

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXIII.—No. 258.] 1ST NOVEMBER, 1915.

[PRICE 3d.

How "Life-boat Flag Days" are Arranged.

ON the outbreak of War last year many Branch Committees felt that the arrangements which they had in prospect for the benefit of the Institution should be abandoned and their labours devoted to the many War Funds which immediately sprang up. This was only to be expected, but the result was a very serious decrease in the Institution's receipts.

It is pleasant to record the fact that, while many of the Institution's Officers and Staff are serving in one or other branch of His Majesty's service, District Organizing Secretaries, Branch Honorary Secretaries, Treasurers, and Local Committees have rendered, and indeed are rendering material service in the raising of funds for charity. In one case the District Organizing Secretary gave up his "leave" for the purpose of carrying through an appeal on behalf of the Prince of Wales' Fund, and had the privilege of handing over some £3,000; in another the District Organizing Secretary devoted his time to securing many recruits; a third was responsible for the raising of a large sum of money for our Allies; while the Secretary of the Institution devoted his leave and his leisure to the duties of Honorary Secretary to the Central Committee for National Patriotic Organizations for the first five months of its existence.

This year, happily, it has been possible for Branch Committees to renew their whole-hearted and zealous efforts on behalf of the Institution with most encouraging results.

The heroic service of life-saving, and especially the assistance which the Institution has rendered to His Majesty's ships, etc., proved an irresistible appeal to its many friends, and—in spite of many claims upon their time and pockets—they cheerfully determined that "something should be attempted,

something done," if only by way of showing their appreciation of the splendid work constantly performed by the Life-Boats round our rock-bound coasts.

The question then arose: how best could the call of the Life-boat be brought home to the residents of sea-side and inland places alike? How best could the "man in the street" have an opportunity of contributing a trifle in a pleasant manner? These, and many other points, were the questions which exercised the minds of our local officers and committees.

Happily, the Committee of Management were able to suggest a simple scheme which met with immediate approval, and has proved the means of raising many thousands of pounds to enable us to carry on, with complete efficiency, the great life-saving work which has gone on since 1824. The "House Flag" of the Institution was reproduced in miniature, and, by a well-thought-out system, and the co-operation of countless workers, millions of our countrymen have, on given days, worn the little emblem of Britain's noblest Institution.

It may be interesting to give a brief account of the methods adopted, with so much success, by the Institution's friends in many parts of the country. A Flag Day having been decided upon, steps are taken to ensure that full publicity shall be given to the effort; the Press shall render valuable service by the insertion of newspaper articles on the Institution's work; tramway authorities, tradespeople, etc., assist by exhibiting bills; places of amusement show lantern slides announcing the sale; and so the public is prepared for the appearance on the streets of the Life-Boat Flag. A Central Depôt is arranged—in many instances the Town Hall—where supplies of boxes, flags, etc., are held; the area is divided into

Districts, a depôt being arranged in each District, with one or more ladies in charge as Superintendents. These Superintendents proceed to enlist the aid of as many voluntary helpers as possible, all of whom must be over the age of sixteen, an old rule of the Institution, but one which has now received the sanction of the authorities, having been formally laid down by the Commissioner of Police for London in the new Regulations with regard to Street Collections.

Meetings of helpers are arranged for the Thursday evening prior to the Saturday Flag Day, and, thereat, a small district is allotted to each helper, together with the familiar Life-boat box, badge, and a supply of flags. On the Friday the warehouses, works, mills, etc., are visited, and on the Saturday the sale proper commences in the streets. What enthusiasm is shown; what a kindly feeling is exhibited by the public; what splendid results follow! In the course of a little while it is difficult to find any one in the area not wearing a Life-boat Flag! Observe the lady seller as a possible "client" approaches! "Help the Life-boat, sir?" "With pleasure; how much are you charging for the flags?" "There's no charge, sir, for the little paper flags; just give what you like, but if you would like a silk flag, then our minimum price is threepence." A cheery word of encouragement, a pleasant pinning in of the flag in the purchaser's coat, a coin—very often a silver one—dropped into the Life-boat box, and the transaction is completed! The flag-wearer passes on, content in his mind that he has done something to assist the Life-boat cause, and happy in the knowledge that he has secured, by the wearing of the flag, immunity from further appeals during the day. Presently the Life-boat box becomes heavy, the stock of flags depleted, and our worker wends her way to the Depôt, where the Superintendent welcomes her and proceeds to open the box, count the contents, enter the result on the flag sheet, and hand over a receipt with grateful acknowledgments.

At the end of the day the Branch Officials visit the Depôt for the purpose

of receiving the cash, which has been put into "copper" and "silver" bags, and paying it in to the local bankers. All has been carefully arranged, nothing left to chance!

Unsold flags, boxes, etc., are returned to the Head Depôt, and the result is pleasing alike to sellers, officials, the city or town concerned, and to the Institution on whose behalf the effort has been made.

Of course the methods and scope of Life-boat work vary very much according to conditions, and what is suitable to a great city cannot be applied, without considerable modification, to large scattered areas. In such cases the inventiveness and organizing ability of the workers is put to a thorough test. It may, therefore, be well to give some indication of what was done in connexion with the very successful Flag Day held in the Isle of Wight on the 4th September.

The Island is, of course, a very scattered district, some of the towns being from 8 to 12 miles apart, and the total population being comparatively small for such a large area. The railway service is, too, of a very restricted kind.

Fortunately, the Hon. George Colville, a member of the Committee of Management, arranged an invitation meeting at his house, near Newport, a week before the date of the Flag Day. Lady Cynthia Colville issued invitations to all the leading people of the Island, and the meeting was honoured with the presence of Admiral Prince Louis and Princess Louis of Battenberg.

The meeting was most successful, and Prince Louis made a very eloquent appeal on behalf of the Institution; other important speeches being delivered by the Hon. George Colville, Sir Godfrey Baring, Bart., M.P., the Deputy Chairman of the Institution, and others.

The meeting, as might have been expected, acted as an excellent stimulus to the interest of the Island, and on the following Saturday the results of such interest were abundantly shown.

On that day the Deputy Chairman, the Hon. George Colville and Mr. A. I. Watson, Acting Organizing Secretary for the South of England, made a tour

by motor of every town and district where a collection was being made, covering 85 miles by road.

The presence of members of the Committee served as an encouragement to our many energetic workers, and Prince Louis and the Princess again gave proof of their keen interest in the Life-Boat service, by motoring to some of the chief towns, and conversing with the workers. All the Military Camps which are not fortified were visited; the Naval Officer in charge of the transports at Cowes kindly placed a motor launch at the disposal of the collectors, and Messrs. J. S. White & Co. allowed collectors to enter their docks at Cowes.

