

# THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXIII.—No. 257.] 2ND AUGUST, 1915.

[PRICE 3d.

## A Hero of the Seas.

IN spite of the diatribes of pacificists against war as a relic of barbarism and the embodiment of all evil, the present stupendous struggle has once again proved that, notwithstanding the

horrors, the misery and the grief which war brings in its train, it is also the fruitful soil on which spring the noblest and most selfless deeds of which mankind is capable. And so it is that on all the battlefields which have been drenched with noble blood and on all the seas on which the British Flag has flown, there have been countless instances of heroism, endurance and self-sacrifice, so that the test and standard of heroism has become unconsciously heightened and strengthened. There has been,

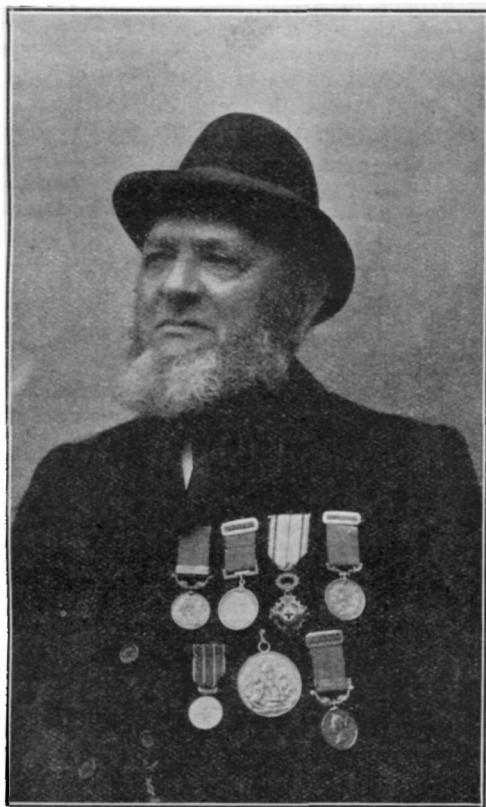
in many ways, a revaluation of values in this as in other aspects of human life.

In ex-Coxswain CHARLES FISH, whose death occurred on the 5th July, there died a man who would have stood the severest test which might have been applied even by a jury of naval and

military V.C.'s. No man embodied more fully the spirit of heroic endurance, splendid seamanship and kindly humanity which has characterised the Life-boatmen of Britain for over a

century, and he was himself intimately connected with the history of the Life-boat Service for nearly fifty years.

The very fact that we are engaged in a gigantic War and that the form of heroism to which public attention is necessarily directed is that of service in arms makes it desirable, we think, to give some account of this fine man's life and career, and a description of the remarkable service to the *Indian Chief*, in which he and his comrades so greatly distinguished themselves, and



Coxswain Charles Fish.

which may be taken as a typical instance of Life-boat work at its best.

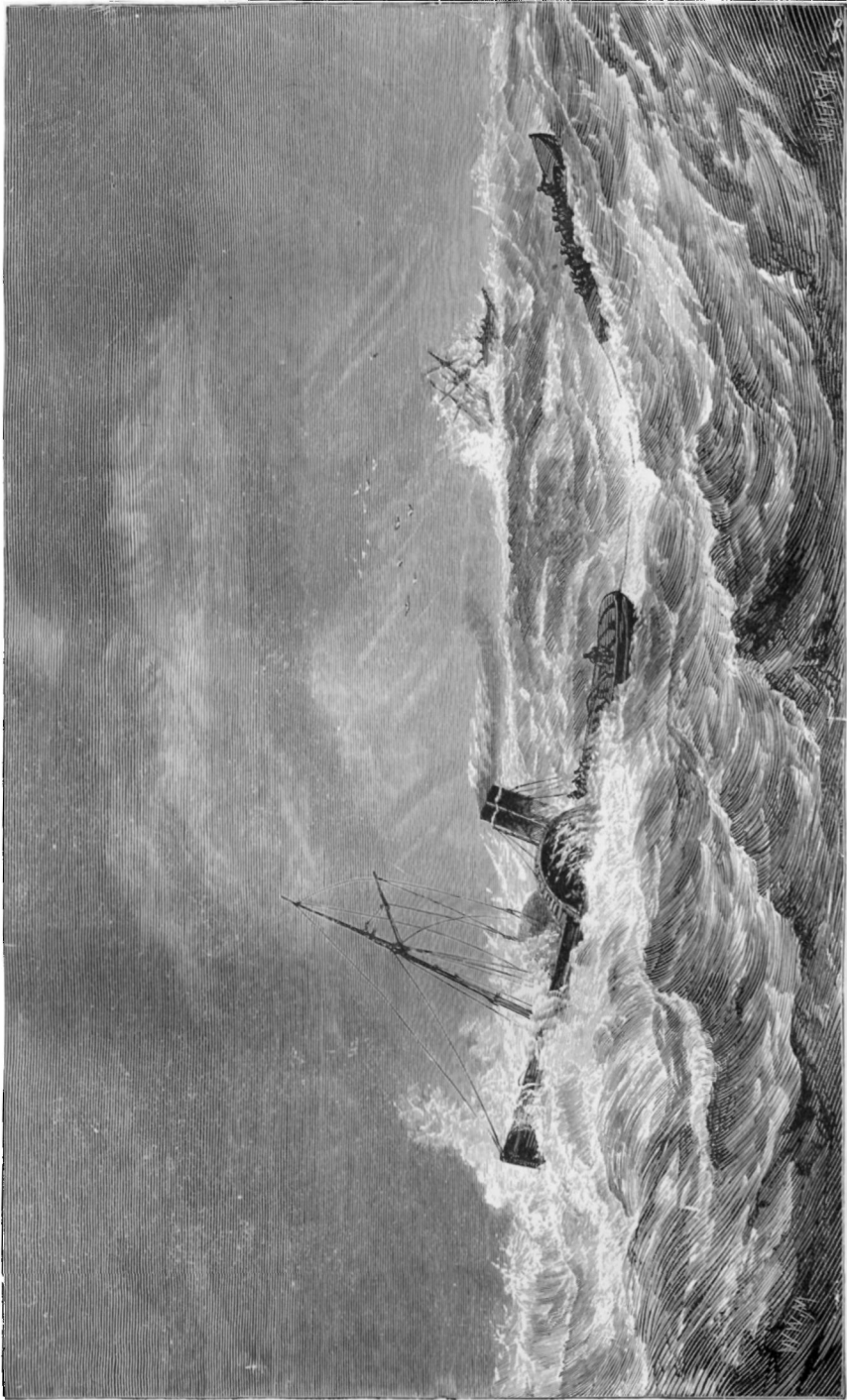
Born in 1839, CHARLES FISH lived the hardy and strenuous life of a Ramsgate fisherman and, early in his career, became a member of the Life-boat crew. In 1866 he became Second Coxswain, and in 1870 he was appointed

Coxswain, being the third Coxswain to the Ramsgate Life-boat, his predecessors being James Hogben, 1851-1860, and Isaac Jarman, 1860-1870. Fish was coxswain from 1870 to 1891, when he retired after a period of heroic activity which has scarcely been equalled in the splendid annals of the Life-boat service. He had assisted to save no less than 877 lives, and had earned medals and other honours from many directions. But the incident which won for him the Gold Medal of the Institution, which was presented to him by H.R.H. the Duke of Edinburgh, was the magnificent exploit in which the Ramsgate Life-boat rescued the crew of the *Indian Chief*, which was wrecked on the Kentish Knock on the 5th January, 1881. We cannot do better than reproduce the story of this epic as it was given in the *Daily Telegraph* of 1881, merely abridging the account with a view to considerations of space. It is particularly interesting, at this moment, to be able to give Fish's own account, which breathes the straightforward, manly and God-fearing spirit which actuated him through life. It will be noted that although, as Coxswain, he was responsible for the action of the boat, and for her staying by the wreck in spite of the appalling dangers to which she was exposed, he gives to his comrades of the crew all the credit which is their due. The story is given as it was told to the representative of the *Daily Telegraph* by the mate of the *Indian Chief* and by Coxswain FISH:—

#### The Mate's Account.

"Our ship was the *Indian Chief*, of 1,238 tons register, and we were bound with a general cargo to Yokohama. There were twenty-nine souls on board, counting the North-country pilot. We were four days out from Middlesbrough, but it had been thick weather ever since the afternoon of the Sunday on which we sailed. All had gone well with us, however, so far, and on Wednesday morning, at half-past two, we made the Knock Light. You must know, sir, that hereabouts the water is just a network of shoals, for to the southward lies the Knock, and close over against it stretches the Long Sand, and beyond,

down to the westward, is the Sunk Sand. Shortly after the Knock Light had hove in sight, the wind shifted to the eastward and brought a squall of rain. We were under all plain sail at the time, with the exception of the royals, which were furled, and the mainsail that hung in the buntlines. The Long Sand was to leeward, and finding that we were drifting that way, the order was given to put the ship about. It was very dark, the wind breezing up sharper and sharper, and cold as death. The helm was put down, but the main braces fouled, and before they could be cleared the vessel had missed stays and was in irons. We then went to work to wear the ship, but there was much confusion, the vessel heeling over, and all of us knew that the sands were close aboard. The ship paid off, but at a critical moment the spanker-boom sheet fouled the wheel; still, we managed to get the vessel round, but scarcely were the braces belayed and the ship on the starboard tack, when she struck the ground broadside on. She was a soft-wood built ship, and she trembled, sir, as though she would go to pieces at once like a pack of cards. Sheets and halliards were let go, but no man durst venture aloft. Every moment threatened to bring the spars crashing about us, and the thundering and beating of the canvas made the masts buckle and jump like fishing-rods. We then kindled a great flare and sent up rockets, and our signals were answered by the Sunk Lightship and the Knock. We could see one another's faces in the light of the big blaze, and sung out cheerily to keep our hearts up; and indeed, sir, although we all knew that our ship was hard and fast and likely to leave her bones on that sand, we none of us reckoned upon dying. The sky had cleared, the easterly wind made the stars sharp and bright, and it was comforting to watch the light-ships' rockets rushing up and bursting into smoke and sparks over our heads, for they made us see that our position was known, and they were as good as an assurance that help would come along soon and that we need not lose heart. But all this while the wind was gradually sweeping up into a gale



WRECK OF THE "INDIAN CHIEF," AND SERVICES OF THE RAMSGATE LIFE-BOAT.



