

THE LIFE-BOAT.

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The Red Cross of the Sea.

"Peace hath her Victories
No less renown'd than War."

THUS wrote the great poet of a war which he deemed, as we do our mighty conflict of to-day, one of Liberty against Tyranny, of the oppressed against oppressors, a struggle for "the maintenance and vindication of the first liberties of mankind"; and so, at this time, when our hearts are filled with pride at the brilliant feats of arms and the noble proofs of endurance of the soldiers and sailors of these our islands and their brothers from across the seas, let us nevertheless not altogether forget those humbler heroes, our Life-boatmen, who are now more than ever winning the victories of Peace.

Of the many strange and unexpected results of this world-war none is more surprising than that it should have brought about more work for Life-boats than ever before in the annals of the Institution. This fact is due to several causes, the principal of which are the total extinction of coast lights and the removal of buoys and beacons, combined with the necessity which war engenders for throwing aside that caution which is habitually required of the mariner when in the vicinity of unlighted land and unmarked channels. To this may be added the fact that innumerable small vessels of all kinds have been chartered by the Admiralty for the purpose of mine-laying, mine-sweeping, patrolling, and other hazardous services in connection with the War, and the not infrequent recurrence of the word "Seaplane" in the list of services rendered by the Life-boats reminds us that with the present War a new responsibility has been

thrust on the Life-boat Institution, and that the term "Shipwreck" which occurs in its full title must be enlarged to include those frail vessels which sail the air, and, even more easily than those which move upon the water, may bring their crew into deadly peril of a watery grave.

On the whole, therefore, more vessels flying the white ensign have needed the services of Life-boats in the last eighteen months than ever before in the whole history of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the total number of launches to ships of this character and others which had been mined, torpedoed, or otherwise in jeopardy as a result of the War up to the end of December, 1915, being 183, by which 413 lives were saved. May it not be said that this represents a direct contribution by the Life-boat Institution of over 400 lives to the War? In effecting these rescues two valuable Life-boats and four brave lives were lost, surely as well entitled to the honourable epitaph "killed in action" as any on the field of battle.

It is thought that a more detailed account of a few of the more notable of these "War services" may be of interest to readers.

Of these the most conspicuous was that of H.M. Hospital Ship *Rohilla*, wrecked off Whitby on the 30th October, 1914. After four other Life-boats had tried in vain to reach her, the Tyne-mouth Motor Life-boat came a distance of 44 miles and succeeded in taking off the 50 survivors who had been 48 hours on what was left of the wreck. This service, it may be remarked, apart from

its own merits, established once for all the immense advantage of Motor Life-boats over the ordinary type. A full account of the rescue will be found in the *Life-boat Journal* for February, 1915.

Within three weeks of this event a particularly fine service was performed to H.M.S. *Condor*, wrecked on the dangerous Newcome Sand off Lowestoft on the 22nd November, 1914. The Lowestoft Life-boat had already been off in the early morning and saved 13 lives from H.M.S. *Spider*, but the wind and sea had greatly increased when the crew of nine of the former vessel were taken off.

Owing to her position and the tremendous seas which were breaking over her, and also over the Life-boat, the service was a peculiarly arduous and meritorious one, and the splendid seamanship displayed by the Coxswain, John Swan, earned the praise of the thousands of spectators who were lining the beach at the time, and the special commendation of the Senior Naval Officer at the Base, who was himself a witness of the rescue. For this service Coxswain Swan received the Silver Medal of the Institution.