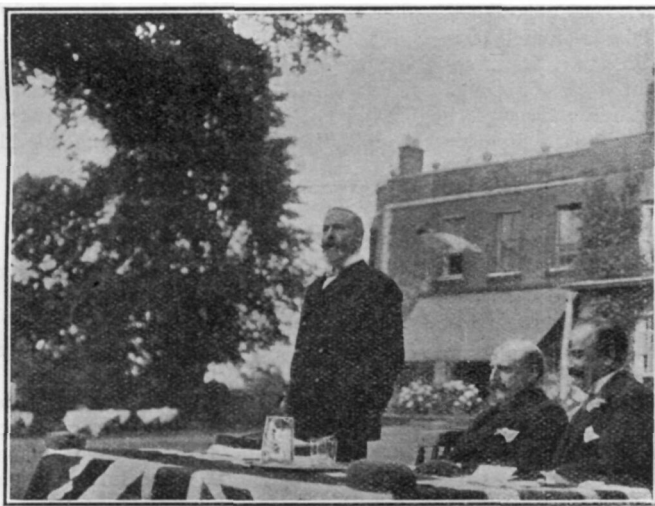
A pretty feature of the day was a car lent by Lady Seely, in which the Hon. George and Lady Cynthia Colville's two small boys were seated, dressed as miniature Life-boatmen, with cork belts and red caps. The rule against the collection of funds by persons under sixteen was, however, scrupulously observed. The whole function was a brilliant success, and produced a total of over £450.

Flag Sales, and other special efforts, have proved of great benefit to the Institution's funds, especially at the present difficult time. But we would again impress upon all Branch Honorary Secretaries the great importance of

securing, wherever possible, an increase in the Annual Subscriptions. They form the bed-rock of financial support, and that which enables the Committee of Management to go forward with their scheme of improvements in Life-boat construction and in the maintenance of that perfect efficiency in every branch which the national importance of the Life-boat service demands. It also enables them adequately to reward the gallant men who form the crews of the Life-boats, and when, unfortunately, disaster befalls, to make proper provision for the widows and orphans of the men who lose their lives in their endeavours to save others. The Institution has, alas, had to deplore the loss of 14 gallant men in the course of the last 18 months, and it has been able to make proper provision in each case.

We trust that the above account of the general working of Life-boat Flag Days will prove of service to those of our excellent Honorary Secretaries who have, this year, perhaps hesitated to undertake such a function through fear of not being able to carry it through successfully.

It will be seen that, granted the kindness, enthusiasm, and self-devotion on which we can always rely, success is practically a certainty.



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H.S.H. PRINCE LOUIS OF BATTENBERG, The Hon. GEORGE COLVILLE,
and Sir GODFREY BARING, Bart., M.P., Deputy Chairman.

The King of Norway and a Life-boat Crew.

It will be within the recollection of our readers, that in May 1913 we had the pleasure of announcing that His Majesty the King of Norway had graciously given a monetary reward to be divided among the crew of the Skegness Life-boat, for their gallant services in saving the crew of the Norwegian brig *Azha*, of Arendal, in November, 1912. This reward has now been followed by

further royal recognition, the King having bestowed a Silver Medal (inscribed "For ædel Daad") and a diploma on Matthew Grunnill, the Coxswain of the Life-boat, and a similar reward on Montague Grunnill, the Second Coxswain of the boat.

The service was an excellent one, and resulted in the saving of eight lives.

A Life-boat Hero.

THE death at Lytham of Thomas Clarkson, the late Coxswain of the Lytham Life-boat, at the ripe age of eighty-three, recalls one of the most terrible Life-boat disasters which has ever befallen the Institution. On December 6th, 1886, the Hamburg barque *Mexico* was wrecked off Southport. Three Life-boats—the Southport, St. Anne's, and Lytham—put out to the rescue in the teeth of a fearful gale. The Southport and St. Anne's Life-boats were capsized, and twenty-seven of the gallant men perished. Only the Lytham Life-boat succeeded in reaching the ship, and took off twelve of her crew, who were brought safely to the shore.

Thomas Clarkson was Coxswain of the boat on this memorable occasion, and was for sixty years a member of the crew, during which time he had taken a leading part in many a daring and successful work of rescue.

The exceptional nature of the disaster awakened generous sympathy through-

out the country, and the *Daily Telegraph* opened a fund which received widespread support. The Institution, in accordance with its invariable practice on such occasions, at once sent a substantial contribution which, in this case, amounted to £2,000.

We give, on another page, an illustration of the Lytham Life-boat at the time when she effected the rescue and, inset, a portrait of Thomas Clarkson. It is very interesting to note that the service was rendered within a month after the *Charles Biggs* reached her station.

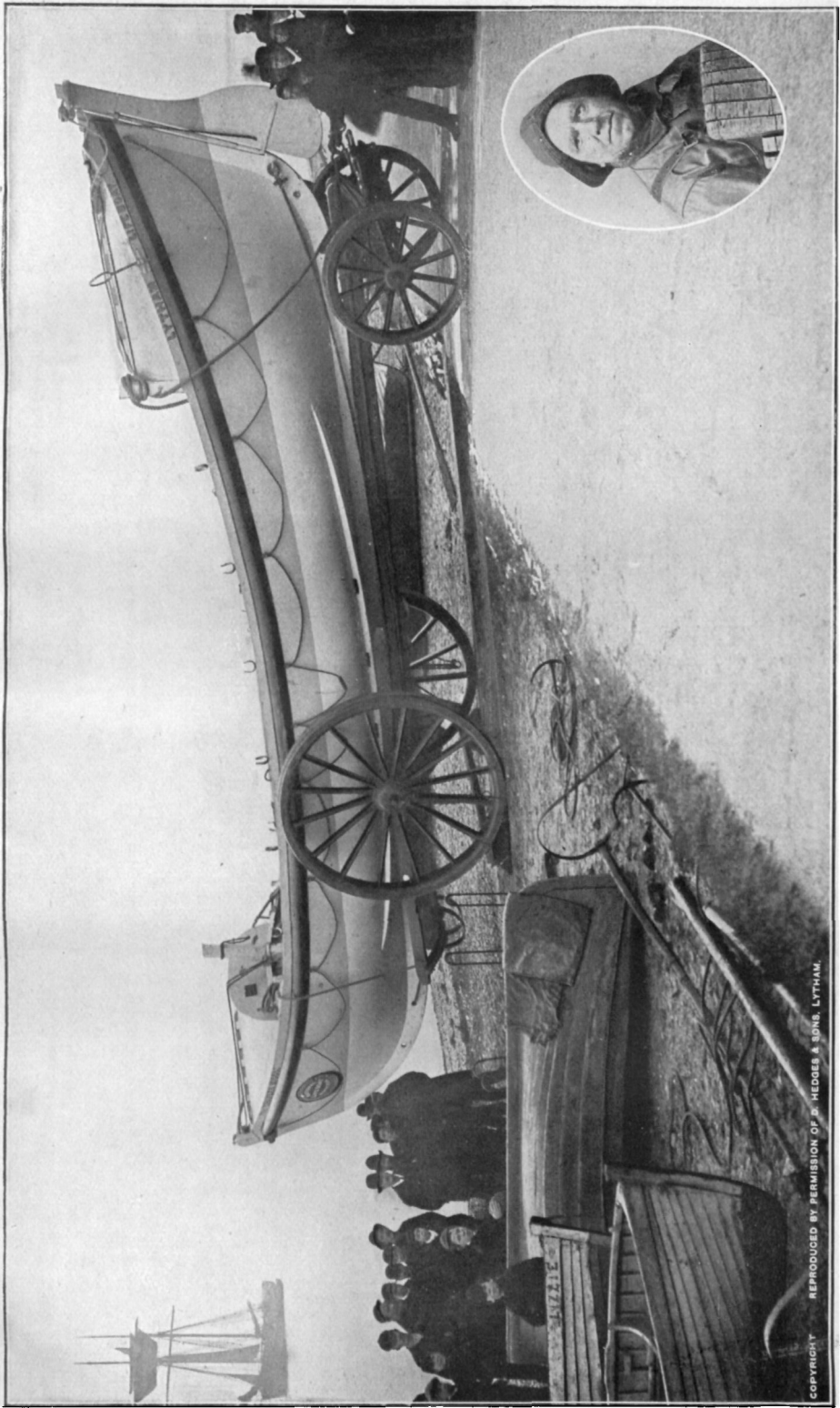
By a curious coincidence, the wreck of another vessel bearing the same ill-fated name, *Mexico*, this time a Norwegian barque, led to a deplorable disaster off the coast of Wexford in February, 1914, when nine gallant Irish Life-boatmen lost their lives. A full account of this occurrence and of the rescue of the survivors, appeared in the *Life-boat Journal* for May, 1914.