—and oh, the cold, good Lord! the bitter cold of that wind!

“It seemed as long as a month before the morning broke, and just before the grey grew broad in the sky, one of the men yelled out something, and then came sprawling and splashing aft to tell us that he had caught sight of the sail of a Life-boat\* dodging among the heavy seas. We rushed to the side to look, half-blinded by the flying spray and the wind, and clutching at whatever offered to our hands, and when at last we caught sight of the Life-boat we cheered, and the leaping of my heart made me feel sick and deathlike. As the dawn brightened we could see more plainly, and it was frightful to notice how the men looked at her, meeting the stinging spray borne upon the wind without a wink of the eye, that they might not lose sight of the boat for an instant; the salt whitening their faces all the while like a layer of flour as they watched. She was a good distance away, and she stood on and off, on and off, never coming closer, and evidently shirking the huge seas which were now boiling around us. At last she hauled her sheet aft, put her helm over, and went away. One of our crew groaned, but no other man uttered a sound, and we returned to the shelter of the deckhouses.

“Though the gale was not at its height when the sun rose, it was not far from it. We plucked up spirits again when the sun shot out of the raging sea, but as we lay broadside on to the waves, the sheets of flying water soon made the sloping decks a dangerous place for a man to stand on, and the crew and officers kept the shelter of the deck-cabins, though the captain and his brother and I were constantly going

\* [This clearly is an error, for no Life-boat could possibly have been near the wreck at this early hour. The ship struck at half-past two o'clock on the morning of the 5th January, and at daybreak the rescue mentioned was attempted, clearly, by a smack, for no Life-boat heard of the wreck until eleven o'clock of the same day. Probably it was that smack which afterwards conveyed the news of the wreck to Harwich at 11 A.M. Another fishing-smack proceeded at once to Ramsgate, and arrived there at noon, having received the information of the wreck from the Kentish Knock Light-ship.]

out to see if any help was coming. But now the flood was making, and this was a fresh and fearful danger, as we all knew, for at sunrise the water had been too low to knock the ship out of her sandy bed, but as the tide rose it lifted the vessel, bumping and straining her frightfully. The pilot advised the skipper to let go the starboard anchor, hoping that the set of the tide would slue the ship's stern round, and make her lie head on to the seas; so the anchor was dropped, but it did not alter the position of the ship. When she broke her back a sort of panic seized many of us, and the captain roared out to the men to get the boats over, and see if any use could be made of them. Three boats were launched, but the second boat, with two hands in her, went adrift, and was instantly engulfed, and the poor fellows in her vanished just as you might blow out a light. The other boats filled as soon as they touched the water. There was no help for us in that way, and again we withdrew to the cabins. A little before five o'clock in the afternoon a huge sea swept over the vessel, clearing the decks fore and aft, and leaving little but the uprights of the deck-houses standing. It was a dreadful sea, but we knew worse was behind it, and that we must climb the rigging if we wanted to prolong our lives. The hold was already full of water, and portions of the deck had been blown out, so that everywhere great yawning gulfs met the eye, with the black water washing almost flush. Some of the men made for the fore-rigging, but the captain shouted to all hands to take to the mizenmast, as that one, in his opinion, was the securest. A number of the men who were scrambling forward returned on hearing the captain sing out, but the rest held on and gained the fore-top. Seventeen of us got over the mizentop, and with our knives fell to hacking away at such running gear as we could come at to serve as lashings. None of us touched the mainmast, for we all knew, now the ship had broken her back, that that spar was doomed, and the reason why the captain had called to the men to come aft was because he was afraid that when the mainmast went it would drag

the foremast, that rocked in its step with every move, with it. I was next the captain in the mizentop, and near him was his brother, a stout-built, handsome young fellow, twenty-two years old, as fine a specimen of the English sailor as ever I was shipmate with. He was calling about him cheerfully, bidding us not be down-hearted, and telling us to look sharply around for the Life-boats. He helped several of the benumbed men to lash themselves, saying encouraging things to them as he made them fast. As the sun sank the wind grew more freezing, and I saw the strength of some of the men lashed over me leaving them fast. The captain shook hands with me and, on the chance of my being saved, gave me some messages to take home, too sacred to be written down, sir. He likewise handed me his watch and chain, and I put them in my pocket. The canvas streamed in ribbons from the yards, and the noise was like a continuous roll of thunder overhead. It was dreadful to look down and watch the decks ripping up, and notice how every sea that rolled over the wreck left less of her than it found.

"The moon went quickly away—it was a young moon with little power—but the white water and the starlight kept the night from being black, and the frame of the vessel stood out like a sketch done in ink every time the dark seas ran clear of her and left her visible upon the foam. There was no talking, no calling to one another; the men hung in the topmast rigging like corpses, and I noticed the second mate to windward of his brother in the top, sheltering him, as best he could, poor fellow, with his body from the wind that went through our skins like showers of arrows. On a sudden I took it into my head to fancy that the mizenmast wasn't so secure as the foremast. It came into my mind like a fright, and I called to the captain that I meant to make for the foretop. I don't know whether he heard me or whether he made any answer. Maybe it was a sort of craze of mine for the moment, but I was wild with eagerness to leave that mast as soon as ever I began to fear for it. I cast my lashings adrift

and gave a look at the deck, and saw that I must not go that way if I did not want to be drowned. So I climbed into the crosstrees, and swung myself on to the stay, so reaching the maintop, and then I scrambled on to the main topmast crosstrees, and went hand over hand down the topmast stay into the foretop. Had I reflected before I left the mizentop, I should not have believed that I had the strength to work my way forrards like that; my hands felt as if they were skinned and my finger-joints appeared to have no use in them. There were nine or ten men in the foretop, all lashed and huddled together. The mast rocked sharply, and the throbbing of it to the blowing of the great tatters of canvas was a horrible sensation. From time to time they sent up rockets from the Sunk Light-ship—once every hour, I think—but we had long since ceased to notice those signals. There was not a man but thought his time was come, and though death seemed terrible when I looked down upon the boiling waters below, yet the anguish of the cold almost killed the craving for life. It was now about three o'clock on Thursday morning; the air was full of the strange dim light of the foam and the stars, and I could very plainly see the black swarm of men in the top and rigging of the mizenmast. I was looking that way when a great sea fell upon the hull of the ship with a fearful crash; a moment after, the mainmast went. It fell quickly, and, as it fell, it bore down the mizenmast. There was a horrible noise of splintering wood and some piercing cries, and then another great sea swept over the after-deck, and we who were in the foretop looked and saw the stumps of the two masts sticking up from the bottom of the hold, the mizenmast slanting over the bulwarks into the water, and the men lashed to it drowning. There never was a more shocking sight, and the wonder is that some of us who saw it did not go raving mad. The foremast still stood, complete to the royal mast and all the yards across, but every instant I expected to find myself hurling through the air. By this time the ship was completely gutted, the upper part of her a mere

frame of ribs, and the gale still blew furiously; indeed, I gave up hope when the mizenmast fell and I saw my ship-mates drowning on it.

"It was half an hour after this that a man, who was jammed close against me, pointed out into the darkness and cried in a wild hoarse voice, 'Isn't that a steamer's light?' I looked, but what with grief and suffering and cold, I was nearly blinded, and could see nothing. But presently another man called out that he could see a light, and this was echoed by yet another; so I told them to keep their eyes upon it and watch if it moved. They said by-and-by that it was stationary; and though we could not guess that it meant anything good for us, yet this light heaving in sight and our talking of it gave us some comfort. When the dawn broke we saw the smoke of a steamer, and agreed that it was her light we had seen; but I made nothing of that smoke, and was looking heart-brokenly at the mizenmast and the cluster of drowned men washing about it, when a loud cry made me turn my head, and then I saw a Life-boat under a reefed foresail heading direct for us. It was a sight, sir, to make one crazy with joy, and it put the strength of ten men into every one of us. A man named Gillmore—I think it was Gillmore—stood up and waved a long strip of canvas. But I believe they had seen there were living men aboard us before that signal was made. The boat had to cross the broken water to fetch us, and in my agony of mind I cried out, 'She'll never face it! She'll leave us when she sees that water!' for the sea was frightful all to windward of the sand and over it, a tremendous play of broken waters, raging one with another, and making the whole surface resemble a boiling cauldron. Yet they never swerved a hair's breadth. Oh, sir, she was a noble boat! We could see her crew—twelve of them—sitting on the thwarts, all looking our way, motionless as carved figures, and there was not a stir among them as, in an instant, the boat leapt from the crest of a towering sea right into the monstrous broken tumble. The peril of these men, who were risking their lives for ours, made us forget our own situation. Over

and over again the boat was buried, but as regularly did she emerge with her crew fixedly looking our way, and their oilskins and the light-coloured side of the boat sparkling in the sunshine, while the coxswain, leaning forward from the helm, watched our ship with a face of iron. By this time we knew that this boat was here to save us, and that she *would* save us, and, with wildly beating heart, we unlashd ourselves, and dropped over the top into the rigging. We were all sailors, you see, sir, and knew what the Life-boatmen wanted, and what was to be done. Swift as thought we had bent a number of ropes' ends together, and securing a piece of wood to this line, threw it overboard, and let it drift to the boat. It was seized, a hawser made fast, and we dragged the great rope on board. By means of this hawser the Life-boatmen hauled their craft under our quarter, clear of the raffle. But there was no such rush made for her as might be thought. No! I owe it to my ship-mates to say this. Two of them shinned out upon the mizenmast to the body of the second mate that was lashed eight or nine feet away over the side, and got him into the boat before they entered it themselves. I heard the coxswain of the boat—Charles Fish by name, the fittest man in the world for that berth and this work—cry out, 'Take that poor fellow in there!' and he pointed to the body of the captain, who was lashed in the top with his arms over the mast, and his head erect and his eyes wide open. But one of our crew called out, 'He's been dead four hours, sir,' and then the rest of us scrambled into the boat, looking away from the dreadful group of drowned men that lay in a cluster round the prostrate mast. The second mate was still alive, but a maniac; it was heartbreaking to hear his broken feeble cries for his brother, but he lay quiet after a bit, and died in half an hour, though we chafed his feet and poured rum into his mouth, and did what men in our miserable plight could for a fellow-sufferer. Nor were we out of danger yet, for the broken water was enough to turn a man's hair grey to look at. It was a fearful sea for us men to find ourselves in the midst

of, after having looked at it from a great height, and I felt at the beginning almost as though I should have been safer on the wreck than in that boat. Never could I have believed that so small a vessel could meet such a sea and live. Yet she rose like a duck to the great roaring waves which followed her, draining every drop of water from her bottom as she was hove up, and falling with terrible suddenness into a hollow, only to bound like a living thing to the summit of the next gigantic crest.