During a severe S.E. gale on the 27th December, 1914, a torpedo-boat destroyer ran ashore on the rocky coast at Kingsbarns, about six miles from St. Andrews. The vessel was steaming south, and in the darkness, without any shore lights to guide her, she lost her bearings. The Crail Life-boat, which was launched at 6 A.M. in the height of the gale, was admirably handled by the Coxswain, Andrew Cunningham, who displayed the most skilful seamanship in keeping his boat from being dashed to pieces on the rocks which surrounded the vessel. In spite of all his care, however, the Life-boat was badly holed, and owing to the heavy seas Coxswain Cunningham and one of the crew were washed out of the boat. Happily, owing to their

life-belts, they were enabled to get back to her; and the Coxswain, in spite of his exciting adventure, continued the work of rescue and succeeded in taking off 20 of the wrecked crew, the remainder being rescued by the St. Andrews Life-boat, which had by then arrived upon the scene. For the courage and skill displayed in this service, Coxswain Cunningham was awarded the Silver Medal of the Institution, and special letters of thanks and appreciation were received from the Admiralty and the Admiral Commanding the Coast of Scotland.

One of the finest services recorded during the year 1915 was that of the Berwick-on-Tweed Life-boat to a motor-boat on the 10th November. Manned by a scratch crew, of whom Dr. Fraser, the Hon. Secretary of the local Branch, was one, and a soldier belonging to the King's Own Scottish Borderers was another, the boat went out in the teeth of a biting northerly gale, and lay-to all night in the darkness until daylight made the rescue possible. The crew having been taken off, the boat was headed for the north-east in order to get a sufficiently weatherly position to make the harbour, and this operation is described as having been one of the bitterest experiences which any man in the boat had ever endured. The cold was intense, the wind cut like a knife, and the spindrift fell like showers of needles on the face. The Life-boat eventually only reached the harbour after immense exertions on the part of her crew, who were in a pitiable condition from their long exposure, the more so as in the hurry to get away they had not waited to put on their oilskins. The Silver Medal of the Institution was awarded to the Second Coxswain, James Jamieson, for this service.

The foregoing account deals with services which all happily resulted in the saving of life; but there were two launches on service when the Life-boats

unfortunately were not successful in effecting a rescue, and in which the result was loss of life to the men who so gallantly attempted it. These also should be chronicled.

The sea-swept coast of Buchan has witnessed many shipwrecks since Dr. Johnson inveighed against the inhospitable aspect of its barren shores, but none more tragic than the disaster which occurred at Peterhead when the beautiful Motor Life-boat which had only recently been sent there was lost on the rocks at the entrance to the harbour and three of her gallant crew were drowned. The trawler *Tom-Tit*—frail namesake of a storm-tossed bird!—ran ashore in a fierce southerly gale on the 26th December, 1914, and the new Motor Life-boat, *Alexander Tulloch*, put out to her rescue in face of tremendous seas, one of which, alas! caught the boat and dashed her upon the rocks, all her crew being thrown out. Of these, seven escaped by what was little short of a miracle, but three had sacrificed their lives to save others.

That noble animal, the horse, has in man's strange eventful history played many parts, none finer than his share in helping to save human life at sea. At not a few Life-boat stations it is next to impossible to launch the boat without the aid of horses. Bridlington, in Yorkshire, is one of these, and many a time has the Life-boat been sent on her errand of mercy by the fine team which is supplied for the purpose by the Corporation. It was on Thursday night, the 18th March, 1915, when the hurricane which had been sweeping the coast all day was almost at its height, that the Life-boat rockets echoed and re-echoed through the noise of the storm, and a very few minutes afterwards the Life-boat was being dragged out of her house and down to the beach as near as possible to a mine-sweeper which had been wrecked off the town, and was being constantly swept by heavy

seas. Four horses were yoked to the Life-boat carriage, with four brave men on their backs. "It is almost safe to say," says a local account, "that these big, handsome horses had never faced a worse task than the one which confronted them in the darkness and storm of that terrible night. Men and horses did their work well and bravely, and everything seems to have gone well until a tremendous wave, followed by a hurricane of wind, swept the Life-boat sideways off the carriage into the sea." The two horses on the lee side were drowned, one rider had a miraculous escape by being hauled into the Life-boat as she proceeded on her way, but the other, Robert Carr, a man of 65, was not seen again until his body was washed up on to the beach. "If ever a man died doing his duty," says the account from which we have just quoted, "that man was Robert Carr, whose age might well have excused him from taking part in such terrible work."