New Life-boat for Fraserburgh.

A VERY interesting ceremony took place at Fraserburgh on the 4th August, when the new Motor Life-boat, the *Lady Rothes*, presented to the Institution by Mr. T. Dyer Edwardes, was named and launched in the presence of some thousands of people.

The boat was generously presented by Mr. Dyer Edwardes, to quote his own words at the naming ceremony, "As a thank-offering to Almighty God for preserving the life of my only child

from a great peril, in the foundering of the White Star liner *Titanic*" in May, 1912. Mr. Dyer Edwardes' daughter, the Countess of Rothes, was one of the comparatively few people who were saved from that terrible disaster, and on that occasion she gave an example of coolness and courage which materially contributed to calm and comfort the boatful of terrified women and children with whom she found herself. There were only three sailors in charge and,



Inset.
the late THOMAS CLARKSON,
Coxswain.

THE LYTHAM LIFE-BOAT "CHARLES BIGGS," WHICH WAS LAUNCHED TO THE S.S. "MEXICO" IN 1886.
This lifeboat was employed in 1899 by the merchant boat the "Vesta Walker."

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in order to assist, Lady Rothes took the helm and held it for eight or ten hours, in spite of the cold and fatigue from which she suffered.

The ceremony at Fraserburgh was favoured with beautiful weather, and there were present, besides Lord and Lady Rothes, the Provost of Fraserburgh; the Rev. M. P. Johnstone; Lieutenant-Commander P. E. Maclean (representing the Institution), and a distinguished company. Mr. J. Wallace Tarras, the local honorary secretary, had made all the arrangements, and the ceremony was a complete success. Mr. Edwardes, in presenting the Life-boat, dwelt upon the contrast which lay in the fact, that while the nation was battling in a sacred cause, a beautiful Life-boat, devoted to the saving of life, should be launched on her merciful errand.

The Provost of Fraserburgh, who presided in the unavoidable absence of Lord Saltoun, referred to the excellent record of the Fraserburgh Life-boat and to the efficiency of the crew under Coxswain Andrew Noble. The christening ceremony was performed by Lady Rothes herself, and she and a group of visitors took a trip in the boat when she was launched. The boat is a 42 ft. by 11 ft. 6 in. self-righting Motor Life-boat, equipped with a Tylor engine,

developing 40 h.p. She is fitted with mast, sails, and oars, her full crew being twelve.

We commend Mr. Dyer Edwardes' idea of commemorating the merciful saving of his daughter by the presentation of a splendid Motor Life-boat, destined, we may hope, to save many a valuable life. We would suggest, too, to those who have been stricken with sorrow at the loss of some one who has given his life for his country during the present tremendous struggle, that it would be difficult to conceive a more fitting memorial of a noble death than a Life-boat, a living instrument through which one of the finest forms of national activity can manifest itself, namely, that in which our brave seamen and fishermen risk their lives against a foe even more formidable than our present enemy, and with the sole purpose of saving the lives of their fellow-men.

It is a matter of great satisfaction to the Institution and the donor that the *Lady Rothes* should have been able to render valuable service a few days after her arrival at her station, by saving the crew of fourteen of the s.s. *Glenravel*, of Belfast, which had been sunk by an enemy submarine about fifteen miles from Fraserburgh.

Services of the Life-boats.

Ramsgate, Kent.—During a strong S.S.W. gale on the 17th February the fishing-vessel *Iris* of Lowestoft, carrying a crew of three hands, stranded in Pegwell Bay. Information that the vessel was in danger reached Ramsgate at 11.45 A.M., and the Life-boat in tow of the Harbour Tug at once proceeded to her assistance. As the vessel was on a lee shore and in great danger, four men were put on board in the hope of extricating her from her perilous position, but in spite of their efforts the ship took the ground and began, in the heavy sea, to make water. Realising the great danger of those on board the Life-boat let go her anchor, veered down to the vessel, and rescued the crew and took off the four Life-boatmen. With great difficulty she managed to reach out into open water and then

sailed to Ramsgate, where the men were landed with the effects which they had managed to take with them. The vessel had every indication of becoming a total wreck.

Padstow, Cornwall.—About 1.30 P.M. on the 17th February information was received that a steam drifter was aground on the Doom Bar, and as soon as it was seen that she had not refloated on the flood-tide the Life-boat *Arab* was dispatched to her assistance. The drifter proved to be the *True Friend*, of Lowestoft. The Life-boat conveyed a hawser from the vessel to the shore, and with the assistance of the shore capstan the vessel was refloated, and having got clear of the Bar she proceeded into harbour. A strong S.W. gale prevailed at the time, but the sea was moderate.

Bull Bay, Anglesey.—At 11.30 A.M. on the 20th February, during calm smooth weather, Coxswain Jones of the Life-boat *James Cullen* received a telephone message from the Coastguard asking him to launch the Life-boat as quickly as possible as a steamer had been torpedoed by a submarine. The boat was promptly launched and with a volunteer crew proceeded in the direction indicated by the Coastguard. When about three miles S.E. of Lynas the Life-boat fell in with one of the ship's boats containing twenty-one men. The majority of the men were only slightly clad. They were taken into the Life-boat, which was afterwards picked up by a Government boat and towed to Amlwch Harbour. The vessel was the s.s. *Cambank* of Cardiff.

Kingsdown, Kent.—On the afternoon of the 24th February a vessel was observed to run ashore close to Kingsdown. The crew of the Life-boat *Charles Hargrave* were assembled, and with the assistance of the haul-off warp the boat was launched, and proceeded to the vessel, which proved to be the barque *Alfheim*, of Mandal, bound from Mobile to London. With great difficulty the Life-boatmen boarded the ship, but the captain stated that he did not require their services, and only wished the boat to stand by him in case the vessel did not float on the flood-tide. The Life-boat, therefore, remained with the ship until the following high-water, when she succeeded in getting clear. The boat then returned to her station, being assisted by a tug-boat.

