

THE LIFE-BOAT.

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Power-Driven Life-boats.

It may be that the great war that is now raging will be known to posterity as the "Petrol War," from the fact that petrol engines have been employed for warlike purposes to an extent that was never even dreamed of by those who were directly interested in the production of this class of machinery. From the Submarine to the "Plane," from the five-ton motor lorry to the officer's two-seater or the motor bike, we find the petrol engine the prime mover, while a host of other uses are found for it, such as driving dynamos for search-lights, wireless installations, pumping, etc. There are also a great number of petrol launches in use around our own coasts for harbour duties; in short, the petrol engine has an ubiquity that could never have been claimed for the steam engine.

The moment seems, therefore, particularly appropriate for a brief review of the present position of the petrol motor as a propelling agent for the Institution's Life-boats, which may now be considered to have passed entirely out of the experimental stage.

In the early days of Motor Life-boats many difficulties had to be surmounted. Motors were themselves in an experimental state, and the subsidiary apparatus connected with them, such as the carburettor, magneto, etc., left much to be desired. Again, makers had practically no experience of the requirements of a marine motor, and were certainly not in a position to help the Institution in their equipment of a Motor Life-boat. Consequently the whole of the details of the installation had to be designed by the Institution. We were very fortunate in evoking the interest of the two principal contractors concerned in the production of Motor Life-boats, who loyally endeavoured to follow our requirements. Thus, bit by

bit, progress was made, and we can now say without any hesitation that the motor machinery which is specified by and manufactured for the Institution is for all practical purposes "correct," and as an earnest of this we can point to the fact that the equipment is now ordered in quantities sufficient for the estimated needs of the year, and the engine builders (Messrs. Tylor & Sons) are making the engines on ordinary business lines on the usual interchange system.

This, of course, means that not only will future motor-propelled Life-boats be less costly to equip, but they will be more efficient in service, as renewals and repairs will be executed with greater despatch and at a lower cost.

The highest powered motors that are used in the Institution's boats are rated at 60 h.p., but they give a somewhat higher output than this in practice.

The next size is the 40 h.p., and then there is a so-called 35 h.p., which is a much lighter built engine, and is intended for the smaller size self-righting boats which are power-propelled.

The above engines are built by Tylor's, and they are all built on the same lines. But a new type of engine is now being tried, giving about 15 h.p. This, however, is quite an experiment, the object being to produce a Motor Life-boat which can be carried on and launched from an ordinary transporting carriage in the same manner as a rowing boat, but which will be provided with power that will enable it to make long trips at a reasonable speed without fatigue to the crew. These boats will be furnished with oars and a full pulling crew, and it is expected that they will pull very well. Of course the oars can be used when the boat is being handled alongside a wreck and in similar circumstances.

If it should prove that such a boat

is not too heavy for the carriage, that it has a reasonable speed under power, and that it can be pulled and handled by the oarsmen, there is no doubt that in numerous places where a full-sized Motor-boat cannot be used, these auxiliary boats will prove to be of the greatest service.

A 40-ft. boat with a 40-h.p. engine installed weighs somewhere about 13 tons without the crew, and it will be understood that such a craft must either be left afloat or hauled up on a slipway leading into deep water, and that it would be impossible to launch a boat of this kind from a carriage or run her ashore again when the service was completed. Although these boats sail very well indeed, they cannot be pulled with any degree of comfort or success. The speed of such a boat is not very high, but this class of boat does not allow of a high speed, and anything greater than the $7\frac{1}{2}$ knots they are capable of sustaining would be impossible against a bad head sea. The engines are quite powerful enough to drive these boats into a head sea at a speed that is more than enough even for the hardened veterans who man the boats, and when the displacement of the boat is remembered, the fact that she can be brought to rest within a length and a half by means of the reverse gear, is a very good indication of the control which this machinery gives over the Motor-boats.

The small experimental boat will weigh about 6 tons, and the speed will be well over 7 knots, and as, even without the motor working, she will be quite as seaworthy and very nearly as easy to pull as a boat of her class without a motor installation, the Institution looks forward with a great deal of confidence to the possibilities of this class of Life-boat.

The Institution's Steam Life-boats continue to do very good service. The Angle Steam Life-boat was given a new boiler last year, as it is found that the water-tube boilers which are installed in these boats are not capable of being used for more than about fifteen years.

The Steam Tug at Padstow was during the summer provided with a small motor pump which acts as a

boiler circulation pump and a stand-by condenser circulation pump, and also provides water for deck washing and fire purposes.

With regard to the Motor-boats, there have been some additions to the fleet during the year, and several boats have had their experimental machinery removed and a modern equipment installed, and the following may be considered a record of the work done during the year in this connexion.

DUNMORE EAST.—This boat completed her trials early in the year, and was placed on her station. It is an interesting installation, as it may be considered as the precursor of the Motor Beach boat. The Dunmore East boat is a self-righter, 37 ft. long by 9 ft. 3 in. beam, and she is fitted with an engine giving about 20 h.p. Her speed through the water is excellent, nearly $7\frac{1}{2}$ knots, and it is the good results given by this boat which have encouraged the Institution to go still further into the question, and has led to the idea of the experimental boat which has been mentioned above.

WALTON-ON-THE-NAZE. — This boat has done some excellent service since the motor was installed in 1906. She was one of the very first Motor-boats that the Institution had, and when she fractured her crankshaft early last year it was thought that the machinery might prove to be damaged beyond repair.

It was, however, found that the fault was a hidden flaw in the metal which could not have been detected by the engine-builders, and, as practically no other damage had been done, the machinery was reinstalled and plenty of work has been found for this boat during the early part of the winter. She made four trips in fourteen days, and there is no doubt that many more years' service will be obtained from what was really simply an experimental installation.

STRONSAY AND DONAGHADEE.—It was found essential to instal new motors in both of these boats, and this work was completed during the year and both these Life-boats made a very good showing during their trials.

BEAUMARIS. — Although the Beaumaris boat was completed in 1913, owing to the difficulties experienced in the construction of the slipways she could not be sent to her Station till July last. She made an excellent passage round from Cowes to Beaumaris under her own power. A close study of the Engineer's report of the voyage, a report that goes very fully into all the details, discloses the fact that no fault of any kind occurred that in any way would have prevented the machinery from functioning. One or two joints on oil tanks, etc., showed some signs of leaking and were renewed, a thrust bearing warmed up slightly the first day and then behaved in a proper manner, and this points to a performance that was an unqualified success.

A very interesting ceremony was organised by Mr. J. H. Burton, of Beaumaris, the Hon. Secretary, and marked the inauguration of this boat. A great number of guests were present. The Bishop of Bangor conducted a service, and although it was blowing very hard the guests who were on board when the Life-boat slid down the slipway and took the water after the christening had been performed by Mrs. Burton, declared that they had thoroughly enjoyed their experience. Lieut.-Commander Basil Hall represented the Institution on this occasion, and at the luncheon that followed at "The Fryars," Mr. Burton's residence, the fullest appreciation of the boat was expressed by those who were in a position to form an opinion. She is one of the 43 ft. by 12 ft. 6 in. class "Watson" boats, and is fitted with a 60-h.p. engine which drives her through the water at 7.5 knots.

A number of boats are in hand which are a modification of this class, being 45 ft. long instead of 43 ft., and in due course St. Mary's, Baltimore, Blyth and Wexford Stations will be supplied with these boats, while a very interesting craft is on the way for Gorleston. She is of the Norfolk and Suffolk type, 46 ft. 6 in. long and 12 ft. 9 in. beam, and with her 60-h.p. engine there is no doubt that she will prove to be an

excellent craft for the peculiar conditions of this coast.

THE WRECK OF THE "ROHILLA." — This unfortunate catastrophe has served to confirm the opinion that has been formed with regard to the utility of the Motor Life-boat.

In spite of such a display of grit, pluck and endurance as our Life-boatmen are fortunately not often called upon to exhibit, the Whitby No. 1 and No. 2 Life-boats, the Upgang and the Scarborough boats had to acknowledge defeat simply because there was not sufficient power available.

A man may pull and pull against unfair odds, and we may agree with the poet that —

"If you can force your heart and nerve and
sinew
To serve your turn long after they are gone,
And so hold on when there is nothing left
in you
Except the will that says to them, 'Hold
on,'"

you will be a hero; but the petrol motor will work away till its fuel tanks are dry, and there is plenty of heroic work still to be done on board a Life-boat besides pulling at an oar.

The Teesmouth boat which came out with the intention of visiting the wreck was unfortunately stove in as soon as she started, and it was left for the Tynemouth boat to come down the coast for 44 miles at night with no coast lights to help, to put into Whitby Harbour and out again, to gain a berth to windward of the wreck in order to oil the sea, to scuttle round to the lee of the wreck, to take on board the fifty odd survivors, to stand up to torrents of water that poured over the wreck and swamped the boat time after time, and then to risk such a sea as was running on her beam as she left the wreck. This, the run back into the harbour and the return to her Station, may only seem so many hours' running for a motor, but on the one hand the weary hours of rowing which were thereby eliminated must be considered, and for the credit of the motor it should be remembered that the conditions, being extraordinary, do not lend themselves to ordinary comparisons.

STATION.	BOAT.			MOTOR.								PROPELLER.		SPEED.		PETROL.		REMARKS.		
	Date.	Type.	Size.	Crew.	Maker.	B.H.P.	Revolutions.	Weight.*	Cylinder.		Ignition.	Diameter.	Pitch.	Reverse Gear.	Revolutions developed.	Knots developed.	Pints consumed per hour.		Galls. carried.	
									Number.	Bore.										Stroke.
Teesmouth (Reserve No. 2)	+1906	S.R.	42' x 11'	15	Tylor.	.35	900	18½	4	5	L.T.M.	21	15	Buffalo . .	850	6.75	18.5	38	Converted Boats without tunnels. (Experimental.)	
Dunmore East (Reserve No. 2 B)	+1913	S.R.	37' x 9' 3"	9	Gardner .	.20	1000	12½	4	4	H.T.M.	19	12	Gardner No. 0	1000	7.4	15	30		
Walton-on-Naze . .	+1906	N.&S.	43' x 12' 6"	14	Blake	.32	600	22½	4	5½	H.T.M.	21	25	Caledonia .	600	7.42	20.4	78		
Stronsay . . .	+1914	W.	43' x 12' 6"	12	Tylor.	.40	700	22½	4	5½	L.T.M.	22	21	Caledonia .	700	7.5	36½	60		
Stromness . . .	. 1908	S.R.	42' x 11' 6"	12	Tylor.	.30	800	25½	4	5	L.T.M.	22	21	V.R.P. . .	816	6.65	21	50	
Fishguard . . .	. 1908	S.R.	40' x 10' 6"	12	Tylor.	.24	650	28½	4	5	L.T.M.	18	23	M.R.P. . .	680	6.79	22	50	
Broughty Ferry . .	. 1909	W.	40' x 11'	12	Tylor.	.40	700	25	4	5½	L.T.M.	20	22	V.R.P. . .	700	7.22	34.5	50		
Donaghadee . . .	+1914	W.	43' x 12' 6"	10	Tylor.	.40	700	24½	4	5½	L.T.M.	24	24	H. & S. . .	700	7.4	36	60		
Wicklow . . .	. 1910	S.R.	40' x 10' 6"	12	Tylor.	.40	700	24½	4	5½	L.T.M.	22	22	H. & S. . .	680	7.00	36	60	
Seaham . . .	. 1910	W.	38' x 10'	10	Wolseley	.34	700	27	4	5	L.T.M.	21	21	V.R.P. . .	700	6.97	30	50	
St. Abbs . . .	. 1910	W.	38' x 10'	10	Wolseley	.34	700	26½	4	5	L.T.M.	21	21	V.R.P. . .	700	7.15	33.75	50	
St. David's . . .	. 1911	S.R.	40' x 10' 6"	12	Tylor.	.40	700	27	4	5½	L.T.M.	22	22	H. & S. . .	690	7.29	34.5	60	
Tynemouth . . .	. 1911	S.R.	40' x 10' 6"	12	Tylor.	.40	700	26½	4	5½	L.T.M.	22	22	Gardner No. 4	690	7.52	36.75	60	
Campbeltown (No. 1)	. 1912	W.	43' x 12' 6"	12	Tylor.	.60	600	40	4	6½	L.T.M.	24	26	Gardner No. 4	600	7.6	38	80		

NOTES.