Finally, at a time when passions are inflamed and racial hatred is difficult to restrain, it is good to call to mind the figure of that old German sailor who, happening to form one of the crew of a British vessel wrecked at the outbreak of the War, took the Captain's little seven-year-old daughter up into the rigging and "placed his weather-beaten body across his tiny friend to keep her warm, until, oblivious to the surroundings, the child fell asleep."

In conclusion, let us remember that when in God's good time our heroes have returned, and beaten their swords into ploughshares and their spears into pruning-hooks, the Life-boatmen will still have to take their apportioned share in that never-ceasing war against man's old enemy the sea, a war which we may rest assured they will ever continue to wage—to quote once more from the noble sonnet with which this brief article opened :—

"Guided by faith and matchless fortitude."

Obituary.

WITH deep regret we have to announce the death, on active service, of Lieut.-Commander H. T. Gartside-Tipping, R.N., a member of the Committee of Management, who was killed in action while in command of the armoured yacht *Sanda*, on 25th September, 1915. We have been precluded from giving an account of the circumstances attending his death earlier by the fact that the Admiralty did not wish the details to be known until they had been publicly announced, as was done in the official despatch from Vice-Admiral Sir R. Bacon, K.C.B., C.V.O., D.S.O., commanding the Dover patrol, which appeared on the 13th January, and from which we quote the following passage:—

"It is with great regret that, among others, I have to report the death of Lieutenant-Commander H. T. Gartside-Tipping, R.N., of the armed yacht *Sanda*, who was the oldest naval officer afloat. In spite of his advanced age, he rejoined and, with undemonstrative patriotism, served at sea as a Lieutenant-Commander."

Lieut.-Commander Gartside-Tipping was born in 1848 and joined the Navy in 1860. He was three years on the Japan station, where, at Kagaseima, his captain was killed at his side on the bridge. Later he went to the West Indies with H.M.S. *Doris*. He then served as lieutenant aboard Queen Victoria's yacht *Victoria and Albert*, from which he went to the training-ship *Ganges* at Falmouth as instructor. There he was given command of the *Dapper*, the tender to the *Ganges*, and in this position he came into close contact with H.M. King George and the late Duke of Clarence, who were both cadets under him.

In 1879 Lieut. Gartside-Tipping was appointed District Inspector of Life-boats, and in that capacity showed the zeal, efficiency, and professional knowledge which characterised him throughout. He held this important post, which afforded ample opportunity for the exercise of the qualities of fine seamanship in which he excelled,

until 1892, when he retired. In 1894 he was elected a member of the Committee of Management, and remained an active and keenly interested member until his death, placing his exceptional knowledge at the service of the Institution and being ever ready to undertake any work which could further its interests. His exceptional skill as a yachtsman, coupled with his signal ability as a yacht-designer, made his advice invaluable to the Institution. One of the most valuable services which he rendered was the invention of Tipping's plates, named after him. These plates enable a heavy Life-boat to be transported on her carriage over deep mud and soft sand which would otherwise form an almost insuperable obstacle, as the heavy carriage would sink into the sand over its axles. Tipping's plates have since been extensively adapted to the needs of artillery.

At the outbreak of war, Lieut. (as he then was) Gartside-Tipping was 66 years of age. In spite of this fact he at once volunteered for service and was given command of the armoured yacht *Aries*, in which he did invaluable work all through the winter of 1914-15. During that time he went through a period of hardship and exposure which would have shaken the constitution of many a younger man. The *Weekly Dispatch* of 16th January quotes an ex-R.N.R. officer as saying that the work in the North Sea during the long winter months "is the most exacting naval work that has been performed during the War. It is least understood and appreciated. Officers and men are as wet below deck as above; it is scarcely an uncommon thing to have one's blankets wrung out before turning in. It is wonderful how Lieut.-Commander Gartside-Tipping stuck it through."