"When I looked at the Life-boat's crew and thought of our situation a short while since, and our safety now, and how to rescue us these great-hearted men had imperilled their own lives, I was unmanned; I could not thank them, I could not trust myself to speak. They told us they had left Ramsgate Harbour early on the preceding afternoon, and had fetched the Knock at dusk, and not seeing our wreck had lain to in that raging sea, suffering almost as severely as ourselves, all through the piercing tempestuous night. What do you think of such a service, sir? How can such devoted heroism be written of, so that every man who can read shall know how great and beautiful it is? Our own sufferings came to us as a part of our calling as seamen. But theirs was bravely courted and endured for the sake of their fellow-creatures. Believe me, sir, it was a splendid piece of service; nothing grander in its way was ever done before, even by Englishmen. I am a plain seaman, and can say no more about it all than this. But when I think of what must have come to us eleven men before another hour had passed, if the Life-boat crew had not run down to us, I feel like a little child, sir, and my heart grows too full for my eyes."

#### The Coxswain's Account.

"News had been brought to Ramsgate, as you know, sir, that a large ship was ashore on the Long Sand, and Captain Braine, the harbour-master, immediately ordered the tug and Life-boat to proceed to her assistance. It was blowing a heavy gale of wind, though it came much harder some hours afterwards; and the moment we were

clear of the piers we felt the sea. [Our boat is considered a very fine one. I know there is no better on the coasts, and there are only two in Great Britain bigger. She was presented to the ROYAL NATIONAL LIFE-BOAT INSTITUTION by Bradford, and is called after that town. But it is ridiculous to talk of bigness when it means only forty-two feet long, and when a sea is raging round you heavy enough to swamp a line-of-battle ship. I had my eye on the tug—named the *Vulcan*, sir—when she met the first of the seas, and she was thrown up like a ball, and you could see her starboard paddle revolving in the air high enough out for a coach to pass under; and when she struck the hollow she dished a sea over her bows that left only the stern of her showing. We were towing head to wind, and the water was flying over the boat in clouds. Every man of us was soaked to the skin, in spite of our overalls, by the time we had brought the Ramsgate sands abeam; but there were a good many miles to be gone over before we should fetch the Knock Lightship, and so you see, sir, it was much too early for us to take notice that things were not over and above comfortable. [We got out the sail-cover—a piece of tarpaulin—to make a shelter of, and rigged it up against the mast, seizing it to the burtons; but it hadn't been up two minutes when a heavy sea hit and washed it right aft in rags; so there was nothing to do but to hold on to the thwarts and shake ourselves when the water came over. I never remember a colder wind. I don't say this because I happened to be out in it. Old Tom Cooper, one of the best boatmen in all England, sir, who made one of our crew, agreed with me that it was more like a flaying machine than a natural gale of wind. The feel of it in the face was like being gnawed by a dog. I only wonder it didn't freeze the tears it fetched out of our eyes. [We were heading N.E., and the wind was blowing from N.E. The North Foreland had been a bit of shelter, like; but when we had gone clear of that, and the ocean lay ahead of us, the seas were furious—they seemed miles long, sir, like an Atlantic sea, and it was enough



to make a man hold his breath to watch how the tug wallowed and tumbled into them. I sung out to Dick Goldsmith, 'Dick,' I says, 'she's slowed, do you see; she'll never be able to meet it,' for she had slackened her engines down into a mere crawl, and I really did think they meant to give up. I could see Alf Page—the master of her, sir—on the bridge, *coming and going like the moon when the clouds sweep over it*, as the seas smothered him up one moment, and left him shining in the sun the next. But there was to be no giving up with the tug's crew any more than with the Life-boat's; she held on, and we followed.

"Somewhere abreast of the Elbow Buoy a smack that was running ported her helm to speak us. Her skipper had just time to yell out, 'A vessel on the Long Sand!' and we to wave our hands, when she was astern and out of sight in a haze of spray. Presently a collier named the *Funny*, with her foretop-gallant yard gone, passed us. She was cracking on to bring the news of the wreck to Ramsgate, and was making a heavy sputter under her topsails and foresail. They raised a cheer, for they knew our errand, and then, like the smack, in a minute she was astern and gone. By this time the cold and the wet and the fearful plunging were beginning to tell, and one of the men called for a nip of rum. The quantity we generally take is half a gallon, and it is always my rule to be sparing with that drink for the sake of the ship-wrecked men we may have to bring home, and who are pretty sure to be in greater need of the stuff than us. I never drink myself, sir, and that's one reason, I think, why I manage to meet the cold and wet middling well, and rather better than some men who look stronger than me. However, I told Charlie Verrion to measure the rum out and serve it round, and it would have made you laugh, I do believe, sir, to have seen the care the men took of the big bottle—Charlie cocking his finger into the cork-hole, and Davy Berry clapping his hand over the pewter measure whenever a sea came, to prevent the salt water from spoiling the liquor. Bad as our plight was, the tug's

crew were no better off; their wheel is forrard, and so you may suppose the fellow that steered had his share of the seas; the others stood by to relieve him; and, for the matter of water, she was just like a rock, the waves striking her bows and flying pretty nigh as high as the top of her funnel, and blowing the whole length of her aft with a fall like the tumble of half-a-dozen cartloads of bricks. I like to speak of what they went through, for the way they were knocked about was something fearful, to be sure.

"By half-past four o'clock in the afternoon it was drawing on dusk, and about that hour we sighted the revolving light of the Kentish Knock Lightship, and a little after five we were pretty close to her. She is a big, red-hulled boat, with the words 'Kentish Knock' written in long white letters on her sides, and, dark as it was, we could see her flung up, and rushing down fit to roll her over and over; and the way she pitched and went out of sight, and then ran up on the black heights of water, gave me a better notion of the fearfulness of that sea than I had got by watching the tug or noticing our own lively dancing. The tug hailed her first, and two men looking over her side answered; but what they said didn't reach us in the Life-boat. Then the steamer towed us abreast, but the tide caught our warp and gave us a sheer that brought us much too close alongside of her. When the sea took her she seemed to hang right over us, and the sight of that great dark hull, looking as if, when it fell, it must come right atop of us, made us want to sheer off, I can tell you. I sung out, 'Have you seen the ship?' And one of the men bawled back, 'Yes.' 'How does she bear?' 'Nor'-west by north.' 'Have you seen anything go to her?' The answer I caught was, 'A boat.' Some of our men said the answer was, 'A Life-boat,' but most of us only heard, 'A boat.' The tug was now towing ahead, and we went past the lightship, but ten minutes after Tom Friend sings out, 'They're burning a light aboard her!' and looking astern I saw they had fired a red signal light that was blazing over the bulwark in a

long shower of sparks. The tug put her helm down to return, and we were brought broadside to the sea. Then we felt the power of those waves, sir. It looked a wonder that we were not rolled over and drowned, every man of us. We held on with our teeth clenched, and twice the boat was filled, and the water up to our throats. 'Look out for it, men!' was always the cry. But every upward send emptied the noble little craft, like pulling out a plug in a washbasin, and in a few minutes we were again alongside the light-vessel. This time there were six or seven men looking over the side. 'What do you want?' we shouted. 'Did you see the Sunk Lightship's rocket?' they all yelled out together. 'Yes. Did you say you saw a boat?' 'No,' they answered, showing we had mistaken their first reply. On which I shouted to the tug, 'Pull us round to the Long Sand Head Buoy!' and then we were under weigh again, meeting the tremendous seas. There was only a little bit of moon, westerling fast, and what there was of it showed but now and again, as the heavy clouds opened and let the light of it down. Indeed, it was very dark, though there was some kind of glimmer in the foam which enabled us to mark the tug ahead. 'Bitter cold work, Charlie,' says old Tom Cooper to me; 'but,' says he, 'it's colder for the poor wretches aboard the wreck, if they're alive to feel it.' The thought of them made our own sufferings small, and we kept looking and looking into the darkness around, but there was nothing to be spied, only now and again, and long whiles apart, the flash of a rocket in the sky from the Sunk Lightship. Meanwhile, from time to time, we burnt a hand-signal—a light, sir, that's fired something after the manner of a gun. You fit it into a wooden tube, and give a sort of hammer at the end a smart blow, and the flame rushes out, and a bright light it makes, sir. Ours were green lights, and whenever I set one flaring I couldn't help taking notice of the appearance of the men. It was a queer sight, I assure you, to see them all as green as leaves, with their cork jackets swelling out their bodies so as scarcely to seem like human beings,

and the black water as high as our masthead, or howling a long way below us, on either side. They burned hand-signals on the tug, too, but nothing came of them. There was no sign of the wreck, and staring over the edge of the boat, with the spray and the darkness, was like trying to see through the bottom of a well. So we began to talk the matter over, and Tom Cooper says, 'We had better stop here and wait for daylight.' 'I'm for stopping,' says Steve Goldsmith; and Bob Penny says, 'We're here to fetch the wreck, and fetch it we will, if we wait a week.' 'Right,' says I; and all hands being agreed—without any fuss, sir, though I dare say most of our hearts were at home, and our wishes alongside our hearths, and the warm fires in them—we all of us put our hands to our mouths and made one great cry of 'Vulcan ahoy!' The tug dropped astern. 'What do you want?' sings out the skipper, when he gets within speaking distance. 'There's nothing to be seen of the vessel, and so we had better lie-to for the night,' I answered. 'Very good,' he says, and then the steamer, without another word from her crew, and the water tumbling over her bows like cliffs, resumed her station ahead, her paddles revolving just fast enough to keep her from dropping astern. As coxswain of the Life-boat, sir, I take no credit for resolving to lie-to all night. But I am bound to say a word for the two crews, who made up their minds without a murmur, without a second's hesitation, to face the bitter cold and fierce seas of that long winter darkness, that they might be on the spot to help their fellow-creatures when the dawn broke and showed them where they were. I know there are scores of sailors round our coasts who would have done likewise. Only read, sir, what was done in the north, Newcastle way, during the gales last October. But surely, sir, no matter who may be the men who do what they think their duty, whether they belong to the North or the South, they deserve the encouragement of praise. A man likes to feel, when he has done his best, that his fellow-men think well of his work. If I had not been one of that crew, I should wish to

say more ; but no false pride shall make me say less, sir, and I thank God for the resolution He put into us, and for the strength He gave us to keep that resolution.