Spurn, Yorkshire.—At 12.30 A.M. on the 27th February the watchman reported that a vessel was ashore on the Inner Binks. A strong S.S.W. gale prevailed at the time with a heavy sea, and the Life-boat was promptly launched. As it was impossible to reach the vessel under sail a Torpedo-Boat Destroyer, named the *Wolf*, was hailed and took the boat in tow, towing her well to windward. The boat then bore down on the wreck and with great difficulty got alongside. She found the sea making a clean breach over the vessel and was just in time to rescue the crew of four hands before

she sank. The vessel was the schooner *William and Alice*, of Hull, carrying a cargo of iron, and owing to her swinging spars the Life-boatmen were exposed to great risk while performing the rescue. Another vessel also stranded on the sands but she succeeded in getting clear without assistance.

Penlee, Cornwall.—On the 27th February the motor ketch *Traly*, of Tralee, struck the Runnelstone whilst bound from Cardiff to Penzance with a cargo of flour. Signals of distress were made and in response the Life-boat *Elizabeth and Blanche* was launched. She fell in with the vessel and placed two Life-boatmen on board and then obtained the services of a tug. The ketch and her crew of six hands were eventually assisted in safety to Penzance Harbour and by the time she reached the pier her decks were awash.

Barry Dock, Glamorganshire.—At 2.30 A.M. on the 5th March the Barry Coastguard reported that a steamer was ashore about three miles west of Barry Island, and in need of assistance. The Life-boat *John Wesley* was launched and in tow of a pilot-vessel proceeded to the steamer in distress. When she arrived she found a patrol steamer was alongside taking off some of the men; the women and children having been taken off by another steamer before the arrival of the Life-boat. The Life-boat then stood by the steamer until she was successfully refloated, and returned ashore.

Ilfracombe, North Devon.—On the 7th March the s.s. *Bengrove*, of Liverpool, whilst outward bound from Barry Dock, was torpedoed, and very quickly foundered, about five miles to the north of Ilfracombe. Signals of distress were heard and the Life-boat *Co-operator No. 2* was launched as quickly as possible. Another steamer stood by the torpedoed vessel, and when the Life-boat arrived on the scene she had already taken the crew off the *Bengrove*. They were transferred to the Life-boat and very shortly afterwards the doomed vessel hove her bow up in the air and foundered. The Life-boat at once returned to Ilfracombe, and landed the crew, thirty-three in number.

Gorleston, Suffolk.—On the 14th March, during smooth but hazy weather, signals of distress were heard from a vessel. The No. 1 Life-boat *Mark Lane* was launched and was tracked by the crew to the end of the North Pier where she was picked up by a tug and towed out to the North Holm Sands, whence the signals proceeded. She there found a large tank oil steamer—the *San Ricardo*, of London—belonging to the Eagle Oil Transport Company. The cargo of oil was being pumped overboard, and as it was not necessary at that time to take the crew off the vessel the Life-boat stood by until high water next day. Efforts to refloat the vessel were not successful, but as no further assistance was required, the boat returned to her station.

Ramsey, Isle of Man.—On the morning of the 18th March, when it was blowing hard from the N.N.E. with snow showers, signals of distress were observed on the ketch *New Leader*, of Ramsey, which was riding in the South Bay about 100 yards from the Queen's Pier. She had come into the bay during the night but her anchors dragged until she got into a dangerous position. Before the Life-boat *Mary Isabella* could reach her the vessel's hawser carried away and it was with some difficulty that the Life-boat succeeded in saving her crew of four men. When they were rescued the vessel was driving along rapidly and she eventually went ashore in a very heavy sea and sank.

Caister, Norfolk.—The s.s. *Buccaneer*, of West Hartlepool, carrying a crew of twenty-one hands, stranded on the North Scroby Sands on the 18th March. The No. 1 Life-boat *Covent Garden* proceeded to her assistance, and when she reached her the captain employed the crew to try and get the vessel off, Coxswain John Haylett being placed in charge. Later in the morning tugs arrived upon the scene and were engaged to tow the vessel. Their efforts, however, proved unsuccessful, and the Life-boat crew commenced to jettison the cargo, about ten tons of fire-bricks being thrown overboard. At flood tide three tugs were engaged, and about 8 P.M. on the 18th the steamer floated and was

taken by the Coxswain, under her own steam, into Yarmouth Roads. At about 4 A.M. the next morning a N.E. gale sprang up, and, as the vessel was leaking badly, the Life-boat stood by her until 11 A.M. on the 20th, when a pilot boarded her and took her into Yarmouth Harbour. The Life-boat then returned to her station where she arrived at 2.30 P.M.

Porthdinllaen, South Carnarvonshire.—The Life-boat *Barbara Fleming* was launched at 10 A.M. on the 18th March during a whole northerly gale and very rough sea, in answer to distress signals in Porthdinllaen Bay. The vessel was the ketch *James*, of Carnarvon, bound from Abersoch to Porthdinorwic with a cargo of sand. The Life-boat saved the crew of three hands, and the ketch afterwards drove ashore on a sandy beach, where the heavy sea made a clean breach over her.

Donaghadee, Co. Down.—On the 18th March, during a strong N. gale with snow showers, the Motor Life-boat *William and Laura* was called out to the assistance of the steamer *Upas*, of Newry. When the vessel was five miles south of the Skullmartin Lightship her cargo shifted, and she began to sink. As she was sinking a steamer, named the *Ailsa Craig*, belonging to Belfast, came into sight and proceeded to her assistance. A small boat belonging to the *Ailsa Craig* was manned by Mr. Edward Torrens, the chief officer, and two sailors, and, in spite of the heavy sea running, they proceeded to the assistance of the distressed vessel. By this time the *Upas* was in a very serious state, and all the boat could do was to save two of the crew, who were washed overboard as the vessel sank. Unfortunately, owing to the long distance the Life-boat had to travel, she was too late to do anything for the remainder of the crew of the *Upas*, but her arrival was very timely for the boat of the *Ailsa Craig*, which was in very great danger, and the Life-boat saved the two men, who had been picked up, and their would-be rescuers. She also picked up the body of one of the men who was drowned in the ill-fated

steamer, and then returned ashore. In this case such conspicuous bravery was displayed by the men who manned the boat of the *Ailsa Craig*, that the Committee of Management presented an aneroid barometer, bearing a suitable inscription, to the chief officer, and made a monetary reward to the two members of the crew.

Cardigan, Cardiganshire.—At about 9 A.M. on the 18th March, Coxswain Bowen, who was on duty near Cardigan Bay, observed a signal of distress from the ketch *Clara*, of Milford Haven, which appeared to be in imminent danger of being driven ashore. He at once took steps to summon the crew of the Life-boat *Elizabeth Austin*, and the boat was launched in a very heavy sea. A strong N.N.W. gale prevailed at the time, and the weather was very cold, with snow showers. The Life-boat proceeded very promptly to the *Clara*, and was just in time to save the crew of two men, who were in great peril, as the ship was dragging her anchors, and was being buffeted by wind and sea. After the crew had been rescued, the vessel became a total wreck.

