

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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The Life-boats and the War.

THE KING'S APPRECIATION OF THE INSTITUTION'S WORK.

In reply to a letter from the Chairman of the Institution, drawing attention to the splendid services rendered by the Life-boats in connexion with the War, and the loss which the Society has sustained owing to the public absorption in the War, the following letter has been received from Lord Stamfordham :—

17th April, 1915.

MY DEAR WALDEGRAVE,

The King highly appreciates the gallant services rendered by the Life-boats during the past months of War, though they have but maintained the splendid tradition of an Institution with which the King is proud to have been for many years so closely identified.

Yours very truly,

(Signed) STAMFORDHAM.

QUEEN ALEXANDRA'S SYMPATHY.

MARLBOROUGH HOUSE,

PALL MALL,

12th April, 1915.

DEAR LORD WALDEGRAVE,

I have read with much interest the leaflet containing the account of the rescues by the Life-boats at the wreck of the Hospital Ship *Rohilla*, and the list of war services performed by Life-boats to His Majesty's Ships, Mine Sweepers, etc., since the commencement of the War, and have heard with deep admiration of the gallant work of the crews which man the boats.

I have always had the utmost sympathy for the great work carried on by the Institution, of which I have for many years past been a Patron, and which is so intimately connected with our whole maritime life.

I am indeed glad to learn of the signal services the Life-boats have rendered, and how nobly the crews have lived up to their reputation for fearless courage and humanity, and I feel sure that it is only necessary to bring these facts to the notice of the British Public in order to secure for the Institution, in war time, the generous support which it has received in happier days, and thus enable it to continue the live-saving work for which the coasts of the United Kingdom are renowned.

It gives me great pleasure to enclose £100.

(Signed) ALEXANDRA.

Annual Meeting.

THE ninety-first Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held in the Council Chamber at the Caxton Hall, Westminster, on Wednesday, April 21st, 1915, at 3.30 p.m. The Right Hon. Walter Runciman, M.P., President of the Board of Trade, presided, and amongst those present were:—The Earl Waldegrave, P.C., Sir Godfrey Baring, Bart., M.P., the Hon. George Colville, Colonel the Hon. Charles E. Edgcumbe, Sir R. U. Penrose FitzGerald, Mr. J. B. Fortescue, Mr. Harry Hargood, Mr. H. Woodburn Kirby, Captain Sir H. Acton Blake, the Right Hon. Arnold Morley, Mr. E. F. Noel, Captain Robert Pitman, C.M.G., R.N., Sir Boverton Redwood, Bart., F.R.S., Rear-Admiral Hector B. Stewart, the Lord Inverclyde, Rear-Admiral Purey-Cust, C.B., Surg.-General A. F. Churchill, the Rev. John Raymond, Mr. George F. Shee, M.A. (Secretary), Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats), and Mr. P. Gidney (Assistant Secretary).

THE CHAIRMAN, in opening the proceedings, said: In presenting to you the Annual Report of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, it is my duty in the first place to draw attention to the lamented death of Sir John Lamb, who for over ten years gave the most devoted service to this Institution and applied to its administration many of those gifts which entitled him to the rapid and well-deserved rise in the Civil Service for which the Government had reason to be grateful. During the last year in which he was Deputy-Chairman of this Institution he was prevented by illness from giving much service to it, but it was constantly in his thoughts, and the Institution as a whole is deeply grateful to him for the long service which he has given so ungrudgingly to its conduct during the time that he was on the Committee of Management. (Hear, hear.)

I am here this afternoon not in my private but, if I may say so, in my official capacity as the spokesman of the Mercantile Marine. This Report, covering as it does all the affairs of the sea around our coasts, is mainly concerned with the men of the Merchant Service,

and it is those men in particular who are mainly indebted to it for the courage, endurance and bravery with which the Life-boats are launched and the rescues are effected in time of storm and stress. The Merchant Service has difficult duties to perform, but none more difficult than in an era like the present, when buoys are lifted and lights are put out. Dangers seen and unseen add to the normal perils of the sea, and it is pleasant to find in the Report which is now presented of the Institution's work for the last twelve months, that it has been able to extend its services not only to the men of the Merchant Service but in a large degree to men in the Royal Navy as well.

The record in life-saving by the Life-boats exceeds anything that has been done in the past. No less than 937 lives were saved by the Life-boats and 170 by shore-boats throughout the past twelve months. In all some 1,112 persons were saved. Now, ladies and gentlemen, the value that can be attached to this amount of life-saving cannot be over-estimated. I would say nothing for the moment of the amount of pain and suffering and dismay which has been avoided by the gallant work of our Life-boatmen, but I would point out that these lives which were saved were mainly those of men in their prime, at their maximum value to the nation as a whole, and whose loss would have been a blow to our national strength. Of this number a considerable proportion were those who were engaged on what are now called War Services, but I may perhaps be pardoned for saying in this room that the ROYAL NATIONAL LIFE-BOAT INSTITUTION is *always* on a war basis. The watchfulness of its men and the full mobilization of those who wear its uniform have gone on now for a long period of time, and the best of the qualities which we are entitled to look for amongst our people in war time are to be found year after year, winter after winter, amongst our Life-boatmen—qualities of discipline, courage, endurance, and a devotion to the humane which, even during the present great European War, has not ceased to be one of the best characteristics of those who take part in it. (Applause.)

On no less than sixty occasions since the War broke out have the Life-boatmen of this Institution rendered service to men who were serving under the White Ensign, and 216 lives have been saved in this connexion. Much the most striking of these rescues was the well-known case of the *Rohilla*, and the report on the *Rohilla* rescues, to which reference will be made further in the proceedings by the Secretary, is one of the most thrilling stories of endurance, pluck, and good seamanship in the annals of the Institution itself and, indeed, of our sea-faring classes as a whole.

Up in Scotland, as well as on the Yorkshire coast, down in the English Channel, as well

as on the Irish shores, our men have been rescuing those who were engaged directly in War Services. You will remember that the Crail and St. Andrews boats saved no less than sixty-seven men from a Torpedo-Boat Destroyer on the coast of Fife. In that rescue, I regret to say, the Crail Life-boat was seriously damaged, and it is to be hoped that it will be made good without delay by some generous donor.

Now, ladies and gentlemen, while 1,112 lives were saved in 1914 by the Institution's Life-boats, it was done at a cost of twelve of our best Life-boatmen. The story of the Fethard rescue is known not only in this country but in Norway, and it is one of the prides of the Institution that this work of rescue was recognized by the King and Queen of Norway, and by the Storting of that country. Three men were lost at Peterhead, when the Peterhead Motor Life-boat was also destroyed. Since the beginning of this year one man was lost at Worthing when assistance was being given to a vessel, and one at Bridlington, when the crew of a Mine Layer were being rescued. Now this work, expensive as it has been in life, is fully recognized by the Institution, and the grants which have been made to the dependents of the Life-boatmen in these cases has cost the Institution well over £3,000—only a small recompense to the families, but the best that could be afforded, and the bounden duty of those who control our finances. The loss in material has been serious, for no less than three of our boats were completely wrecked during the past year, and that represents a dead loss in capital to the Institution of about £5,000.

The Committee of Management are to be congratulated on the skill with which they have conducted the finances, not only during last year but for years past, and it is a remarkable fact that if you wish to make any statistical comparison of what is done by this Institution and the money that is spent on it, you will find that £100 per life, roughly, represents the expenditure now incurred in proportion to lives saved, and I would suggest that no £100 in any charity is better spent than that for which the Committee has been responsible. (Applause.) But I must draw your attention to the fact that the finances would have looked much less favourable except for the fact that certain legacies fell to be paid during last year. Without these there would have been a deficit of nearly £28,000. Our burdens, unfortunately, have been at their greatest at a time when the means of support have been most restricted, and during this War, when taxes must of necessity be high and incomes, in many directions, will be low, it is not without anxiety that we look forward to the means of income for the coming twelve months. There has already been a loss of income in 1914, which can be calculated at no less than £3,000, owing to the War, and an increase in expenditure, directly due to the same cause, of something like £6,000. This will have to be made up in some directions, and we shall have to appeal to the generous public, who have in the past come to the

rescue, once more to give us their aid without undue economy. Moreover, four Motor Boats are now being built, and we have yet to find donors for these boats. May I respectfully suggest that during the War, when so many of us are having to mourn the loss of friends and relatives, there could be no better memorial erected to anyone who has fallen in the field than that secured by presenting and naming one of these Motor Life-boats after a friend or relative. As memorials I can imagine nothing better, and if one were able to consult those who have been lost, I believe that they themselves would regard no memorial as more in keeping with the characters which they have displayed during the War.

The approval of the work of the Institution in the most distinguished quarters is no less now than it has been in the past. Lord Waldegrave has recently received a letter from Lord Stamfordham, which I will read to the meeting.

(The CHAIRMAN here read the letters which are published on the first page of this issue. The letters were received with cheers.)

Before calling upon the Secretary to read the names of the persons proposed to fill the office of President, Vice-Presidents, etc., I should like to say that a large number of Members are prevented from being here to-day owing to their activities in connection with the War. Brigadier-General Seely, Lieut.-Commander Tower, and Lieut.-Commander Gartside-Tipping are serving with the colours. Colonel Elliot is actively engaged at the War Office, Sir Richard Williams-Bulkeley is Commodore of the Naval Brigade at the Crystal Palace, Mr. Cave is Lecturer on Meteorology at the Air Craft School, the Duke of Leeds is engaged in Mine Sweeping, and Lord Derby is prevented by his activities in Lancashire from being here to-day.

The SECRETARY then read the names, as follows:—

President.

His Grace the Duke of Northumberland, K.G.

Vice-Presidents.

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

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

His Grace the Duke of Leeds.

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

The Most Hon. the Marquis of Ailsa.

The Right Hon. the Earl of Derby, K.G., G.C.B., G.C.V.O.

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

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

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

The Right Hon. the Viscount Clifden.

Robert Birkbeck, Esq.

Eugene F. Noel, Esq.

Treasurer.

The Right Hon. the Earl of Harrowby.

Committee of Management.

The President.

The Vice-Presidents.

The Treasurer.

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

Sir Godfrey Baring, Bart., M.P. *Deputy-
Chairman.*

The Right Hon. Lord Airedale.

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

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

Admiral Claude E. Buckle.

Charles J. P. Cave, Esq.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

Sir Edward Feetham Coates, Bart., M.P.

The Hon. George Colville.

Sir William Corry, Bart.

Colonel the Hon. Charles E. Edgcumbe.

Colonel William Elliot.

Henry R. Fergus, Esq.

Sir Robert Uniacke Penrose FitzGerald, Bart.

John Beville Fortescue, Esq.

Lieut.-Commander H. T. Gartside-Tipping,
R.N.

The Right Hon. the Viscount Hambleden.

Harry Hargood, Esq.

Horace Woodburn Kirby, Esq.

The Right Hon. Arnold Morley.

Admiral of the Fleet Sir Gerard H. U. Noel,
G.C.B., K.C.M.G.

Captain Robert Pitman, C.M.G., R.N.

Captain George B. Preston.

Vice-Admiral Reginald Charles Prothero,
C.B., M.V.O.

Sir Boverton Redwood, Bart., F.R.S.

Engineer Rear-Admiral Charles Rudd.

Brigadier-General the Right Hon. John E.
Bernard Seely, D.S.O., M.P.

Rear-Admiral Hector B. Stewart.

The Admiral Commanding Coastguard and
Reserves.

The Deputy Master of the Trinity House.

The Hydrographer of the Admiralty.

J. Herbert Thewlis, Esq.

Alfred G. Topham, Esq.

Lieut.-Commander Francis Fitzpatrick Tower,
R.N.R.

Sir Philip Watts, K.C.B., F.R.S.

Commodore Sir Richard Henry Williams-
Bulkeley, Bart., R.N.R.

Sir Allen W. Young, C.V.O., C.B.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN declared these noblemen and gentlemen elected, and called upon the Secretary to read a brief record (see page 10) of the services for which Gold and Silver Medals had been awarded to the following:—

Commander Thomas Holmes, R.N., Chief Inspector of Life-boats; Edward Wickham, Coxswain, Wexford; James Wickham and William Duggan, Life-boatmen, Wexford; Walter Power, Coxswain, Dunmore East; Thomas Langlands, Coxswain, Whitby; Richard Eglon, Second Coxswain, Whitby; George Peart, Whitby; Robert Smith, Coxswain, Tynemouth; James S. Brownlee, Second Coxswain, Tynemouth; John T. Swan, Coxswain, Lowestoft; George J. Grigson, Coxswain, Clacton-on-Sea; Andrew Cunningham, Coxswain, Crail. The record of service was received with loud applause in each case, and the Chairman warmly shook hands with the recipients of the Medals. In addition to the above, Captain H. E. Burton, R.E., and Commander Basil Hall, R.N., were awarded the Gold and Silver Medals respectively for conspicuous courage and fine seamanship, but these officers were prevented from attending owing to their duties in connection with the War.

The CHAIRMAN said: I have much pleasure in moving the following resolution:—

That this meeting, fully recognizing the important service of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers and Ladies' Auxiliaries.

In the first place let me say that we cannot too gratefully express our feelings of admiration for the work which is done by the coxswains and crews of the Life-boats around our coasts. We have had here to-day some of the best of them, but I am sure that they would not think I am depreciating from their gallantry if I say that they are only a sample of hundreds to be found around the British Isles. (Applause.) I was proud to find that the North Country is well represented in this small gathering here to-day, and that Tyne-side and the North-East have kept up their record, now extending for a long period of time, during which they have braved some of the worst seas on the worst coast to be found anywhere around the United Kingdom. The work which was done in the *Rohilla* case is characteristic of what we may expect of our men, and I am sure that none of them would thank us if we were to say that they considered such work "all in the day's work." They, indeed, do regard such services as they have rendered as unusual, and they will be glad to be relieved from the necessity of repeating them. But if that necessity arose there is not the least doubt about it that the coxswains and crews are just as ready to undertake dangers and to add to the achieve-

ments of the past now as ever they were. (Cheers.)

The work of this Institution, however, would have been impossible had it not been for the excellent organization which has brought such large numbers of local committees into being. There is scarcely an important centre of the population now that is not organized so that it may know something of the work of the Institution, and the local Secretaries, Treasurers and Ladies' Committees in particular are to be thanked heartily for the collections which they have made year after year, and which have thus made this work possible without any State aid whatever. We should certainly be failing in our duty to them if we did not this afternoon say how thankful we are for the support which they have given. (Applause.)

Lord INVERCLYDE, in seconding the resolution, said: I am here this afternoon as a shipowner to support the resolution which has been moved from the chair, and as far as I am entitled to speak for the Mercantile Marine I desire to express our very high appreciation of the gallant conduct of the crews of the Life-boats around our coasts. Unfortunately mishaps will occur at times, and it is splendid for us of the Mercantile Marine to know that there is such a service ready to come to our aid when required. Of course in peace time the Life-boat Service is instituted more for the benefit of the Mercantile Marine than for His Majesty's Navy, but we are glad to hear of the good work which the Institution is doing in assisting those who are prosecuting the War, and helping to guard our coasts in various ways. I am very glad to notice from the Annual Report that more Motor Life-boats are being introduced. This is bound to add to the efficiency of the service. I rather gather that I was asked to second this resolution to-day because my native city of Glasgow does exceptionally well in supporting this Institution. (Hear, hear.) I only hope that all great seaports, which do not do so already, will in future do their share in supporting this great work. I would suggest to some of my fellow-ship-owners that a very good way of supporting the Institution is to subscribe a guinea per ship. (Applause.)

The CHAIRMAN then put the resolution to the meeting, and it was carried with acclamation.

Sir GODFREY BARING, Bart, M.P., said: I have the honour, on behalf of the Committee of Management, to move the following resolution: That subscribers of £5 5s. or upwards a year to the funds of the Institution shall be Honorary Vice-Presidents, and donors of £26 5s. or upwards to the funds of the Institution shall be Honorary Vice-Presidents for life, but shall not, in either case, thereby become Members of the Committee of Management.