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

* Motor Installation complete.
† Date Motor was installed.

Reverse Gear

V.R.P. = Villinger's Reversible Propeller.
M.R.P. = Meissner's Reversible Propeller.
H. & S. = Hesse and Savory's Reverse Gear.

STATION.	BOAT.			MOTOR.							PROPELLER.		Reverse Gear.	SPEED.		PETROL.		REMARKS.			
	Date.	Type.	Size.	Crew.	Maker.	B.H.P.	Revolutions.	Weight.*	Cylinder.			Ignition.		Diameter.	Pitch.	Revolutions developed.	Knots developed.		Pints consumed per hour.	Galls. carried.	
									Number.	Bore.	Stroke.										
Beaumaris. . .	1912	W.	43' x 12' 6"		Tylor.	60	600	41½	4	6½	7½	L.T.M.	ins.	24	26	Gardner No. 4	650	7.5	48	80	Converted (no tunnel).
Clacton-on-Sea . .	1912	W.	45' x 12' 6"	12	Tylor.	40	700	32	4	5½	6½	L.T.M.		24	20½	Gardner No. 4	680	7.63	40	60	
Newhaven . . .	1912	S.R.	38' x 9' 9"	10	Tylor.	35	750	24	4	5	5½	L.T.M.		20	20	Gardner No. 3	750	7.00	31.5	50	
Arklow . . .	1914	S.R.	40' x 10' 6"	12	Tylor.	40	700	29	4	5½	6½	L.T.M.		22	22	Gardner No. 4	700	7.47	34.5	60	
Fraserburgh . .	1914	S.R.	42' x 11' 6"	12	Tylor.	40	700	29	4	5½	6½	L.T.M.		22	22	Gardner No. 4	700	7.45	33	60	
Teesmouth (new) .	1915	S.R.	40' x 10' 6"		Tylor.	40	700		4	5½	6½	L.T.M.		22	22	Gardner No. 4	700			60	
Tynemouth (new)	1915	S.R.	40' x 10' 6"		Tylor.	40	700		4	5½	6½	L.T.M.		22	22	Gardner No. 4	700			60	
St. Mary's. . .	1915	W.	45' x 12' 6"		Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	
Spurn † . . .	1915	W.	40' x 11'		Tylor.	40	700		4	5½	6½	L.T.M.				Gardner No. 4	700			60	
Baltimore . . .	1915	W.	45' x 12' 6"		Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	
Blyth † . . .	1915	W.	45' x 12' 6"		Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	
Wexford † . . .	1915	W.	45' x 12' 6"		Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	
Wick † . . .	1915	[Not selected.]			Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	
The Lizard † . .	1915	S.R.	35' x 8' 6"		Tylor.	35	750		4	5	5½	L.T.M.				Gardner No. 3	750			50	
Kingstown . . .	1915	W.	45' x 12' 6"		Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	
Gorleston No. 1 .	1915	N. & S.	46' 6" x 12' 9"		Tylor.	60	650		4	6½	7½	L.T.M.				Gardner No. 4	650			80	

NOTES.

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

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

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

The Wreck of the S.S. "Rohilla."

THE services rendered in connexion with the wreck of the hospital ship *Rohilla* have added another splendid page to the annals of heroism and humanity which make up the story of the Life-boat during the ninety years since the foundation of the Institution, and such conspicuous bravery was displayed that the Committee of Management marked their sense of the exceptional nature of the case by awarding three gold medals on this occasion, as well as other rewards.

The circumstances were as follows:—On Friday, the 30th October, 1914, the steamer *Rohilla*, registered at Glasgow, and belonging to the British India Line, was wrecked, with a sad loss of life, at Saltwick Nab, near Whitby. The vessel, which was 7,400 tons burden, had been taken over by the Government for use as a hospital ship, and was on her way from Queensferry to Dunkirk, to bring some of the wounded to this country. She had on board 229 souls, including a medical staff and five nurses, the latter being fortunately among the saved.

It was shortly after four o'clock in the morning, during a terrific E.S.E. gale, that the vessel ran on to the dangerous reef of rocks and lay at the mercy of a furious sea. Pounded by mountainous waves she quickly broke in half, and many of those on the after part of the ship were washed away at once and perished. As soon as she struck, signals of distress were made, and Coxswain Thomas Langlands was promptly called. The sea was far too heavy to attempt to launch the No. 1 Life-boat, and he decided that at daybreak he would take the No. 2 Life-boat, *John Fielden*, which lay at moorings in the harbour, and haul her on skids under the Spa Ladder—a gangway from the East pier to the cliff—and along the rocky scaur to the scene of the wreck. This necessitated getting the boat over a sea-wall, eight feet in height, a most formidable task—indeed, it was declared to be impossible by many who were well able to form an opinion. But owing to the indomitable perseverance of Coxswain

Langlands it was accomplished, with the help of many willing hands working under his direction.

In transporting the boat she was stove in in two places. She was, nevertheless, launched, and succeeded in reaching the wreck, which lay about a quarter of a mile from the shore, surrounded by a mass of rocks. Twelve men and five women were saved and brought ashore. The boat was then again launched, and, after a fearful struggle, got to the vessel and saved eighteen more, the heavy seas which swept through the ship or broke over her deck filling the Life-boat time after time. Unfortunately the boat, after her second journey, soon became unfit for further service owing to repeated bumping on the rocks. Captain John Milburn, a member of the local committee, then sent for the Upgang Life-boat and, in spite of the difficulties involved in transporting the boat through the town and over the fields to the top of the cliffs in the vicinity of the wreck, this was successfully accomplished with the assistance of horses and an enormous number of helpers.

By means of ropes the boat was then lowered down the almost precipitous cliffs, and preparations were made for her launch. At about 2.30 p.m. it was hoped that when the tide had receded it would be possible for the Upgang Boat to reach the *Rohilla* under oars, but by that time the Coxswain and the Life-boatmen were reluctantly forced to the decision that nothing could be done in the tremendous seas running. All question of launching was, therefore, abandoned for the time being, the men remaining assembled in readiness until darkness set in. In the meantime the Teesmouth Motor Life-boat and the Life-boat stationed at Scarborough had been called by telephone to come to the assistance of those still on the wreck.

When the message calling for help reached Scarborough, such a wild sea was making that neither the Life-boat nor a tug could get out of harbour, but the Hon. Secretary sent a hopeful

message stating that if the weather moderated help would be sent. At 3.30 P.M. a start was made by the Life-boat *Queensbury*, in tow of the steam trawler *Morning Star*. They arrived on the scene about 6 P.M. It was then quite dark, and in the gale it was hopeless to establish communication with the wreck. Both craft, however, remained at hand through the night, and the endurance of the Life-boatmen was severely tested during their long vigil, in the course of which they were buffeted by wind and waves. At daybreak, finding that it was still impossible to get near the wreck they returned to Scarborough.

Meanwhile the Life-boat Authorities had not been idle at Teesmouth, and at 2.30 P.M. on the Friday the crew were ready to start. As it was realised, however, that the boat could not reach Whitby in daylight the Hon. Secretary consulted those competent to judge (including the Harbour Master and the Coastguard) as to the expediency of starting that afternoon. In view of the tremendous seas making up the river they were unanimously of opinion that to attempt to cross the bar and proceed in the darkness, with all the coast lights extinguished, would be courting disaster; and it was decided to despatch the boat at daybreak next morning, accompanied by the Tees Commissioners' tug. This decision was conveyed to Whitby by telephone, and at 5 A.M. next morning the crew left Redcar for Teesmouth. In crossing the bar the Life-boat encountered tremendous seas and, as a result of falling into the trough of a mountainous wave, she sprang such a serious leak that she became disabled, and it was necessary for the tug to take the crew on board and tow the Life-boat back to Middlesbrough.

At Whitby a watch had been set on the cliffs, and at 6 A.M. on Saturday the Upgang crew were in readiness to make a further attempt to rescue the survivors, who were huddled together on one small portion of the wreck. A tremendous sea was still running, and it was felt that nothing could be done until low water. The boat was hauled over the rocks into the best position possible for launching, and at 9 A.M.

she started. The crew struggled manfully for over an hour to reach the wreck, but the sea and strong current running between the "Nab" and the wreck was too strong for them, and time after time the boat was thrown back. Eventually the men became totally exhausted, and had to give up their hopeless task. On one occasion they got within fifty yards of the wreck, and when the unfortunate men who had held on so bravely throughout the night saw the hope of being rescued diminishing some of them decided to jump overboard and attempt to swim ashore. As they did so a number of the onlookers, with heroic disregard for their own safety, rushed into the boiling surf and succeeded in dragging many to the shore. Others, however, were beyond help before they could reach them. The work done by these men from the shore is described as "magnificent."

At 7 A.M. the Whitby No. 1 Life-boat proceeded out of the harbour and waited for a steam trawler, which had been summoned by telegram from Hartlepool. The trawler, named the *Mayfly*, arrived about 8 A.M. and at once took the boat in tow. They got within half a mile of the wreck, but in the opinion of Coxswain Langlands, who was in command of the Life-boat, and also of James Hastings, Coxswain of the Hartlepool No. 2 Life-boat, who was on board the trawler, the sea was too heavy for them to approach any nearer to the wreck, and the boat therefore reluctantly returned to harbour.