Robin Hood's Bay, Yorkshire.—At 12.45 P.M. on the 18th March two of the fishing-cobles belonging to Robin Hood's Bay, named the *Emily and Eva* and the *Three Brothers*, which had gone off earlier in the morning to fish, were in danger. Whilst fishing the wind and sea increased, and the return of the boats was accompanied by considerable risk. The Life-boat *Mary Ann Lockwood* was launched, and escorted the cobles to a safe landing, and then returned to her station. When making for land a heavy sea was running inshore, which rendered it very dangerous for the boat and crew.

Whitby, Yorkshire.—On the morning of the 18th March the local fishing fleet were out fishing, and at about noon the sea began to grow very rapidly and the weather looked very threatening. At a little after one o'clock, as the sea was breaking heavily across the bar, and twelve of the cobles

had not returned, the Life-boat was taken down to the entrance to the harbour. By half-past two she had escorted nine of the cobles and a motor fishing-boat into safety, but there were still three cobles to be accounted for. By this time it was snowing heavily and blowing a whole gale, and the Life-boat remained outside the harbour until 5 P.M. In the meanwhile two more cobles succeeded in getting into safety, but the remaining coble had not returned. Nothing could be seen of her from the land, as it was snowing all the time, and such a sea was never known to have risen in so short a time. As there was no news of the missing coble, the Life-boat returned ashore, and next morning a report was received that parts of the boat had been washed up about six miles to the north. It was hoped that the crew might have been picked up by a passing steamer, but it is feared that the men lost their lives.

Scarborough, Yorkshire.—On the 18th March the east wind increased, bringing with it a rough sea, which during the afternoon became dangerous for the cobles when returning to harbour. The Life-boat *Queensbury* was launched at 3.10 P.M. and stood by the cobles until they succeeded in getting into safety. It was snowing very hard at the time.

Arklow, Wicklow.—On the 18th March, during a strong N.E. gale and a very heavy sea, the new Motor Life-boat *John Taylor Cardwell* was launched to the assistance of the schooner *Christiana Davies*, of Barrow. The vessel, whilst bound to Dublin with a cargo of malt, came to anchor in Arklow Bay about five miles from the harbour. In the strong gale she commenced to drag her anchors, and displayed signals of distress. When the Life-boat reached the vessel the crew of three hands were rescued and were conveyed in safety ashore. During this service a very heavy sea was running, and the behaviour of the Life-boat gave the liveliest satisfaction, although a considerable quantity of water was shipped when crossing the Bar.

Abersoch, Carnarvonshire.—On the 18th March, during a whole N.E. gale, with snow showers, signals of distress were observed from three schooners at anchor in St. Tudwall's Roads. The crew of the Life-boat *Oldham* were at once summoned and the Life-boat launched. She first proceeded to the schooner *Dependence*, of Littlehampton, which was bound from Pentowan to Garston, and took off her crew of four hands. She then went on to the schooner *Glanfeadon*, of St. Ives, and her crew of five hands were also taken into the boat. This vessel was bound from Penzance to Runcorn. The Life-boat then proceeded to the third vessel, the *Douduard*, of Padstow, bound from Looe to Ellesmere, and took off her crew of five hands. The boat then returned ashore and landed the men, being left at moorings until next morning when, the weather having moderated, she was rehoused. At the time of the service the sea was rough.

Grimsby, Lincolnshire.—At 1.30 A.M. on the 19th March, during a whole N.N.E. gale and very heavy sea, signals of distress were seen from five Pile Drivers which were moored in the River Humber. The Life-boat *Charles Burton* was launched and taken in tow by the tug *Southern Cross*, but after proceeding some distance the tug grounded and the tow rope parted. Repeated efforts were made to effect communication again with the tug, but without result. The boat was then drifting on to a lee shore, and owing to the boisterous weather and heavy sea it was impossible for her to beat to windward; in addition to this it was considered dangerous to attempt to approach the vessels in the darkness owing to their heavy moorings and the piles in the vicinity; moreover it was not considered advisable to leave the neighbourhood of the tug, which was in a dangerous position. The anchor was accordingly let go and the boat remained at anchor until dawn. At daylight there was no sign of the tug, she having got clear during the night, so the boat proceeded to the Pile Drivers and found that the crew of one of them had been taken off by another tug

previous to the arrival of the Life-boat. She then stood by the remaining four vessels, and accompanied them whilst being towed into dock. During this service the weather was exceedingly trying, as a blizzard with heavy snow prevailed. Very valuable assistance was rendered both by the Royal Dock Master, the Fish Dock Master, and others in getting the Life-boat out of harbour, and special letters of thanks were sent by the Committee of Management expressing appreciation for the help given.

Padstow, Cornwall.—At about 6 A.M. on the 19th March, during a moderate N.E. gale, a telephone message was received reporting that a dismasted schooner was in distress off Trevoze Head. The No. 2 Life-boat *Edmund Harvey*, in tow of the tug *Helen Peele*, proceeded to the scene of the disaster without loss of time. They reached the vessel at about 8.30 A.M. She proved to be the schooner *Frances*, of Lancaster, bound from Plymouth to Swansea with a cargo of pitch, and she was then in a waterlogged condition. The crew of five hands were taken off by the Life-boat and conveyed ashore. During the day the wind and sea died down and the derelict was picked up by a steam trawler and towed into harbour in the evening.

Bembridge, Isle of Wight.—At 7.30 A.M. on the 19th March, during a N.E. gale, the Coastguard reported that a schooner was flying signals of distress. The Life-boat *Queen Victoria* was launched, but considerable difficulty was experienced, and she was beaten back broadside on to the rocks. When the tide flowed the boat was got clear, the haul-off warp being found most useful. In the meanwhile, owing to their efforts to get the boat clear, one of the helpers became exhausted and fell, but he was successfully rescued by his father, assisted by Mr. William Couldrey, the Honorary Secretary. Two of the Life-boatmen also became exhausted through the seas repeatedly breaking over the boat and they had to be landed. When the Life-boat reached the vessel the captain engaged the Life-boatmen to

try and save her, and in this they were eventually successful, being helped by a tug which had also come to the vessel's assistance. The Committee of Management, in recognition of the meritorious conduct of the Honorary Secretary and the endangered helper's father, awarded an Aneroid Barometer to the former and made a monetary reward to the latter. The vessel was the schooner *Theodora*, of Newcastle, and carried a crew of seven hands.