I am not a great admirer of the phrase-

ology of the resolution, but when I tell the Governors that the terms were settled under the advice of counsel they will sympathize with the difficulties of the Committee in the matter. (Laughter.) It has been long considered that some special recognition should be given to those generous ladies and gentlemen who are kind enough to give large annual subscriptions or large donations to the funds of the Institution. Under our present administration all the subscribers of upwards of a certain sum become Governors, and nothing more. The Committee of Management recognise that in many Institutions subscribers who give generously have some special recognition; and we, therefore, propose that a subscriber of £5 5s. or upwards a year to the funds of the Institution should become an Honorary Vice-President. We anticipate a very great increase of revenue from this resolution. The Committee have made arrangements to take down the names of those ladies and gentlemen present who would wish to become the first Honorary Vice-Presidents, and we hope we shall get a large number of names. This reform has been carefully considered and unanimously adopted by the Committee, and they consider there has never been so honourable and dignified a position obtainable at so small a price. (Laughter and applause.)

Sir R. U. PENROSE FITZGERALD, Bart., in seconding the resolution, said: I have great pleasure in seconding this. The men give their lives and their time. You have got to keep them going. They are only human, and have got to eat and drink. Do your part as they do theirs. (Applause.)

The CHAIRMAN put the resolution, which was carried unanimously.

The Hon. GEORGE COLVILLE, in moving the resolution that the sale of the disused Life-boat Houses at Killough and Sutton be confirmed, said: For some reason which I cannot quite fathom, although the Committee of Management have power under the Charter to buy land, they may not sell any without the sanction of this meeting. The reason for selling these plots of land is a very good one, namely, that it has been found necessary to close the Stations at these places and to take away the Life-boats. I may say that the prices which have been obtained are as good as could be expected—in fact, in one case it is considerably more than we had hoped to get.

Captain PITMAN, C.M.G., R.N., seconded the resolution, which was carried unanimously.

Lord WALDEGRAVE, in moving a vote of thanks to the Chairman, said: Before moving the resolution which stands in my name, I should like, as Chairman of the Committee of Management, to add my testimony to what has already been said about the very great loss which the Institution has suffered

through the death of our late Deputy-Chairman, Sir John Lamb. He gave an enormous amount of time to the work of the Institution, in which he was so deeply interested, and his advice and good sound common sense were of the utmost value. He took a keen interest in watching the welfare of the Institution to the very last. (Hear, hear.)

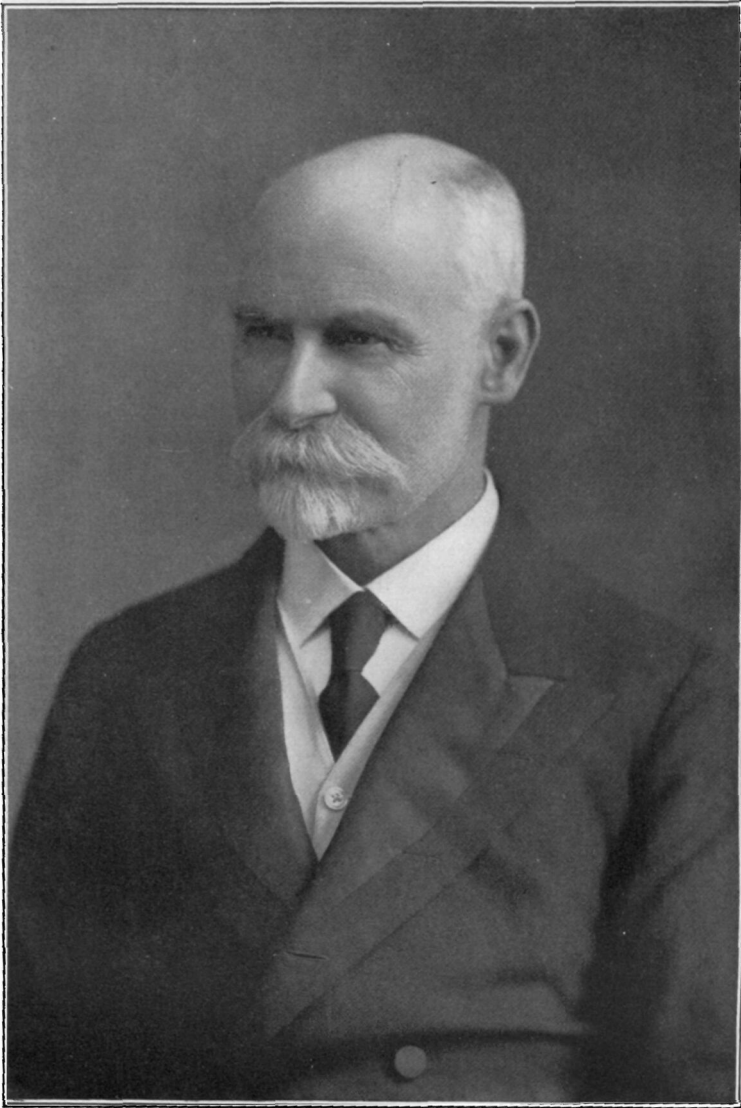
I have now the pleasure to move the resolution of thanks to Mr. Runciman for coming here to-day. We all feel it a very great privilege that the President of the Board of Trade has been good enough to find time among his arduous duties of office to come here and take the chair. (Applause.) The Maritime Department of the Board of Trade is so closely connected with the work of the Life-Boat Institution that it is most appropriate that its President should be in the chair to-day; and I am sure it must have been a great satisfaction to those gallant men who have been decorated to-day to receive their medals at the hands of the President of the Board of Trade. I know you will all agree with me in thinking that it is a very good thing on these occasions that we should see among us the men who have so gallantly earned medals during the past year, and I am proud to have had the honour of meeting them. It is very encouraging to us to have received the sympathy of His Majesty the King and of Her Majesty Queen Alexandra, whose letters you have heard read, and I am sure that when they are made public they will do a great deal to help us. (Applause.) I now propose the resolution: That the best thanks of this meeting be given to The Right Hon. Walter Runciman, M.P., for presiding over this the Ninety-first Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The Rev. JOHN RAYMOND, Hon. Secretary Llandudno Branch, in seconding the resolution, said: I am extremely pleased to have the opportunity of taking some part in this meeting to-day, and especially in seconding the vote of thanks which has been moved. As an Honorary Secretary of some thirty years' standing at Llandudno I have had opportunities of seeing various phases of the work. I know something of the courage and devotion shown by the men when they are called upon to man the Boat and go out when ships are in distress, and I can say from observation that these men really do carry their lives in their hands. Yet they never flinch, but are always ready at the call, and with the Boat we have at Llandudno they are ready to go anywhere at any time and in any weather; they have such confidence in the Boat. I have also had opportunities of observing and being brought into touch with

the tact, courtesy, and reasonableness of the officials of the Institution and of the Committee of Management. When our local Committee suggests that this may be done or that may be done whereby matters might be improved, we have ever found that those in authority are ready to listen to what we have to say, and if there is anything reasonable in what is suggested they are always prepared to do anything to make the Station more efficient and secure for the Boat everything that is required to make her work satisfactorily. (Applause.) I think that we who are local Secretaries, and sometimes have a good deal of burden on our shoulders, are very encouraged to know that we have the fullest sympathy of those in authority, and a readiness always to help when help is required. May I also say that, as one of the Honorary Secretaries, I know a little of the difficulty of getting money to carry on the work, and I also know a little of how, through what I regard as proper organization, money can be raised by every Branch. Thirty years ago the normal income of our Branch was about £20 a year. Now the normal income is over £250 a year. (Applause.) This will show Honorary Secretaries what can be done by carefully organizing the work of collection and taking care to cover all the ground with the aid of ladies and gentlemen who are willing to assist.

Those who criticize the Institution and its work are generally those who have little or no knowledge of the true condition of things, and it is because of my knowledge and acquaintance of things that I have such pleasure in seconding a resolution of thanks to our Chairman for being with us to-day. As we have already heard, in the midst of so much stress and strain at the present time, and in a crisis of our history, when we find one of our leaders prepared to make time to come here, and by his presence and advocacy to advance the interests of the Institution and secure additional help for its work, we are deeply indebted. (Hear, hear.) I know I express the feeling of all when I say that we are grateful, and desire to give expression in this way to our sense of indebtedness. (Applause.)

The CHAIRMAN, who was received with applause, said: I thank you for carrying this resolution. At a time like the present, when pleasures are down to a minimum, it is gratifying to know that there is one thing I could do in that line, and it has given me pleasure to preside over this gathering. In so far as the Board of Trade can co-operate with the Institution it will certainly do so so long as I am responsible. (Cheers.)



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[187a, Piccadilly, London, W.]

SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.
Deputy-Chairman, 1909-15.

[To face page 9.]

Obituary.

SIR JOHN CAMERON LAMB.

It is with profound regret that we have to record the death, on the 30th March, of Sir John Cameron Lamb, C.B., C.M.G., V.P., the late Deputy-Chairman of the Institution. At the annual meeting in 1914 the Chairman, Lord Selborne, referred to Sir John's absence through illness, and expressed the concern of the Committee of Management at learning that his indisposition seemed to be of a somewhat grave character. Unfortunately events fully confirmed these fears. For, although Sir John successfully underwent a serious operation, it only served to stave off a malady which, after a long illness, terminated fatally.

The late Deputy-Chairman had a distinguished career in the public service. Entering the Post Office in 1864, his assiduous work and exceptional abilities earned for him rapid promotion. He became Assistant Secretary in 1889, Third Secretary in 1896, and Second Secretary in 1897, holding that position until 1905. His knowledge of the system of telegraphy, and of its progress and development, marked him out as British representative at several of the most important of the International Conferences. Thus, he was British Delegate to the International Conference for Protection of Submarine Cables in Paris in 1886, and filled a similar post in connexion with the International Telegraph Conference in 1890. He was appointed to the Royal Commission on Electrical Communication with Lightships (1892-1897); was First British Delegate at the International Telegraph Conference at Budapest in 1896, and President of the Commission on Tariffs; President of the International Telegraph Conference of London in 1903, and Senior British Delegate to Conference on Wireless Telegraphy at Berlin in 1903.

In 1910 he was Chairman of the Council of the Royal Society of Arts. He received the C.M.G. in 1890 and the C.B. in 1895, being made a knight in 1905.

It would be difficult to convey to those who had not the privilege of

personal acquaintance with Sir John Cameron Lamb an adequate impression of his character and ability. Imbued with a very high sense of duty and a keen spirit of public service, his marked abilities, wide experience of technical and administrative work, and an exceptionally retentive memory, made him an ideal public servant. All these gifts he devoted unstintingly to the advancement of the interests of the Institution. As Chairman of the Society of Arts he delivered an address on "*The Life-boat and its Work*," which was subsequently published in book form, and gives an admirable history of the progress and development of the Life-boat. His time and his energies were always at the disposal of the Institution, and, during the long illness of the late Secretary, he practically took upon himself the larger and most responsible part of his duties.

The services thus indicated were deeply appreciated by the Committee of Management, and at their meeting on the 15th April it was resolved, on the proposal of the Chairman, Lord Waldegrave, P.C., seconded by Sir Godfrey Baring, Bart., M.P., and carried unanimously, that the following minute be placed on record:—

"The Committee of Management of the Royal National Life-Boat Institution have received with sorrow the news of the death of their late Deputy-Chairman, Sir John Cameron Lamb, C.B., C.M.G., Vice-President of the Institution. His invaluable services, rendered with whole-hearted devotion for eleven years, as Member of Committee and Deputy-Chairman, have left an ineffaceable impression on the Life-boat service; and his kindness of heart and unselfish consideration for others will not cease to be borne in affectionate remembrance by all who knew him."

The above is a plain record of Sir John Cameron Lamb's official connexion with the Institution. But this notice would be incomplete without a reference to the singular charm of character and the perfect courtesy which made it a pleasure to work with and for a distinguished man who was, in the full and true sense of the word, a fine citizen and a perfect Christian gentleman.

Some Heroes of 1914.

THE Life-boatmen who had been awarded the Gold and Silver Medals of the Institution in recognition of gallant services during 1914 were present at the Annual Meeting on the 21st April, and were introduced to the Chairman. In the case of Thomas Langlands, Coxswain (Gold Medal), Richard Eglon, Second Coxswain, and George Peart, all of Whitby; and of John T. Swan, Coxswain at Lowestoft, the Medals were presented by the Chairman, the Right Hon. WALTER RUNCIMAN, M.P., President of the Board of Trade.

The following is a brief record of the services for which the medals were awarded.

FETHARD.

Commander THOMAS HOLMES, R.N.

EDWARD WICKHAM, Coxswain of the Wexford Life-boat.

JAMES WICKHAM, Wexford.

WILLIAM DUGGAN, Wexford.

WALTER POWER, Coxswain of the Dunmore East Life-boat.

All these men displayed conspicuous gallantry in connexion with the deplorable calamity which overtook the Fethard (County Wexford) Life-boat on the 20th February, 1914. The disaster entailed the loss of nine of the gallant crew, who gave their lives in the attempt to save the crew of the Norwegian schooner, *Mexico*, which was wrecked in a S.S.W. gale and a very heavy sea.

The Life-boat, *Helen Blake*, put off at once, but when nearing the wreck a heavy breaker suddenly struck her, and hurled her against the rocks, where she was smashed to pieces.

Of the fourteen men forming the crew nine were washed away and drowned; but the other five men managed to scramble on to the island, and at once set to work to assist eight of the crew of the *Mexico*, by means of ropes, to leave the wreck and take refuge on the island. Here all the men were obliged to remain, practically without food and water, from the afternoon of the 20th February until 9 A.M. on the 23rd February, in spite of repeated efforts to save them.

Shortly after the disaster occurred, the Dunmore East Life-boat had been called to the scene of the accident. She did all that was possible on that day, but was obliged to return without succouring the castaway men.

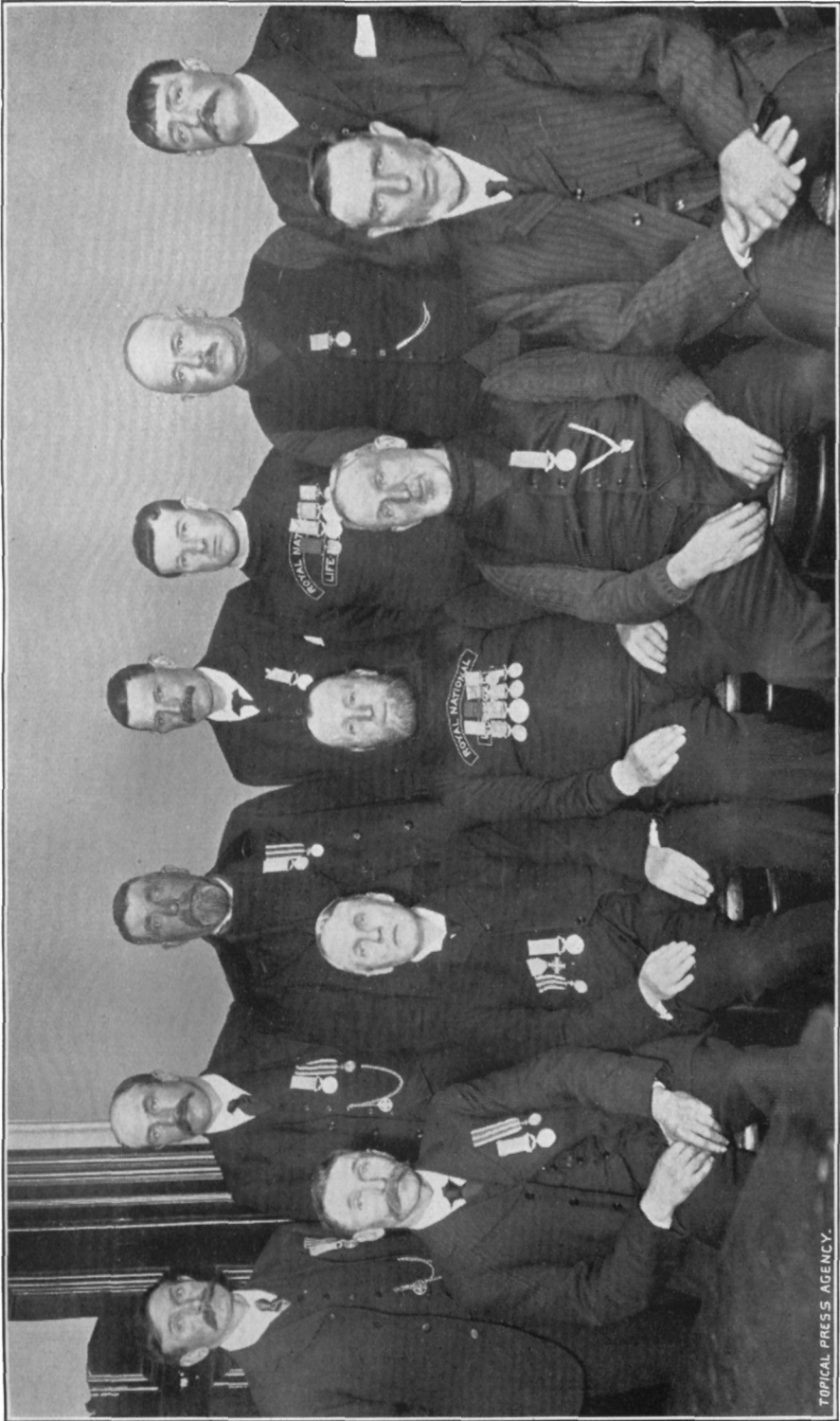
As soon as the news of the disaster reached London, the Chief Inspector of Life-boats, Commander Thomas Holmes, R.N., proceeded to Fethard, and on arrival at once went afloat to superintend. As a result of his presence and example the work of rescue proceeded with renewed vigour.

