution and the Medals and Diplomas awarded by the King of Norway, in connexion with the Fethard Life-boat disaster, were presented in Dublin on the 25th July by the Lord Lieutenant of Ireland.

Voted 2*l.* to four men for putting off in a boat during a southerly breeze and rough sea on the 13th July, and saving, at moderate risk, three men, whose boat had capsized off Wicklow Harbour. Had it not been for the prompt action of the salvors the endangered men would certainly have been drowned. Also voted 30*s.* to fourteen other men who also put off in a boat on the above occasion for the purpose of saving the men.

Voted 15*s.* to two men for putting off in a boat, and, at slight risk, saving two girls who were in danger of being drowned by the flowing tide when on some rocks off Tors Point, Ilfracombe, on the 4th July.

Also 15*s.* to the Coxswain of the Life-boat at Newquay, Cornwall, for putting off in his own boat and saving the yacht *Nona* and her crew of three hands, which had been disabled, when off Towan Head on the 2nd July. At the time of the service a strong westerly

breeze, veering north, was blowing, and the sea was choppy.

Voted 15*s.* to the Coxswain of the Life-boat at Barry Dock for putting off in a boat and saving a man on a rock, which was surrounded by the tide at 8 p.m. on the 24th July. A strong westerly wind prevailed at the time with a rough sea, and the salvor incurred considerable risk of having his boat driven on to the rock and stove in. When rescued the sea was breaking over the man, and he was in an exhausted condition, having been on the rock for some hours.

Voted 6*l.* to twelve men for putting off in a motor boat and saving four persons from the yacht *Eileen*, of Southampton, which was totally wrecked on the Goodwin Sands on the 22nd July.

#### Thursday, 10th September, 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 reports of the District Inspectors on their visits to the following Life-boat Stations :—

Northern District.—Alnmouth, Boulmer, Hauxley, Cresswell, and Holy Island (two boats).

Eastern District.—Scarborough, Bridlington, and Sunderland.

Southern District.—Hastings, Rye Harbour, Brooke, Brighton, Folkestone, Shoreham, Worthing, Atherfield, and Totland Bay.

Western District.—Rhoscolyn, Rhosneigr, Bull Bay, St. David's, Burnham, Watchet, Minehead, Ilfracombe, Lynmouth, Appledore (two boats), Clovelly, and Tenby.

Irish District.—Wexford, Tramore, Dunmore East, Helvick Head, and Youghal.

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

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

Mrs. STREATFIELD (balance of 1,600 <i>l.</i> to replace, when necessary, the <i>Hugh Taylor</i> Life-boat at Great Yarmouth)	£ s. d.	1200 - -
Mrs. LOWE (further on account of a Motor Life-boat for Tynemouth)	1000 - -	
"ANONYMOUS" (Bath)	1000 - -	

—To be severally thanked.

Reported the receipt of the following legacies :—

The late Miss HANNAH ELIZABETH GARTSIDE, of Holmfirth, for providing a Life-boat, to be named <i>George and Mary Gartside</i> (on account)	£ s. d.	750 - -
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The late Miss MACNAUGHTON, of Perth	£ s. d.	
	506	11 6
The late Miss HANNAH MARIA HOPKINS, of Nottingham	100	- -
The late Mr. WILLIAM MCCUNN, of Largs (one year's maintenance of the <i>John Ryburn</i> Life-boat)	100	- -
The late Misses DALGETY, of Edinburgh (interest)	69	12 11
The late Mr. WILLIAM STANSFIELD, of Sidcup (balance)	25	19 5
The late F. W. N. LLOYD, of Bromley, Kent (additional interest)	15	- 5

Paid 10,660*l.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 45*l.* 18*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Llandudno . .	Pleasure boats <i>Dylis</i> and <i>Annie</i> , of Llandudno. Saved two boats and . . .	10
Newhaven (Motor)	S.S. <i>Rion</i> , of Newcastle. Stood by vessel.	
St. David's (Motor)	S.S. <i>Ellerbeck</i> , of Newcastle. Landed 8.	
Sunderland North Dock	A fishing-boat, of Sunderland . . .	3

Also voted 209*l.* 2*s.* 1*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:—Angle (Steam), Brighton, Crail, Dunmore East, Harwich (Steam), Margate No. 2, Montrose No. 1, Newhaven (Motor), North Deal, North Sunderland, Porthdinllaen, Ramsgate, St. Abbs (Motor), St. Agnes, St. David's (Motor), St. Mary's, and Swanage.