Ramsgate, Kent.—On the 19th March the schooner *Gravesend*, of London, whilst bound from Dunkirk to London with a cargo of coal, got into difficulties close to the Goodwin Sands, owing to her anchors not holding. In response to her signals of distress the Life-boat *Charles and Susanna Stephens* proceeded to her assistance. They found the schooner driving before the gale dragging her anchors, and the seas washing right over her. No one was on board and the vessel's boat was gone. With very great difficulty the Life-boatmen managed to board the vessel, on which the signal of distress was still flying, and eventually succeeded in making a tow-rope fast between the schooner and the tug which had towed the Life-boat out. The vessel's anchor was then slipped, and she was towed into Ramsgate in safety. It was reported that a passing steamer had rescued the crew before the arrival of the Life-boat. A strong N.N.E. gale was blowing at the time with a very heavy sea.

Redcar, Yorkshire.—The Life-boat *Fifi and Charles* was launched during a moderate N.W. breeze and heavy ground swell on the 20th March, in answer to signals of distress from the s.s. *Spiral*, of Christiania. The vessel had stranded on the rocks whilst bound from Sunderland to Boulogne with a cargo of coal. When the Life-boat reached the vessel the captain asked Coxswain Upton to stand by and to assist in refloating the vessel. The Coxswain consented to do this, and the Life-boat remained with the steamer until 8.30 next morning; she then returned ashore and, later, was again launched. For several days attempts

were made to get the vessel clear, but all efforts proved unsuccessful. During the night of the 25th March, while the salvage operations were proceeding, a heavy sea got up, and the Life-boat was obliged to land eighteen of the men who had been at work on the steamer. Arrangements were then made with the captain and crew of the schooner to signal if further assistance was required.

After the Redcar boat had returned ashore it was found that her rudder had been damaged and that she could not return to the vessel, and as the crew still on board desired to be landed a message was sent to Teesmouth. The crew of that boat were assembled without loss of time, and she proceeded to the vessel. When she arrived she found twenty-two persons on board, consisting of twenty-one of the crew and the Company's Agent. The boat then took the men to Middlesborough, where they were landed. This boat is fitted with a motor which ran without a hitch.

Eastbourne, Sussex.—The s.s. *Cairntorr*, of Newcastle, was torpedoed when about eight miles south of Beachy Head, on the 21st March. The Coastguard reported that the vessel was apparently in distress, and the No. 2 Life-boat *James Stevens No. 6* was dispatched with all haste to the doomed vessel, the Motor Boat *Estella* taking her in tow. When the Life-boat reached the scene of the disaster she found a small torpedo-boat standing by and the crew of the steamer in the ship's boats. Eight men were at once transferred to the Life-boat and ten others were placed on board the Motor Boat, and, as nothing further could be done, the boats returned ashore and landed the shipwrecked men.

Wicklow, Co. Wicklow.—At 9 A.M. on the 25th March, a three-masted barque was observed on the Codling Bank, and the Motor Life-boat *Robert Theophilus Garden* was dispatched to her assistance. Owing to the fact that the Life-boat had to proceed in the teeth of a gale and against a foul tide, she did not reach the vessel until 11.30 A.M. By

this time the vessel, which proved to be the *Vincennes*, of Havre, had got off the bank and was at anchor, but she was so close to the sands that, had the wind changed, she would in all probability have grounded again. The captain reported that the tug which had had the barque in tow had cast off about six o'clock that morning, and, as the weather was thick, he was in ignorance as to his position. Coxswain Byrne advised the captain to get under way at once, and offered to pilot him with the Life-boat clear of the sands. The captain gratefully accepted this offer and, with the assistance given, succeeded in making a good offing. When the Life-boat and ship parted company, the crew of the latter loudly cheered the Life-boatmen, the captain waving the tricolour.

North Deal, Kent.—The Second Coxswain observed a vessel ashore on the S.E. part of the Goodwin Sands, shortly after 10 A.M. on the 25th March. The crew of the Life-boat *Charles Dibdin* were assembled and the Life-boat was launched. She found one of H.M. Patrol Boats, No. 688, on the sands and stood by her until she succeeded in getting clear about one hour before high water. At the time of the service a N.E. by N. gale was blowing with a rough sea.

Cromer, Norfolk.—The s.s. *Ida*, of Haugesand, on the 27th March, stranded on the Haisborough Sands, whilst bound from Newcastle to Rouen with a cargo of coal. A message was received from the Haisborough Light-vessel, reporting the casualty at about 6.15 A.M., and the Life-boat *Louisa Heartwell* was promptly dispatched. When she reached the steamer the services of the crew were engaged to try and get the vessel off. A tug arrived later, and when she had got into a suitable position, a hawser was conveyed to her by the Life-boat, and she started towing. Another tug then arrived and made fast to the first one. Whilst the tugs were towing the vessel she was bumping heavily, and knocked her rudder and propeller away. At about 1.30 P.M. she floated and was towed

clear of the sands, and anchored about 8 P.M. The Life-boat then stood by her all night and the tugs commenced their work again at 7 A.M. next morning. Later in the day it was found necessary to anchor the vessel again, but she was eventually assisted in safety into Yarmouth Harbour on the 29th March, and the Life-boat was towed back to her station.

Walton-on-the-Naze, Essex.—Shortly before noon on the 30th March, the Coastguard reported that a message had been received from the Gunfleet Lighthouse, stating that a steamer was ashore on the Sunk Sands. A moderate N.E. breeze was blowing at the time, and the sea was moderately rough. The crew of the Life-boat *James Stevens* No. 14 were assembled and the boat proceeded to the stranded vessel. When she reached her, the Coxswain, W. Hammond, boarded the vessel and advised the captain to run out a large anchor. This was done by the Life-boat, and after some time the vessel was successfully refloated with the assistance of her own steam. As the vessel was found to be making no water the Life-boat returned to her station, where she arrived at 2.30 A.M. The vessel was the s.s. *Glassalt*, of Aberdeen, bound from London to Newcastle, with a cargo of cement.

Hastings, Sussex.—Shortly after 6 A.M. on the 4th April, it was reported that a vessel was on the rocks east of Fairlight Coastguard Station, and that she was showing flares for assistance. The crew of the Life-boat *Charles Arkcoll* was assembled, and the boat proceeded in the direction of the distress signals. On reaching the vessel it was found that she had been abandoned by her crew, consisting of the master, an old man, and a boy. The Life-boat Coxswain, J. W. Plummer, and his crew patched up the vessel, which was holed, and repaired her rudder, which was damaged. When the tide flowed the Life-boatmen succeeded in refloating the vessel and taking her into Rye Harbour. The vessel was the ketch *Reward*, of Ramsgate; she was bound for Hastings at the time of the casualty.

Summary of the Meetings of the Committee of Management.

Thursday, 8th July, 1915.

The Rt. Hon. the EARL WALDEGRAVE, P.C.,
V.P., 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:—

Northern District.—Kirkcudbright, Whitehorn, Port Patrick, Port Logan, Girvan, Ballantrae, Ayr, Ardrossan, Crail, Anstruther, St. Andrews, Buckhaven, St. Abbs, Skateraw, Dunbar, and North Berwick.

Southern District.—Eastbourne, Totland Bay, and Bembridge.

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

Reported the death of Mr. H. M. S. FELLOWES, temporary District Organizing Secretary. Appointed Mr. ARTHUR L. WATSON to fill the vacancy.