At 6 A.M. on the 23rd February, the Dunmore East Life-boat again put off with the Chief Inspector on board. There was still a heavy ground swell breaking outside the remains of the *Mexico*, and it was necessary for the boat to cruise all round the island before a spot could be found whence it was possible to approach the shore. Communication was eventually effected with the shore by means of a stick rocket, and a small skiff, which had been brought out by the Life-boat, was then hauled ashore, but was driven on to the rocks and rendered useless. Those on shore, however, secured a lifebuoy which had been lashed in the skiff, and two men were dragged through the water to the Life-boat by this method.

Meanwhile, the Wexford Life-boat and tug arrived on the scene. She brought with her a strong punt, and J. Wickham and Wm. Duggan, two of the crew of the Life-boat, volunteered to work the punt, with a rope attached to her bows, from the Wexford Life-boat. By this means, in the course of four trips, all the survivors, ten in number, were conveyed to the Wexford Life-boat. During the second trip the punt was driven on to the rocks and a hole stove in her. This the men stopped with a loaf of bread and some packing, and then gallantly continued the work of rescue.

In recognition of the intrepid conduct of all concerned, the Committee of Management awarded the Silver Medal of the Institution to Commander THOMAS HOLMES, R.N., Chief Inspector of Life-

LIFE-BOAT MEDALISTS.



TOPICAL PRESS AGENCY.

Left to right: **JAMES WICKHAM**, **WILLIAM DUGGAN** (Wexford), Coxswain **WALTER POWER** (Dunmore East), Coxswain **ANDREW GUNNINGHAM** (Crail),
 Second Coxswain **JAMES S. BROWNLEE** (Tynemouth), Second Coxswain **RICHARD EGLON** (Whitby), **GEORGE PEART** (Whitby).
 Front row: Coxswain **EDWARD WICKHAM** (Wexford), Commander **THOMAS HOLMES**, R.N., Coxswain **ROBERT SMITH** (Tynemouth),
 Coxswain **JOHN T. SWAN** (Loughswilly).

boats; WALTER POWER, Coxswain at Dunmore; EDWARD WICKHAM, Coxswain at Wexford; JAMES WICKHAM, and WILLIAM DUGGAN.

WHITBY.

Commander BASIL HALL, R.N.

Captain H. E. BURTON, R.E.

THOMAS LANGLANDS, Coxswain of the Whitby Life-boats.

RICHARD EGLON, Second Coxswain of the Whitby Life-boats.

GEORGE PEART, Whitby.

ROBERT SMITH, Coxswain of the Tynemouth Motor Life-boat.

JAMES S. BROWNLEE, Second Coxswain of the Tynemouth Motor Life-boat.

All these men did splendid work in connexion with the lamentable wreck of the Government hospital ship *Rohilla*, and their indomitable perseverance and gallantry resulted in eighty-five lives being saved by the Whitby Life-boat and the Tynemouth Motor Life-boat. The *Rohilla* was wrecked on Friday, the 30th October, at Whitby, during a terrific E.S.E. gale. 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. The sea was far too heavy for anything to be done from the shore until daybreak, and then the Life-boat *John Fielden*, under the supervision and leadership of Coxswain Thomas Langlands, was hauled on skids along the rocky scarp to the scene of the wreck. This necessitated getting the boat over a sea-wall eight feet in height, a most formidable task.

In transporting the boat she was stove in in two places. She was, nevertheless, launched and succeeded in reaching the wreck, which lay 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 with terrific seas, got to the vessel and saved eighteen more, the heavy seas filling the Life-boat time after time. Unfortunately the damage rendered the boat unfit for further service; so the Uppang Life-boat was sent for. With great difficulty she was transported to the vicinity of the wreck, and by means of ropes she was lowered

down the almost precipitous cliffs, and preparations were made for her launch, but nothing could be done in the tremendous seas running. In the meantime the neighbouring Life-boats were summoned, but were unable to assist those still on the wreck. As it was now apparent that only a Motor Life-boat could render effective help, the Tynemouth Motor Life-boat was summoned by telegram. On the afternoon of the 30th October, the gallant crew, under Coxswain Robert Smith and Captain H. E. Burton, R.E., Honorary 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, 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, the 1st November, the boat was skilfully brought into Whitby Harbour.

Four hours later, this boat, with Commander Basil Hall, R.N., Inspector of Life-boats for the Southern District, on board, and Richard Eglon, the Whitby Second Coxswain, as pilot, left harbour for the wreck, a supply of oil being taken to subdue the waves. When near the wreck the oil was discharged and the Life-boat raced at full speed past the stern of the vessel; guided with splendid skill and courage she got under the lee of the wreck, and remained alongside until, with infinite difficulty, while enormous waves swept repeatedly over the wreck, all on board, fifty in number, who had survived the terrible ordeal for so many hours, were safely taken off.

As the Life-boat left on her return journey she was struck broadside on by a great wave that threatened to throw her on her beam ends; but she manfully withstood the shock, and safely made the harbour amid the cheers of the spectators.

To Coxswain THOMAS LANGLANDS the Institution awarded the Gold Medal of the Institution; to Commander BASIL HALL, R.N.—who was on active service

and therefore could not be present at the Annual Meeting—and to Second Coxswain RICHARD EGLON the Silver Medal of the Institution, and to GEORGE PEART, who behaved with conspicuous bravery in repeatedly going into the sea and saving many of those who were washed overboard from the wreck, the Silver Medal of the Institution. To Coxswain ROBERT SMITH of the Tyne-mouth Motor Life-boat the Gold Medal of the Institution; to Captain H. E. BURTON, R.E., Honorary Superintendent of the Motor Life-boat—who unfortunately could not be present owing to his military duties—the Gold Medal of the Institution; to Second Coxswain JAMES S. BROWNLEE the Silver Medal of the Institution.

LOWESTOFT.

COXSWAIN JOHN T. SWAN.

Early in the morning of the 22nd November, the Life-boat *Kentwell Spider*, engaged in mine-sweeping operations. Heavy seas were breaking over the vessel, and it was necessary for the Life-boat to go into broken water to take the men off.

Later in the day the Life-boat was again called out, to the steam trawler *Condor*, of Grimsby, which was aground. This vessel also had been engaged in mine-sweeping operations. The crew of nine hands had taken refuge in the rigging and, owing to the tremendous seas which were breaking over the vessel, the work of rescue was very hazardous.

Splendid seamanship, however, was displayed by Coxswain Swan in the management of his boat, and he was heartily congratulated by the Captain in charge of the mine-sweepers.

In recognition of the gallantry displayed on this occasion, the Committee of Management bestowed the Silver Medal on Coxswain JOHN SWAN.

[A fuller account of this service will be found on page 19.]

CLACTON-ON-SEA.

COXSWAIN GEORGE J. GRIGSON.

The Life-boat was launched by the S.S. *Harlington*, of London, belonging to the P. and O. Company, which stranded on the Gunfleet Sands on the 2nd December, whilst bound from Middlesbrough

to London laden with iron. A whole gale was blowing from S.S.W. with a very heavy sea, and the Life-boatmen were engaged to try and save the vessel. About 100 tons of cargo were jettisoned, and the Life-boat remained in attendance on the ship until the morning of the 4th December, when the men returned to the shore to obtain food. Owing to the violence of the weather considerable difficulty was experienced in landing.

In the evening the boat started again for the vessel and stood by until 9 A.M. on the 5th December, when all hope of saving the steamer had to be abandoned, and the crew of fifteen hands were rescued. The vessel became a total wreck.

In addition to the length of time the crew were engaged, this service was rendered extremely arduous owing to the severity of the weather. While the boat was alongside the ship the seas at times broke halfway up the vessel's foremast. The service was considered by those competent to judge to be a record one for the Clacton men as far as hard-ship and endurance were concerned.

In view of the splendid work carried out on this occasion by the crew, the Committee of Management decided to award the Silver Medal of the Institution to Coxswain GEORGE GRIGSON.

[A fuller account of this service will be found on page 23.]

CRAIL.

COXSWAIN ANDREW CUNNINGHAM.

The Crail and St. Andrews Life-boats were launched during a severe S.E. gale to a Torpedo-boat Destroyer, which in the darkness ran ashore on the rocky coast at Kingsbarns, about six miles from St. Andrews, on the 27th December.

The Crail boat was launched at 6 A.M. when the gale was at its height, and it needed skilful seamanship to prevent the boat from being dashed to pieces on the rocks which surrounded the wreck.

Unfortunately, in spite of all care, the Life-boat was badly holed and, owing to the heavy seas, Coxswain Cunningham and another member of the crew were washed overboard; happily, they were saved by the other members of the crew. With great courage, Coxswain Cunningham, in spite of his exciting

adventure, continued the work of rescue. As soon as the boat reached the vessel twenty of the crew were taken off, and at once conveyed ashore. Although the boat was damaged, the Coxswain at once put off again and, in the course of two more journeys, brought thirty-four more men into safety.

The St. Andrews Life-boat then arrived upon the scene. This boat took off the remainder of the crew, thirteen in number, and as there was no necessity

for any further action on the part of the Crail Life-boat, she was hauled up into safety.

In recognition of this fine service, and the indomitable pluck displayed both by Coxswain CUNNINGHAM and the crew in continuing their task in a damaged boat, the Committee of Management awarded the former the Silver Medal of the Institution.

[A fuller account of this service will be found on page 27.]

COMMANDER ST. VINCENT NEPEAN.

WE greatly regret to have to record the death of Commander St. Vincent Nepean, R.N., M.V.O., which took place on the 28th March. Commander Nepean joined the Institution as a District Inspector of Life-boats in 1883 and became, successively, Deputy Chief Inspector and Chief Inspector, receiving the latter appointment in 1893. He retired in

July, 1909, after twenty-six years' service. His long association with the Institution and his untiring devotion to its service are well remembered by all those who came into contact with him, and his colleagues and subordinates cherish a very pleasant recollection of his invariable courtesy, charm of manner and kindness of heart.

Services of the Life-boats.

Hasborough, Suffolk.—The Life-boat *Jacob and Rachel Vallentine* was launched at 1.10 p.m. on the 27th September to the assistance of a seaplane belonging to the Government. The seaplane had come from Sheerness and been beached near Hasborough the previous night, having broken down. After being repaired an attempt was made to fly again, but after getting fairly under way, the machine again broke down and dropped into the water, and the two men on board waved and shouted for assistance. When the Life-boat reached the seaplane she took charge of her, and kept her clear of the breakers until a torpedo boat arrived on the scene and towed her to Yarmouth.

Caister, Norfolk.—At 9 a.m. on the 1st October Coxswain John Haylett was informed that a steamer was ashore on the north part of the Scroby Sands. The No. 2 Life-boat *Nancy Lucy* was launched with the least possible delay and proceeded to the vessel, which proved to be the s.s. *Haller*, of Hull, carrying a crew of thirteen hands, and bound to London, loaded. The assist-

ance of the Life-boatmen was at first declined, but the captain of the vessel, finding that he could not refloat her, engaged the Life-boat and two tugs. A large anchor was laid out by the Life-boat, with a wire hawser attached, and four hours later the vessel was successfully floated and taken into Yarmouth Roads. The Life-boat then returned to her station and was re-housed.

Easington, Yorkshire.—Early in the morning of the 1st October the Life-boat *Docea Chapman* was called out, during a moderate north-westerly breeze and moderately rough sea, to the assistance of the steam trawler *Ipswich*, of Grimsby, which was stranded near Kilnsea Beacon. The Coxswain, H. Marritt, received a message, which was brought him by a soldier, at 1.30 a.m., and the crew were promptly assembled and the boat launched. The Life-boat, on reaching the vessel, rescued the crew of six hands and conveyed them to Easington, where they arrived at 6 a.m. This was the first effective service performed by this Life-boat since she was stationed at Easington, and the

behaviour of the boat gave the liveliest satisfaction to all.

Blakeney, Norfolk.—During foggy weather on the 1st October the s.s. *Argentum*, of Newcastle, stranded on the Blakeney West Sands whilst bound from Goole to Faversham with a cargo of coal. Coxswain Long observed the accident and promptly took steps to proceed to the assistance of the vessel. The boat reached the steamer at about 11 A.M. on Thursday and remained in attendance all day. In the evening, the vessel having failed to float at high water, the boat returned ashore conveying the captain to the quay. She then returned to the steamer, and remained in attendance that night and throughout the whole of Friday. On Saturday also the boat stood by and, the cargo having been jettisoned, the vessel was successfully refloated and taken to Blakeney Harbour, where she was moored. In connexion with this wreck the Life-boat was afloat from the morning of the 1st October until the night of the 3rd, and the wind varied from N.W. to N.E. On the two latter days the wind was fresh, causing a heavy swell, and it was necessary for the Life-boat to remain in close attendance in case the crew had to be taken off the steamer. She lay on an island, and the crew could not have got ashore by any other means.

Corleston, Suffolk.—At daybreak on the 2nd October the watchman observed a steamer ashore on the Scroby Sand, and at once reported the matter. The crew of the No. 1 Life-boat *Mark Lane* were promptly assembled and the boat, in tow of a tug, proceeded to the steamer, which proved to be the *Gertrud*, of Gothenburg, bound for London with a cargo of wood. The master of the vessel at once employed the Life-boatmen to get his vessel off, and they succeeded in doing this on the second tide, being assisted by tugs. The weather at the time was hazy, and the sea on the Sands was rough with a moderate N.E. by N. wind.

North Deal, Kent.—The Life-boat *Charles Dibdin* was launched at about 1 A.M. on the 3rd October, in response

to signals from the Gull Lightship, during a strong westerly breeze. The boat proceeded to the southern part of the Goodwin Sands and there found the steamer *Rivulet*, of London, ashore. The vessel was bound from Pensacola to Grimsby with a cargo of timber baulks. As soon as the Life-boat got alongside, the captain engaged the crew to assist him in saving the vessel and her crew of twenty-six hands. Heavy seas were breaking all round the vessel, but the Life-boat succeeded in laying out two anchors with wire hawsers attached, and by this means, and with the assistance of a tug, the vessel was refloated just before high water. The boat then returned to her station, where she arrived at 12.30 P.M.

Corleston, Suffolk.—Shortly after 10 A.M. on the 9th October, during a thick fog, information was received that a large steamer was ashore near the Cross Sand Light-vessel. The No. 1 Life-boat was manned and proceeded in tow of a tug to the Cross Sand, where they found the s.s. *Eglantine*, of North Shields, ashore. She was bound from the Tyne to Havre, with a cargo of coal, and carried a crew of eighteen hands. The master of the steamer engaged the Life-boatmen to refloat his vessel, and an anchor was laid out. Later the Life-boat, with the assistance of tugs, helped in getting the vessel clear of the Sands and brought her and her crew safely into Yarmouth Roads.