Shortly afterwards he was transferred to the yacht *Sanda*, a small unarmoured craft. It was while in command of this little vessel that Lieut.-Commander Gartside-Tipping met his death, and we cannot do better than publish here a letter written by Commander W. G. Rigg, D.S.O., R.N., himself a District Inspector



Gartside-Tipping

LIEUT.-COMMANDER GARTSIDE-TIPPING, R.N.
Killed in action off Zeebrugge on the 25th September, 1915.

of Life-boats and a colleague and friend of Lieut.-Commander Gartside-Tipping, and an officer who earned high praise from Admiral Bacon, who, in the report referred to above, says, "The mine-sweepers under Commander W. G. Rigg, R.N., have indefatigably carried out their dangerous duties." It is a great satisfaction to us to state that Commander Rigg's excellent services in this capacity have been recognised in the award of the D.S.O. His letter, which is addressed to Lord Waldegrave, the Chairman of the Institution, is as follows:—

"21, WATERLOO CRESCENT,

"DOVER.

"11th Oct., 1915.

"MY LORD,—You are by this time aware that Lieut.-Commander Gartside-Tipping, R.N., in command of the yacht *Sanda*, met his death on the morning of the 25th September, 1915.

"Ashe was a member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION I thought that perhaps an account of the disaster, by one who saw it, might interest both you and the members of your Committee.

"I am therefore writing an account for you, but must beg of you to keep it as strictly private and confidential amongst the members until such time that such letters can be published.

"The Fleet were in action off a certain port* of the Belgian coast on the morning of the 25th September, 1915, and up till nine o'clock were entirely unmolested.

"At this time a very hot fire was opened on us from the shore batteries.

"The yacht *Sanda* was slightly inshore of the monitors, and at 9.20 A.M. I suddenly observed a huge flame and column of dense black smoke emerging from the fore part.

"By the time the smoke had cleared away, the fore part of the vessel had disappeared, and in less time than it takes to write, the after part rose up in the air, so that in the space of less than three minutes the whole vessel, with the exception of the funnel and one mast, had totally disappeared.

"What actually happened was that

a high-explosive 8-in. shell from one of the shore batteries had hit her right under the fore bridge, with the result told above.

"At the time I was in command of the paddle mine-sweepers, and was about three-quarters of a mile away from the yacht.

"I immediately steamed at full speed to the vessel and lowered my two boats, but owing to the heavy gun-fire we were subjected to, I was obliged to leave them there and take my vessel out of the danger zone.

"A steam-drifter was also on the spot, and two boats later on arrived from two destroyers, but unfortunately of the crew of 28 only 13 were saved.

"All were saved who could be saved, as I am sure all the others were killed instantly.

"I eventually took all the survivors aboard and returned to port with them, medical assistance being rendered on the way back.

"It was only two days before this disaster that His Majesty the King inspected Dover and, seeing Lieut.-Commander Gartside-Tipping, stopped and had a long conversation with him, congratulating him on being the oldest officer afloat.

"Lieut.-Commander Gartside-Tipping was held in very high esteem in Dover, and we all mourn his loss here very much.

"I am sure he died the death he would have asked for, for he fell without knowledge in the height of our action.

"No words of mine can pay sufficient tribute to him, but the words of one of the survivors are worthy of note, viz.: 'And so dies a very gallant officer and perfect gentleman.'

"I have the honour to be your Lordship's most obedient servant,

"W. G. RIGG,
"Commander.

"THE RIGHT HON.

"THE EARL WALDEGRAVE, P.C."

It is pleasant to know that the King never forgot the relations which had existed between himself and Lieut.-Commander Gartside-Tipping in the old days when he was a cadet under that officer aboard the *Dapper*.

* The port was Zeebrugge.