“All that we had to do now was to make ourselves as comfortable as we could. Our tow-rope veered us out a long way, too far astern of the tug for her to help us as a breakwater, and the manner in which we were flung towards the sky with half our keel out of water and then dropped into a hollow—like falling from the top of a house, sir—while the heads of the seas blew into and tumbled over us all the time, made us all reckon that, so far from getting any rest, most of our time would be spent in preventing ourselves from being washed overboard. ¶ We turned to and got the foresail aft, and made a kind of roof of it. This was no easy job, for the wind was so furious that wrestling even with that bit of a sail was like fighting with a steam-engine. When it was up ten of us snugged ourselves away under it, and two men stood on the after-grating thwart keeping a look-out, with the life-lines around them. ¶ As you know, sir, we carry a binnacle, and the lamp in it was alight and gave out just enough haze for us to see each other in. We all lay in a lump together for warmth, and a fine show we made, I dare say ; for a cork-jacket, even when a man stands upright, isn't calculated to improve his figure, and as we all of us had cork-jackets on and oil-skins, and many of us sea boots, you may guess what a raffle of legs and arms we showed, and what a rum heap of odds and ends we looked, as we sprawled in the bottom of the boat upon one another. ¶ Sometimes it would be Johnny Goldsmith—for we had three Goldsmiths—Steve and Dick and Johnny—growling underneath that somebody was lying on his leg ; and then maybe Harry Meader would bawl out that there was a man sitting on his head, and once Tom Friend swore his arm was broke ; but my opinion is, sir, that it was too cold too feel inconveniences of this kind, and I believe that some among us would not have known if their arms and legs really had been broke, until they tried to use 'em, for the cold seemed to take

away all feeling out of the blood. ¶ As the seas flew over the boat the water filled the sail that was stretched overhead and bellied it down upon us, and that gave us less room, so that some had to lie flat on their faces ; but when this belying got too bad we'd all get up and make one heave with our backs under the sail, and chuck the water out of it in that way. ‘Charlie Fish,’ says Tom Cooper to me, in a grave voice, ‘what would some of them young gen'men as comes to Ramsgate in the summer, and says they'd like to go out in the Life-boat, think of this?’ ¶ This made me laugh, and then young Tom Cooper votes for another nipper of rum all round ; and as it was drawing on for one o'clock in the morning, and some of the men were groaning with cold, and pressing themselves against the thwarts with the pain of it, I made no objection and the liquor went round. ¶ I always take a cake of Fry's chocolate with me when I go out in the Life-boat, as I find it very supporting, and I had a mind to have a mouthful now ; but when I opened the locker I found it full of water, my chocolate nothing but paste and the biscuit a mass of pulp. This was rather hard, as there was nothing else to eat, and there was no getting near the tug in that sea unless we wanted to be smashed into staves. However, we hadn't come out to enjoy ourselves ; nothing was said, and so we lay in a heap, hugging one another for warmth, until the morning broke.

“The first man to look to leeward was old Tom's son—young Tom Cooper—and in a moment he bawled out, ‘There she is!’ pointing like a madman. The morning had only just broke, and the light was grey and dim, and down in the west it still seemed to be night ; the air was full of spray, and scarcely were we a-top of a sea than we were rushing like an arrow into the hollow again, so that young Tom must have had eyes like a hawk to have seen her. Yet the moment he sung out and pointed, all hands cried out, ‘There she is!’ But what was it, sir? Only a mast about three miles off—just one single mast sticking up out of the white water, as thin and faint as a spider's line. Yet that was the ship we had

been waiting all night to see. There she was, and my heart thumped in my ears the moment my eye fell on that mast. But Lord, sir, the fearful sea that was raging between her and us!—for where we were was deepish water, and the waves regular; but all about the wreck was the sand, and the water on it was running in fury all sorts of ways, rushing up in tall columns of foam as high as a ship's mainyard, and thundering so loudly that, though we were to windward, we could hear it, above the gale and the boiling of the seas around us. It might have shook even a man who wanted to die to look at it, if he didn't know what the *Bradford* can go through. I ran my eye over the men's faces. 'Let slip the tow-rope,' bawled Dick Goldsmith. 'Up foresail,' I shouted, and two minutes after we had sighted that mast we were dead before the wind, our storm foresail taut as a drum-skin, our boat's stem heading full for the broken seas and the lonely stranded vessel in the midst of them. It was well that there was something in front of us to keep our eyes that way, and that none of us thought of looking astern, or the sight of the high and frightful seas which raged after us might have played old Harry with weak nerves. Some of them came with such force that they leapt right over the boat, and the air was dark with water flying a dozen yards high over us in broad solid sheets, which fell with a roar like the explosion of a gun ten and a dozen fathoms ahead. But we took no notice of these seas even when we were in the thick of the broken waters, and all the hands holding on to the thwarts for dear life. Every thought was upon the mast that was growing bigger and clearer, and sometimes when a sea hove us high we could just see the hull, with the water as white as milk flying over it. The mast was what they call 'bright,' that is, scraped and varnished, and we knew that if there was anything living aboard that doomed ship we should find it on that mast; and we strained our eyes with all our might, but could see nothing that looked like a man. But on a sudden I caught sight of a length of canvas streaming out of the top, and all

of us seeing it we raised a shout, and a few minutes after we saw the men. They were all dressed in yellow oilskins, and the mast being of that colour was the reason why we did not see them sooner. They looked a whole mob of people, and one of us roared out, 'All hands are there, men!' and I answered, 'Aye, the whole ship's company, and we'll have them all!' for though, as we afterwards knew, there were only eleven of them, yet, as I have said, they looked a great number huddled together in that top, and I made sure the whole ship's company were there. By this time we were pretty close to the ship, and a fearful wreck she looked, with her mainmast and mizenmast gone, and her bulwarks washed away, and great lumps of timber and planking ripping out of her and going overboard with every pour of the seas. We let go our anchor fifteen fathoms to windward of her, and as we did so we saw the poor fellows unlashing themselves and dropping one by one over the top into the lee rigging. As we veered out cable and drove down under her stern, I shouted to the men on the wreck to bend a piece of wood on to a line and throw it overboard for us to lay hold of. They did this, but they had to get aft first, and I feared for the poor, half-perished creatures again and again as I saw them scrambling along the lee rail, stopping and holding on as the mountainous seas swept over the hull, and then creeping a bit further aft in the pause. There was a horrible muddle of spars and torn canvas and rigging under her lee, but we could not guess what a fearful sight was there until our hawser having been made fast to the wreck, we had hauled the Life-boat close under her quarter. There looked to be a whole score of dead bodies knocking about among the spars. It stunned me for a moment, for I had thought all hands were in the foretop, and never dreamt of so many lives having been lost. Seventeen were drowned, and there they were, most of them, and the body of the captain, lashed to the head of the mizenmast, so as to look as if he were leaning over it, his head stiff upright and his eyes watching us, and the stir of the seas

made him appear to be struggling to get to us. I thought he was alive, and cried to the men to hand him in, but someone said he was killed when the mizenmast fell, and had been dead four or five hours. [This was a dreadful shock; I never remember the like of it. I can't hardly get those fixed eyes out of my sight, sir, and I lie awake for hours of a night, and so does Tom Cooper, and others of us, seeing those bodies torn by the spars and bleeding, floating in the water alongside the miserable ship.

"Well, sir, the rest of this lamentable story has been told by the mate of the vessel, and I don't know that I could add anything to it. We saved the eleven men, and I have since heard that all of them are doing well. [If I may speak, as Coxswain of the Life-boat, I would like to say that all hands concerned in this rescue, them in the tug as well as the crew of the boat, did what might be expected of English sailors—for such they are, whether you call some of them boatmen or not; and I know in my heart, and say it without fear, that from the hour of leaving Ramsgate Harbour to the moment when we sighted the wreck's mast, there was only one thought in all of us, and that was that the Almighty would give us the strength and direct us how to save the lives of the poor fellows to whose assistance we had been sent." /

Since his retirement, Coxswain FISH lived a quiet life at Ramsgate, always preserving a keen interest in the work of the Life-boat on every part of the coast, and occasionally speaking on

behalf of the Institution for the benefit of some Branch. To quote a passage from the *Kent Argus* of 1891, "Quiet and unobtrusive to a degree, the Coxswain of the Life-boat is an honest, bluff and genuine seafarer to the heart's core. He is not a man given to speak of his own deeds, even although he may feel pardonable pride in doing so. True as steel, and ever ready at duty's call, he has not an enemy amongst those who know him."