Lowestoft, Suffolk.—On the 15th October several Belgian fishing-boats were bound for Lowestoft with Belgian refugees on board, when two of the boats grounded on the Newcome Sands. As the sea was rough, the Coxswain, John Swan, of the Life-boat *Kentwell*, considered it advisable to launch the boat and go to their assistance. The thirty-five refugees on board the two boats were all rescued and conveyed in safety ashore. The boats were subsequently saved by a Lowestoft tug.

Flamborough, Yorkshire.—The No. 2 Life-boat *Matthew Middlewood* was called out on the 16th October by signals of distress from a vessel close to the

headland. When the Life-boat reached the vessel she was found to be the s.s. *Aries*, bound from Amsterdam to Hartlepool, in ballast, carrying a crew of twenty-three hands. The captain, in answer to an inquiry, stated that he did not wish to abandon his vessel but wanted the Life-boat to stand by him. She accordingly did so and rendered assistance in laying out an anchor. At the time of the casualty the weather was foggy and a strong N.E. breeze was blowing, but the steamer eventually succeeded in getting clear of the rocks, and was able to proceed to Hartlepool.

Hauxley, Northumberland.—During hazy weather on the 17th October, at about 1.30 A.M. the Coxswain, George Taylor, received a message by telephone from the Amble Coast Guard Station, reporting that signals were being fired from Coquet Island for the Life-boat, as a steam trawler was ashore on the south end of the island, and wanted assistance. The crew of the Life-boat *Mary Andrew* was promptly assembled and the boat launched. When she reached the island she found the steam trawler *Chrysolite*, of Hull, which had gone ashore whilst bound for the fishing grounds. The vessel had kept close in shore on account of the mines, and in the haze ran aground, owing partly to there being no light in the light-house. There was a strong swell and the vessel was working badly. The crew, however, did not wish to be landed. The Life-boatmen rendered assistance in laying out an anchor and then returned to Hauxley, where they arrived at 3.30 A.M. Later in the day the vessel was refloated with the assistance of some of the fishermen and tugs, and was taken into Warkworth Harbour for examination.

Lowestoft, Suffolk.—While Coxswain John Swan was on the beach on the 21st October, he observed the fishing-smack *Emanuel*, of Lowestoft, ground on the N.E. part of the Newcome Sands, while outward bound to fish, owing to the wind falling away and the tide carrying her towards the sands. The sea broke heavily round the trawler and the master at once hoisted a signal of distress. In response the Life-boat

Kentwell was launched and proceeded to the vessel's assistance. The Life-boat anchored and veered down to her. Communication was then effected between the stranded vessel and two Lowestoft tugs which had also come to her assistance. The trawler was subsequently towed off, and taken with her crew of five hands into Lowestoft Harbour, the Lifeboat, in the meantime, standing by.

Stromness, Orkney.—On the 21st October the Life-boat *John A. Hay* was launched in response to signals of distress from H.M.S. *Dryad*. A strong S.E. breeze was blowing at the time with a rough sea, and the weather was dark and showery. When the Life-boat reached the vessel it was found that she had been ashore on the Point of Ness, but had got off previous to the arrival of the Life-boat. The commander stated that the ship was making water, but that he did not require the Life-boat to stand by. He, however, asked the Coxswain, Robert Greig, to land two men, one of whom was unwell and the other badly injured, as it was desirable that they should be sent to hospital. The men were accordingly taken on board and conveyed to the hospital at Kirkwall. The commander also took the opportunity of sending fifty-two bags of mails ashore in the Life-boat.

Penlee, Cornwall.—The Life-boat *Elizabeth and Blanche* was launched on the 22nd October shortly after 10 P.M. to the assistance of a steamer which was reported to be in distress off Tol Pedn. She proceeded in the direction indicated and fell in with the steamer *Liguria*, of Genoa, bound for Swansea, in ballast. The vessel had lost her propeller. With the aid of the Life-boat communication was effected between the disabled vessel and another steamer, which was able to tow her to a safe anchorage.

Hunstanton, Norfolk.—The Life-boat *Licensed Victualler* was launched at 7 A.M. on the 26th October at the request of the officer commanding the Admiralty Seaplane No. 898, to make a search for the machine, which had broken adrift

the previous evening. The Life-boat found the seaplane at about mid-day turned over on Burnham Flats. She towed it for eight miles under sails and oars towards Brancaster Beach, when, being unable to tow it further, she left it at about 8.30 P.M. The seaplane subsequently drifted on the beach. The Life-boat then returned to her station, where she arrived at about 3 A.M. next morning, the men having had a very arduous task in towing the machine against a foul wind and tide.

Spurn, Yorkshire.—At 7 P.M. on the 29th October the watchman reported that a vessel was ashore on the Middle Binks. The crew of the Life-boat were assembled and the boat proceeded to the vessel, which proved to be the schooner *Union*, of Portsmouth. She was found to be labouring heavily, with the sea breaking over her. The Life-boat anchored and veered down until she was near enough to get a rope on board, and stood by until the vessel refloated. The Life-boat then accompanied the schooner until she got to a safe anchorage. A strong E.N.E. gale was blowing with a very heavy sea at the time of this service, and owing to the force of the wind the Life-boat was not able to get back to her moorings until next day.

Peterhead, Aberdeenshire.—At 7.15 A.M. on the 29th October the Coastguard reported that a vessel was ashore about a mile north of Rattray Head. The crew of the No. 2 Motor Life-boat *Alexander Tulloch* were at once summoned and the boat proceeded with all possible speed to the scene of the wreck. The sea was very rough with heavy showers of rain and sleet, the wind being E.N.E. Near Rattray Head the Life-boat found the steamer *Blanka*, of Oscarshamn, laden with a cargo of timber, bound for Hull. The crew, seventeen in number, were all on deck and were waving excitedly for the Life-boat to go and rescue them. The acting Coxswain, James Geddes, Junior, boarded the vessel and warned the captain that it was desirable for them to leave as soon as possible as the sea was getting very rough and the vessel was likely to become a total wreck as

she was then full of water. Some of the crew managed to secure their personal clothing, and all the men were taken off in safety and conveyed to Peterhead. Four other men were also saved. They had put off to the vessel in a small boat earlier in the morning before the weather had become so rough.

Tynemouth, Northumberland.—On the 30th October the ketch *William*, of Peterhead, attempted to make the harbour but was overpowered by the sea and driven against the South Pier. The Motor Life-boat *Henry Vernon* at once proceeded to her assistance, but could not render any effective service owing to the shallow water. The crew were taken off by means of lines from the shore. As a number of mine sweepers were making the harbour through stress of weather, Coxswain Smith stood by them until they succeeded in getting into safety. There was a very heavy and dangerous sea on the bar.

Whitby, Uppang, and Scarborough, Yorkshire; Tynemouth, Northumberland.—These boats were all engaged in connexion with the wreck of H.M. Hospital Ship *Rohilla* on the 30th October—1st November, when eighty-five lives were saved. For full particulars see page 198.

Polkerris, Cornwall.—At 1 A.M. on the 4th November it was reported that a schooner was in distress near Gribbin Head and wanted assistance. The Life-boat *James William and Caroline Courtney* was launched and proceeded to the position indicated, where she found the schooner *Abeja*, of Exeter, which was bound from Fowey to Liverpool with clay. She was on the rocks, having driven ashore on the ebb tide. When the Life-boat reached her a tug was in the act of getting a rope aboard, and she remained alongside until the captain stated that he did not require any assistance. The tug eventually got the vessel off and towed her into safety.

Margate, Kent.—The No. 2 Life-boat *Civil Service No. 1* was launched at 8.45 A.M. on 9th November to the

assistance of a steamer which had been reported ashore on the Kentish Knock Sand. The vessel proved to be the s.s. *Coronilla*, of North Shields, in ballast. The captain declined the assistance of the Life-boat, but asked that she should stand by him while efforts were being made to refloat the vessel, as the S.W. wind was freshening and the sea was making.

The Life-boat accordingly did so until about 1.30 P.M., when the captain succeeded in getting his vessel afloat. The Life-boat then started for home, being assisted by another steamer, which towed her until off Margate.

Caister, Norfolk.—At about 1 P.M. on the 9th November a steamer was observed aground on the north part of the Scroby Sands, and in response to her signals of distress the crew of the No. 1 Life-boat *Covent Garden* were assembled and the boat launched. The vessel proved to be the trawler *Auckland*, of Hull, which was being used as a mine sweeper. The master of the trawler asked the Life-boat to stand by, and she accordingly did so. About 3.30 P.M. the commander of another mine sweeper came aboard the Life-boat and requested the Coxswain to lay out an anchor for the *Auckland*. After this had been done the Life-boat stood by the vessel until she floated. She then returned to her station, where she arrived at 9.30 P.M.

North Deal, Kent.—A few minutes after mid-day on the 11th November Coxswain William Adams, of the North Deal Life-boat, was called out, and it was reported to him that a man-of-war had been blown up. He at once hurried to the beach and saw that a cruiser was sinking. The crew of the Life-boat *Charles Dibdin* were summoned with all possible speed and the Life-boat proceeded to the sinking vessel—H.M.S. *Niger*, which had been torpedoed. Before the Life-boat could reach her the crew found it necessary to abandon her, and when the Life-boat arrived some of the men were in shore-boats and some were in boats belonging to a gunboat. Of these men six were taken into the Life-boat, which then returned ashore, and landed them.

Stromness, Orkney.—At about 6 A.M. on 11th November a message was received stating that a ship was dragging her anchors in the vicinity of Peterskerry, and required the Life-boat. The crew of the Life-boat *John A. Hay* were promptly summoned and the boat launched. The vessel proved to be the full-rigged ship *Sorfareren*, of Christiansand, loaded with nickel ore. The master stated that his anchors had dragged for about two miles, but when the Life-boat arrived they were holding. At the request of the master the boat stood by for about three hours, when a tug and a trawler came upon the scene, and the Life-boat was able to return to her station.

Minehead, Somerset.—On the 11th November, when the fishing-boats were returning in a gale of wind and a heavy sea, one of them capsized. As the others were seen to be in considerable danger the Life-boat *George Leicester* was promptly launched and proceeded to their assistance. One of the boats, the *Lucille*, was seen to be in difficulties and the boat went to her and brought her and her crew of two hands in in safety.

Margate, Kent.—At 6.30 P.M. on the 11th November, information was received from the Coastguard that a vessel was burning flares N. by W. from the Fore Ness Signal Station. The crew of the No. 2 Life-boat *Civil Service No. 1* were promptly assembled and the Life-boat proceeded in the direction given, but could not find any vessel needing assistance. Enquiry was then made from some of the steamers in the vicinity, but they reported that they had not seen any vessel requiring assistance, and the Life-boat returned to Margate. When nearing the jetty a light was noticed to the eastward, and the boat at once proceeded and there found the s.s. *Alnmouth*, of Bristol, which was being used as a mine sweeper, ashore with the seas washing right over her. The boat was anchored and veered down to the *Alnmouth*. When the Life-boat got alongside the captain asked the men to wait a few minutes as the fires

were being drawn. In about ten minutes the crew were ready to leave their vessel, but owing to the heavy sea running great difficulty was experienced in getting alongside again to take the men off. When this was accomplished, and six of the crew had been rescued, the rope from the Life-boat to the steamer broke, and the boat was driven away. By dint of great exertions she again got alongside, and the remainder of the crew, seven in number, were saved. The boat was then hauled clear of the surf and, sail having been set, she made for home. This was a very arduous service performed in a whole gale with a heavy sea, and the Committee of Management granted the crew an additional monetary reward.

Clovelly, North Devon.—On the 13th November the fishing-boat *Lucy Jane*, which had been out fishing for herrings, got into difficulties when about three miles from Clovelly and was in danger of being swamped. The Life-boat *Elinor Roget* was launched and succeeded in saving the boat and her crew of two hands. At the time of this service a whole W.N.W. gale was blowing and the sea was very heavy. When the Life-boat reached the vessel she was half full of water, and if she had not gone out when she did there is but little doubt that the boat would have foundered, and the men would have been drowned.

Shoreham, Sussex.—Coxswain Reeves was called at 9.30 A.M. on the 15th November by one of the Coastguards, who reported that a barge was flying signals of distress, and required assistance. The Life-boat *William Restell* was launched and proceeded to the vessel, which proved to be the barge *Success*, of London, loaded with timber, and bound to Portsmouth. She was found to be in a serious condition, with her spritsail boom carried away and part of it hanging over the weather side. In response to a request by the master some of the Life-boatmen were put on board to assist in navigating the barge, and to clear the wreckage away, which was very dangerous and liable to hole the vessel. The vessel was eventually

taken in safety to Newhaven. A very heavy sea was running at the time and a S. gale was blowing.

Ramsey, Isle of Man.—At 6.20 in the morning of the 15th November signals of distress were seen from a schooner riding in Ramsey Bay. The Life-boat *Mary Isabella* was launched in the teeth of a S.E. gale and a terrible sea and proceeded to the vessel, which proved to be the schooner *Coniston*, of Duddon, loaded with coal and bound from Greenock to Duddon. The four men on board were rescued and brought into safety. This service is reported to have been one of the most severe experienced in the locality for many years past, and the manner in which the Life-boat was handled was spoken of in the highest terms.

Donaghadee, Co. Down.—At 11.30 A.M. on the 15th November a telephone message was received stating that a barque was in a dangerous position to the south of Donaghadee, and in need of assistance. The Motor Life-boat *William and Laura* was promptly dispatched to the vessel's assistance, and just as she reached her the barque drove ashore on the Barkley Rocks, near Ballyferris Point. The vessel, which proved to be the barque *Inverurie*, of Aberdeen, was bound from Belfast to Newcastle, New South Wales, with a cargo of rock salt, and carried a crew of twenty-two hands all told. When the Life-boat got alongside twenty of the crew were taken off, but the master and mate refused to leave. The master, however, asked that the Life-boat should return as soon as the men then aboard had been landed. She accordingly did so, and when she again reached the vessel it was found that she had taken a heavy list to port and there was every indication that she would become a total wreck. The two officers were, therefore, promptly rescued. This service was performed in a very heavy sea and cold weather, a strong E. by S. gale prevailing at the time. As the Life-boat had to make two trips and the service was a meritorious one the Committee of Management granted the crew an additional monetary reward.

Kingsdowne, Kent.—On the afternoon of the 16th November a N.E. gale sprang up, bringing with it a heavy sea, and caused the schooner *Mary Ann Mandel*, of Barrow, which was riding off Kingsdowne, to get into a dangerous position. She displayed signals of distress, and the Life-boat *Charles Hargrave* went to her assistance, having to go through a heavy surf. She found that the vessel's sails had been blown away and that some of her gear was broken, with the result that the crew were unable to make sail. The Life-boatmen boarded the vessel and a tug took her in tow for Ramsgate, the Life-boat remaining in close attendance. When near the Brake Sand in a very heavy sea the tow rope parted and, as communication could not be again effected, the captain and crew of five hands decided to abandon her. With great difficulty and risk the Life-boat went alongside and took the men on board. The Life-boat then stood by the vessel for about two hours, until the weather moderated somewhat and the crew were able to board her again. Life-boatmen also accompanied them and the pumps were manned. Signals were made for further assistance and eventually the Ramsgate tug came upon the scene and towed the vessel and the Life-boat into safety. The boat then made for Kingsdowne, which was reached at about 8 A.M., the men having had a very trying experience for about sixteen hours in exceptionally heavy weather.

Poole, Dorset.—At 7.40 A.M. on the 21st November the Coastguard reported that a ketch was ashore on the breakwater at the entrance to the harbour. A strong E. gale was blowing at the time with a heavy sea, and the Life-boat *Harmar* was promptly launched. She found the ketch *Lord Alcester*, of London, with heavy seas breaking over her, outside the harbour on the breakwater. The ship's boat had just been lowered and the crew of four men were in her. They were at once taken into the Life-boat and landed at Poole. The ship, which was full of water, was bound at the time from Poole to London with a cargo of clay.