It now became apparent that only a motor Life-boat would be able to render effective help, owing to the position of the wreck, which was constantly washed by overpowering seas, and lay surrounded by rocks which gave no anchorage by means of which a boat could have veered down upon her. The Tynemouth motor Life-boat was therefore summoned by telegram. The message reached Tynemouth at 4.15 on the Saturday afternoon, and within a quarter of an hour the gallant crew, under the command of Coxswain Robert Smith, and accompanied by Captain H. E. Burton, R.E., Hon. Superintendent of the motor Life-boat, started on

their perilous journey. To reach Whitby they were obliged to travel a distance of forty-four miles through the night and storm of the 31st October, unaided by any coast lights, which were all extinguished on account of the war. Thanks, however, to Captain Burton's intimate knowledge of the Yorkshire coast, their gallant exertions met with the success which they deserved, and at 1 A.M. on Sunday morning, 1st November, the boat was skilfully brought into Whitby harbour.

When news of the disaster reached London on the Saturday, Lieut. Basil Hall, R.N., Inspector of Life-boats for the Southern District, was instructed to proceed to Whitby. He arrived late that night and arranged to make a further attempt at daybreak on the Sunday morning in the *Upgang* boat, hoping, with the aid of a supply of oil, to lessen the effect of the heavy seas breaking over the vessel.

At 5 A.M., finding that the Tynemouth motor Life-boat had arrived and was in harbour, Lieut. Hall had the oil transferred to her, and then embarked, Richard Eglon, Second Coxswain at Whitby, also going out to act as pilot.

As regards the rescue of those who had survived the terrible ordeal for fifty hours, the following description is given by the representative of the *Yorkshire Post*, who witnessed the scene:—

"The light was just rising over the sea at half-past six o'clock when I saw the boat creep out of the harbour again and breast the breakers like a sea bird as she headed straight out into calmer water. Hastening, with others, to the top of the cliffs south of the town, I rejoined the crowd of watchers there, who gazed with eager intensity as the Life-boat, looking fearfully small and frail, rode easily on the waves and throbbed her way towards the wreck. Nearer and nearer she got; and then, when within 200 yards of the *Rohilla*, she turned seawards.

"Was she unable to face the current running at four knots an hour and the curling seas, still fierce and strong, though of diminished size? 'She'll never get there,' declared one of the watchers. But a burly fisherman remarked, 'Just wait; she knows what

she's about.' Presently, when she had passed a few fathoms beyond and away from the wreck, she stopped dead, and discharged over the boiling sea gallons and gallons of oil. It seemed that the ocean must laugh at these puny drops, yet the effect was remarkable; within a few seconds, as the oil spread over the surface of the water and was carried by the current towards the wreck, the waves appeared suddenly to be flattened down as by a miracle, all round the vessel's bridge, leaving a gently undulating sea. In the meantime the Life-boat turned about, raced at full speed outside the line of breakers, past the stern of the wreck, and then turned directly towards the shore. The most dangerous moment came when she was inside the surf and broadside on to the waves; but, guided with splendid skill and courage, she moved forward steadily, and a cheer of relief went out from the shore when she reached the lee of the wreck, immediately beneath the crowded bridge. The feelings of those on board as they saw salvation at hand can only be imagined.

"But there was not a moment to be lost, for already the effects of the oil were beginning to pass off, and the waves were noticeably higher. Quicker than thought a rope was let down to the Life-boat, and immediately figures could be discerned scrambling down into the boat with a quickness and agility that seemed extraordinary in men one presumed to be exhausted almost to death. In less than a quarter of an hour more than forty men had been taken into the boat. It was then, while the rest were preparing to leave the wreck, that two enormous waves were seen rolling up from the sea at tremendous speed. One after the other they swept over the bridge and across each end of the remnants of the deck on to the Life-boat at the other side, enveloping it fore and aft. Each time the tough little craft disappeared for a moment beneath the spray, reappeared, tottered, and righted herself gamely. Indeed, not a man was lost, not a splinter broken. Closer still she hugged the vessel's side till every man aboard—fifty of them in all—had been hauled into the rescuing boat.

"The last man to leave his lost ship was the captain, and as he slipped into the Life-boat the crew of the latter gave a rousing cheer that was echoed again and again by the people ashore.

"But the peril was not yet over; another crisis had to be met before anxiety was allayed. As the Life-boat shot past the wreck on her return journey she was struck broadside on by a great wave that threatened to throw her on her beam ends; but once more she manfully withstood the shock, and swept gaily out to sea in a wide semi-circle that brought her safely to the harbour mouth.

"News of the rescue had spread like wildfire, and hundreds of townspeople, many only half-dressed, rushed to the quayside on the western pier with blankets and tea and other comforts. But the medical men of the town, who had laboured magnificently during the week-end, were there before them, with ambulance men, motor-cars and stretchers. As the Life-boat slipped smoothly through the calm waters of the harbour the music of her engine was sweet to the ear. Cheer after cheer rent the air from the people on the quayside, and these were answered by the boat's crew and by many of the survivors. When the boat drew up alongside the quay men ran down the steps to assist the rescued; and the pathetic procession up the steps moved men as well as women to tears. Only a single man was so utterly exhausted, or so badly hurt, that he had to be carried up, but many tottered giddily as they leaned on the arms of their supporters, and most of them looked pale, hollow-eyed and gaunt. Some were bleeding from severe cuts on the limbs, and one man was seriously lacerated in the feet and legs through a fall from the rigging. Nearly all were barefooted and poorly clad, some only in their pyjama suits. Two days and two nights in pyjamas on a sea-swept wreck in an October gale without drink or food, and yet they walked and talked.

"On one sailor's shoulders was perched a little black kitten, looking little the worse for wear. Dr. Lomas, the chief of the medical staff on board, though

he bore himself bravely, was evidently very greatly exhausted, but the captain seemed to be a man of iron. Unassisted, he walked firmly up the steps, wearing his great overcoat and pince-nez, and looking as unperturbed as if he were returning from a pleasure trip."

The Committee decided to make the following awards in connection with this splendid service.

Rewards in addition to the ordinary scale of pay :—

WHITBY No. 2.

Coxswain Thomas Langlands. Gold Medal of the Institution.

Second Coxswain Richard Egton. Silver Medal of the Institution.

Each of the crew. 2*l.* extra.

Captain John Milburn. Telescope and special letter of thanks.

UPGANG.

Coxswain R. P. Robinson. Thanks inscribed on vellum.

Second Coxswain T. Kelly. Thanks inscribed on vellum.

Each of the crew. 1*l.* extra.

TYNEMOUTH.

Coxswain Robert Smith. Gold Medal of the Institution.

Captain H. Burton, R.E. Gold Medal of the Institution.

Second Coxswain James S. Brownlee. Silver Medal of the Institution.

Each of the crew. 2*l.* 12*s.* 6*d.* extra.

Permanent Motor Mechanic. Gratuity of 3*l.*

Lieut. Basil Hall, R.N. Silver Medal of the Institution.

SCARBOROUGH.

Each of the crew. 10*s.* extra.

Captain William Smalley, of the trawler *Morning Star*. A binocular glass.

The Master and crew of trawler *Morning Star*. 10*l.*

Compensation for two warps broken when towing. 5*l.*

Owners of the trawler. A special letter of thanks.

TEESMOUTH.

Each of the crew. 10*s.* extra.

Permanent Motor Mechanic. Gratuity of 1*l.*

Mr. C. D. Bacon, Hon. Secretary. A

binocular glass and a special letter of thanks.

River Tees Commissioners' Tug. Special letter of thanks to owners.

Master and crew of the tug. 10*l*.

HARTLEPOOL.

Coxswain of the No. 2 Boat, who went to Whitby in the steam trawler *Mayfly*, which towed the Whitby No. 1 Life-boat on the 31st October, 1914. 2*l*.

The Master and crew of the steam trawler. 10*l*.

Owners. A letter of thanks.

George Peart, who behaved with conspicuous bravery in going into the sea and saving many of those who were washed or jumped overboard from the wreck. The Silver Medal of the Institution and 10*l*.

Superintendent T. Robinson and men of the Whitby Police. A letter of thanks and 10*l*.

Twenty other men who also saved many persons by personal efforts from the shore. 2*l*. each.

Also eleven other men. 1*l*. each.

A few days after the service Captain Burton received the following telegram from the Admiralty:—

"O.H.M.S. Admiralty, 6.52 A.M., to Captain Burton, R.E.

"Admiralty have received through the Senior Naval Officer present, account of your services in proceeding in Life-boat to Whitby in heavy gale, and then going alongside *Rohilla*. The skill and courage shown call for highest praise, and their Lordships desire me to express on behalf of Naval Medical Service their grateful thanks to you and whole Life-boat's crew for their gallant action. —Admiralty."

To this Captain Burton replied:—

"The Tynemouth Life-boat crew and I feel greatly honoured by their Lordships' expression of appreciation on the services rendered on the wreck of the *Rohilla*.—From Captain Burton, R.E., Tynemouth."

Coxswain Robert Smith also published the following notice in the Press.

"Coxswain Robert Smith desires to acknowledge the valuable assistance he received from Lieut. Basil Hall, R.N., Inspector of Life-boats, and Mr. Richard Eglon, Second Coxswain of the Whitby

Life-boat, in manœuvring the boat alongside the wreck of the *Rohilla* at Whitby, and in helping in the rescue of the shipwrecked men."

As there was some criticism from irresponsible persons respecting the life lost, and the action of the Whitby men, the following statement made by Mr. Michael McCormack, Chief Stoker on board s.s. *Rohilla*, is of interest:—

"DEAR SIRS,

"Being accosted at different periods by citizens resident at Whitby, and asked for an explanation as to how the Life-boatmen acted in connexion with the rescue of those who were surviving on board the s.s. *Rohilla*, my statement (and I defy contradiction) is that while aboard the above-named, I was watching the heroic attempts made by the Life-boatmen to render all possible human assistance to extract from the above all life. But owing to the exceptionally heavy weather, and rocky conditions of the inshore, I consider that human aid was impossible, and, from my point of view, it would have taken steam-power to approach us, with very grave risk at that, and to the men of the Life-boat. All honour is due to them, and to the community of Whitby at large, including the women. I cannot find words to express my gratitude to them.

"Yours fraternally,

"MICHAEL MCCORMACK,
"Chief Stoker."

At a time when the nation has daily to deplore the loss, on the field of honour, of gallant men fighting heroically for a great cause, the Committee of Management feel sure that the country will not forget those equally brave men who are prepared, day and night, in war no less than in peace, to face another enemy, the angry elements, in defence of the lives of their fellow men in peril on the sea; and the Committee appeal to the public generously to support a charity which provides and administers the Life-boat Service of the United Kingdom, and is thus the means of maintaining, among our maritime population, the qualities of courage, endurance and humanity which are among the best and most cherished characteristics of our race.

THE LIFE-BOAT.

Wreck of the Hospital Ship "Rohilla"

At Whitby, 30th October, 1914.



Reproduced by permission of Topical Press.