Fish was a staunch teetotaller and, in view of this fact, the following little incident is characteristic of the man. At a dinner which is given to the crew of the Ramsgate Life-boat periodically under the terms of a bequest from the late Admiral Back, Coxswain FISH, as usual, took only water. But in the course of the evening the men were informed that he had provided "beer all round" for them at his expense. It is not surprising that a man of this type and temperament was universally liked and respected among his fellow-citizens. In a letter of sympathy written to his son, the Secretary of the Institution said:—

"At a time like the present, when England is fighting a tremendous battle in the struggle for the freedom of Europe, the loss of a man like your father comes as a reminder of the finest qualities of our race, and is a stirring message to younger men to take part in the splendid conflict which is now waging. Neither soldier nor sailor could wish to take into battle a stouter heart, a finer spirit, or a steadier nerve than that which CHARLES FISH carried with him whenever he set foot in the Life-boat."

## Services of the Life-boats.

**Ballycotton, Co. Cork.**—At 6.50 A.M. on the 1st January a message was received at the Coast-guard Signal Station from the captain of the s.s. *Pinna*, of London, to the effect that he was in distress and required immediate assistance. The vessel was drifting before a terrific S.W. gale, and it appeared likely that she might be wrecked at any moment on the rocks in the vicinity. The information was promptly conveyed to the Coxswain, Richard Harding, who immediately summoned his crew, and the Life-boat *T. P. Hearne* was launched in the teeth of one of the worst gales that had been experienced for many years. The boat behaved splendidly in the tremendous sea running, and after a difficult passage succeeded in reaching the distressed vessel. At that time her anchors were holding, and the captain threw a line to the Life-boat and asked the Coxswain to stand by and render assistance if it should be required.

Towards the afternoon the storm grew worse, and as two steamers were in the vicinity of the *Pinna* the Coxswain decided to take his boat to Knockadown, where she could remain in readiness to put off promptly to the vessel again, if the captain signalled for him. Later in the afternoon, as it was becoming dangerous for the boat to remain at Knockadown, the Coxswain again set out and with great difficulty brought the boat to Youghal, where the crew, who were very cold and hungry, were well looked after. Four men remained on watch until four o'clock next morning in case signals should be made from the *Pinna*, and about 5 o'clock tug-boats arrived on the scene and towed the vessel into Queens-town Harbour. The weather had moderated somewhat about this hour and the Life-boat started to return to her station, where she arrived at 11 o'clock on the 2nd January.

The Honorary Secretary in reporting this case spoke in the most eulogistic terms of the conduct of the crew of the Life-boat under very trying circumstances, and the Committee of Manage-

ment granted the men an additional monetary reward.

**Southend-on-Sea, Essex.**—At 1.30 P.M. on the 1st January during moderately rough weather Acting Coxswain Culham received a message stating that a barge appeared to be in difficulties. The crew of the Life-boat *James Stevens No. 9* at once proceeded to the pier-head and the boat put to sea. The vessel proved to be the barge *Outsider*, of Rochester, bound for Leigh, laden with ballast. When the Life-boat reached her the master expressed his thanks to the crew for coming to his assistance, but stated that as the weather was moderating he did not wish to leave his vessel, but would be glad if the Life-boat would stand by. She accordingly did so until the Coxswain was satisfied that the barge would require no further help.

**Harwich, Essex.**—On the 1st January, in response to a report made by one of the Great Eastern Railway Steamers that a vessel was ashore on the South Shipwash Sands, flying signals of distress, the Steam Life-boat *City of Glasgow* was launched. When nearing the sand the Life-boat spoke a vessel which was lying at anchor, and this vessel, which was the *Harriet*, reported that the crew of the stranded vessel, twenty-five in number, were on board, and that they did not wish to be landed by the Life-boat; the latter, therefore, returned ashore, where she arrived at 7.45 P.M. At about 9 P.M. a naval wireless message was received stating that the captain and chief officer were still on board the stranded vessel and that none of the ship's boats was left. The Life-boat, therefore, again put off, was carefully manoeuvred alongside, and saved the two men. The Life-boat then left the wreck and steamed to the s.s. *Harriet*, and informed them that the captain and chief officer had been rescued. When she arrived, the crew of the wrecked vessel, who were still on board the *Harriet*, elected to be taken ashore, and the Life-boat, having taken

them on board, proceeded to Harwich where she landed the men at 3.20 A.M. The wrecked vessel was the steamer *Obidense*, of Bergen, bound from Rotterdam to the United States with a general cargo.

**Palling and Cromer, Norfolk.**—The s.s. *New Oporto*, of West Hartlepool, whilst bound from Middlesborough to London with a cargo of iron, on the 8th January, stranded on the Middle Haisborough Sands. The crew of the Palling Life-boat *Hearts of Oak* and the Cromer Boat *Louisa Heartwell* were assembled and the boats put off to her assistance. On arrival arrangements were made with the master of the steamer to try to save the vessel, and several Life-boatmen were placed on board to jettison the cargo. The Life-boats reached the vessel soon after ten o'clock in the morning and the work was continued on board until about 8 P.M. when, owing to the wind and sea increasing, the hatches had to be closed. At about 11 P.M. it was found that there was a considerable amount of water in the stoke-hole and the steamer had taken a list to starboard; it was decided, therefore, to abandon the vessel, and ten of the men were taken off by the Palling Boat, and the remainder, seven in number, by the Cromer Boat. The Life-boats then returned to their respective stations. The vessel eventually became a total wreck.

**Montrose, Forfarshire.**—Early in the morning of the 8th January some of the motor fishing-boats put to sea, the weather at the time being moderate with but little wind. Later the wind shifted into the eastward and brought up a very heavy sea, causing the boats to run for safety. Three, however, were not sufficiently prompt in returning ashore and, as their return was attended by considerable danger to those on board, the Life-boat *Sarah Jane Turner* was dispatched to their assistance. One of the boats shipped a heavy sea in crossing the bar, but eventually all three succeeded in getting into safety.

**Weston-super-Mare, Somerset.**—On the 13th January the Life-boat *Colonel Stock* was launched during foggy weather to the assistance of the ketch *The Fane*, of Bridgwater, which had stranded at Sand Point. There was a strong westerly breeze blowing at the time and the sea was rough. When the Life-boat reached the vessel the crew of three hands were promptly taken off and conveyed ashore, the Boat being moored in the harbour for the night.

**Lynmouth, North Devon.**—At 1 A.M. on the 14th January, Coxswain John Crocombe, received a message from the Coast-guard Station stating that information had been received by telephone to the effect that a vessel was firing signals of distress in Woody Bay. He at once took steps to summon the crew and the Life-boat *Pritchard Frederick Gainer* was launched and proceeded in tow of a steamer to the scene of the casualty. When about a mile off the stranded vessel the Life-boatmen sighted a rowing-boat burning lights, and this proved to be the ship's boat containing all the crew of nine hands. The Life-boat took the men on board and conveyed them in safety to Lynmouth, at the same time towing the empty boat in. The vessel, which became a total wreck through running on to the rocks, was the steam trawler *Mikasa*, of Cardiff, and was bound at the time from Cardiff to the Irish Sea. The weather was moderately rough, and the women of the village rendered much valuable help both in the launching and in hauling up the Life-boat, as so many of the men were away on active service.

**Moelfre, Anglesea.**—The s.s. *Earlford*, of Glasgow, was observed in distress about three miles from Moelfre Life-boat Station on the 16th January, and the Life-boat *Charles and Eliza Laura* was promptly launched to her assistance. On reaching the vessel the Life-boat took off the crew of ten men and landed them at Moelfre. The wind was blowing a gale when the Life-boat was launched, but it moderated somewhat after the men had been rescued.

**Clacton - on - Sea and Walton - on - the - Naze, Essex.**— During a moderate northerly gale on the 17th January, a wireless message was received stating that a trawler was ashore on the Barrow Sand. This message was conveyed both to Clacton and to Walton, and as a result the *Albert Edward* Motor Life-boat from the former station and the *James Stevens*, No. 14 Motor Life-boat, from the latter station, proceeded to the assistance of the vessel. When the Clacton boat reached the scene of the casualty there was not sufficient water for her to get alongside, but when the tide flowed she did so. The vessel proved to be the steam trawler *Eaton*, of Hull, which was engaged in war defence work. Later the Walton boat arrived on the scene, and both Life-boats stood by the vessel to assist her if necessary. Fortunately, the *Eaton* was able to get clear of the sands under her own steam, and the Life-boats returned to their respective stations. In this case the Harwich Steam Life-boat also went out, but her services were not required.

**Cromer, Norfolk.**—On the night of the 18th January signals of distress were seen in the vicinity of the Sheringham Shoal, and the Life-boat *Louisa Heartwell* was launched as soon as her crew could be assembled. A very heavy sea was running, and great difficulty was experienced in launching through the heavy surf, a very heavy hail squall adding to the men's difficulties. Coxswain Blogg proceeded in the direction where the flares were last seen, but failing to find any vessel in trouble, spoke a steamer which was at anchor in the vicinity of the sands. He then learnt that a small sailing vessel had passed near the steamer, and had burnt a flare in a south-westerly direction, also that flares had been seen in a south-easterly direction, but that the lights of the latter vessel had disappeared at about 2.30 A.M. during a very heavy hail squall. The Life-boat proceeded to search for the vessel, but failing to find her in the darkness, decided to anchor until daylight. At daybreak the Coxswain sighted a small sailing vessel, and at once proceeded

to her. She proved to be the ketch *Thomas Stratton*, of Maldon, bound from Hull to Grays with a cargo of coal. The master reported that he had burnt flares for assistance during the night, as he had drifted into two fathoms of water, and had shipped a great deal of water in the very heavy sea running. In addition, the ketch had sprung a leak. Six of the Life-boatmen were put on board and assisted to man the pumps and set sails, as the crew of four hands were in an exhausted condition. When the Coxswain boarded the *Thomas Stratton* he saw the mast of another vessel on the sands, apparently about one mile distant. A thorough search was made through glasses, but as no sign of life or of a ship's boat could be seen, the Life-boatmen proceeded with their work of saving the ketch. When they had got under way a course was set for Yarmouth, and at about 3 P.M. on the 19th January they eventually succeeded in getting the vessel into Yarmouth Roads. It subsequently transpired that the steamer *George Royle* was lost on the Sheringham Shoal during the night with all of her crew, and there is no doubt it was the mast of this vessel which the Coxswain observed from the deck of the *Thomas Stratton*.