Yealm River and Plymouth, South Devon.—The s.s. *Veghtstroom*, of Amsterdam, whilst bound from Fowey to Amsterdam with a cargo of china clay, stranded on the Mewstone at the entrance to Plymouth Harbour on the 21st November. Information of the casualty was sent to Plymouth and Yealm River and the Life-boat *Eliza Avins* put off from the former place, and the *Michael Smart* from the latter. When the Life-boats reached the vessel some of the men boarded her, and the captain requested the boats to remain in attendance throughout the night. They accordingly did so. At 5.30 A.M. signals were made for a tug, but without success. At 7.30 A.M. the vessel floated off, and Coxswain Mumford of the Plymouth boat joined the master on the bridge with the view of taking the vessel back into the Cattewater. It was found, however, that the pumps could keep the leakage under control, and the master decided to proceed on his voyage. The Life-boats then returned to their stations.

Harwich and Walton-on-the-Naze, Essex.—At about 7.40 A.M. on the 21st November a message was received from the Coastguard reporting that a vessel was on the West Sunk Sands, and the Walton-on-the-Naze Life-boat *James Stevens No. 14* was sent to her assistance. On arrival at the sands she found the steamer *Lilian Drost*, of Copenhagen, ashore. She was bound from London with a cargo of coke and carried a crew of eighteen hands. At first the captain declined to employ the Life-boatmen to assist him in getting the vessel clear, as he hoped to refloat her. This was not possible, however, and on the arrival of the Harwich Steam Life-boat *City of Glasgow*, the crews of both Life-boats were engaged to jettison the cargo. An anchor was also laid out from the steamer, and the Life-boatmen continued to lighten the vessel for twenty-two hours. During this time the sea was very heavy, but on the afternoon of the 22nd the vessel was successfully refloated and taken to a safe anchorage.

Lowestoft, Suffolk.—At 2.30 A.M. on the 22nd November the Coastguard

reported that a steamer had grounded on the beach and was making signals of distress. The Coxswain, John Swan, therefore assembled his crew and launched the Life-boat *Kentwell*. On nearing the vessel, which was H.M.S. *Spider*, engaged in mine-sweeping operations, the boat was veered down to her and the crew of thirteen hands were rescued. Heavy seas were breaking over the vessel, and it was necessary for the Life-boat to go into broken water to take the men off. At the time of the rescue a strong easterly breeze was blowing.

Later in the day the Life-boat was again called out, as a steamer was seen to strike on the Newcome Sands. When she reached the sands she found the steam trawler *Condor*, of Grimsby, aground. This vessel also had been engaged in mine-sweeping operations. The crew of nine hands had taken refuge in the rigging and, owing to the tremendous seas which were breaking over the vessel, the work of rescue was rendered hazardous. The boat was veered down, but was obliged to haul away again after each man from the vessel's rigging dropped into the Life-boat, the operation being repeated until the whole of the nine men had been saved. Owing to the position of the trawler the Life-boat was constantly swept by heavy seas, and swung to windward of the vessel, with the result that she struck the wreck five times and was damaged but, fortunately, not seriously. This service was a very arduous and meritorious one, and the splendid seamanship displayed by Coxswain Swan in the management of his boat elicited the greatest praise. He was heartily congratulated by the Captain in charge of the mine sweepers, and the rescue took place in the presence of thousands of spectators. Shortly after the service, the Captain in charge of the Naval base at Lowestoft wrote a letter to the Institution, from which the following is an extract :—

“I have very much pleasure in telling you that I consider the work done by the Lowestoft Life-boat on the 22nd instant, whilst saving the crew of the *Condor*, was a very fine piece of work. There was a very nasty sea running and

the Coxswain got his boat as close to the wreck as possible with the greatest skill, and had he been ten minutes later I have no doubt that practically all the crew would have been drowned, as the vessel turned practically over immediately after the crew had been taken off. I watched the whole operation through a powerful glass only about half a mile away (as we all did). I sent for the Coxswain of the Life-boat afterwards and congratulated him on his fine work, and I certainly think the case well deserving of a medal.

“In addition to this service, the Life-boat also saved the crew of the *Spider* in the early morning of the same day, but this was not attended with anything like the same risk as in the case of the *Condor*.

“I have always been an admirer of the Life-boat service, and am now doubly so.”

In recognition of the gallantry displayed on this occasion, the Committee of Management bestowed the Silver Medal on Coxswain John Swan, and granted to each member of the crew an additional pecuniary award.

Whitby, Yorkshire.—The s.s. *Ingrid II.*, of Christiania, whilst bound from Christiania to London with a cargo of timber, stranded on the Whitby Rocks on the 25th November. As the sea was smooth, Coxswain Langlands and Second Coxswain Egton put off in a coble to the assistance of the vessel and found the crew of sixteen men in two of the ship's boats, hanging on to her. The captain explained that he had left the ship because he was afraid that she would capsize and founder; but the two Coxswains persuaded the captain and crew to return to their vessel as they thought it would be possible to save her. Steam was got up, but as the vessel was leaking the two Coxswains returned to harbour in their coble and went off again to the vessel in the Life-boat. Coxswain Langlands then took charge and, accompanied by the Life-boat, the steamer and her crew of sixteen hands were taken in safety to Hartlepool.

Lowestoft, Suffolk.—The steamer *F. Stobart*, of Sunderland, stranded on the Holm Sands on the 26th November

when a heavy sea was running. The Life-boat *Kentwell* was launched to her assistance, and at the request of the captain stood by until the tide flowed. Towards high water the vessel knocked over the sands into deep water and, as the services of the Life-boat were no longer required, she returned to her station.

Walton-on-the-Naze, Essex.—The Motor Life-boat *James Stevens No. 14* was called out at 11.15 A.M. on the 26th November to the assistance of the s.s. *Dalegarth*, of Newcastle, which had stranded on the Sunk Sands. When the Life-boat reached the vessel the Master engaged the Life-boatmen to save her. An anchor was laid out and by this means the vessel, aided by her own steam, succeeded in getting clear of the sands. The Life-boat then returned to her station.

Newhaven, Sussex.—At 4.35 A.M. on the 30th November information was received that a Government transport vessel—the s.s. *Irwell*, of Goole—with twenty men on board, had struck the bar and was driving ashore into Seaford Bay. The Motor Life-boat *Sir FitzRoy Clayton* was promptly launched and proceeded to her assistance. When she arrived the Captain asked Coxswain Payne to stand by until it was seen whether the vessel would be able to get off when the tide made. The boat remained by the vessel until about 7 A.M., when she floated without assistance and proceeded into Newhaven Harbour. At the time of this service the weather was very cold and rain was falling, the sea was very heavy and a whole S. gale was blowing, and all the Life-boatmen were agreed that this was one of the roughest experiences they had ever had on the bar. Unfortunately three of the crew sustained injuries while the boat was engaged on this service.

Palling, Norfolk.—At 9.50 A.M. on the 30th November a message was received from the Haisborough Lightvessel stating that a steamer was ashore on the sands. A moderate S.W. gale was blowing at the time and the No. 2 Life-boat *Hearts of Oak* was promptly

launched to her assistance. The vessel proved to be the steamer *Orozco*, of Bilbao, bound from West Hartlepool to Bordeaux with a cargo of coal. The Life-boat stood by the vessel until she succeeded in getting clear of the sands, and then returned to her station.

Newbiggin, Northumberland.—While fourteen of the fishing-cobles belonging to the port were out fishing on the morning of the 2nd December a strong S. gale suddenly sprang up and blew with great violence. The boats at once made for home, but as their landing was accompanied by great danger, the Life-boat *Ada Lewis* was launched to their assistance. Most of the boats had a very rough and dangerous time, some of them being almost swamped, but fortunately, with the assistance of the Life-boat, all succeeded in making safety. In many cases the men lost their fishing gear.

Falmouth, Cornwall.—In response to a message received from the Coastguard on the 2nd December, stating that a four-masted barque was ashore and in need of immediate assistance, the Life-boat *Bob Newbon* was launched. The vessel proved to be the *Asnières*, of Havre, bound from San Francisco to Falmouth with a cargo of barley. When the Life-boat reached her it was found that the men on board were in no immediate danger, but at the request of the Master the Life-boat stood by in case their services might be required. At the time of the casualty a strong S.S.W. gale was blowing, with a very heavy sea.

Two days later another urgent message was received, and the Life-boat again proceeded to the barque. A strong S.S.W. gale had again sprung up, and as the men on board were, on this occasion, in considerable danger, twenty-five of the crew were taken off and brought ashore in safety.

Moelfre, Anglesey.—In response to signals of distress, the Life-boat *Charles and Eliza Laura* was launched at 3 P.M. on the 2nd December, and rescued the crew of four hands of the fishing-boat *Jehoiab Wick*, of Hoylake, which was

in distress owing to a whole S.S.W. gale and a choppy sea. When the men had been taken off, it was noticed that the smack *Vigilant*, of Hoylake, was making signals of distress. The Life-boat, therefore, proceeded to her, and rescued her crew of four hands. It is reported that the greatest credit is due to Coxswain Richard Owens for the manner in which he handled his boat, as the wind was blowing with almost hurricane force.

Minehead, Somerset.—The Life-boat *George Leicester* was launched at 3.25 P.M. on the 2nd December, it having been reported that two fishing-boats were in danger some few miles N.E. of Minehead. A whole S. gale prevailed at the time, with a rough sea, and the boats were in grave danger of being swamped. When the Life-boat reached them it was found that they were in tow of a cargo steamer, which was towing them nearer to land. The steamer handed them over to the care of the Life-boat, which towed them in, one at a time, thus saving the four men on board. The boats were named the *Lucille* and *Pearl*, and belonged to Minehead.

Stonehaven, Aberdeenshire.—At 11.30 A.M. on the 2nd December the S.S.E. gale increased rapidly until it was blowing a strong gale, and as some of the fishing-boats belonging to Stonehaven were at sea, the Life-boat *Alexander Black* was launched to their assistance. She remained afloat for some hours, and stood by two local boats and seven of the boats belonging to Gourdon, until they had all succeeded in making the harbour in safety. One of the Gourdon boats had to be abandoned on account of having sprung a very serious leak, but the crew were taken off by another motor fishing-boat, which came into Stonehaven Harbour with the double crew.

Filey, Yorkshire.—The Life-boat *Hollon the Third* was launched to the assistance of the fishing-cobles which had been overtaken by a sudden S. gale on the 2nd December. Most of the boats succeeded in getting into safety, but two

of them, named the *Ursula* and *Sallie*, were assisted by the Life-boat.

Arbroath, Forfarshire.—At 12.30 P.M. on the 2nd December, when the fishing-boats were coming in from the fishing-ground, the sea was very high owing to the prevailing S.S.E. gale, and it was considered advisable to launch the Life-boat *James Stevens No. 13* to stand by them. Eleven of the boats were in considerable danger, and the Life-boat remained near them until in harbour. It is reported that the boats could not have entered Arbroath in safety had the Life-boat not been launched to render assistance.

North Deal, Kent.—The Life-boat *Charles Dibdin* was launched shortly after midnight on the 2nd-3rd December, in answer to a wireless message stating that a steamer was in distress and firing signals for assistance. A strong S.W. gale was blowing at the time, with a heavy sea. Some time after launching, the crew of the boat perceived a steamer proceeding towards the shore and the boat at once went alongside, when they ascertained that the vessel had been in collision and that two of her holds were full of water. The captain at once employed the Life-boatmen to try to save his vessel, and, with the assistance of two shore boats which had also reached the steamer, anchors were laid out and she was secured in a safe position. The Life-boat remained until the weather moderated and then returned ashore.

The vessel assisted was the s.s. *Batjan*, of Amsterdam, bound from Batavia to London.

Spurn, Yorkshire.—The steamer *Elantsobe*, of Bilbao, a steamer carrying a crew of twenty-four hands, stranded on the Middle Binks on the 2nd December, whilst bound to Middlesbrough with a cargo of iron. It was blowing a strong S.W. by W. gale, and a very rough sea was running. At the request of the Master the Life-boat stood by the vessel until she succeeded in getting off. The Master expressed his thanks to the Life-boatmen for the services rendered.

Clacton-on-Sea, Essex.—The s.s. *Harlington*, of London, belonging to the P. and O. Company, stranded on the Gunfleet Sands, whilst bound from Middlesbrough to London laden with iron, on the 2nd December. At 2.30 p.m. the Coastguard reported that the vessel was in need of assistance, and, as a whole gale was blowing from S.S.W. with a very heavy sea, the Motor Life boat *Albert Edward* was promptly dispatched to the vessel's assistance. When the Life-boat got alongside, Coxswain George Grigson offered the Life-boatmen's services for the purpose of lightening the vessel. The offer was accepted, and the work of jettisoning the cargo was commenced. About 100 tons of cargo were thrown overboard, and the Life-boatmen remained in attendance and working on the ship until the morning of the 4th December, when it was decided to return to the shore as the men were short of food. The boat arrived off the pier at about 10 a.m., and owing to the violence of the weather it was some considerable time before she could be moored in safety. The Life-boatmen then landed and proceeded to obtain the very necessary rest and food. At 7.45 p.m. the boat started again to return to the vessel; when doing so she grounded on the sand, and it was with the greatest difficulty that she got clear and proceeded. When she arrived the food which she was conveying was placed on board, and the boat then stood by until 9 a.m. on the 5th December when, on sounding the vessel, it was found that she had five feet of water in her and that it would not be possible to save her. It was, therefore, decided to abandon the steamer, and the crew of fifteen hands were taken into the Life-boat and conveyed ashore, being landed at Clacton at about 11.30 a.m. The vessel became a total wreck.

In addition to the length of time the crew were engaged, this service was rendered extremely arduous owing to the severity of the weather. While the boat was alongside the ship the seas were so powerful that they broke at times half-way up the vessel's foremast. The service was considered by those competent to judge to be a record one

as far as hardship and endurance were concerned.

In view of the splendid work carried out on this occasion by the crew, the Committee of Management decided to award the Silver Medal of the Institution to Coxswain GEORGE GRIGSON and to give him and each of the crew an additional monetary reward.

Tenby, Pembrokeshire.—At about 8 p.m. on the 3rd December a message was received from the Coastguard reporting that a vessel was showing signals of distress in the Caldy Roads. The crew of the Life-boat *William and Mary Devey* were promptly assembled and the boat put off against a heavy gale and very heavy ground sea. She found the schooner *Sarah McDonald*, of Bideford, dragging her anchors, and the crew of four hands were rescued by the Life-boat and conveyed in safety ashore. The vessel was bound from Bideford to Runcorn with a cargo of clay.

Abersoch, Carnarvonshire.—Whilst the schooner *Waterlily*, of Barnstaple, was riding at anchor in St. Tudwall's Roads on the 4th December she parted her starboard chain during a S.S.W. gale which sprung up, and made signals of distress. The Life-boat *Oldham* was promptly launched and took off the three men on board the vessel. Later the weather moderated and the crew returned to their vessel, but on the 6th December a whole S.S.E. gale sprang up with a heavy sea, and signals of distress were again made by the *Waterlily* and by another schooner named the *Sarah Anne Widdup*. The Life-boat was again launched, and rescued the men on the *Waterlily*, three in number, and the one man on board the other schooner.

Yarmouth, Norfolk.—At 1 p.m. on the 4th December Coxswain Green observed a schooner in distress off Great Yarmouth, she having parted from her anchors during a strong S.S.W. gale. The Life-boat *Hugh Taylor* was launched and proceeded to the vessel's assistance. She proved to be the schooner *Union*, of Portsmouth, and by the efforts of the Life-boatmen and steam-drifters the

schooner and her crew were got into safety. During this service the sea was very heavy, and it was necessary for the Life-boat to remain in attendance on the vessel throughout the night of the 4th.

Walton-on-the-Naze, Essex.—At 4.45 A.M. on the 5th December information was received that the Sunk Light-vessel was firing signals for assistance to be sent to a vessel which was on the West Rocks. The crew of the Motor Life-boat *James Stevens No. 14* were promptly assembled and the boat proceeded to the vessel, which proved to be the Mine-sweeper *Willett*, of Hull. With the assistance of the Life-boatmen the vessel was got clear of the Sands, and she was able to proceed to moorings. At the time of the casualty there were thirteen men on board the vessel, and when the Life-boat arrived alongside the ship was lying on her beam ends and had three feet of water in her.