Voted a Binocular Glass, bearing a suitable inscription, to Mr. LEWIS JONES, Caretaker of the Life-boathouse and Life-boat Signaller at Hilbre Island, for his highly meritorious conduct in putting off in a boat at about 5 A.M. on the 17th July, and saving four persons from a small motor boat. The motor had broken down, and the boat was rapidly drifting into the breakers north of Hilbre beach during a W.N.W. breeze and rough sea. Mr. Jones observed the boat, and realizing that there was no time to summon further help, at once proceeded to the assistance of the endangered people and succeeded in getting them and their boat into safety.

Voted 35*s.* to seven men for putting off in a boat and saving the crew of the S.S. *Nith*, of Maryport, seven in number. The vessel was totally wrecked off Courtmaesherry in smooth but thick weather on the 9th July, and the salvors showed commendable promptness in proceeding to her assistance.

Voted 3*l.* 10*s.* to seven men for putting off in a boat and saving a man who was adrift in a boat about five miles south of St. Mary's,

Scilly, on the 24th July. There was a rough sea running with a strong N.N.W. breeze, and when the man was picked up he was in a state of collapse.

Voted 2*l.* 5*s.* to three men for putting off in a boat and saving five men whose boat had been capsized off Poolbeg Lighthouse in squally weather on the 7th August. The salvors observed the accident and, at considerable risk, saved the men whom they found in the water clinging to the capsized boat. Two of the men were quite unconscious when picked up, and some time elapsed before they recovered.

Voted 9*l.* to nine men for putting off in two boats to the assistance of five persons in a small pleasure boat off Greencastle on the 25th July. A north-westerly gale was blowing with a rough sea, and when the first boat, manned by three men, reached the endangered boat she was in the tide race, and although the would-be salvors did what they could to assist the endangered people they were unable to tow the boat out of danger. In the meantime another boat, manned by six men, put off and succeeded in saving the people who were in peril. The first boat then pulled for the shore. When the boats were out of actual danger a third boat, manned by five pilots, assisted in towing the boat in.

Voted 1*l.* 10*s.* to four men for putting off in a boat and saving a man who was in danger in a small boat near the Holyhead Breakwater on the 9th August. When the man was picked up he was in a very exhausted condition, having been without food and water for eighteen hours.

Ordered a special letter of thanks to be sent to Mr. E. D. KELLY, owner of the yacht *Woodcock*, and the sum of 1*l.* to PATRICK CULLEN, the paid hand, for their services in rescuing three men in Dublin Bay on the 2nd August. The men's boat capsized, and the accident being seen by the occupants of the yacht they at once made for the scene of the accident. On nearing the capsized boat Mr. E. D. Kelly and Cullen put off in the 9 ft. punt to pick up the men, leaving Mr. H. Kelly, who was aboard the yacht, to manage her single-handed. A fresh breeze was blowing with a short choppy sea, and it was not without considerable difficulty that Cullen succeeded in pulling the most exhausted of the three men into the punt. He then held on to the second man while he was being towed towards the yacht. As soon as they were on board Cullen returned and picked up the third man. The salvors incurred considerable risk.

Voted 30*s.* to two men for putting off in a boat on the 1st September and saving a man who had been washed overboard from the shore-boat *Jolly Boys*, of Pakefield, when off that place. The promptness of the salvors saved the man's life, and they themselves incurred considerable risk owing to the heavy sea running on the sand bank.

## NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1915.



# 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. 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 £33,000 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 267 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, CHANCING 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,

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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.