The Life-boat is seen in the foreground returning from the wreck.



Reproduced by permission of Topical Press.

Wreck of the same vessel, next day.

The Institution and the War.

WE have the pleasure of giving a list, brought up to date, of the Officers and members of the Staff, or of Permanent Crews, 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 :—

Captain HOWARD F. J. ROWLEY, R.N.,
Deputy Chief Inspector of Life-boats,
Senior Naval Officer, Inverness.

Commander CHARLES H. FORBES, R.N.,
District Inspector of Life-boats,
Transport Officer, Portsmouth.

Lieut.-Commander W. G. RIGG, R.N.,
District Inspector of Life-boats,
H.M.S. *Pembroke* for *Falmouth* in command, and for charge of a group of trawlers.

Major A. C. CUST,
District Organizing Secretary for Greater London,
6th Btn. Somerset Light Infantry.

Lieut.-Commander BASIL HALL, R.N.,
District Inspector of Life-Boats,
Special Service Squadron.

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 for the South of England,
Assistant Inspector of Steel in the Ordnance Department.

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

*Lieut. H. WALLINGTON, Assistant District Organizing Secretary for Greater London,
Army Ordnance Corps.

*Lieutenant C. H. MAPLESON, Clerk,
Army Ordnance Corps.

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

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

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

Mr. E. W. CALVER, Storehouseman,
Stoker—Petty Officer, H.M.S. *Hearty*.

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

Mr. J. NUNN, Rigger,
Able Seaman, H.M.S. *Edinburgh Castle*,
Armed Merchant Vessel.

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. L. F. GILDING, Clerk,
Private, 25th (County of London) Cyclists' Battalion.

Mr. R. HUMPHREYS, Assistant Storehouseman,
Private, 1st Middlesex Regiment.

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

* Volunteered.

Services of the Life-boats.

Newhaven, Sussex.—At 3.10 P.M. on the 30th August a message was received reporting that a Government transport had been in collision off Rottingdean, and was in a sinking condition. A light S.W. breeze was blowing at the time and the sea was smooth. After consulting the Coastguard, the Honorary Secretary of the branch gave instructions for the Life-boat *Sir FitzRoy Clayton* to proceed to the assistance of the damaged vessel. On arriving off Rottingdean, Coxswain Payne found that the vessel was the s.s. *Rion*, of Newcastle, and that the Newhaven tug *Alert* and another transport were standing by her. The *Rion* had all her boats out. Coxswain Payne offered assistance to the captain,

who stated in reply that he had engaged the tug to try and tow his vessel to Newhaven. He asked the Coxswain, however, to stand by while this was being done, as he was afraid that the vessel might founder. The Life-boat accordingly accompanied the vessel. When she arrived off Newhaven it was found that she was drawing too much water to enter the harbour; she was, therefore, beached in Seaford Bay, and the Life-boat returned to her station. At the time of the casualty the vessel was bound from Dover to Portsmouth in ballast.

Filey, Yorkshire.—On the morning of the 9th September the Coastguard

reported that a steamer was ashore to the north of Filey. A fog prevailed at the time with a rough sea, and the Life-boat *Hollon the Third* was promptly launched. About two miles to the north of Filey they found the s.s. *Artificer*, of Newcastle, stranded on the rocks broadside to the sea. The captain declined to leave his steamer, but asked the Life-boat to proceed to Scarborough and report the casualty to his owners. They accordingly did so, being assisted by a trawler which towed them part of the way there, and back again to the vessel. When the boat again reached the vessel there was too much sea for her to go alongside, she therefore stood by until the Rocket Apparatus had effected communication and saved the crew.

Spurn, Yorkshire.—The sloop *Chesterfield*, of Lynn, whilst bound to Hull, laden with gravel, stranded on the Inner Binks on the 9th September. Coxswain Cross immediately assembled his crew and proceeded to the vessel in the boarding Life-boat. On arrival it was found that the sea was sweeping right over the vessel and that she was filling with water. The sloop's small boat, which had been launched, was swamped. As the three men on board were in considerable peril owing to the heavy ground sea, Coxswain Cross advised them to abandon their vessel without delay. They took his advice and very shortly after they had been rescued, the vessel broke up.

Clogher Head, co. Louth.—At 3.30 P.M. information was received that a vessel was flying signals of distress, and the crew of the Life-boat *Charles Whitton* were assembled and the boat proceeded to sea in a heavy W.N.W. gale. When two miles S. by E. of Clogher Head she fell in with the lugger *Cecilia*, of Balbriggan, which had had her mast carried away. The four men on board were rescued in an exhausted condition, and about twenty minutes later the vessel became a total wreck. A heavy sea was running at the time that this service was performed, and the Life-boat was reported to have behaved splendidly.

Kingstown, co. Dublin.—On the 14th September the Life-boat *Dunleary* was launched at 2.23 P.M. during a very strong S.S.W. gale to the assistance of two trawlers which were in difficulties in Dublin Bay. One vessel was named the *Industry* and the other the *Mizpah*. When the Life-boat reached the former it was found that she had had her bowsprit carried away and had lost her sails. She was then at anchor, and the men refused to leave her. The Life-boat therefore proceeded to the *Mizpah*, but the crew of this vessel also declined to be taken ashore. A passenger on board, however, desired to be landed, and the Life-boat conveyed him ashore. A telephone message was then sent to Dublin for a tug to proceed to the assistance of the two vessels, and later in the evening they were both towed into safety.

Aldeburgh, Suffolk.—In response to a telephone message from Thorpeness on the 17th September the No. 1 Life-boat *City of Winchester* was launched, great difficulty being experienced in getting the boat afloat owing to the heavy sea running and the bad state of the beach. Eventually, with the assistance of about two hundred persons, the boat was successfully floated, and at once proceeded to Thorpeness, where she found the barge *Perseus*, of London, driving on shore with her rudder head gone. The boat attempted to veer down to the barge, but the anchor dragged, and Coxswain Cable found it necessary to cut his cable as the boat was very near inshore in heavy broken seas and shipping a great deal of water. He then made for the barge again and in three tacks succeeded in reaching her, when the crew of the three hands were, with great difficulty, taken off. The barge at this time was lying in only two and a half fathoms of water. The Life-boat then started for Aldeburgh, but just before she arrived home the wind shifted into the W., and the men decided to return to the barge which had been left riding to two anchors. Life-boatmen were placed on board and, with the assistance of a mine sweeper, the barge was towed to Harwich, the Life-boat steering her on account of the damage done to her rudder.

Summary of the Meetings of the Committee of Management.

Thursday, 8th October, 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:—

Southern District.—The Lizard and Porthoustock.

Western District.—Newquay (Corn.), Penlee, and Penzance.

Presented the reports of the Scottish District Organizing Secretary on his visit to Branches in his area.

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

	£	s.	d.
CHRIST'S HOSPITAL GIRLS' SCHOOL. Collection in Chapel	6	6	—
WHITE STAR LINE. Proportion of amount collected on steamers for marine charities	50	—	—

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. GEORGE DAVID RICHARDSON, of Welclose Square, E. (on account).	400	—	—
The late Mr. HERBERT BINNS PILKINGTON, of Southport (fur- ther on account)	340	—	—
The late Mr. ALFRED BRADLEY, of Nottingham	250	—	—
The late Mr. ANDREW DEINAN, of Dublin, per City of Dublin Branch	212	9	—
The late Mr. JOHN RISDON, of Stourbridge	50	—	—
The late Miss ELLEN BURMASTER, of Sussex Square, W. (further on account)	25	—	—

Voted the best thanks of the Institution to Mr. M. F. MORESBY, in recognition of his long and valuable services as Honorary Secretary of the Exmouth Branch, which office he had just resigned.

Paid 9,893*l.* 11*s.* 1*d.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 169*l.* 5*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 1 Barge	<i>Perseus</i> , of London. Assisted to save vessel and	3

Life-boat.	Vessel.	Lives saved.
Bridlington Quay	Six cobses of Bridlington. Stood by cobses.	
Clogher Head	Fishing-boat <i>Cecilia</i> , of Balbriggan	4
Easington	Steam-trawler <i>Ipswich</i> , of Grimsby	6
Filey	S.S. <i>Artificer</i> , of Newcastle. Stood by vessel.	
Hasborough	Admiralty Seaplane No. 898. Assisted seaplane.	
Kingstown	Cutters <i>Industry</i> and <i>Mizpah</i> , of Dublin. Landed 1.	
Spurn	Sloop <i>Chesterfield</i> , of Lynn	3

Caister No. 2 Life-boat assisted to save the S.S. *Haller*, of Hull; and Gorleston No. 1 Life-boat assisted to save the S.S. *Gertrud*, of Gothenburg.

Also voted 203*l.* 12*s.* 3*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:—Caister No. 2, Criccieth, Cromer, Gorleston No. 1, Hasborough, Margate No. 1, Montrose No. 1, North Deal, Ramsgate, Rhosneigr, and Robin Hood's Bay.

Granted an additional 5*s.* each to the crew of the Filey Life-boat on account of the lengthy and arduous nature of the service to the S.S. *Artificer* on the 9th September.

Thursday, 12th November, 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 District Inspector for the Southern District on his visit to the Southend Station.

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:—

	£	s.	d.
M. E. A. (annual subscription)	25	—	—
W. E.	10	—	—
Hadnall Church Collection	7	7	—
Aldringham Church, Collection at Harvest Thanksgiving Services	4	9	6

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mr. JOHN CROALL, of £ s. d.
Edinburgh (on account). . . 2500 - -
The late Mr. GEORGE DAVID
RICHARDSON, of Wellclose
Square, E. (balance) . . . 400 - -

Accepted the resignation of Mr. William Spicer, Assistant Secretary.

Appointed Mr. P. W. Gidney Assistant Secretary, *vice* Mr. William Spicer, resigned.

Paid 9,200*l.* 14*s.* 3*d.* for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 385*l.* 9*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hauxley . .	Steam-trawler <i>Chrysolite</i> , of Hull. Rendered assistance.	
Hanstanton .	Admiralty <i>Seaplane</i> No. 898. Rendered assistance.	
Lowestoft . .	Two Belgian fishing-boats. Saved 35 Belgian refugees . . .	35
Peterhead No. 2 (Motor)	S.S. <i>Blanka</i> , of Oscarshamn, and a small boat . . .	21
Polkerris . .	Schooner <i>Abeja</i> , of Exeter. Stood by vessel.	
Spurn . . .	Schooner <i>Union</i> , of Portsmouth. Stood by vessel.	
Stromness (Motor)	H.M.S. <i>Dryad</i> . Landed 2 injured men and 52 bags of mails.	
Whitby No. 2 .	Government hospital steamer <i>Rohilla</i> . .	35
Tynemouth (Motor)	Government hospital steamer <i>Rohilla</i> . .	50
Scarborough .	Government hospital steamer <i>Rohilla</i> . Stood by vessel.	