Stromness, Orkney.—At 5 P.M. on the 6th December a telephone message was received from H.M.S. *Hannibal* requesting the Life-boat to proceed to the assistance of a vessel which had stranded on the Skerries. The Motor Life-boat *John A. Hay* was dispatched without loss of time, and on reaching the vessel found that she was the steam-trawler *Orsina*, of Hull, which was being used as a mine-sweeper. A moderate S.E. gale was blowing at the time and a very rough sea was running, and when the Life-boat arrived the weather was rapidly becoming worse. Two of the Life-boatmen were placed on board, and the Life-boat then stood by for upwards of four hours, when the vessel was successfully refloated and taken into safety. It was very dark at the time of the launch, and the service was rendered both difficult and dangerous through the lights in lighthouse, buoys, and beacons being extinguished.

Llandudno, Carnarvonshire.—At about 3 P.M. on the 8th December signals of distress were observed from the fishing-boat *Nellie*, which had put to sea for

the purpose of taking in their nets. The Life-boat *Theodore Price* was launched and reached the boat within a quarter of an hour, and the three men on board the *Nellie* were taken into the Life-boat, and the fishing-boat was towed into safety. It is reported that the prompt manner in which the service was carried out elicited great commendation from all who witnessed it.

North Sunderland, Northumberland.—At about 11.30 P.M. on the 9th December distress signals were made from the Long Stone Lighthouse, and the Life-boat *Forster Fawcett* was speedily launched. When about two miles out the Life-boat fell in with a steam yacht belonging to the Duke of Leeds, and she took the Life-boat in tow to the scene of the casualty, thereby saving valuable time. The vessel proved to be the s.s. *Emma*, of Gelfe, which had stranded near the Knaveston Rock whilst bound from Sundsvall to Manchester with a cargo of pulpwood and iron. Seventeen men were on board, and they were promptly saved by the Life-boat.

Before the boat reached the vessel the ship's boat had been lowered with three men in her, the boat then broke adrift, and when the Life-boat arrived there was no trace of the boat. The Life-boat, therefore, returned to North Sunderland, where the seventeen men were landed at 3.30 A.M. At about 8.30 A.M. the missing boat was observed drifting some distance off North Sunderland Point; the Life-boat was again launched and rescued the three men in her. At the time of the casualty an E.N.E. gale was blowing, and in the vicinity of the wreck the sea was very heavy.

Cambois, Northumberland.—At about 8 P.M. on the 9th December the s.s. *Tresfond*, of Stavanger, bound from Christiania to South Shields, ran ashore about half a mile north of the boathouse, during foggy weather. Shortly afterwards a stiff N.E. wind got up and, with a flood tide, the sea became rough. The Life-boat *John Anthony* was launched and proceeded to the vessel, but it was not found necessary to take

the crew off. At the request of the Captain the Life-boat stood by the vessel, as it was hoped that she might be refloated next day, but in this they were unsuccessful.

Redcar, Yorkshire.—During a moderately thick fog in the early morning of the 10th December the s.s. *Meadowfield*, of Glasgow, stranded on the rocks about a quarter of a mile to the east of Redcar Pier. It was very dark at the time, all the lights on the coast being extinguished on account of the war. The Life-boat *Fifi and Charles* was launched to the assistance of the vessel, and at the request of the Master stood by until she floated on the flood tide. The vessel, which was laden with timber, was found to be leaking rather badly, and was piloted to Hartlepool, the Life-boat accompanying her.

Weymouth, Dorset.—The Life-boat *Frien Watch* was launched in a heavy S.E. gale on the afternoon of the 11th December to a French schooner, which was dragging her anchor and drifting ashore in Weymouth Bay. A tug endeavoured to tow the Life-boat to the schooner, but several attempts to get a hawser on board having failed, the boat proceeded to the wreck under oars. She proved to be the French schooner *Ardente*, of Pampora, bound to Troon in ballast. The Life-boat rescued the Captain and crew, five in number, the service being performed in heavy seas with blinding rain. It was witnessed by hundreds of people, who watched from the Esplanade. Heavy seas were encountered by the boat on her way back, and a tug towed her in. Weymouth was reached at about 5.30 P.M.

Campbeltown, Argyllshire.—During a strong easterly gale on the 11th December the French schooner *La Fiancée*, of Paimpol, came into Campbeltown Harbour for shelter. She let go her anchors, but owing to the strength of the gale the anchors dragged, and the vessel drove ashore amidst many big boulders. Signals of distress were hoisted, and the Motor Life-boat *William Macpherson* proceeded to her assistance. After some trouble four men of

the crew were taken off, but the Captain and another man refused to leave their vessel. The Life-boat, therefore, returned ashore and landed the four men. At the time of the casualty the vessel was bound from Troon to France with a cargo of coal. After the four men had been taken off, the vessel was driven right up on to the beach.

Clacton-on-Sea, Essex.—The Motor Life-boat *Albert Edward* was launched shortly after 10 A.M. on the 12th December in response to a telephone message from the Gunfleet Lighthouse, reporting that a barge, with her masts and sails gone, was apparently drifting in the "Swin." When the Life-boat reached the barge, she proved to be the *Lorna*, of Grays, bound from Yarmouth to London with a cargo. Her sprit and topmast had carried away, and her sails had been blown to pieces, in addition to which she was anchored in very shallow water. Coxswain Grigson offered his services to assist in saving the barge, and they were accepted. When the broken spars and sails had been cleared away, the anchor was hove up, and the vessel was assisted in safety to Brightlingsea.

Margate, Kent.—At 9.30 A.M. on the 13th December information was received that a barge was apparently ashore on the Hook Sands, and the No. 2 Life-boat *Civil Service No. 1* was launched to her assistance. It was blowing a S. by W. gale, the sea was choppy and the weather thick, with heavy rain squalls. When the Life-boat reached the vessel—which was the barge *Eileen*, of Grays, bound from London to Folkestone with timber—it was found that she was not ashore, but riding in a very dangerous position close to the Sands. At the request of the Captain the Life-boat stood by the vessel until it was found that her anchors were secure. She then returned to her station, where she arrived at 1.30 P.M.

Lowestoft, Suffolk.—The Life-boat *Kentwell* was launched during a moderate S.W. breeze and moderate sea on the 14th December, and saved the crew of four hands of the trawler *Boy Claude*, of

Lowestoft, which had stranded on the north extension pier whilst outward bound. A tug succeeded in towing the smack from the pier into deep water, where she sank, but the Life-boat was fortunately able to save the men on board.

Broughty Ferry, Forfarshire.—At 9 A.M. on the 15th December the military authorities reported that signals of distress had been observed in St. Andrews Bay. In response the Motor Life-boat *Maria* was launched. She proceeded to St. Andrews Bay, where she found an Admiralty seaplane, with her motor broken down, in a perilous position and in danger of being totally wrecked. The seaplane belonged to the Royal Flying Corps stationed at Dundee. At the request of the Commander of the seaplane the Life-boat took it in tow to the Dundee base and landed the two men in safety. There is no doubt that the seaplane was in considerable danger of being lost, and it was very fortunate that the Life-boat, by being expeditiously handled, was able to reach the scene of the accident in time to render assistance.

Stromness, Orkney.—At 1.30 A.M. on the 17th December a telephone message was received, stating that a vessel was ashore in Hoy Sound, and that assistance was required. The crew of the Motor Life-boat *John A. Hay* were assembled, and the Life-boat proceeded to the vessel, which proved to be the trawler *Lorenzo*, which was being employed as a mine-sweeper. The Life-boat remained with the vessel for some little time, but at high water it was found that the vessel was making water and bumping badly in the heavy sea; the crew of ten hands were therefore rescued. The Master refused to be taken off at that same time, but, fortunately, he was able to get ashore at low water. At the time this service was performed a strong S.W. breeze was blowing.

Whitburn, Durham.—The Life-boat *William and Charles* was launched in response to distress signals at about 10.30 A.M. on the 22nd December. She found the *Submarine C 12* ashore and landed the crew of sixteen hands.

Later in the day the Captain of the submarine asked Coxswain Stenton again to proceed to the vessel with her crew in order that she might be saved. The Life-boat accordingly did so and stood by the vessel until she was successfully refloated.

Filey, Yorkshire.—The Life-boat *Hollon the Third* was launched at 7.30 P.M. on the 22nd December in response to a message from the Coastguard stating that a steamer was off the Brigg, down at the head and apparently lowering her boats. A strong N.E. by E. breeze was blowing, and there was a rough sea at the time. On reaching the vessel she proved to be the s.s. *Boston*, of Christiania, carrying a crew of eighteen hands, and bound from London with a cargo of paper and wood. The vessel had struck a mine and when the Life-boat reached her was in a sinking condition. Ten of the crew had left the steamer, and succeeded in getting to Scarborough in safety. The remainder, eight in number, including the Captain, were rescued by the Life-boat, which conveyed them in safety to Filey.

Moelfre, Anglesey.—The Life-boat *Charles and Eliza Laura* was called out during moderate weather on the 23rd December, and stood by the steam-trawler *Goosander*, of Liverpool, which had stranded on the rocks at Dulas Island. The vessel was successfully refloated at high water.

Hayle, Cornwall.—The s.s. *Cedarwood*, of Middlesbrough, whilst bound from Grimsby to Hayle with a cargo of coal, ran ashore on the Hayle Bar when attempting to enter the harbour on the 23rd December. Signals of distress were made, and the Life-boat *Admiral Rodd* proceeded to the assistance of the steamer. At the request of the Master she stood by the vessel as long as it was considered necessary and then returned to her station. The *Cedarwood* was refloated on the following tide and was able to make harbour under her own steam. A moderate N.N.W. breeze was blowing, and a heavy ground sea was running at the time of the casualty.

Whitby, Yorkshire.—At 9 P.M. on the 24th December the Coastguard reported that a vessel was ashore on Whitby Rock. Coxswain Langlands at once summoned the Life-boat crew and proceeded to the vessel, which proved to be the s.s. *Fane*, of Bergen, bound from South Shields to Rouen with a cargo of coal. The Life-boatmen were engaged to try and refloat the vessel, which was hard aground. A large part of the vessel's cargo was jettisoned on the 25th-26th December and the vessel was successfully refloated at about 11.30 P.M. on the later day. She was then assisted by a tug to the Tyne, where she arrived next morning. While the Life-boatmen were engaged in assisting the steamer, a coble, named the *Harvest Home*, attempted to reach the *Fane*, but a gale of wind sprang up from the S.W., with the result that the coble was blown out to sea. The Life-boat therefore at once proceeded to search for the coble. The crew had considerable difficulty in the darkness in locating her and were only guided by the man on board shouting for help. She fortunately succeeded in finding the coble and took her in tow. After a very heavy pull for one and a half hours, both the man and his coble were brought into safety; the former had a very narrow escape of losing his life.

Scarborough, Yorkshire.—The Life-boat *Queensbury* was engaged more or less continuously from the 25th until the 30th December in connexion with the s.s. *Gallier*, of London, which struck a mine on the former date when off Scarborough. The steamer, which was a vessel of 8,000 tons, was bound at the time from Hartlepool to France with a cargo of coal. The Life-boat was promptly launched to the vessel's assistance, being accompanied by a mine-sweeper. As the vessel was so much down by the head that she would not steer, part of the crew were taken off by the mine-sweeper. The Life-boat stood by her until eight o'clock on the 26th December. By this time the weather had become very bad, and as the Life-boatmen were wet through, and had been so since six o'clock the previous night, the Life-boat returned

to harbour and sent other assistance out to the disabled vessel. The Life-boatmen then stood by in readiness in case it was necessary again to put off to the vessel. On the 27th she went out and brought the Captain ashore, and then returned to the *Gallier* with the thirteen of the crew which had left her on the 25th December. The Life-boat also went off again on the 28th idem and rendered assistance, the *Gallier* being towed that day into Scarborough Bay. During the next two days she also rendered valuable assistance in conveying different people to and from the vessel, the weather at the time being very heavy.

Scarborough, Yorkshire.—On the 26th December the Life-boat *Queensbury* was instructed to put to sea with all haste as a steamer named the *Leersum*, of Amsterdam, carrying a crew of nineteen hands, had struck a mine and foundered four miles S.E. off Scarborough. The steamer was bound from Rotterdam to Newcastle with a general cargo at the time. Fortunately the Life-boat fell in with two of the ship's boats containing seventeen of the crew of the wrecked vessel, who reported that when the vessel was mined the other men were drowned. The Life-boat took the men on board and conveyed them in safety to Scarborough.

Thurso, Caithness-shire.—The Life-boat *Sarah Austin* was called out shortly after 8 A.M. on the 27th December, the Merchant Fleet Auxiliary *Albatross* having stranded near Holborn Head. When the Life-boat reached the vessel it was found that it was not necessary to take the crew off, but the Life-boat remained in attendance until the vessel succeeded in getting clear of the rocks and anchored in the roadstead.

Crail and St. Andrews, Fifeshire.—During a severe S.E. gale on the 27th December the Torpedo-boat Destroyer *Success* ran ashore on the rocky coast at Kingsbarns, about six miles from St. Andrews. The vessel was steaming south, and in the darkness, without any shore lights to guide her, she lost her bearings. Signals of distress were

made, and the Coastguard called up Andrew Cunningham, Coxswain of the Crail Life-boat *Edwin Kay*, who at once summoned the crew. The boat was launched at about 6 A.M. when the gale was at its height. The Coxswain handled the boat admirably, and displayed skilful seamanship in keeping the boat from being dashed to pieces on the rocks which surrounded the vessel.

Unfortunately, in spite of all care, the Life-boat was badly holed whilst on its way to the vessel, and owing to the heavy seas Coxswain Cunningham and another member of the crew were washed out of the boat. Happily, owing to their having their life-belts on, they were saved by the other members of the crew, who succeeded in getting hold of them and pulling them back into the boat. With great courage Coxswain Cunningham, in spite of his exciting adventure, continued the work of rescue. When the boat arrived twenty of the crew were taken off and at once conveyed ashore. Although the boat was damaged the Coxswain put off again, and in the course of two more journeys brought thirty-four more men into safety.

The St. Andrews Life-boat then arrived upon the scene. This boat took off the remainder of the crew, thirteen in number, and as there was no necessity for any further action on the part of the Crail Life-boat, she was hauled up into safety.

In recognition of this fine service and the indomitable pluck displayed both by Coxswain Cunningham and the crew in continuing their task in a damaged boat, the Committee of Management awarded the former the Silver Medal of the Institution and gave him and each of the other members of the crew an additional monetary reward.

Later, letters of thanks were received from the Lords Commissioners of the Admiralty and from the Admiral Commanding the Coast of Scotland expressing their appreciation and thanks for the services rendered by the crews of the Crail and St. Andrews boats and, further, expressing the hope that the Coxswain and the other man who were washed overboard had completely recovered from their long exposure.

The service performed by the St. Andrews boat was also very efficiently carried out, in very severe conditions of weather, and the Committee also granted each of the crew of that boat an additional reward.

Poole, Dorset.—Six of the fishing-boats which had put to sea on the 28th December were overtaken by a whole S.W. gale and heavy sea. The Life-boat *Harmar* was launched to their assistance and fell in with one of the boats named the *Eclipse*, manned by two men. The boat was in a dangerous position on the breakwater with heavy seas washing over her. The Life-boat succeeded, with difficulty, in effecting communication with the boat and towed her and her crew into the harbour in safety. She then proceeded to search for the other five boats which were missing, but without success. When returning, the Life-boat observed the boats near the shore, and the fishermen on board ultimately succeeded in landing in safety.

Ackergill, Caithness-shire.—On the evening of the 28th December the Life-boat *Co-operator No. 3* was launched to the assistance of the armed trawler *Fair Isle*, which had stranded. The Life-boat rendered assistance, being engaged for some hours. On the following day she put off again to the vessel at 9 A.M. and remained in attendance until the evening. At the time a moderate gale was blowing and the sea was rough.