During the whole of the time the Life-boat was afloat the weather was exceedingly bad, and in one of the squalls the Life-boat's mizen mast was carried away. In reporting the case the Honorary Secretary stated that it was an awful night when the boat was launched. The ground was white with hail, and the cold intense, and he considered that the service was one of the roughest and hardest that had ever been performed by the Cromer Life-boat, and, further, that great credit was due to the Coxswain and crew. In recognition of the excellent services performed on this occasion, the Committee of Management granted each of the crew an additional monetary reward.

**Fishguard, Pembrokeshire.**—At about 5.20 A.M. on the 22nd January, signals of distress were observed on the schooner *Hetty*, of Falmouth, which was in Fishguard Bay. In response the



crew of the Motor Life-Boat *Charterhouse* were assembled, and the boat proceeded to the vessel, which by this time had drifted outside the eastern breakwater and run ashore. When the Life-boat reached the distressed vessel the crew of four hands were rescued, together with their dog, and landed in safety at the quay. During this service a whole N.N.W. gale was blowing, with a heavy sea, and the weather was very cold, with rain and sleet falling.

**Ramsgate, Kent.**—At 9.45 A.M. on the 22nd January a message was received by wireless telegraphy stating that a steamer had run on to the remains of a wreck, near the North-West Goodwin Buoy, and wanted immediate assistance. At the time a moderate W.S.W. breeze was blowing, and the air was thick with snow. The Life-boat in tow of the harbour tug promptly put to sea, and found the s.s. *Goulburn* hard and fast on top of a wreck, with her forehold full of water. The vessel was bound at the time from Sunderland to Australia with a cargo of coal. As it was necessary to discharge part of the cargo, the Life-boat proceeded to Ramsgate for further assistance, and then returned to the vessel. Later, communication was effected with tugs, and they eventually succeeded in towing the vessel clear and conveying her in safety to London.

**Padstow, Cornwall.**—At 6.30 P.M. on the 23rd January a message was received stating that a vessel was in distress about ten miles off Trevoze Head. The Institution's tug was dispatched to her assistance, but in the darkness failed to find the vessel. She then returned ashore, and, a further message having been received next day respecting a vessel in distress, the tug again put to sea. She found the oil tank steamer *Weehawken*, of Swansea, disabled, and the tug, together with two steam trawlers, was engaged to try and save the vessel. Together they towed her to the neighbourhood of Barry, where they arrived at about 4.30 P.M. next day. The men were then engaged throughout the night on the pumps, and next day

the vessel was successfully docked. During this service there was a fresh N.N.E. breeze with a moderate sea.

**Margate, Kent.**—At 3.30 P.M. on the 24th January information was received that a four-masted barque—the *Cedarbank*, of Tvedestrand—was ashore on the Long Sand, and that two agents were anxious to get to the vessel as she was in want of assistance. As the weather looked threatening, and the vessel had been ashore for some days, it was considered advisable to send the Life-boat to her assistance. The *Eliza Harriet* was, therefore, launched and proceeded to the Long Sand, but in the dark and the haze she was unable to find the barque. While searching she fell in with a tug and ascertained the bearings of the distressed vessel. A further search was made, but this also proved unsuccessful. The Life-boatmen then decided to wait until daylight, and as soon as they were able to see they proceeded to the barque which was aground. After a consultation with the captain, the Life-boat's crew were engaged to jettison the cargo, and they were employed on this work until 5.30 P.M. the following day, when the vessel was re-floated. The Life-boat then remained by her for three hours until they ascertained that she was all right, afterwards returning to her station.

**Lowestoft, Suffolk.**—At 5.45 A.M. on the 2nd February, Coxswain John Swan was called out by the Coast-guard as a vessel was burning flares as a signal of distress. He at once assembled his crew and launched the Life-boat *Kentwell*, which proceeded to the Newcombe Sands in tow of a tug. They there found the sprit sail barge *Sirdar*, of Grays, ashore and full of water, with heavy seas breaking over her. The Life-boat veered down to the vessel, and the crew of two men were immediately taken off and brought into harbour. The vessel became a total wreck. Later in the day the Life-boat again proceeded to the vessel, but it was impossible to do anything to save her. At the time of the service a strong S.W. by S. breeze was blowing with a heavy sea.

**North Sunderland, Northumberland.—**

At 9.20 P.M. on the 3rd February signals of distress were heard from the Longstone Lighthouse, and steps were immediately taken to launch the Life-boat *Forster Fawsett*. Owing to the state of the tide and the muddy nature of the shore very considerable difficulty was experienced in launching the boat, but after a great deal of hard work it was successfully accomplished. She found the steam trawler *Regal*, of Grimsby, ashore on the rocks on the Farne Island, and the crew were engaged to try and save the vessel, which was returning from the fishing ground. A heavy kedge anchor was laid out, and after two hours' work the vessel was refoated, apparently but little damaged. As the vessel was able to proceed on her journey, the Life-boat returned to her station. At the time of the accident the weather was hazy with a moderate S.S.E. wind, but while the Life-boat was returning to her station the wind increased to a strong gale.

**Mumbles, Glamorganshire.—**At 3 A.M. on the 4th February the Life-boat *Charlie Medland* was called out to the assistance of the schooner *I'll Away*, of Fowey, which was in distress about two miles N.E. of Mumbles Head, and making signals of distress. The Life-boat proceeded in the direction in which the lights had been seen, and eventually got alongside the schooner which had dragged her anchors. As the master of the vessel was of opinion that there was a danger of his vessel going to pieces he requested the Life-boat to take the crew off. This request was complied with, and the crew, three in number, including the captain, were landed at the Mumbles. The sea was heavy at the time.

**Corleston, Suffolk.—**On the 5th February, when a moderate southerly breeze was blowing, a wireless message was received stating that a vessel was ashore on the South Scroby Sands. This happened at 5.45 A.M., and within twenty minutes the No. 1 Life-boat *Mark Lane* was on her way, under sail, to the distressed vessel. When nearing her the boat fell away to leeward and

anchored until H.M.S. *Haleyon* came and towed her to windward. The Life-boat then bore down on the stranded vessel, which was a submarine, veered down alongside, and remained there at the request of those on board until the submarine was refoated. The Life-boat then sailed back to harbour.

**Southwold, Suffolk.—**The ketch *Zenobia*, of London, whilst bound from Sunderland to London with a cargo of bottles, was overtaken by a S.S.E. gale when riding abreast Southwold Harbour, on the 5th February. At the time the master was alone on board, the two hands having landed earlier in the day and being unable to get back. As the sea was much too heavy for an ordinary boat to attempt to put to sea the Life-boat *Rescue* was launched and proceeded to the vessel, which was on a lee shore. Subsequently the Life-boat assisted the ketch into harbour.

**Filey, Yorkshire.—**Early in the morning of the 13th February twenty-two of the fishing-cobles put to sea in moderate weather. At about daybreak the wind backed into the E.S.E. and increased to a strong gale bringing up a very heavy sea. Ten of the cobles at once made for the shore and got into safety, but the other twelve put out to sea and when attempting to return to land encountered great risk of being swamped. At about 9 A.M. the Life-boat *Hollon the Third* was launched to their assistance and stood by the boats until they all succeeded in getting into safety. Lifebelts were served out to the men in the cobles as they ran for the shore, on account of the danger.

**Scarborough, Yorkshire.—**At about 11 A.M. on the 13th February, J. Crawford, the Second Coxswain of the Lifeboat *Queensbury*, received information that two cobles were in difficulties about four miles off Scarborough, and as the sea was very rough and becoming worse he went to their assistance. After the boat had been at sea about an hour it was seen that it would not be possible for her to deal with both cobles, and a steam trawler named the *Tarantula* was, therefore, also dispatched. The Life-

boat succeeded in reaching one of the cobles named the *Friendship* and took the crew of three hands on board, towing the coble in safety to the harbour. The crew of the other coble were saved by the *Tarantula*.

**Newbiggin, Northumberland.**—Sixteen of the cobles belonging to Newbiggin were overtaken by a strong gale which sprang up from the E.S.E. on the morning of the 13th February. At 11 A.M. it was blowing a whole gale and the sea got very heavy. The cobles made for land, and as they were in great danger the Life-boat *Ada Lewis* was launched. One of the cobles—the *Sea Flower*—got into broken water and was capsized, but fortunately the Life-boat was able to rescue two of the crew, and the third was picked up by another coble. The men had a very severe struggle before they were picked up. The Lifeboat also stood by the other fifteen cobles while they were getting into safety.

**Staithes, Yorkshire.**—On the 13th February, at 1.30 P.M., Coxswain Webster reported that seven cobles were at sea to the N.W. and that a strong wind, blowing from the E.S.E., would make it difficult for them to return. The Life-boat *James Gowland* was, therefore, launched, and stood by the boats while they were coming into port, as the passage was one of considerable danger on account of the heavy seas. All the boats got in in safety.

**Douglas, Isle of Man.**—On the evening of the 13th February, Coxswain Robert Leece observed that a schooner, which had been lying in Douglas Outer Harbour for some days windbound, was flying signals of distress. The Life-boat *Civil Service No. 6* was launched, and with considerable difficulty succeeded in reaching the distressed vessel. When near her the Coxswain let go his anchor and veered down to the schooner. On account of the very high sea running and the close proximity of the vessel to the rocks the operation was attended with considerable risk, but the boat succeeded in rescuing the crew of four

hands and their dog. The boat then returned ashore. Owing to the severity of the weather it was impossible to re-house the boat, and she was placed at moorings until the weather moderated. The schooner was the *Catherine Latham*, of Chester, bound from Connah's Quay to Dublin with a cargo of bricks and tiles. A strong E.S.E. gale prevailed at the time.