Blakeney Life-boat assisted to save the S.S. *Argentum*, of Newcastle; Flamborough No 2 Life-boat rendered assistance to the S.S. *Aries*, of West Hartlepool; Gorleston No 1 Life-boat assisted to save the S.S. *Eglantine*, of North Shields, and her crew of eighteen hands; Lowestoft Life-boat assisted to save the trawler *Emanuel*, of Lowestoft, and her crew of five; North Deal Life-boat assisted to save the S.S. *Rivulet*, of London, and twenty-six hands; Penlee Life-boat rendered assistance to the S.S. *Liguria*, of Genoa; and Whitby No. 1 Life-boat took Lloyds' representative to the wreck of the Government Hospital Steamer *Rohilla*.

Also voted 856*l.* 4*s.* 2*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Bembridge, Bridlington Quay, Broughty Ferry (Motor), Caister No. 1, Donna Nook, Easington, Flamborough No. 1, Gorleston Nos. 1 and 2, Greencastle, Hasborough, Kingsdowne, Lyme Regis, Margate No. 1, North Deal, North Sunderland,

Palling No. 2, Peterhead No. 1, Peterhead No. 2 (Motor), Portrush, Robin Hood's Bay, St. Andrews, Sennen Cove, Skateraw, Teesmouth (Motor), Uppang, Walton-on-the-Naze (Motor), Whitby No. 1, and Winterton No. 2.

Voted 2*l.* 10*s.* to a man injured in the Life-boat service at Aldeburgh.

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

In connexion with the wreck of the Government Hospital Steamer *Rohilla* near Saltwick Nab, Whitby, on 30th October, during a whole S.E. gale and a very heavy sea, the Committee voted the following special rewards in addition to ordinary service pay:—Gold Medals and Votes of Thanks on Vellum to THOMAS LANGLANDS, Coxswain of the Whitby Life-boats; to ROBERT SMITH, Coxswain of the Tynemouth Motor Life-boat; to CAPTAIN H. E. BURTON, R.E., Honorary Superintendent of the Tynemouth Motor Life-boat. Also Silver Medals and Votes of Thanks on Vellum to Lieutenant BASIL HALL, R.N., District Inspector of Life-boats; to RICHARD EGLON, Second Coxswain of the Whitby Life-boats; to JAMES S. BROWNLEE, Second Coxswain of the Tynemouth Motor Life-boat; and to GEORGE PEART, who went into the sea and saved many who were washed or jumped overboard. Peart was also granted 10*l.*

Votes of Thanks on Vellum to R. P. ROBINSON and T. M. KELLY, Coxswain and Second Coxswain of the Uppang Life-boat respectively. A special letter of thanks and a telescope to Captain JOHN MILBURN, who took an active part in directing operations; a special letter of thanks and a Binocular Glass to Mr. C. D. BACON, Honorary Secretary of the Teesmouth Branch, for going out in the Teesmouth Motor Life-boat; a special letter of thanks to the River Tees Commissioners for the services rendered by their tug and 10*l.* to the crew of the tug; a letter of thanks to the owners of the trawler which towed the Scarborough Life-boat, and a Binocular Glass to the captain, WILLIAM SMALLEY, together with 10*l.* to be divided amongst himself and the crew, also 5*l.* compensation for two warps broken when towing. A letter of thanks to the owners of the trawler which went to Whitby from Hartlepool and towed the Whitby No. 1 Life-boat; 10*l.* to be divided between the master and the crew, and 2*l.* to the Coxswain of the Hartlepool No. 2 Life-boat, who accompanied the trawler.

Letters of thanks to Dr. MACKINLAY and Private RENSHAW, R.A.M.C., who volunteered and went out in the Teesmouth Motor Life-boat.

The Committee also granted additional monetary rewards to the members of the crews of the Whitby No. 2, Uppang, Tynemouth (Motor), Scarborough, and Teesmouth (Motor) Life-boats, including the mechanics on the Motor Life-boats. Also granted 2*l.* each to seventeen men who saved many persons by personal efforts from the shore.

Full particulars of this case will be found on page 198.

Voted the thanks of the Institution inscribed on vellum to Acting Coxswain JOHN CORDINER, and 15s. extra to him and to each of the crew of the Peterhead No. 1 Life-boat for their very excellent services when attempting to rescue the crew of the S.S. *Torgrim*, of Landskrona, which was wrecked about two miles north of Rattray Head in a whole E.N.E. gale and a very heavy sea on the 31st October. Also sent a special letter of thanks to Admiral SIMPSON for placing a mine sweeper at the disposal of the Life-boat for the purpose of towing her to the vicinity of the wreck.

Voted 2l. 5s. to three men for putting off in a motor-boat and saving thirty-three Belgian refugees from some Belgian fishing-boats, which had stranded on the Newcombe Sands while bound to Lowestoft, on the 15th October. A moderate E.N.E. breeze was blowing, but the sea on the Sands was rough. The remainder of the refugees were saved by the Lowestoft Life-boat.

Voted 2l. 5s. to three men for their prompt and meritorious services in rescuing a man, who had fallen over the cliffs at Boscastle, on the 22nd July. The service was accompanied by some risk to the salvors.

Thursday, 10th December, 1914.

Sir GODFREY BARING, Bart., M.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 Southern District Inspector on his visits to the following Life-Boat Stations:—

Eastern District.—Scarborough, Sheringham, Cromer, Hasborough, Palling (two boats), Caister (two boats), Yarmouth, Gorleston (two boats), Lowestoft, Pakefield, Kessingland (two boats).

Western District. — Weston-super-Mare, Sennen Cove, St. Ives, Penzance, Penlee, Hayle.

Irish District.—Courtown, Arklow, Cahore, Ramsey, Douglas, Castletown, Port St. Mary, Port Erin.

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:—

INDEPENDENT ORDER OF ODD-	£	s.	d.
FELLOWS (M.U.), Annual Subscription	50	-	-
Donation	2	17	6
Mr. ALFRED BARRETT	10	10	-

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. DAVID ANDERSON, of Edinburgh (on account).	4500	-	-
The late Mr. Wm. J. LORD, of Blackpool	1000	-	-
The late Miss CATHERINE MILLS, of Kelso	178	19	-
The late Mr. ALFRED BRADLEY, of Nottingham (further on account)	125	-	-
The late Miss MARY ANN WALKER, of Lew Deer	117	19	11
The late Mrs. SARAH EGGLESTON, of Upper Norwood	46	4	6
The late Mr. WILLIAM RYLAND, of Sheffield	30	16	7
The late Miss MARY ANN ELLIS, of Exmouth (further on account).	11	5	-

Accepted, with regret, the resignation of Admiral Sir ARTHUR MOORE from the Committee of Management.

Resolved that the meetings of the Committee of Management should be held at 12 noon in future instead of 11.30 a.m.

Voted the best thanks of the Institution to Mr. JOHN STEPHENSON in recognition of his long and valuable services as Honorary Secretary of the Scarborough Branch, which office he was resigning on 31st December.

Paid 6,338l. 2s. 10d. for sundry charges in connexion with the maintenance of the various Life-Boat establishments.

Voted 544l. 4s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Seven fishing-boats of Arbroath. Stood by fishing-boats.	
Caister No. 1.	Admiralty mine sweeper <i>Auckland</i> . Rendered assistance.	
Clacton-on-Sea (Motor)	S.S. <i>Harlington</i> , of London	15
Clovelly	Fishing-boat <i>Lucy Jane</i> , of Clovelly. Saved boat and	2
Falmouth	Barque <i>Asnieres</i> , of Havre. Stood by vessel and afterwards rescued	25
Filey	Two cibles of Filey. Rendered assistance.	
Lowestoft	Admiralty mine sweeper <i>Spider</i>	13
Lowestoft	Admiralty mine sweeper <i>Condor</i>	9
Lowestoft	S.S. <i>F. Stobart</i> , of Sunderland. Stood by vessel.	
Margate No. 2	S.S. <i>Coronilla</i> , of North Shields. Stood by vessel.	
Minehead	Fishing-boat <i>Lucille</i> , of Minehead. Saved boat and	2
Newbiggin	Fourteen fishing-cibles of Newbiggin. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.
Newhaven (Motor)	Government transport <i>Irwell</i> . Stood by vessel.	
North Deal .	H.M.S. <i>Niger</i> . Landed 6.	
Palling No. 2 .	S.S. <i>Orozco</i> , of Bilbao. Stood by vessel.	
Plymouth . .	S.S. <i>Veghtstroom</i> , of Amsterdam. Stood by vessel.	
Poole . . .	Ketch <i>Lord Alcester</i> , of London. Landed 4.	
Ramsey . . .	Schooner <i>Coniston</i> , of Duddon . . .	4
Stromness (Motor)	Ship <i>Sorfareren</i> , of Christiansand. Stood by vessel.	
Tenby . . .	Schooner <i>Sarah McDonald</i> , of Bideford	4
Tynemouth . (Motor)	Ten Admiralty mine sweepers. Stood by vessels.	
Yealm River .	S.S. <i>Veghtstroom</i> , of Amsterdam. Stood by vessel.	

Kingdowne Life-boat saved the schooner *Mary Ann Mandal*, of Barrow, and her crew of six; Shoreham Life-boat saved the barge *Success*, of London, and three hands; Spurn Life-boat assisted to save the S.S. *Elentsobe*, of Bilbao; Harwich (Steam) and Walton-on-the-Naze (Motor) Life-boats assisted to save the S.S. *Lilian Drost*, of Copenhagen, and her crew of eighteen; Walton-on-the-Naze (Motor) Life-boat assisted to save the S.S. *Dalegarth*, of Newcastle, and twenty-one hands, also saved the Admiralty mine sweeper *Willett* and her crew of thirteen; and Whitby No. 2 Life-boat saved the S.S. *Ingrid II.*, of Christiania, and sixteen.

Also voted 699*l.* 19*s.* 10*d.* to pay the expenses of the following Life-boat launches, assemblies of crew, etc., with the view of assisting persons on vessels in distress:—Angle (Steam), Bridlington Quay, Brighton, Brixham, Clacton-on-Sea (Motor), Cromer, Eastbourne No. 2, Gorleston No. 2, Greencastle, Harwich (Steam), Hastings, Hauxley, Hoylake, Hunstanton, Johnshaven, Kingsdowne, Kingstown, Lowestoft, Lyme Regis, New Brighton (Steam), Newhaven (Motor), North Deal, Padstow No. 2, Palling Nos. 1 and 2, Penlee, Peterhead No. 1. Poolbeg, Port Logan, Port Patrick, Portrush, Ramsgate, Rosslare Harbour, Sheringham, Teesmouth (Motor), Tynemouth (Motor), Walton-on-the-Naze (Motor), Wells, Winterton No. 2, and Worthing.

Voted additional rewards to the crews of the Margate No. 2 and the Donaghadee Life-boats for long and arduous services performed in very rough weather on the 11th and 15th November respectively.