Margate, Kent.—The *Civil Service No. 1* Life-boat was launched at 8.30 P.M. on the 28th December, during a terrific W.S.W. gale and very heavy sea, to the assistance of the barge *Circe*, which was in distress in Margate Roads. On nearing the vessel, the Life-boat attempted to effect communication, but the wind and sea were so heavy that the boat was swept past the barge and had her mizzen sail blown away. The Coxswain at once let go his anchor and secured the mizzen with stops. While doing so, another vessel, the ketch *Ivy*, commenced to make urgent signals of distress. The boat, as soon as possible, proceeded to the *Ivy* and rendered all

the assistance needful. She then attempted to get back to the *Circe*, but, on account of the wind and tide, it took her some hours to accomplish this. When she reached her the Master, his wife and the mate were, with great difficulty, rescued, and the boat returned ashore.

North Deal, Kent.—The *Charles Dibdin* Life-boat was launched during an exceptionally heavy W.S.W. gale, on the 28th December, in answer to signals of distress from the South Goodwin Light-vessel, considerable difficulty being experienced, owing to the tremendous seas running, in getting the boat afloat. The Life-boat proceeded towards the Light-ship, which was drifting to the Goodwin Sands, but, on reaching the Sands, she lost sight of the Light-ship and could not find her. The Coxswain of the Life-boat then anchored his boat, and very shortly afterwards the Admiralty steamer *Montrose* was seen drifting rapidly towards the Sands, where she grounded a short distance from the Life-boat. The Coxswain at once weighed his anchor and proceeded to her assistance. Owing to the very heavy sea that was breaking all around her, it was a difficult task to get alongside. When this was accomplished it was found that there were only four men on board; two jumped into the rigging of the Life-boat, and the crew managed to haul the other two into the boat by means of a line. The boat then made for the shore, where she arrived at 7.30 A.M., having been at sea under very trying and arduous circumstances for many hours. The Committee of Management therefore granted the men an additional reward.

Southend-on-Sea, Essex.—During a whole W. by S. gale on the night of the 28th–29th December the Life-boat *James Stevens No. 9* was called out to the assistance of a vessel which was in difficulties near the Middle Shoebury Buoy. The Life-boat found the tug *Woodcock*, of London, drifting broadside on to the sea, and after three attempts succeeded in getting alongside. There were only four men on board, the tug was leaking, and there was not sufficient steam to get her under

way. The Life-boatmen cleared her anchor, which was foul, and then succeeded in bringing her up. As all the pumps were choked it was necessary to bail the vessel out with buckets, and when this had been done sufficiently for the men to obtain coal, steam was got up, and she and her crew were brought in safety inside the pier-head.

The above service was completed at about 6.30 A.M., and as soon as the Life-boat returned it was reported that a barge was in difficulties on the West Shoebury Sands. The Life-boat therefore immediately proceeded to her assistance. The two men on board were taken off by the Life-boat, and some of the Life-boat crew took charge of the barge and brought her into Shoebury Bay. The Boat then returned to the pier and landed the crew of the barge, which was the *Eliza*, of Rochester.

As soon as the Boat got to the pier the signalman reported that another barge was in difficulties and foul of a steamer at anchor, about one and a half miles west of the pier. The Life-boat therefore proceeded to her and placed four men on board who brought her into Southend and moored her in safety. This vessel proved to be the *John Timmoth*, of Rochester, and carried a crew of two hands.

Newhaven, Sussex.—At 6.25 A.M. on the 29th December the watchman reported that the Lightship off Newhaven was firing distress signals; the Motor Life-boat *Sir FitzRoy Clayton* was therefore dispatched. It was blowing a strong N.N.W. gale at the time, and the sea was very heavy. The barge *Nell and Jess*, of Ipswich, was found about ten or twelve miles S.E. of Beachy Head, with her mast and sails carried away. By the time the Life-boat reached her the weather had moderated somewhat, and it was unnecessary for the crew to be taken off. The Life-boat, therefore, stood by the vessel until a steamer arrived upon the scene and towed her into Newhaven.

Scarborough, Yorkshire.—At 9 A.M. on the 29th December, when the Life-boat *Queensbury* was moored in the Harbour after returning from the s.s. *Gallier* at

4 A.M. that morning, a naval officer requested to be placed on board the Admiralty Mine-sweeper No. 48. As a strong N. gale was blowing, and the sea was too rough for any other boat to perform this service, the Life-boat did as requested, regaining the Harbour at about 10.30 A.M.

Walton-on-the-Naze, Essex.—At about 8.30 A.M. on the 29th December a message was received that a barge was in very urgent need of assistance about two and a half miles E.N.E. of the Gunfleet Lighthouse. The Motor Life-boat *James Stevens No. 14* at once proceeded to sea, and when about half-way across the "Walleit" a barge was noticed driving before the wind. She proved to be the *O.L.S.*, of London, but no one was on board. The Life-boat got alongside and the crew succeeded in saving the barge, which was taken to Harwich. It subsequently proved that the vessel had broken away from her moorings.

Clacton-on-Sea, Essex.—The Motor Life-boat *Albert Edward* was launched at 9.30 A.M. on the 29th December during a strong W.N.W. breeze, and assisted to save the sprit-sail barge *Five Brothers*, of Rochester, which had had her spars carried away, whilst bound from London to Ipswich with a cargo of cotton-seed. It was found that the barge had made a considerable amount of water, and when this had been pumped out of her she was taken to Brightlingsea.

Whitby, Yorkshire.—At about 6 A.M. on the 30th December it was reported that a vessel had stranded on the Whitby Rocks. Coxswain Langlands at once summoned his crew and proceeded to the vessel, which proved to be the s.s. *Pevenil*, of Leith, bound from that port to Caen, with a cargo of coal. The vessel was hard aground, and the Life-boat crew were engaged to refloat her. Part of the cargo was jettisoned

and anchors were run out, by means of which she was eventually hove off the rocks.

Ramsey, Isle of Man.—During a strong S.E. gale on the 30th December signals of distress were made by the schooner *T. H. Barrow*, of Lancaster, which was lying at anchor about one mile east of the Queen's Pier. The Life-boat *Mary Isabella* at once responded, and on reaching the vessel took off the crew, five in number, together with their dog. The Master of the vessel was afraid that his chain would part and the vessel drive ashore. At the time she was bound from Glasgow to Liverpool with a cargo of fireclay and bricks.

Ilfracombe, Devonshire.—The Life-boat *Co-operator No. 2* was launched at 12.45 P.M. on the 30th December during a S.W. gale to the assistance of the fishing-boat *Fearless*, which was observed in distress about four miles off Ilfracombe. The Life-boat picked up the endangered boat and took the two men on board. She then started to return home. Owing to the strong flood tide, she would have been unable to fetch the harbour for some hours, had a patrol vessel not put off and towed them back to harbour, where they arrived at four o'clock.

Clacton-on-Sea, Essex.—The sprit-sail barge *Renown*, of London, whilst bound for Ipswich, on the 30th December, grounded on the West Gunfleet Sands. As a moderate S.W. gale was blowing, and the sea was heavy, the Motor Life-boat *Albert Edward* was launched to her assistance. When the Life-boat reached her Coxswain Grigson offered to try to save the vessel. Shortly after she got alongside the vessel's mizzen mast went by the board, and the sprit broke. The Life-boat therefore remained with the barge until she was forced over the sandbank into the channel; the Boat then took her into Brightlingsea under her foresail.

Summary of the Meetings of the Committee of Management.

Thursday, 14th January, 1915.

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.

Voted the best thanks of the Institution to the REV. JOHN BROWN, in recognition of his long and valuable services as Hon. Secretary of the Gourdon Branch, which office he had just resigned.

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

Northern District.—Cresswell, Boulmer, Alnmouth, Hauxley, Newbiggin, North Sunderland.

Irish District.—Howth, Wicklow, Kingstown, Poolbeg.

Southern District.—North Deal, Kingsdowne.

Also the reports of the Chairman of the Worthing Branch on his visits to Worthing, Brighton, Littlehampton.

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.
WHITBY MOTOR LIFE-BOAT FUND (per Capt. J. MILBURN)	1500	-	-
Mr. HOLDSWORTH LUNN and Mr. CONNOP F. S. PEROWNE for a Life-boat to be named the "Phyllis Lunn"	1900	-	-
CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESCUE BARRATT, Esq.)	1142	17	5
Fethard Disaster Fund Committee	62	16	-
Mrs. COOK	50	-	-
Miss B. DRUMMOND	50	-	-
Miss EMILY SMITH	25	-	-
Mr. J. D. CULLINGWORTH	20	-	-
Mr. G. C. WHITAKER	20	-	-
"M. H."	15	-	-
Mr. H. ROBERTSON	15	-	-
Mr. F. O. BROWN	14	-	-
The EARL OF DYSART	10	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. ALFRED H. PETT, of Hastings	1000	-	-

	£	s.	d.
The late Mrs. MARY HEATH, of Stafford	500	-	-
The late Miss K. CROTTY, of Astley Guise	496	13	5
The late Miss EMILY JONES, of London	225	9	10
The late Mr. C. AUBREY, of Durham	180	-	-
The late Mr. EZEKIEL J. COHEN, of Stratford	153	16	1
The late Mr. WILLIAM MCCUNN, of Largs (on account)	150	-	-
The late Miss HANNAH BLOXHAM, of Chester	95	4	6
The late Mr. J. F. HILTON, of Southport	90	-	-
The late Miss LUCIE HOUGH, of Ansdell (balance)	79	5	10
The late Mrs. M. B. PITTMAN, of Leeds	50	-	-
The late Mr. C. C. BAILY, of Brighton (interest)	37	10	-
The late Mr. WILLIAM STANSFIELD, of Sidcup (on account)	3	16	-

Paid £6,333 10s. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £397 14s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch	Schooner <i>Waterlily</i> , of Barnstaple. Landed 3.	3
Abersoch	Schooner <i>Waterlily</i> , of Barnstaple.	3
Abersoch	Schooner <i>Sarah Ann Widdup</i>	1
Ballycotton	S.S. <i>Pinna</i> , of London. Stood by vessel.	-
Broughty Ferry (Motor)	An Admiralty Seaplane. Saved Seaplane and	2
Cambois	S.S. <i>Tresfond</i> , of Stavanger. Stood by vessel.	-
Campbeltown	Schooner <i>La Fiancée</i> , of No. 1 (Motor) Paimpol. Landed 4.	4
Craill	A Torpedo-boat Destroyer	54
Filey	S.S. <i>Boston</i> , of Christiana.	8
Girvan	Took a doctor to Ailsa Craig.	-
Hayle	S.S. <i>Cedarwood</i> , of Middlesbrough. Stood by vessel.	-
Ilfracombe	Fishing-boat <i>Fearless</i> , of Ilfracombe. Saved boat and	2
Kilmore	Landed an injured man from the Barrels Lightship.	-

Life-boat.	Vessel.	Lives saved.
Llandudno . . .	Fishing-boat <i>Nellie</i> , of Llandudno. Rendered assistance.	
Lowestoft . . .	Trawler <i>Boy Claude</i> , of Lowestoft . . .	4
Margate No. 2	Barge <i>Eileen</i> , of Grays. Stood by vessel.	
Margate No. 2	Barge <i>Circe</i> , of London	3
Minehead . . .	Fishing-boats <i>Lucille</i> and <i>Pearl</i> , of Minehead . . .	4
Moelfre . . .	Ketch <i>Jehoiab Wick</i> , of Hoylake . . .	4
Moelfre . . .	Smack <i>Vigilant</i> , of Hoylake . . .	4
Moelfre . . .	Steam trawler <i>Goosander</i> , of Liverpool. Stood by vessel.	
Newhaven (Motor)	Barge <i>Nell and Jess</i> , of Ipswich. Stood by vessel.	
North Deal . . .	H.M. Fleet Auxiliary <i>Montrose</i> . . .	4
North Sunderland	S.S. <i>Emma</i> , of Gefle . . .	17
North Sunderland	Boat of S.S. <i>Emma</i> , of Gefle . . .	3
Poole . . .	Fishing-boat <i>The Eclipse</i> , of Poole. Saved boat and . . .	2
Ramsey . . .	Schooner <i>J. H. Barrow</i> , of Lancaster.	
St. Andrews . . .	A Torpedo-boat Destroyer . . .	13
Scarborough . . .	S.S. <i>Leersum</i> , of Amsterdam . . .	17
Scarborough . . .	S.S. <i>Gallier</i> , of London. Landed 1 and rendered assistance.	
Southend-on-Sea	Barge <i>Outsider</i> , of Rochester. Stood by vessel.	
Stromness (Motor)	Admiralty Mine-sweeper <i>Orsina</i> . Stood by vessel.	
Stromness (Motor)	Admiralty Mine-sweeper <i>Lorenzo</i> . . .	10
Stonehaven . . .	Nine Fishing-boats of Stonehaven and Gourdon. Stood by boats.	
Thurso . . .	Merchant Fleet Auxiliary <i>Albatross</i> . Stood by vessel.	
Weymouth . . .	Schooner <i>Ardente</i> , of Pampora . . .	5
Whitburn . . .	<i>Submarine C 12</i> . Landed 1½ and rendered assistance.	
Whitby No. 2	Coble <i>Harvest Home</i> , of Whitby. Saved coble and . . .	1
Yarmouth . . .	Schooner <i>Union</i> , of Portsmouth. Assisted to save vessel and . . .	4
Clacton-on-Sea (Motor)	Life-boat assisted to save the barge <i>Lorna</i> , of Grays, the barge <i>Five Brothers</i> , of Rochester, and the barge	

Renown, of London, and her two hands; Margate No. 2 Life-boat assisted to save the ketch *Ivy*, of Falmouth, and her crew of four; North Deal Life-boat rendered assistance to the S.S. *Batjan*, of Amsterdam; Redcar Life-boat stood by the S.S. *Meadowfield*, of Glasgow; Scarborough Life-boat rendered assistance to the S.S. *Gallier*, of London, and to the Admiralty Mine-Sweeper No. 48; Southend-on-Sea Life-boat saved the barge *Eliza*, of Rochester, and landed her two hands, assisted to save the steam-tug *Woodcock*, of London, and her crew of four, and also assisted to save the barge *John Timmoth*, of Rochester, and her two hands; Walton-on-the-Naze (Motor) Life-boat saved the barge *O. L. S.*, of London; and Whitby No. 2 Life-boat assisted to save the S.S. *Fane*, of Bergen, also the S.S. *Pevenil*, of Leith.

Also voted £1,599 13s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Arbroath, Blakeney, Bridlington Quay, Broughty Ferry (Motor), Buckhaven, Cemaes, Cromer, Donna Nook, Dunbar, Dungeness No. 1, Easington, Eastbourne No. 2, Falmouth, Filey, Fleetwood, Formby, Gorleston No. 1, Gourdon, Greencastle, Grimsby, Harwich (Steam), Holy Island No. 1, Kingsdowne, Littlehampton, Lowestoft, Lyme Regis, Margate No. 2, Mumbles, Newbiggin, Newhaven (Motor), North Deal, Palling No. 2, Penlee, Peterhead No. 2 (Motor), Piel (Barrow), Polkerris, Redcar, Runswick, St. Andrews, Scarborough, Sennen Cove, Skerries, Southwold No. 1, Stronsay (Motor), Tenby, Uppang, Wexford, Weymouth, Whitby Nos. 1 and 2, and Worthing. The Ramsgate Life-boat was also launched.

Voted £38 7s. 9d. to men injured in the Life-boat service at Blackpool, Gorleston, Minehead, and Newhaven.

Voted, with a deep expression of sympathy, the sum of £860 towards the widows and dependent relatives of the three men who lost their lives in connexion with the wreck of the Peterhead No. 2 Motor Life-boat when launched on service, in a whole S.S.E. gale and very heavy sea, on the 26th December. Also granted an additional reward to the men who formed the crew of the boat on this occasion.

Voted the Silver Medal of the Institution to ANDREW CUNNINGHAM, Coxswain of the Craill Life-boat, and granted him and each of the crew an additional monetary reward, in recognition of their gallant services in rescuing, in three trips, fifty-four of the crew of one of H.M. Torpedo-boat Destroyers, which was wrecked near Kingsbarns on the 27th December. Also granted an additional reward to the crew of the St. Andrew's Life-boat for rescuing the remainder of the crew, thirteen in number. Reported that a letter of thanks had been received from the Admiral Commanding the Coast of Scotland, expressing his appreciation of the services rendered by the crews of these two Life-boats.