**Cloughey, Co. Down.**—The Life-boat *John* was launched at 4.40 A.M. on the 14th February, and rescued the crew of twenty-four of the s.s. *Antonio*, of Bilbao. The vessel had stranded on the North Rock and, when the Life-boat reached her, it was hoped that it would be possible to save her. After remaining near the vessel for some time it was found that she had made so much water that it was desirable to convey the crew into safety. A strong N.E. wind prevailed at the time of the accident, and the sea was heavy.

**Spurn, Yorkshire.**—On the morning of the 15th February, during a moderate northerly breeze, with a heavy ground sea, a steamer was reported ashore about one mile N.W. of Donna Nook, flying signals of distress. The Life-boat was launched, and when she reached the position indicated, found the steamer *C. T. 8* ashore. At the request of the captain the Life-boat conveyed a wire hawser to a tug which was standing by. Efforts were made to tow the vessel afloat, but they proved unsuccessful, and, as the services of the Life-boat were no longer required, she returned to her station.

**North Sunderland, Northumberland.**—Signals of distress called out the Life-boat *Forster Fawcett* at 4.40 A.M. on the 16th February. She found the steamer *Chr. Christensen*, of Copenhagen, ashore on the south end of the Longstone Island, where she had stranded whilst bound to the Tyne to load with coal for New York. The crew refused to leave the vessel, and at the request of the captain the Life-boat stood by until the next tide, when an attempt was made to refloat the vessel with the assistance of two tugs. These efforts

proved unsuccessful and, as the weather was getting worse, the crew, nineteen in number, were saved by the Life-boat. At the time of the service a strong S. gale was blowing with a very rough sea.

**Holyhead, Anglesey.**—At 10.50 P.M. on the 16th February information was received that a ship close to the end of the breakwater was making signals of distress. The steam Life-boat *Duke of Northumberland* was promptly dispatched to her assistance and found the schooner *Reaper*, of Castletown, with her sails badly damaged. She had dragged her anchors and drifted right on to the breakwater, in such a position that two of the crew managed to jump ashore from the rigging. The three men remaining on board the vessel were saved by the Life-boat. At the time of the service a strong S. gale was blowing with a very rough sea.

**Flamborough, Yorkshire.**—At 11.45 P.M. on the 16th February information was received that a vessel was making signals of distress about two miles to the south of the Head, and at about midnight the Life-boat *Matthew Middlewood* was launched. A whole S.S.E. gale was blowing at the time with a heavy sea. On reaching the position indicated the Life-boat found the s.s. *Rhenania*, of London, ashore on the rocks, and rescued the crew of seventeen hands. At the time of the accident the vessel was bound from London to Blyth in ballast.

**Looe, Cornwall.**—At 7 A.M. on the 17th February a telephone message was received from Port Wrinkle stating that a large steamer was at anchor six and a half miles off the shore and flying signals of distress. A strong S.S.W. gale was blowing and the Life-boat *Rider* was, with considerable difficulty, launched. When the Life-boat got close to the steamer she let go her anchor and veered down alongside, when six men of the crew of the vessel immediately jumped into her. She then had to sheer off on account of the heavy seas, and as the steamer's anchors were holding, the captain requested the Life-boat to return to

Looe and wire for tugs to come to his assistance. At 2 P.M., as only one tug had come to the vessel's help, the Life-boat went back to the steamer, although the weather had moderated considerably. In the meantime another tug arrived on the scene, and the vessel was eventually taken in tow. The Life-boat accompanied her for some little distance and then, finding that no further assistance was required, returned to her station. The vessel was the steamer *Panama Transport*, of West Hartlepool, bound from Havre to Newport in ballast. She was disabled owing to the loss of her propeller.

**North Deal, Kent.**—During a strong S.S.W. gale on the 17th February, the schooner *Proba*, of Bideford, whilst bound from Charlestown to London with a cargo of china clay stranded on the Brake Sands. Information of the casualty reached North Deal at 9.45 A.M., and the Life-boat *Charles Dibdin* was promptly sent to her assistance. A very heavy sea was running, and the launch was only accomplished with considerable difficulty. When the Life-boat reached the sands she found the seas making a clean breach over the vessel. The anchor was let go and the Life-boat veered down. It was only with great risk that the crew, five in number, were successfully rescued. As soon as the boat got near to the schooner one boy jumped into the Life-boat and two men got hold of the boat's mizen halyards and got into the boat in that way. A line was then thrown on board, and the captain made it fast to another boy, who was hauled through the sea into safety. The captain awaited a favourable opportunity and jumped into the boat. The Life-boatmen, when there was a smooth, got in their anchors after a hard task, and started for the shore. Owing to the strong wind and the state of the tide they were unable to make Deal and, therefore, ran for Ramsgate, where the five shipwrecked men were landed. As the weather continued very bad, the boat was left at Ramsgate and the crew returned home. Next day they proceeded to Ramsgate and took their boat back to her station.

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

Thursday, 15th April, 1915.

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

Reported the death of Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., Deputy Chairman of the Institution.

The following Resolution was moved by the Chairman (The Right Hon. EARL WALDEGRAVE, P.C.), seconded by Sir GODFREY BARING, Bart., M.P., and carried unanimously, that the following Minute be placed on record, and that a copy be forwarded to Lady Lamb, with an expression of the deepest sympathy of the Committee:—

"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."

Reported the death of Commander ST. VINCENT NEPEAN, M.V.O., R.N., late Chief Inspector of Life-boats, and passed the following vote of condolence:—

"That the Committee of Management express their sorrow at the death of Commander ST. VINCENT NEPEAN, M.V.O., late Chief Inspector of Life-boats, who retired in 1909, after thirty years' valuable service, during which he had given himself with unstinted devotion and the utmost loyalty to the interests of the Institution."

Read and confirmed the minutes of the previous meeting.

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

Reported the despatch to her station of the new Life-boat for Lyme Regis.

Read the reports of one of the District Inspectors on his visits to the following Stations:—

Northern District.—Fraserburgh.

Western District.—Holyhead Nos. 1 and 2.

Irish District.—Kilmore, Rosslare Harbour, Kingstown, Youghal, Ballycotton, Castletown, Port St. Mary, Port Erin and Peel.

Mr. HARGOOD, Chairman of the Worthing Branch, also visited the following Stations in the Southern District:—Southsea, Eastbourne (2), Hastings and Hayling Island.

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.
CIVIL SERVICE LIFE-BOAT FUND (Balance of rewards paid to Crews of Civil Service Life-boats for services in 1914)	146	11	9
FRIENDLY BROTHERS OF ST. PATRICK (London Knot)	10	10	-
Major THOMAS BOTT	10	-	-
Mrs. MARION HARRISON	10	-	-
C. V. SWAN, Esq.	10	-	-
"G."	10	-	-
H.M.S. Carnarvon, Collections, etc.	8	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mrs. ANN ALLEN, of Spalding, Lincs., for 2 Life-boats on the Lincolnshire Coast	6588	9	9
The late Miss M. HARKER-SMITH, of Tunbridge Wells	1000	-	-
The late Mrs. ELLEN HEWETT, of Lymington	250	-	-
The late Miss ANN S. HUDSON, of S. Godstone	50	-	-
The late Mrs. HANNA M. BELL, of Stockton-on-Tees	42	5	7

Also specially recognised the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Miss A. EDWARDS, Clevedon; Mr. H. W. BAGGS, Keighley; and Mr. W. J. CULHANE, Bangor.

Reported the closing of the Penmon Station.

Paid £9,263 9s. 3d. for sundry charges in connection with the maintenance of the various Life-boat establishments.

Voted £374 3s. 2d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch	Schooner <i>Dependence</i> , of Littlehampton.	
	Landed 4.	
Abersoch	Schooner <i>Glanfeadon</i> , of St. Ives.	
	Landed 5.	
Abersoch	Schooner <i>Douduard</i> , of Padstow.	
	Landed 5.	
Arklow (Motor)	Schooner <i>Christiania Davies</i> , of Barrow	3
Bembridge	Schooner <i>Theodora</i> , of Newcastle. Assisted to save vessel and	7
Cardigan	Ketch <i>Clara</i> , of Milford Haven	2
Clacton-on-Sea (Motor)	Barge <i>Mary Ann</i> , of Harwich. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Donaghadee (Motor)	S.S. <i>Upas</i> , of Newry. Boat of S.S. <i>Ailsa Craig</i> , of Belfast.	3
Eastbourne No. 2	S.S. <i>Cairntorr</i> , of Newcastle. Landed 8.	
Gorleston No. 1	S.S. <i>San Ricardo</i> , of London. Stood by vessel.	
Grimsby . .	Four Pile Drivers. Stood by vessels.	
North Deal .	H.M. Patrol Boat No. 688. Stood by vessel.	
Padstow No. 2	Schooner <i>Frances</i> , of Lancaster. Landed 5.	
Peterhead No. 1	S.S. <i>Kremlin</i> , of London. Stood by vessel.	
Porthdinllaen	Ketch <i>James</i> , of Carnarvon.	3
Ramsey . . .	Ketch <i>New Leader</i> , of Ramsey . . . . .	4
Robin Hood's Bay	Two cobles of Robin Hood's Bay. Stood by cobles.	
Scarborough .	Five cobles of Filey and Scarborough. Stood by cobles.	
Teesmouth (Motor)	S.S. <i>Spiral</i> , of Christiania. Landed 22.	
Whitby No. 2 .	Twelve cobles and a motor fishing-boat of Whitby. Stood by boats.	
Wicklow (Motor)	Barque <i>Vincennes</i> , of Havre. Rendered assistance.	

Caister No. 1 Life-boat assisted to save the S.S. *Buccaneer*, of West Hartlepool and 21 hands; Cromer Life-boat assisted to save the S.S. *Ida*, of Haugesund; Hastings Life-boat saved the ketch *Reward*, of Ramsgate; Ramsgate Life-boat saved the schooner *Gravesend*, of London; Redcar Life-boat rendered assistance to, and landed 18 from the S.S. *Spiral*, of Christiania; and Walton-on-the-Naze Motor Life-boat assisted to save the S.S. *Glasalt*, of Aberdeen.