Voted the Silver Medal together with the Thanks of the Institution, inscribed on vellum and framed, to JOHN SWAN, Coxswain of the Lowestoft Life-boat, and 15*s.* additional to him and to each of the crew in recognition of their gallant services in rescuing the crew of

nine hands of the mine sweeper *Condor*, which was totally wrecked on the Newcombe Sands, in a very heavy sea, on the 22nd November, 1914.

Also voted the Silver Medal and the Thanks of the Institution, inscribed on vellum and framed, to GEORGE GRIGSON, Coxswain of the Clacton-on-Sea Motor Life-boat, and an additional reward of 1*l.* to him and to each of the crew, in recognition of their very gallant services in rescuing the crew of fifteen hands of the S.S. *Harlington* of London, which was wrecked on the West Sunk Sands, during a whole S.S.W. gale and a very heavy sea, on the 5th December. The Life-boat was in attendance on the vessel and engaged in efforts to save her for an almost continuous period of four days,

Voted the sum of 10*l.* to be divided between Police Superintendent T. ROBINSON and the Whitby Police in recognition of their excellent work in assisting to save those who either jumped or were washed overboard from the S.S. *Rohilla*, wrecked at Whitby on the 30th October–1st November.

Also 2*l.* each to three men, and 1*l.* each to eleven other men, for their valuable services on the same occasion.

Voted the sum of 10*l.* to the crew of the Sheringham Private Life-boat in recognition of their services in connexion with the wreck of the schooner *Vera*, near Cley, on the 16th November.

Voted 4*l.* to four men for putting off in a small boat on the 29th October for the purpose of assisting the S.S. *Blanka*, of Oscarshamn, which stranded about one mile from Rattray Head on the 29th October.

Voted 12*s.* each to thirteen men for putting off in three boats to save a man who had been blown out to sea in a small boat off St. Andrews on the 11th November. One of the boats succeeded in saving the man while the other two boats were searching and all of the salvors incurred considerable risk.

Voted 7*s.* 6*d.* each to ten men for putting off in two boats to assist the fishing-boat *Fear Not*, of Minehead, which was swamped and capsized, in a strong gale and a heavy sea, on the 11th November. The occupants of the *Fear Not* were saved by one of the boats.

Voted 10*s.* each to eight men in two boats for putting off and saving the crew of fourteen hands of the S.S. *America*, of Grimsby, which was totally wrecked on the north side of Wick Bay, in a moderate S.W. breeze and moderate sea, on the 20th November. The risk incurred by the salvors was slight, but their promptness undoubtedly saved the men as the vessel sank very rapidly after she struck.

Sent a letter of thanks to the Honorary Secretary of the New Quay (Cardigan) Branch, and voted 5*s.* each to three men in recognition of their services in saving two men, who were caught in a heavy squall, lost their sail and broke their oars, when fishing off New Quay on the 1st December.

Services of the Life-boats of the Institution during 1914.

1914.	Time of Launching.		Lives saved.
Jan. 6.	5.16 a.m.	Three fishing cobles of Flamborough. Flamborough No. 1 Life-boat stood by cobles.	
" 6.	8.30 a.m.	Ketch <i>James</i> , of Carnarvon. Porthdinllaen Life-boat saved . . .	4
" 6-7.	4.15 p.m.	Schooner <i>William Martin</i> , of Dublin. Pwllheli Life-boat rendered assistance.	
" 9.	7. 5 p.m.	Steam trawler <i>Limewold</i> , of Grimsby. Tynemouth Life-boat assisted vessel.	
" 10.	11. - a.m.	Ketch <i>Daybreak</i> , of Peterhead. Stonehaven Life-boat stood by vessel.	
" 10.	11. - p.m.	S.S. <i>Pomerol</i> , of Havre. Dungeness No. 1 Life-boat stood by vessel.	
" 11.	12.15 a.m.	Sailing punt <i>Enchantress</i> , of Westgate-on-Sea. Margate No. 1 Life-boat stood by boat.	
" 11.	1.30 a.m.	Schooner <i>Mary Ann</i> , of Faversham. Clacton-on-Sea Life-boat saved	6
" 18.	9.35 a.m.	Brigantine <i>Eleanor</i> , of Yarmouth. Walton-on-the Naze Life-boat saved	7
" 28.	2.50 a.m.	S.S. <i>Collier</i> , of Bristol. Ilfracombe Life-boat saved Also a dog and a cat.	7
Feb. 1.	1.55 a.m.	Four-masted barque <i>Hera</i> , of Hamburg. Falmouth Life-boat saved	5
" 2.	6. 5 a.m.	S.S. <i>Salatis</i> , of Hamburg. Aldeburgh No. 2 Life-boat assisted to save vessel.	
" 7.	6. - a.m.	S.S. <i>Balvenie</i> , of Glasgow. Spurn Life-boat stood by vessel.	
" 8.	9.45 a.m.	Schooner <i>Dalmaris</i> , of Goole. Broughty Ferry Life-boat stood by vessel.	
" 8-9.	10. - a.m.	Schooner <i>Cimbria</i> , of Tromsø. Margate No. 2 Life-boat assisted to save vessel and	7
" 11.	10.20 a.m.	Schooner <i>Kate</i> , of Castletown. Donaghadee Life-boat rendered assistance.	
" 12.	6.25 p.m.	Schooner <i>Maria</i> , of Fowey. Newhaven Life-boat rendered assistance.	
" 12.	9.30 p.m.	Steam tug <i>Liniers</i> , of Buenos Ayres. Dungeness No. 2 Life-boat saved	11
" 15.	4.35 p.m.	Trawler <i>Wave Crest</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
" 15.	5.50 p.m.	Trawler <i>Comrades</i> , of Lowestoft. Lowestoft Life-boat stood by vessel.	
" 15.	7. - p.m.	Trawler <i>Active</i> , of Lowestoft. Lowestoft Life-boat assisted to save vessel.	

	1914.	Time of Launching.		Lives saved.
	Feb. 17.	11.50 p.m.	Schooner <i>Sarah Ann</i> , of Fowey. Dungeness No. 2 Life-boat stood by vessel.	
	" 18.	4. - a.m.	Ketch <i>Lord Alcester</i> , of London. Palling No. 2 Life-boat rendered assistance.	
			Ketch <i>Spartan</i> , of Montrose. Palling No. 2 Life-boat rendered assistance.	
	" 21.	11.30 p.m.	Iron schooner <i>Erna</i> , of Bremen. Plymouth Life-boat saved . . .	5
	" 21-	9. - a.m.	Schooner <i>Mexico</i> , of Christiania. Wexford Life-boat saved . . .	7
	" 23.		Fethard Life-boat. Wexford Life-boat saved	3
	" 21-23.	9.45 a.m.	Fethard Life-boat. Dunmore East Life-boat saved	2
	" 22.	5. - a.m.	Ship <i>Arctic Stream</i> , of Glasgow. Newbiggin Life-boat saved . . .	13
	" 22.	7.30 a.m.	Ship <i>Arctic Stream</i> , of Glasgow. Cresswell Life-boat saved . . .	6
	" 22.	10.15 a.m.	Schooner <i>Alice T.</i> , of Wexford. Rosslare Harbour Life-boat landed 4.	
			Schooner <i>Perseverance</i> , of Wexford. Rosslare Harbour Life-boat landed 4.	
	" 23.	9.45 a.m.	S.S. <i>Jane Rowe</i> , of Gelfe. Hope Cove Life-boat stood by vessel.	
	Mch. 1.	6.30 a.m.	S.S. <i>Jane Rowe</i> , of Gelfe. Hope Cove Life-boat stood by vessel.	
	" 12.	9.15 a.m.	Cutter yacht <i>Coo-ee</i> , of Southampton. Totland Bay Life-boat saved boat and	1
	" 12.	9.30 a.m.	Five fishing-boats of Montrose. Montrose No. 1 Life-boat saved 3 boats and	8
			Also stood by 2 boats.	
	" 13.	6.45 p.m.	Barge <i>Jachin</i> , of Maldon. Newhaven Life-boat saved	3
	" 14.	7.30 a.m.	Brigantine <i>Catherine</i> , of Folkestone. Newhaven Life-boat saved .	7
	" 14.	3. - p.m.	Schooner <i>Isolda</i> , of Gothenburg. Mumbles Life-boat landed 3.	
	" 16.	9. 0 a.m.	Fifteen fishing cibles of Newbiggin. Newbiggin Life-boat stood by cibles.	
	" 16.	9.20 a.m.	Two fishing cibles of Cullercoats. A fishing cible of Whitburn. Sunderland Motor Life-boat stood by cibles.	
	" 16.	9.30 a.m.	Three fishing cibles, of Filey. Filey Life-boat stood by cibles.	
	" 16.	10. - a.m.	Five fishing cibles, of Whitby. Whitby No. 2 Life-boat stood by cibles.	
	" 16.	10.45 a.m.	Two fishing cibles of Flamborough. Flamborough No. 1 Life-boat stood by cibles.	
	" 16.	10.55 a.m.	Cibles <i>Amelia</i> , <i>Friendship</i> , <i>Lionel</i> , and <i>Winifred</i> , of Scarborough. Scarborough Life-boat stood by cibles.	
	" 16.	12. - noon	Cibles <i>Ocean Bride</i> , <i>Elsie May</i> , and <i>Doris</i> , of Bridlington. Bridlington Quay Life-boat stood by cibles.	
	" 18.	10.13 a.m.	Ketch <i>Malvoisin</i> , of London. Harwich Life-boat assisted to save vessel and	5
	" 19.	6.30 p.m.	Barque <i>Matador</i> , of Bremen. Margate No. 2 Life-boat assisted to save vessel and	22
	" 20.	10.30 a.m.	Ten fishing-boats of Gourdon. Johnshaven Life-boat stood by boats.	
	" 20.	10.45 a.m.	Fishing-boats of Gourdon. Gourdon Life-boat stood by boats.	
	" 23.	9.20 a.m.	Boat of schooner <i>Julia</i> , of Fécamp. Port St. Mary Life-boat rendered assistance.	
	" 25.	6.30 p.m.	Fishing-boat <i>Golden Rule</i> , of Arbroath. Arbroath Life-boat stood by boat.	
	" 25.	8.10 p.m.	Brigantine <i>Jean Anderson</i> , of Hull. Spurn Life-boat assisted to save vessel and	6
	" 28.	6.30 a.m.	Steam trawler <i>Minotaur</i> , of Grimsby. Easington Life-boat stood by vessel.	
	" 31.	6.15 a.m.	Schooner <i>Ellen Harrison</i> , of Barrow. Moelfre Life-boat saved . .	5
	Apl. 1.	12.40 p.m.	Government Seaplane No. 11. Clacton-on-Sea Life-boat saved seaplane and landed 2.	
	" 1.	7.15 p.m.	Trawler <i>Olbers</i> , of Bremerhaven. Peterhead No. 2 Life-boat stood by vessel.	
	" 4.	12.30 a.m.	S.S. <i>Mijdrecht</i> , of Rotterdam. Ramsgate Life-boat assisted to save vessel.	
	" 17.	2.30 p.m.	Two racing skiffs, of Aberystwyth. Aberystwyth Life-boat saved two boats and	10