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

	£	s.	d.
H.R.H. THE PRINCE OF WALES	10	10	-
CIVIL SERVICE LIFE-BOAT FUND (in payment of the rewards to the crews of Civil Service Life-boats, up to 1st May, 1915) . . .	250	4	6
Miss L. MARSHALL (for upkeep of a Motor-boat for one year) . . .	250	-	-
THE WEST STANLEY CO-OPERATIVE SOCIETY, LTD.	10	10	-
H. MALIN, Esq., of Mangalore	10	10	-
A. C. DUFF, Esq., of Madras	10	-	-
Miss J. Dow, of Montreal	10	-	-
CADBURY BROS. (collection among girl and women employees)	9	15	4

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. GEORGE CHISLETT, of Wimborne, Dorset	205	9	8
The late Mr. ALFRED BRADLEY, of Nottingham	126	15	7
The late Mrs. JANET A. BARTHOLOMEW, of Edinburgh	100	-	-
The late Mrs. FRANCES DOBSON, of Stockton-on-Tees	100	-	-
The late Miss J. M. CLAPPERTON, of Regent's Park	100	-	-
The late Miss ISABELLA CASSON, of Bournemouth	100	-	-
The late Miss MARY A. GIBSON, of Cumberland	90	-	-

The late Miss F. CROKAT, of Hyde Park (cash balance)	£	s.	d.
The late Mr. C. C. BAILY, of Brighton (six months' interest on legacy)	35	6	6
The late Mr. ANDREW DRINAN, of Dublin (balance of legacy)	1	2	3

Reported the despatch to her station of the new Fraserburgh Motor Life-boat.

Paid £7,725 Os. 6d. for sundry charges in connection with the maintenance of the various Life-boat establishments.

Voted £79 12s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cadgwith	S.S. <i>Kyanite</i> , of Glasgow. Stood by vessel.	
North Deal	S.S. <i>Brighton</i> , of Newcastle. Remained by vessel.	
Selsey	S.S. <i>Kenora</i> , of Toronto. Stood by vessel.	

Also voted £178 7s. 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, Bembridge, Kessingland No. 1, Lizard, Margate No. 2, North Deal (Reserve), North Sunderland, Pakefield, Penlee, Peterhead No. 1, Redcar, St. Agnes, Southend-on-Sea, Southwold No. 1, Uppang, Walton-on-the-Naze (Motor), and Youghal.

Voted £4 8s. 6d. to a man injured in the Life-boat service at Southend-on-Sea.

Voted £2 to two men for saving the lives of two other men whose boat, being overladen with seaweed, got into a strong current and commenced to sink, off Tallaghanduff, co. Mayo, on the 1st May. When the salvors reached the sinking boat the heads of the occupants were only just above water. There was a northerly gale and rough sea at the time, and the rescuers incurred considerable risk.

Voted £5 to five men for putting off in a motor-boat from Donaghadee to assist a vessel reported in distress about 12 miles south of Donaghadee on the 28th June. This boat was dispatched by the Honorary Secretary as the Motor Life-boat was not available. The only risk incurred was due to fog and no vessel requiring assistance was found; 30s. also was paid for the paraffin consumed.

Thursday, 29th July, 1915.

The Rt. Hon. the EARL WALDEGRAVE, P.C.,
V.P., 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 Chief Inspector of Life-boats on his visits to the Blakeney and Wells Life-boat Stations.

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

Montrose, Gourdon, Johnshaven, Stonehaven, Newburgh, Fraserburgh, and Court-macherry.

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.
Mrs. ARCHIBALD HOW.	50	-	-
EXECUTORS OF THE LATE MR. HARRY MOSENTHAL, allocated out of moneys placed at their disposal for charitable purposes	25	-	-
Miss EMILY SMITH	25	-	-
Miss M. APPACH.	20	-	-
"A FRIEND," Quebec	15	-	-
Mrs. BERTHA I. DRAKE, "In memory, R. I. D."	10	-	-
TENTHERDEN CHURCH (collection)	4	8	6

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Miss FREDRICA CROKAT, of Hyde Park (value of Stock transferred)	8239	9	
The late Mr. EDWARD WRIGHT, of Leamington	4000	-	-
The late HENRY BROCKLEHURST, of Sefton Park, Liverpool	500	-	-
The late JAMES MAX FOTHERGILL, of Newcastle-on-Tyne	103	16	10
The late Mrs. HARRIET WILSON, of York	100	-	-
The late Mr. W. H. DEAN, of Stratford (on account, quarter share of the surplus income of the Estate)	8	9	10

Paid £8,666 17s. 9d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £58 18s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Flamborough No. 2.	S.S. <i>Eider</i> , of Newcastle. Assisted to save vessel and	8
New Quay, Cardigan	Fishing-boat <i>White Rose</i> , of New Quay. Saved boat and	2
Skateraw	Naval motor barge No. X162	9
Yarmouth	Cutter <i>Don't Know</i> , of Yarmouth. Saved boat and	2

Brighton Life-boat saved the schooner *Marie Celine*, of Truro, and her three hands; Holyhead No. 2 Life-boat assisted to save the fishing-boat *Elwin*, of Beaumaris, and her crew of three; Margate No. 2 Life-boat assisted to save the barque *Duc d'Aumale*, of Nantes; and Skegness Life-boat assisted to save the ketch *Princess*, of Goole, and her three hands, also four persons from the ketch *Swan*, of Grimsby, and assisted to save the barge *Harwich*, of Harwich, and her crew of three.

Also voted £128 12s. 3d. 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, Caister No. 1, Easington, Groomsport, Harwich (Steam), Newhaven (Motor), Porthdinlaen, Rhoscolyn, St. Davids (Motor), Shoreham and Spurn.

Thursday, 9th September, 1915.

Mr. JOHN BEVILL FORTESCUE 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 of Life-boats on their visits to the following Life-boat Stations:—

Northern District.—Peterhead, Port Erroll, Banff and Macduff, Buckie, Lossiemouth, Cromarty, Huna, Thurso, Stromness, Longhope, Ackergill, Broughty Ferry, Fraserburgh, Dunbar, Skateraw, and North Berwick.

Southern District.—Brighton, Newhaven, Poole, Swanage, Weymouth, Brixham and Totland Bay.

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.
ANCIENT ORDER OF FORESTERS	145	-	-
FRIENDLY SOCIETY	80	-	-
The THORNGATE TRUSTEES	50	-	-
EDWARD F. WHITE, Esq.	25	-	-
The late Miss S. E. WHITE	25	-	-
Mrs. BAIRD	20	-	-
M. WALSH, Esq., of Burma	15	-	-
H. ROBERTSON, Esq.	10	10	-
F. GODLEE, Esq.	7	19	1
DEPÔT ROYAL MARINES CHURCH, WALMER (Offertery)			

—To be severally thanked.