Also voted £648 16s. 2d. 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, Bridlington Quay, Bude, Clovelly, Cresswell, Cullercoats, Dungeness No. 1, Eastbourne No. 2, Eyemouth, Filey, Hasborough, Hastings, Ilfracombe, Lowestoft, Lynmouth, Newbiggin, Newhaven (Motor), North Sunderland, Palling No. 1, Penlee, Penzance, Redcar, Robin Hood's Bay, St. David's (Motor), St. Mary's, Scarborough, Seaham (Motor), Selsey, Spurn, Tynemouth (Motor).

Voted £24 12s. 6d. to men injured in the Life-boat service at Aldeburgh, Bridlington Quay, and Flamborough.

Voted additional rewards to the crews of the Bridlington Quay, Newbiggin and Donaghadee (Motor) Life-boats, for long and arduous services performed in very rough weather on the 18th March.

Voted a further compassionate grant of £50 towards the support of old Life-boatmen at Ramsgate, who had assisted in saving the crew of the *Indian Chief*, and were now in very poor circumstances.

Voted £100 to the dependent relatives of the late ROBERT CARR, who lost his life at the launch of the Bridlington Life-boat in very severe weather on the 18th March. Also paid the funeral expenses amounting to £8 4s.

Sent special letters of thanks to the King's Harbour Master and the Fish Dock Master for their valuable assistance in getting the Grimsby Life-boat clear of the Pier End on the 14th March, during very severe weather. Also voted 10s. to three other men for their assistance on this occasion.

Voted an Aneroid Barometer to Mr. WM. COULDBREY, Honorary Secretary of the Bembridge Branch, for assisting to save one of the helpers who had been washed off his feet by a heavy sea at the launch of the boat on the 19th March. Also made a monetary reward to another man who assisted, and to two Life-boatmen who became exhausted and had to be landed from the Life-boat.

Voted an additional £15 in compensation for a horse which fell dead on the occasion of the launch of the Hoylake Life-boat on the 5th December last. Also discharged a claim of £157 8s. 4d. from the Bridlington Corporation for two horses drowned at the launch of that Life-boat for service on the 18th March.

Voted an Aneroid Barometer, bearing a suitable inscription, to EDWARD TORRENS, Mate of the S.S. *Ailsa Craig*, and the sum of £1 each to two men of the crew for saving two of the crew of the S.S. *Upas* of Newry, which foundered about ten miles south of Donaghadee during a hard northerly gale on the 18th March.

Reported that the Carnegie Hero Fund Trust had granted memorial medallions to the widows and parents of the men who lost their lives in the Peterhead Life-boat disaster on the 26th December. Also that they were making a monetary grant to the dependent relatives in two cases.

### Wednesday, 21st April, 1915.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day in the Council Chamber, Caxton Hall, Westminster, S.W., the Rt. Hon. WALTER RUNCIMAN, M.P., in the Chair.

The Meeting was well attended and representative in character.

The Chairman having alluded to the great and national character of the operations of the Institution, and drawn particular attention to its work during the war, the Annual Report (which is published in May) was presented to the meeting.

The meeting was also addressed by the Rt. Hon. the Lord INVERCLYDE, Sir GODFREY BABING, Bart., M.P., Sir R. M. PENROSE

FITZ-GERALD, Bart., the Hon. GEORGE COLVILLE, and the Rt. Hon. the Earl WALDEGRAVE, P.C.

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

The following resolution was passed:— "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."

Recipients of medals during the year 1914 attended the meeting and were presented to the Chairman.

A vote of thanks to the Chairman closed the proceedings.

The officers' names and the resolutions will be found in the May issue of the LIFE-BOAT JOURNAL on pages 20, 22, and 23.

#### Thursday, 13th May, 1915.

The Rt. Hon. the EARL WALDEGRAVE, P.C., was unanimously re-elected Chairman, and Sir GODFREY BARING, Bart., M.P., was elected Deputy Chairman of the Committee of Management of the Institution for the ensuing year.

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

Read and confirmed the minutes of the previous meeting.

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 special report of the Chief Inspector of Life-boats respecting the suggestion that a Motor Life-boat should be placed at Totland Bay, Isle of Wight. Also reported in this connection the closing of the Brighthstone Grange Station.

Reported the despatch of the new Life-boat to Gourdon.

Read the reports of the District Inspectors on their visits to the following Stations:— Ramsey, Douglas, Hilbre Island, Hoylake, New Brighton Nos. 1 and 2, Formby, Fleetwood, Lytham, St. Annes, Blackpool, Piel (Barrow), Southport, Arklow, Lyme Regis, Exmouth, Teignmouth, Torquay. Mr. Harwood, chairman of the Worthing Branch, also visited Newhaven Station.

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

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

	£	s.	d.
HER MAJESTY QUEEN ALEXANDRA	100	-	-
Mr. LEO M. TOREN . . . . .	25	-	-
"A READER of Punch" . . . . .	10	-	-
Mr. J. WALMSLEY . . . . .	10	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Miss E. M. HULL, of Great Yarmouth . . . . .	1811	6	5
The late Mr. SAMUEL VEALE, of Westbourne Terrace, W. . . . .	187	17	11
The late Mr. JOHN J. RICHARDSON, of Whitehaven . . . . .	100	-	-
The late Mr. W. LAMBE, of Thorpe-on-the-Hill . . . . .	50	-	-
The late Miss ELINOR WOOTTON, of Barnsbury . . . . .	20	-	-

Specially recognized the good services, extending over many years, of Mr. W. J. OLIVER, Honorary Secretary of the Sunderland Branch of the Institution.

Paid £6,041 16s. 11d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £37 3s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Filey . . . . .	Boat of the S.S. <i>Eglantine</i> , of North Shields. Assisted to save boat and . . . . .	9
Newhaven (Motor)	H.M. Patrol Boat <i>Lord de Ramsey</i> . Assisted to save vessel.	
Wexford . . . . .	Schooner <i>Harmony</i> , of Preston. . . . .	3

Lowestoft Life-boat assisted to save the S.S. *Glenpark*, of Greenock; and Swanage Life-boat assisted to save the barge *Maggie*, of London, and her two hands.

Also voted £215 17s. 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:— Cahore, Courtmacsherry, Donna Nook, Dunmore East (Motor), Eyemouth, Ifracombe, Johnshaven, Mablethorpe, Margate No. 2, Queenstown, St. Abbs (Motor), and St. David's (Motor).

Voted £51 17s. 6d. to men injured in the Life-boat service at Aldeburgh, Blackpool, Clacton-on-Sea, Donna Nook, Southend-on-Sea, and Weymouth.

Granted a special reward of £5 to fishermen for the loss of their boat which was launched to render assistance to the S.S. *Blanka*, at Ratray Head in October last.

Voted 15s. to three men for their promptness in putting off in a boat and, at slight risk, rescuing a man who had fallen overboard from a trawler off Lantern Hill, Ifracombe, on the 24th March. The weather was fine and the sea smooth.

Voted £2 10s. to five men for putting off in a boat and saving five men, whose boat was being blown out to sea off the North Foreland, on the 8th April. A strong N.W. breeze was blowing at the time and the sea was rough. When picked up the boat was three miles from land and was in danger of sinking, while all the men were in an exhausted condition.

#### Thursday, 10th June, 1915.

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

Read and confirmed the minutes of the previous meeting.

Read and confirmed 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 Stations:—

Porthoustock, Coverack, The Lizard, Cadgwith, Porthleven, Falmouth, Polkerris, Mavagissey, Loce, Dunmore East, Youghal, Whitehaven, Maryport, Balcarry.

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.
"Bath" . . . . .	1000	-	-
Mrs. THYNNE (further on account of the <i>Thomas Masterman Hardy</i> Life-boat)	74	3	1
"White Star" Line Steamers (collected on board)	25	-	-
The LORD NEWLANDS . . . . .	10	-	-
—To be severally thanked.			

Reported the receipt of the following legacies:—

	£	s.	d.
The late Miss A. W. CLARK HALL, of Bournemouth—Canada Stock value	588	-	-
The late Mr. DAVID ANDERSON, of Edinburgh (further on account)	550	-	-
The late Miss ELIZABETH DINGWALL, of Edinburgh . . . . .	500	-	-

The late Miss LOUISA M. HERON, of Kirkcaldy . . . . .	500	-	-
The late Miss E. STAITE, of Leyton—India Stock value . . . . .	433	5	7
The late Mr. ALFRED H. PETTS, of Hastings (balance of residue)	308	13	2
The late Miss MARJORY S. SCHAW, of Glasgow . . . . .	250	-	-
The late Miss ANNIE CRICHTON, of Caterham . . . . .	100	-	-

Paid £5,940 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £35 11s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clogher Head . . . . .	Tug <i>Pulper</i> and a barge. Remained in attendance.	
Cromer . . . . .	S.S. <i>Bodil</i> , of Esbjerg . . . . .	14
Youghal . . . . .	A motor-boat and a punt. Towed boats to shore and saved . . . . .	3

Gorleston No. 1 Life-boat assisted to save the S.S. *Wilhelmina*, and the steam trawler *Khartoum*, of Hull; and Lowestoft Life-boat assisted to save the Admiralty Mine-Sweeper *Canton*.

Also voted £173 0s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aberdovey, Arbroath, Clacton-on-Sea (motor), Courtnacskerry, Courtown, Dunbar, Kilmore Quay, Palling No. 1, Penlee, Port Isaac, St. Mary's, Sennen Cove, and Sheringham.

Voted £52 14s. 6d. to men injured in the Life-boat service at Peterhead.

Voted £2 5s. to six men for putting off from Aranmore, in a boat and saving three men whose boat ran on to a rock and sank on the 19th April. The endangered men scrambled on to a rock and made signals, which were responded to by the salvors. There was a strong N.E. breeze at the time, with a rough sea.

Voted £7 10s. to the crew and £5 to the helpers of the Sheringham Private Life-boat for saving the crews, twelve in number, of five fishing-boats off Sheringham on the 12th May.

### NOTICE.

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