	Time of Launching.		Lives saved.
1914.			
Apl. 22.	8.14 p.m.	S.S. <i>Envermue</i> , of London. Swanage Life-boat stood by vessel.	
" 24.	8.25 p.m.	Government Seaplane No. 79 and Motor-launch. Clacton-on-Sea Life-boat rendered assistance.	
" 30.	6.15 a.m.	S.S. <i>Tsiropinas</i> , of Syra. Ramsgate Life-boat assisted to save vessel.	
May 1-2.	11 - p.m.	Coastguard-boat, of Shingle Street. Aldeburgh No. 2 Life-boat picked up boat.	
" 9.	6. - a.m.	Fishing-boat <i>Harmony</i> , of Eyemouth. Berwick-on-Tweed Life-boat stood by boat.	
" 9.	6.50 a.m.	Coble <i>Bonnie Lad</i> , of Scarborough. Scarborough Life-boat stood by coble.	
" 10.	2.10 p.m.	Yacht <i>White Heather</i> , of Southampton. Clacton-on-Sea Life-boat saved yacht and	14
" 13.	9. 5 a.m.	S.S. <i>Turrett Hill</i> , of Newcastle-on-Tyne. Aldeburgh No. 2 Life-boat landed one from the Shipwash Lightvessel.	
" 14.	1.40 a.m.	S.S. <i>Stranton</i> , of Dundee. Saltburn-by-the-Sea Life-boat stood by vessel.	
" 24.	6. - p.m.	A small boat, of Par. Polkerris Life-boat landed one.	
June 4.	11.35 p.m.	Spritsail barge <i>Afternoon</i> , of Rochester. Clacton-on-Sea Life-boat assisted to save vessel and	1
" 13.	1.30 a.m.	Steam trawler <i>Alexandre</i> , of Boulogne. Saltburn-by-the-Sea Life-boat rendered assistance.	
" 23.	5.30 p.m.	Red Star Liner <i>Gothland</i> , of Antwerp. St. Agnes Life-boat saved	71
		St. Mary's Life-boat saved	81
" 28-29.	Midn'ht	Anchor Liner <i>California</i> , of Glasgow. Aranmore Life-boat saved	21
" 28-29.	11.30 pm.	Anchor Liner <i>California</i> , of Glasgow. Greencastle Life-boat stood by vessel.	
June 29 to July 20.	—	Anchor Liner <i>California</i> , of Glasgow. Aranmore Life-boat rendered assistance.	
July 1-6.	4. - p.m.	Anchor Liner <i>California</i> , of Glasgow. Greencastle Life-boat stood by vessel during salvage operations.	
" 2.	—	Anchor Liner <i>California</i> , of Glasgow. Aranmore Life-boat transferred 65 men to S.S. <i>Cynthia</i> .	
" 5.	—	Anchor Liner <i>California</i> , of Glasgow. Aranmore Life-boat transferred 40 men to Steam-tug <i>Earl of Dunraven</i> .	
" 19.	3.20 p.m.	Yacht <i>Doris</i> , of Burnham. Clacton-on-Sea Life-boat saved vessel and	5
" 20.	1.30 a.m.	S.S. <i>Norway</i> , of Christiania. Skateraw Life-boat landed 11.	
" 22.	11.30 a.m.	Yacht <i>Partner</i> , of Havre. Totland Bay Life-boat rendered assistance.	
" 22.	2.15 p.m.	Cutter yacht <i>Eileen</i> , of Brightlingsea. North Deal Life-boat saved	7
Aug. 10.	11.30 a.m.	Pleasure boats <i>Dylis</i> and <i>Annie</i> , of Llandudno. Llandudno Life-boat saved two boats and	10
" 10.	6.30 p.m.	A fishing-boat of Sunderland. Sunderland North Dock Life-boat saved	3
" 15.	11. - a.m.	S.S. <i>Ellerbeck</i> , of Newcastle. St. David's Life-boat landed 8.	
" 30.	3.30 p.m.	Steamer <i>Rion</i> , of Newcastle. Newhaven Life-boat stood by vessel.	
Sept. 9.	7. - a.m.	S.S. <i>Artificer</i> , of Newcastle. Filey Life-boat stood by vessel.	
" 9.	5.50 p.m.	Sloop <i>Chesterfield</i> , of Lynn. Spurn Life-boat saved	3
" 14.	2.23 p.m.	Cutter <i>Mispah</i> , of Dublin. Kingstown Life-boat landed 1.	
" 14.	3.30 p.m.	Fishing-boat <i>Cecilia</i> , of Balbriggan. Clogher Head Life-boat saved	4
" 14-15.	8. - p.m.	Six fishing cobs, of Bridlington. Bridlington Quay Life-boat stood by cobs.	
" 17-18.	12.20 p.m.	Barge <i>Perseus</i> , of London. Aldeburgh No. 1 Life-boat assisted to save vessel and	3
" 27.	1.10 p.m.	Admiralty Seaplane No. 898. Hasborough Life-boat assisted seaplane.	
Oct. 1.	4.15 a.m.	Steam trawler <i>Ipswich</i> , of Grimsby. Easington Life-boat rescued	6
" 1.	9.15 a.m.	S.S. <i>Haller</i> , of Hull. Caister No. 2 Life-boat assisted to save vessel.	
" 1-3.	8.45 a.m.	S.S. <i>Argentum</i> , of Newcastle. Blakeney Life-boat assisted to save vessel.	
" 2.	5.45 a.m.	S.S. <i>Gertrud</i> , of Gothenburg. Gorleston No. 1 Life-boat assisted to save vessel.	

1914.	Time of Launching.		Lives saved.
Oct. 3.	1. - a.m.	S.S. <i>Rivulet</i> , of London. North Deal Life-boat assisted to save vessel and	26
" 9.	10.15 a.m.	S.S. <i>Eglantine</i> , of North Shields. Gorleston No. 1 Life-boat assisted to save vessel and	18
" 15.	11.20 a.m.	Two Belgian fishing-boats. Lowestoft Life-boat rescued 35 Belgian refugees	35
" 16.	1. - a.m.	S.S. <i>Aries</i> , of West Hartlepool. Flamborough No. 2 Life-boat rendered assistance.	
" 17.	1.30 a.m.	Steam trawler <i>Chrysolite</i> , of Hull. Hauxley Life-boat rendered assistance.	
" 21.	1.20 p.m.	Trawler <i>Emanuel</i> , of Lowestoft. Lowestoft Life-boat assisted to save vessel and	5
" 21.	7.15 p.m.	H.M.S. <i>Dryad</i> . Stromness Life-boat landed 2 injured men and 52 bags of mails.	
" 22.	10.30 p.m.	S.S. <i>Liguria</i> , of Genoa. Penlee Life-boat rendered assistance.	
" 26.	7. - a.m.	Admiralty Seaplane No. 898. Hunstanton Life-boat rendered assistance.	
" 29.	7.30 a.m.	S.S. <i>Blanka</i> , of Oscarshamn, and a shoreboat. Peterhead No. 2 Life-boat saved	21
" 29.	7.15 p.m.	Schooner <i>Union</i> , of Portsmouth. Spurn Life-boat stood by vessel.	
" 30.	8.30 a.m.	Ten Admiralty Mine Sweepers. Tynemouth Life-boat stood by vessels.	
" 30.	7. - a.m.	Government Hospital Steamer <i>Rohilla</i> . Whitby No. 2 Life-boat (in two trips) saved	35
" 30-31.	3.30 p.m.	Government Hospital Steamer <i>Rohilla</i> . Scarborough Life-boat stood by vessel.	
Oct. 31. & Nov. 1.	4.30 p.m.	Government Hospital Steamer <i>Rohilla</i> . Tynemouth Life-boat saved	50
" 4.	1.25 a.m.	Schooner <i>Abeja</i> , of Exeter. Polkerris Life-boat stood by vessel.	
" 9.	8.45 a.m.	S.S. <i>Coronilla</i> , of North Shields. Margate No. 2 Life-boat stood by vessel.	
" 9.	1.40 p.m.	Admiralty Mine Sweeper <i>Auckland</i> . Caister No. 1 Life-boat rendered assistance.	
" 11.	6.30 a.m.	Ship <i>Sorfareren</i> , of Christiansand. Stromness Life-boat stood by vessel.	
" 11.	12.10 p.m.	H.M.S. <i>Niger</i> . North Deal Life-boat landed 6.	
" 11.	1. 5 p.m.	Fishing-boat <i>Lucille</i> , of Minehead. Minehead Life-boat saved boat and	2
" 11.	6.45 p.m.	Admiralty Mine Sweeper <i>Alnmouth</i> . Margate No. 2 Life-boat saved	13
" 13.	10.45 a.m.	Fishing-boat <i>Lucy Jane</i> , of Clovelly. Clovelly Life-boat saved boat and	2
" 15.	6.35 a.m.	Schooner <i>Coniston</i> , of Duddon. Ramsey Life-boat saved	4
" 15.	10.30 a.m.	Barge <i>Success</i> , of London. Shoreham Life-boat saved barge and	3
" 15.	11.45 a.m.	Barque <i>Inverurie</i> , of Aberdeen. Donaghadee Life-boat saved	22
" 16-17.	3.30 p.m.	Schooner <i>Mary Ann Mandal</i> , of Barrow. Kingsdowne Life-boat saved vessel and	6
" 21.	7.50 a.m.	Ketch <i>Lord Alcester</i> , of London. Poole Life-boat landed 4.	
" 21-22.	11.15 p.m.	S.S. <i>Veghtstroom</i> , of Amsterdam. Plymouth Life-boat stood by vessel.	
" 21-22.	11.40 p.m.	S.S. <i>Veghtstroom</i> , of Amsterdam. Yealm River Life-boat stood by vessel.	
" 21-22.	12.35 p.m. }	S.S. <i>Lilian Drost</i> , of Copenhagen. Harwich and Walton-on-the-Naze Life-boats assisted to save vessel and	18
" 22.	8. - a.m. }		
" 22.	3.10 a.m.	Admiralty Mine Sweeper <i>Spider</i> . Lowestoft Life-boat saved	13
" 22.	9.25 a.m.	Admiralty Mine Sweeper <i>Condor</i> . Lowestoft Life-boat saved	9
" 25.	6. - a.m.	S.S. <i>Ingrid II.</i> , of Christiania. Whitby No. 2 Life-boat saved vessel and	16
" 26.	8. 5 a.m.	S.S. <i>F. Stobart</i> , of Sunderland. Lowestoft Life-boat stood by vessel.	
" 26.	11.15 a.m.	S.S. <i>Dalegarth</i> , of Newcastle. Walton-on-the-Naze Life-boat assisted to save vessel and	21
" 30.	4.55 a.m.	Government transport S.S. <i>Irwell</i> . Newhaven Life-boat stood by vessel.	