Voted the Silver Medal of the Institution, together with the sum of £2, to ROBERT BROWN, also £2 each to two other men, for their gallant conduct in putting off in a small boat and saving two naval airmen, whose machine was in distress off Kingsbarns on the 1st January. It was blowing a strong S.E. by E. gale, and a very heavy sea was running, and the salvors incurred great risk in effecting the rescue.

Voted additional rewards to the crews of the Lyme Regis, Newhaven (Motor), North Deal, and Weymouth Life-boats, for arduous services performed under very severe conditions of weather during December.

Voted £30 in compensation for a horse which fell dead on the occasion of the launch of the Hoylake Life-boat on the 5th December.

Voted the thanks of the Institution, inscribed on vellum, together with a sum of £2, to DAVID WATT, and £2 each to two other men who assisted him, for their very meritorious services and skilful seamanship, in rescuing the crew of five hands of the motor fishing-boat *M.E. 129*, which was wrecked off Gourdon Harbour in a strong S. gale and very heavy sea on the 2nd December. In this case the salvors incurred great risk; on one occasion their boat struck the rock on which the fishing-boat had been wrecked.

Voted £4 to four men for saving two men belonging to the fishing-boat *Onward*, of Liverpool, which stranded off Southport on the 28th November. There was a strong W.S.W. breeze at the time with considerable sea, and in performing the rescue the salvors were subjected to considerable risk. Four other men assisted in the work of rescue, and were granted the sum of 10s. each.

Voted £6 to six men for saving the crew of three hands of the fishing-boat *Orient*, of Walberswick, which was swamped during a moderate S.W. gale and rough sea near Southwold Harbour, on the 6th December. The salvors incurred considerable risk.

Voted £1 to two men for rescuing, at slight risk, five Belgian refugee boys, who were drifting out to sea in a small boat, off Lowestoft, on the 13th December. When the boys were picked up they were in a very exhausted condition, and they would have been lost had it not been for the prompt action of the salvors.

Voted £2 to four men for putting off in a boat and saving the crew of four hands of the fishing-boat *Aline*, of Arbroath, which sank near the Bell Rock after a collision on the 23rd December. A N.N.E. breeze was blowing at the time with a rough sea, and the damaged boat sank just as the endangered men had been taken off by the salvors.

Thursday, 11th February, 1915.

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 Irish District Inspector on his visits to the following Life-Boat Stations:—

Irish District.—Groomsport, Greencastle, Aranmore, Portrush, Cloughy, Donaghadee, Newcastle (Down), Blackrock, Greenore, Clogher Head, Drogheda, Skerries.

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.
Anonymous	50	—	—
Mr. W. H. A. WHARTON (annual subscription)	20	—	—
Mr. R. M. C. HICHENS	15	—	—
Mrs. C. BISCHOFFSHEIM	10	10	—
Mrs. RUGELEY BURY	10	—	—
Miss BARBARA M. L. GLOVER (collection)	7	—	—

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. JOHN H. DAVIS, of Taunton (further on account)	1000	—	—
The late Miss E. CRAGGS, of York	200	—	—
The late Mr. T. SALISBURY, of Southport	100	—	—
The late Mr. HENRY LEFT, of Bexley Heath	25	—	—
The late Mr. W. F. VEALE, of Great Yarmouth	9	9	—
The late Mr. THOMAS T. TAYLOR, of London, S.E. (further on account)	—	11	6

Reported the dispatch to her Station of the new Arklow Motor Life-boat.

Reported the temporary closing of the Stronsay Station.

Paid £5,612 17s. 6d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £357 6s. 7d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clacton-on-Sea (Motor)	Admiralty Mine-sweeper <i>Eaton</i> . Stood by vessel.	
Cromer . . .	S.S. <i>New Oporto</i> , of West Hartlepool.	7
Cromer . . .	Ketch <i>Thomas Stratton</i> , of Maldon. Assisted to save vessel and	4
Fishguard (Motor)	Schooner <i>Hetty</i> , of Falmouth	4
Gorleston No. 1	H.M. Submarine <i>E 11</i> . Stood by submarine.	
Harwich (Steam)	S.S. <i>Obidense</i> , of Bergen. Landed 25	2

Life-boat.	Vessel.	Lives saved.
Lowestoft . .	Barge <i>Sirdar</i> , of Grays	2
Lynmouth . .	Steam Trawler <i>Mikasa</i> , of Cardiff	9
Moelfre . . .	S.S. <i>Earlford</i> , of Glasgow	10
Montrose No. 1.	Three fishing-boats of Montrose. Stood by boats.	
Palling No. 2.	S.S. <i>New Oporto</i> , of West Hartlepool	10
Redcar . . .	S.S. <i>Meadowfield</i> , of Glasgow. Stood by vessel.	
Walton-on-the-Naze (Motor)	Admiralty Mine-sweeper <i>Eaton</i> . Stood by vessel.	
Weston-super-Mare	Ketch <i>Fane</i> , of Bridgewater	3

Ackergill Life-boat rendered assistance to the Admiralty Armed Trawler *Fair Isle*; Margate No. 1 Life-boat assisted to save the barque *Cedarbank*, of Tvedestrand; North Sunderland Life-boat assisted to save the Steam Trawler, *Regal*, of Grimsby; Padstow Steam Tug assisted to save the S.S. *Weekawken*, of Swansea; and Ramsgate Life-boat assisted to save the S.S. *Goulburn*.

Also voted £677 6s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Ballycotton, Barry Dock, Caister No. 1, Clacton-on-Sea (Motor), Cromer, Dunbar, Fenit, Flamborough No. 2, Gorleston No. 1, Harwich (Steam), Holy Island No. 1, Ilfracombe, Littlehampton, Mablethorpe, North Deal, Padstow Steam Tug, Peterhead No. 1, Redcar, Robin Hood's Bay, Scarborough, Selsey, Sheringham, Spurn, Stronsay (Motor), Teignmouth, Tenby, Tynemouth (Motor), Walton-on-the-Naze (Motor), and Worthing. Ramsgate Life-boat was also launched.

Voted £7 15s. to men injured in the Life-boat service at Gorleston, Newhaven and North Deal.

Voted additional rewards to the crews of the Ballycotton and the Cromer Life-boats for long and arduous services performed in very rough weather on the 1st and 18th-20th January respectively.

Reported that the Lords Commissioners of the Admiralty had sent a letter expressing their appreciation and thanks for the services rendered by the Craill and St. Andrew's Life-boats in saving the crew of a Torpedo-boat Destroyer, which was wrecked at Kingsbarns on the 27th December.

Voted £1 10s. to four men for putting off in a motor-boat and, at moderate risk, saving the crew of fifteen hands of the S.S. *Stranton*, of Dundee, which was sunk in a collision off Margate on the 31st December. The rescued men were adrift in the steamer's boat, and it was blowing a fresh gale with a rough sea at the time.

Voted £13 10s. to nine men belonging to Inistrahull for saving the crew of twenty hands of the S.S. *Tritonia*, which struck a mine and was blown up on the 20th December. The crew escaped in the ship's boat, and were observed in Inistrahull Sound. A strong S.W. breeze was blowing at the time with a rough sea, and the salvors put off in a boat to assist the shipwrecked men. After searching for about three and a half hours they failed to find the boat and returned ashore. They then ascertained that the endangered men were still adrift, and they again put off. After a somewhat long search they succeeded in finding the men, and saved them. Also granted £1 to the owner of the boat.

Further, granted a reward of £8 to eight other men who put off in a boat from Malin Head for the purpose of saving the crew of this vessel. Lloyd's signal-master, the Chief Officer of Coastguard, and the Sergeant of the Royal Irish Constabulary rendered valuable assistance at Malin Head in organizing help for the endangered men, and letters of thanks were sent to them in appreciation of their services.

Voted £3 to six men for putting off in a boat and rescuing the crew of three men of the fishing-boat *Lady Bute*, which was swamped in broken water when making for Blackrock on the 28th December. The men, when saved, had been in the water clinging to their boat for a considerable time.

Voted £2 5s. to the coxswain of the Bembridge Life-boat and two other men for putting off in a boat and saving two Territorials, who were in great danger, owing to losing one of their oars and getting into the tide race on the 12th January. The salvors incurred considerable risk in performing this service.

Voted 10s. to a man for putting off in a boat and saving the crew of four hands of the schooner *Ensign*, of Plymouth, which struck a rock and foundered when attempting to enter Salcombe Harbour on the 30th January. A strong S.W. breeze was blowing at the time, with a nasty sea.

Presented a Binocular Glass to Mr. Petty, Master of the War Department vessel *Haslar*, and the sum of £1 each to twelve men of the crew, and to seventeen men belonging to the Royal Garrison Artillery and the Royal Engineers, for their useful services in saving the Angle Steam Life-boat, which broke from her moorings on the 11th December and was washed ashore on the rocks in Chapel Bay.

Thursday, 11th March, 1915.

JOHN BEVILL FORTESCUE, Esq., 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.—Kingsdowne, North Deal, Worthing.

Eastern District.—Sheringham.

Irish District.—Tramore, Dunmore East, Fenit, Queenstown, Courtmacsherry, Helvick Head, Arklow, Cahore, Courtown.

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 last meeting:—

	£	s.	d.
WHITBY MOTOR LIFE-BOAT FUND, per Captain JOHN MILBURN	160	9	4
ANONYMOUS	50	-	-
Mr. and Mrs. WORTHINGTON	25	-	-
ANONYMOUS (Edinburgh)	20	-	-
Mrs. BAIRD	15	-	-
Sir GODFREY BARING	10	10	-
Miss STAVELEY	10	-	-
Miss A. THOMAS	10	-	-
H.M.S. <i>Actæon</i>	5	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. ERNEST DRESDEN, of Cavendish Square, to endow a Life-boat to be named the <i>Ernest Dresden</i>	3000	-	-
The late Mr. FREDERICK M. KENDERDINE, of Old Trafford	2015	3	6
The late Mrs. SARAH A. MASON, of Bolton	250	-	-
The late Miss HENRIETTA RALPH, of Truro	121	14	1
The late Major-General TEMPLEMAN, of Budleigh Salterton	50	-	-

Also specially recognized the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Mr. H. R. DAVIES, Anglesey; Mr. A. J. PARNELL, Bridlington Quay; the Rev. R. W. PERRY-CIRCUIT, Brixham; and Miss FRENCH, Palling.

Paid £6,837 16s. 11d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £363 2s. 1d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barry Dock	A steamer of Glasgow. Stood by vessel.	
Bull Bay	S.S. <i>Cambank</i> , of Cardiff. Landed 21.	
Cloughy	S.S. <i>Antonio</i> , of Bilbao	24
Douglas	Schooner <i>Catherine Latham</i> , of Chester	4
Filey	Twelve cibles of Filey. Stood by cibles.	

Life-boat.	Vessel.	Lives saved.
Flamborough No. 2	S.S. <i>Rhenania</i> , of London	17
Holyhead No. 1 (Steam)	Schooner <i>Reaper</i> , of Castletown	3
Ilfracombe	S.S. <i>Bengrove</i> , of Liverpool. Landed 33.	
Kingsdowne	Barque <i>Alheim</i> , of Mandal. Stood by vessel.	
Looe	S.S. <i>Panama Transport</i> , of West Hartlepool. Landed 6.	
Mumbles	Schooner <i>Ill Away</i> , of Fowey	3
Newbiggin	Fifteen fishing-cibles of Newbiggin. Stood by cibles.	
Newbiggin	Coble <i>The Sea Flower</i> , of Newbiggin	2
North Deal	Schooner <i>Proba</i> , of Bidford	5
North Sunderland	S.S. <i>Chr. Christensen</i> , of Copenhagen	19
Padstow No. 1	Steam Drifter <i>True Friend</i> , of Lowestoft. Assisted to save vessel and	9
Scarborough	Coble <i>Friendship</i> , of Scarborough. Saved cable and	3
Spurn	S.S. <i>C.T. 8</i> . Stood by vessel and rendered assistance.	
Spurn	Schooner <i>William and Alice</i> , of Hull	4
Staithes	Seven fishing cibles of Staithes. Stood by cibles.	

Penlee Life-boat assisted to save the ketch *Traly*, of Tralee, and her crew of six; and Southwold No. 2 Life-boat assisted to save the ketch *Zenobia*, of London, and one.

Also voted £1,024 14s. 10d. 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, Banff, Clacton-on-Sea (Motor), Crail, Dunbar, Dungeness No. 1, Eastbourne No. 2, Falmouth, Filey, Flamborough No. 1, Flamborough No. 2, Fleetwood, Grimsby, Harwich (Steam), Hastings, Hauxley, Holy Island No. 1, Kingsdowne, Kingstown, Mevagissey, Moelfre, Montrose No. 1, Montrose No. 2, Newhaven (Motor), New Romney, North Deal, Pakefield, Penlee, Peterhead No. 1, Piel (Barrow), Plymouth, Port Erin, Rye Harbour, St. Andrews, Sennen Cove, Shoreham, Skateraw, Spurn, Tynemouth (Motor), Walton-on-the-Naze (Motor), and Worthing.

Voted £13 5s. 6d. to a man injured in the Life-boat service at Ramsey.

Also £17 5s. to pay the funeral expenses of the three Life-boatmen who lost their lives

in the Peterhead Life-boat disaster on the 26th December, 1914.

Voted £250 to a fund opened locally for the benefit of the widow and children of E. J. BURGESS, who lost his life through the capsizing of the Worthing Life-boat, on the 17th February, when proceeding to the assistance of the schooner *Kingshill*. Fortunately the remainder of the crew were able to get back into the Life-boat in safety, and the Committee of Management voted the Coxswain, HARRY MARSHALL, the thanks of the Institution inscribed on vellum, for the skilful manner in which he managed his boat after the accident. Also granted him and each of the crew an additional 10s. on account of the arduous nature of this service.

Ordered a letter of thanks to be sent to the Honorary Secretary of the Barry Dock Branch for the prompt steps which he took to dispatch assistance to a steamer which stranded in Porthkerry Bay on the 5th March. Also presented an aneroid barometer to Mr. EVAN MILWARD, of the pilot vessel *St. Quentin*, for towing the Life-boat on this occasion.

Voted £7 3s. 5d. to be divided among the crew of the steam trawler *Bulldog*, for their meritorious efforts to render assistance to the hospital ship *Rohilla*, which was wrecked off Whitby on the 30th October-1st November, 1914.

Voted £4 to eight men for putting off in the steam-trawler *Tarantula*, and saving the cable *Marjory* and her crew of three hands, off Scarborough, on the 13th February. The steam-trawler took the crew of three men on board and towed the cable back to port, but when just outside the harbour the cable was swamped and lost. A strong gale was blowing with a heavy sea, and the salvors incurred moderate risk.

Voted £2 2s. to seven men for putting off in a cable and rescuing one of the crew of three men of the cable *Sea Flower*, which was capsized off Newbiggin on the 13th February. The Life-boat had been launched to assist the cables as a strong E.S.E. gale was blowing. They succeeded in saving two of the crew of the *Sea Flower*, but the third man drifted away holding on to an oar, and had it not been for the prompt services of the salvors he would undoubtedly have been drowned.

Voted £4 to eight men for putting off in the ship's life-boat (which is kept at Whinnyfold for life-saving purposes), and saving nine of the crew of the *Blakedown*, of Grimsby, which struck the Scaus of Cruden and sank on the 19th February. There was a rough sea at the time, and moderate risk was incurred by the salvors. The remainder of the crew of the vessel, four in number, succeeded in getting ashore in the ship's boat guided by the fishermen.

Voted £1 10s. to four men for saving the fishing-boat *Mary Ann Jessie*, and her crew of three hands, which was in a perilous position in Montrose Bay on the 26th February. The vessel was driving towards the beach, where a heavy sea was breaking, when she was observed by the salvors, who were in the motor-boat *Nina*. They proceeded to the disabled vessel, and with great difficulty towed her into harbour.

Voted £3 15s. to ten men for putting off in three boats and saving the crew of sixteen hands of the S.S. *Skotfos*, of Christiania, which stranded on Seal Skerry, North Ronaldshay, on the 16th January. The vessel stranded at 9 P.M. on the 15th, and at about 3 P.M. next day the salvors succeeded in bringing the men ashore in safety. The distance between the land and the rock on which the vessel had stranded was about 300 yards.

NOTICE.

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