Reported the receipt of the following legacies:—

	£	s.	d.
The late Mr. JAMES BREBNER, of Wallington, Surrey	900	-	-
The late Miss MARY ELIZABETH GIBSON, of Broadgreen, Lancs.	871	17	1
The late Mrs. H. D. PRICE, of South Kensington	500	-	-

The late Mr. JOHN IRVING, of Blackheath	£	s.	d.
	270	-	-
The late Mr. ALEXANDER CHRISTIE, of London	200	-	-
The late Mr. S. W. KERSHAW, of Wandsworth Common	75	-	-
The late Mr. W. STANSFIELD, of Sidcup (further on account)	4	-	-

Reported the dispatch of the Steam Life-boat from Angle to Totland Bay, for temporary service at the latter station.

£ Paid £9,090 9s. 1d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £188 6s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Fraserburgh (Motor)	Boat of s.s. <i>Glenravel</i> , of Belfast. Saved boat and . . .	14
Gorleston No. 1	Fishing-boat <i>Cecil</i> , of Lowestoft. Stood by vessel.	
Gorleston No. 1	S.S. <i>Sir William Henderson</i> , of Newcastle	3
Lowestoft . .	S.S. <i>Sverige</i> , of Gefle	3
Palling No. 1	S.S. <i>Fulgens</i> , of London	26
Palling No. 1	S.S. <i>Sherwood</i> , of London. Stood by vessel.	
Wexford . . .	Fishing-boat <i>William and Michael</i> , of Wexford. Rendered assistance.	

Aldeburgh No. 2 Life-boat assisted to save the s.s. *Batoum*, of Swansea, and landed 17 men; Southwold No. 1 Life-boat also rendered assistance to the same vessel; Coverack Life-boat saved the s.s. *Arthur Capel*, of Rouen; and Walton-on-the-Naze Motor Life-boat saved the ketch *Alexander*, of Lowestoft.

Also voted £203 13s. 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, Cahore, Cromer, Easington, Gorleston No. 1, Harwich (Steam), Hasborough, Hastings, North Deal (Reserve), Ramsgate, St. Agnes, Southwold No. 1, Spurn, Walton-on-the-Naze (Motor) and Weymouth.

Voted £8 16s. 10d. to men injured in the Life-boat service at Skateraw.

Voted £6 to eight men for putting off from Bardsey Island to the assistance of the s.s. *Ilesha*, of Bristol, on the 8th August. The vessel's engines broke down, and when she drifted on to the rocks the crew of seven took to the ship's boat, but were unable to reach the land. Owing to the dangerous swell and treacherous tide race the salvors were unable to go alongside the boat, but they succeeded in towing the boat and her occupants into safety.

Voted 15s. to two men for putting off in a boat and saving four persons, who were being blown out to sea, off Youghal, on the 3rd August.

Voted £1 2s. 6d. to three men for rescuing the crew of the steam trawler *Roebuck*, of Milford Haven, which blew up and sank off Courtown, on the 12th August. The salvors put off in a motor fishing-boat and picked up the vessel's punt, containing the crew of three men, who were in a more or less exhausted condition. Also granted 5s. to the owner of the boat for petrol consumed.

Voted 10s. to two men for landing five persons from a motor-boat which had broken down and drifted on to a sandbank off Lowestoft on the 14th August. The salvors first brought two ladies ashore, they then went off again and towed the motor-boat off the sandbank, and subsequently into harbour, as they could not get the motor to work, and there were no oars on board.

Voted £1 10s. to three men for saving a man off Tynemouth on the 23rd August. The salvors were out fishing when they observed a man, stripped and floating in the water in an unconscious condition. After some difficulty they succeeded in saving him. They proceeded to Cullercoats and landed the rescued man, who was restored to consciousness after sustained efforts. A strong N.W. breeze was blowing and the sea was smooth.

Voted £3 to Mr. L. THOMPSON for saving a horseman who was in great danger of being drowned on the occasion of the accident at the launching of the Bridlington Quay Life-boat, on the 18th March.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1916.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Supported solely by Voluntary Contributions.

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

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

Chairman—

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

Deputy-Chairman—

SIR GODFREY BARING, Bart., M.P.

Secretary—GEORGE F. SHEE, Esq., M.A.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."

Telephone:

No. 2964
GERRARD.

APPEAL.

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

SUMMARY OF THE WORK OF THE INSTITUTION DURING 1914.

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

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

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION earnestly appeal to the British Public for Funds to enable them to maintain their 266 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and permanent annual income.

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

Since the outbreak of war 338 lives have been saved from H.M. Ships, Mine-Sweepers, Torpedo Boats, Patrol Boats, Sea Planes and other vessels which have been torpedoed, mined or in distress as a direct result of the War.

The Committee of Management feel sure that at a time when the nation has to deplore the loss, on the field of honour, of so many of our gallant countrymen, fighting heroically for a great cause, the country will not forget those equally brave men who are prepared, day and night, in War no less than in Peace, to face another enemy, the angry elements, in defence of the lives of their fellow-men in peril on the sea.

Annual Subscriptions and Donations are earnestly solicited, and will be thankfully received by

THE SECRETARY,

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

22, CHARING CROSS ROAD, LONDON, W.C.;

by Messrs. COUTTS AND Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

(Supported solely by Voluntary Contributions.)

ITS WORK.

THE Institution is constantly occupied in building, equipping and maintaining Life-boats, transporting carriages, boathouses and slipways, wherever required on the Coasts of the United Kingdom: in paying Life-boat coxswains, crews and helpers, for services rendered, including exercises: and in awarding them medals, vellums, etc., for conspicuous bravery: in awarding medals, certificates or grants of money to those who, at the risk of their own lives, save, or endeavour to save, by means of shore boats or otherwise, life from shipwreck on the Coasts of the United Kingdom: in granting pecuniary compensation to men injured on service: in granting pecuniary compensation to the Widows and other dependent relatives of Life-boatmen who lose their lives on service, not less than £100 being allowed for each Widow and £25 for each dependent child: and in granting pensions or retiring allowances to Life-boat coxswains, bowmen and signalmen of long service and good character.

To the Secretary, 191

ROYAL NATIONAL LIFE-BOAT INSTITUTION,
22, CHARING CROSS ROAD, LONDON, W.C.

I heartily approve of the objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and desire to support them.

Please enrol my name as a Subscriber (Donor) to the Funds of the Institution.

I enclose..... value £ s. d. as a

contribution to the Funds (which I hope to continue from year to year).

Hon. Vice-President for Life—£26 5s.

Hon. Vice-President—£5 5s.

Governor—Annual Subscription £1 1s.

Life Governor—Donation of £10 10s.

Subscribers of 10s. and upwards are entitled to the "Life-Boat Journal," issued Quarterly.

Subscriptions of smaller amounts are very thankfully received.

Name*

Full Address

Please state full title for printing.

FORM OF BEQUEST.

For those who wish permanently to benefit what must necessarily be a permanent Work of Humanity.

I give and bequeath to the ROYAL NATIONAL LIFE-BOAT INSTITUTION for the Preservation of Life from Shipwreck, London, Incorporated by Royal Charter, the sum of £ for the use of the said Institution, and I declare that the said Legacy shall be paid free from Legacy Duty, and that the receipt of the Treasurer of the said Institution shall be a sufficient discharge for the same.