1914.	Time of Launching.		Lives saved.
Nov. 30.	10.25 a.m.	S.S. <i>Orozco</i> , of Bilbao. Palling No. 2 Life-boat stood by vessel.	
Dec. 2.	10.30 a.m.	Fourteen fishing cobbles, of Newbiggin. Newbiggin Life-boat rendered assistance.	
" 2.	11.30 a.m.	Cobbles <i>Ursula</i> and <i>Sallie</i> , of Filey. Filey Life-boat rendered assistance.	
" 2.	12. - noon	Barque <i>Asnieres</i> , of Havre. Falmouth Life-boat stood by vessel.	
" 2.	3.15 p.m.	Ketch <i>Jehovah Wick</i> , of Hoylake. Moelfre Life-boat rescued . . .	4
" 2.	3.25 p.m.	Smack <i>Vigilant</i> , of Hoylake. Moelfre Life-boat rescued . . .	4
" 2.	3.25 p.m.	Fishing-boats <i>Lucille</i> and <i>Pearl</i> , of Minehead. Minehead Life-boat rescued . . .	4
" 2.	12.30 p.m.	Nine fishing-boats of Stonehaven and Gourdon. Stonehaven Life-boat stood by boats.	
" 2.	12.45 p.m.	Seven fishing-boats of Arbroath. Arbroath Life-boat stood by boats.	
" 2-3.	12 15 a.m.	S.S. <i>Batjan</i> , of Amsterdam. North Deal Life-boat rendered assistance.	
" 2-3.	11.30 p.m.	S.S. <i>Elantsoke</i> , of Bilbao. Spurn Life-boat assisted to save vessel.	
" 2-5.	2 50 p.m.	S.S. <i>Harlington</i> , of London. Clacton-on-Sea Life-boat saved . . .	15
" 3.	8.30 p.m.	Schooner <i>Sarah McDonald of Bideford</i> . Tenby Life-boat saved . . .	4
" 4.	7.30 a.m.	Schooner <i>Waterlily</i> , of Barnstaple. Abersoch Life-boat landed 3.	
" 4.	9.10 a.m.	Barque <i>Asnieres</i> , of Havre. Falmouth Life-boat rescued . . .	25
" 4-5.	1 15 p.m.	Schooner <i>Union</i> , of Portsmouth. Yarmouth Life-boat assisted to save vessel and . . .	4
" 5.	5.40 a.m.	Admiralty Mine Sweeper <i>Willett</i> . Walton-on-the-Naze Life-boat saved vessel and . . .	13
" 6.	5.20 p.m.	Admiralty Mine Sweeper <i>Orsina</i> . Stromness Life-boat stood by vessel.	
" 6.	7.20 p.m.	Schooner <i>Sarah Anne Widdup</i> . Abersoch Life-boat rescued . . .	1
" 6.	7.20 p.m.	Schooner <i>Waterlily</i> , of Barnstaple. Abersoch Life-boat rescued . . .	3
" 8.	3.30 p.m.	Fishing-boat <i>Nellie</i> , of Llandudno. Llandudno Life-boat rendered assistance.	
" 9-10.	11.45 p.m.	S.S. <i>Emma</i> , of Gefle. North Sunderland Life-boat saved . . .	17
" 10.	8.30 a.m.	Boat of S.S. <i>Emma</i> , of Gefle. North Sunderland Life-boat saved . . .	3
" 10.	4.15 a.m.	S.S. <i>Meadowfield</i> , of Glasgow. Redcar Life-boat stood by vessel.	
" 11.	2.20 p.m.	Schooner <i>Ardenle</i> , of Pampora. Weymouth Life-boat rescued . . .	5
" 11.	3.50 p.m.	Schooner <i>La Fiancée</i> , of Paimpol. Campbeltown No. 1 Life-boat landed 4.	
" 11.	8.30 p.m.	S.S. <i>Tresfond</i> , of Stavanger. Cambais Life-boat stood by vessel.	
" 12.	10.10 a.m.	Barge <i>Lorna</i> , of Grays. Clacton-on-Sea Life-boat assisted to save vessel.	
" 13.	10. - a.m.	Barge <i>Eileen</i> , of Grays. Margate No. 2 Life-boat stood by vessel.	
" 14.	12.15 p.m.	Trawler <i>Boy Claude</i> , of Lowestoft. Lowestoft Life-boat saved . . .	4
" 15.	9. 7 a.m.	Admiralty Seaplane. Broughty Ferry Life-boat saved Seaplane and . . .	2
" 17.	2.10 a.m.	Admiralty Mine Sweeper <i>Lorenzo</i> . Stromness Life-boat rescued . . .	10
" 22.	7.30 a.m.	S.S. <i>Boston</i> , of Christiania. Filey Life-boat saved . . .	8
" 22.	10.30 a.m.	Submarine C 12. Whitburn Life-boat landed 16.	
" 23.	7.45 a.m.	Steam trawler <i>Goosander</i> , of Liverpool. Moelfre Life-boat stood by vessel.	
" 23.	9.50 p.m.	S.S. <i>Cedarwood</i> , of Middlesbrough. Hayle Life-boat stood by vessel.	
" 24-27.	9. - p.m.	S.S. <i>Fane</i> , of Bergen. Whitby No. 2 Life-boat assisted to save vessel.	
" 25.	6. - p.m.	Coble <i>Harvest Home</i> , of Whitby. Whitby No. 2 Life-boat saved coble and . . .	1
" 25.	6.30 p.m.	S.S. <i>Gallier</i> , of London. Scarborough Life-boat stood by vessel.	
" 26.	8.15 p.m.	S.S. <i>Leersum</i> , of Amsterdam. Scarborough Life-boat saved . . .	17
" 27.	7. - a.m.	H.M. Destroyer <i>Success</i> . Crail Life-boat saved . . .	54
" 27.	8. - a.m.	H.M. Destroyer <i>Success</i> . St. Andrews Life-boat saved . . .	13
" 27.	8.10 a.m.	Merchant Fleet Auxiliary <i>Albatross</i> . Thurso Life-boat stood by vessel.	
" 27-30.	8.30 p.m.	S.S. <i>Gallier</i> , of London. Scarborough Life-boat rendered assistance.	
" 27.	12.30 p.m.	S.S. <i>Gallier</i> , of London. Scarborough Life-boat landed 1 and rendered assistance.	
" 28.	6.15 p.m.	Fishing-boat <i>The Eclipse</i> , of Poole. Poole Life-boat saved boat and . . .	2

1914.	Time of Launching.		Lives saved
Dec. 28-	8. - p.m.	Admiralty Armed Trawler <i>Fair Isle</i> . Ackergill Life-boat rendered assistance.	
29.	9. - p.m.	Ketch <i>Ivy</i> , of Falmouth. Margate No. 2 Life-boat assisted to save vessel and	4
28-	9.55 p.m.	Barge <i>Circe</i> , of London. Margate No. 2 Life-boat saved	3
29.	6.35 a.m.	Government S.S. <i>Montrose</i> . North Deal Life-boat saved	4
29.	6.45 a.m.	Barge <i>Eliza</i> , of Rochester. Southend-on-Sea Lifeboat saved vessel and landed 2.	
29.	12.45 a.m.	Barge <i>Nell and Jess</i> , of Ipswich. Newhaven Life-boat stood by vessel.	
29.	9. - a.m.	Steam-tug <i>Woodcock</i> , of London. Southend-on-Sea Life-boat assisted to save vessel and	4
29.	9. - a.m.	Admiralty Mine Sweeper No. 48. Scarborough Life-boat rendered assistance.	
29.	9.15 a.m.	Barge <i>O.L.S.</i> , of London. Walton-on-the-Naze Life-boat saved vessel.	
29.	9.30 a.m.	Barge <i>John Tinnoth</i> , of Rochester. Southend-on-Sea Life-boat assisted to save vessel and	2
29.	6.30 a.m.	Barge <i>Five Brothers</i> , of Rochester. Clacton-on-Sea Life-boat assisted to save vessel.	
30.	12.37 p.m.	S.S. <i>Pevenil</i> , of Leith. Whitby No. 2. Life-boat assisted to save vessel.	
30.	12.45 p.m.	Schooner <i>J. H. Barrow</i> , of Lancaster. Ramsey Life-boat rescued . Also a dog.	5
30.	3.40 p.m.	Fishing-boat <i>Fearless</i> , of Ilfracombe. Ilfracombe Life-boat saved boat and	2
30.		Barge <i>Renown</i> , of London. Clacton-on-Sea Life-boat assisted to save vessel and	2
Total lives saved by the Life-boats in 1914, in addition to 50 vessels and boats			937
Life-boats also landed 70 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.			
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc.			175
Total for 1914			1112

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Supported solely by Voluntary Contributions.

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.

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INSTITUTION
LONDON."

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APPEAL.

During the year 1914 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £96,000 on its Life-Boat Establishments.

SUMMARY OF THE WORK OF THE INSTITUTION DURING 1914.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to			
50 Vessels and Boats saved by them and 70 persons			
landed from vessels in distress and lightships	937	...	...
Number of Lives saved by Shore-boats, etc.	175	...	...
Amount of Rewards granted during the Year.	14,485	5	10
Honorary Rewards:—Gold Medals	3	...	...
Silver Medals and Clasps	13	...	...
Total	16	1,112	£14,485 5 10

The number of Lives saved either by the Life-boats of the Institution or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1914), is 52,526. The rewards and recognitions granted by the Institution in the same period comprise 105 Gold Medals and Clasps, 1,310 Silver Medals and Clasps, 479 Binocular Glasses, 16 Telescopes, 117 Aneroid Barometers, 2,127 Votes of Thanks inscribed on vellum and framed, 262 Certificates of Service framed, and £365,031 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.

Owing to the inevitable absorption of public interest in the War, a great national service, of which the country has good reason to be proud, is faced with a very serious loss of revenue at a time when war conditions are actually throwing upon it new burdens and responsibilities. The general withdrawal of the Coastguards, the extinction of lights and beacons, the removal of buoys, and the presence, in many unascertained spots, of floating mines, have greatly increased the dangers to shipping and added fresh risks to the hazardous work which our Life-boatmen are ever ready to carry out in the execution of their humane task.

We cannot all take a personal part in the noble act of life-saving, nor render service in arms, but we can at least contribute to help those who are constantly engaged in the gallant service of the Life-boat, 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 of Management feel sure that, at a time when the nation has to deplore the loss, on the field of honour, of so many of our gallant countrymen, fighting heroically for a great cause, the country will not forget those equally brave men who are prepared, day and night, in War no less than in Peace, to face another enemy, the angry elements, in defence of the lives of their fellow-men in peril on the sea.

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.