Country Life, of the 22nd January, contains a vivid impression of the gallant man by one who met him in January, 1915, when he was in command of the armed yacht *Aries*. Struck with the fact that a man of his age had left his pleasant home in Norfolk to face the arduous duties and real hardships of the North Sea service in a small yacht, Miss E. L. Turner, the writer of the article in question, said to him, pointing to the breakers as they rolled in at the foot of Lindisfarne: "You have left all that for this." To which Lieutenant-Commander Gartside-Tipping replied, with a sunny smile: "Of course, I couldn't stay at home while there was an ounce of work left in me." As the sun set he held out his hand and said: "Good-bye; we will meet at Hickling (in Norfolk) after the War, if I don't foul a mine or something." The writer continues: "I watched the tall, spare figure disappear through the low doorway and down the long gallery, its frail aspect accentuated by the naval frock coat. A strange

thrill of exultation choked all utterance. Here was a man, and a hero, one of many, thank God! Yet distinct from all others, since he was 'the oldest naval officer afloat.' No one would have called him a shirker had he stayed at home. All this came home to me in that brief interview, though the rapid steps and erect, alert bearing gave one the impression at first of a much younger man.

* * * * *

"I was at Hickling when the 'something' happened. It was a calm, still day, and what wind there was blew from the east. Far away from over the sea came the dull thunder of guns, faint at first, but regular and persistent. Of course, on the east coast we often hear guns firing, but this was different from ordinary target practice. Its sullen roar made us restless, and we asked one another: 'What can it be?' and 'Where is it?' It was the bombardment of Zeebrugge. The 'something' had happened."

Services of the Life-boats.

Peterhead, Aberdeenshire.—At 6 A.M. on the 8th April the Coastguard reported that a three-masted steamer was ashore on the north side of Ratray Head. The No. 1 Life-boat *George Pickard* was launched without delay and proceeded, under sails, to the scene of the wreck, which was reached at about 8 A.M. The steamer proved to be an oil transport named the *Kremlin*, of London, which was bound to Newcastle in ballast. At the request of the captain the Life-boat stood by the vessel until the following high-water, when the steamer was refloated. As the steamer was not making much water, she proceeded on her voyage, and towed the Life-boat part of the way back to Peterhead. At the time of the casualty a S.S.W. gale was blowing and the sea was rough.

Clacton-on-Sea, Essex.—During a moderate W.N.W. gale and rough sea on the 8th April the sprit sail barge

Mary Ann, of Rochester, stranded on the North East Buxey Sands, and the Motor Life-boat *Albert Edward* was dispatched to the assistance of those on board. When she reached the barge the master requested the boat to stand by as the vessel was an old one, and it was doubtful whether it would be possible to refloat her. During the afternoon, when the tide flowed, the barge was got clear of the sand and proceeded to Harwich, and, as the services of the Life-boat were no longer required, she returned to her station.

Newhaven, Sussex.—The Government patrol boat *Lord de Ramsey* stranded at the entrance of Newhaven Harbour on the 9th April, during a moderate N.W. gale and rough sea. As it was feared that the crew were in danger the Motor Life-boat *Sir FitzRoy Clayton* was dispatched to their assistance. When she arrived she found a tug was in attendance endeavouring to tow the

vessel off, but as the attempt proved unsuccessful, the Life-boat was engaged to run out a kedge anchor. She accordingly did so, and with the assistance of this anchor the vessel was refloated and taken into Newhaven Harbour.

Filey, Yorkshire.—At 1.20 A.M. on the 16th April the Coastguard reported that a vessel was ashore on the Brigg, and the Life-boat *Hollon the Third* was launched to help her. She found the vessel was the steamer *Eglantine*, of North Shields, bound for Havre with a cargo of coal. The captain reported that he had been chased by an enemy submarine, which had fired a torpedo at his steamer. The torpedo missed the vessel, but while the captain was endeavouring to escape by getting into Filey Bay, she ran on to the end of the Brigg. At high water the steamer became submerged, and the crew took to the steamer's boats, and one of these containing nine men was towed into safety by the Life-boat. The vessel became a total wreck.

Lowestoft, Suffolk.—Shortly after noon on the 18th April the Coastguard reported that a vessel was in distress on the Holm Sands. The weather was fine at the time, with a light S.W. breeze blowing and a smooth sea, but, as it was feared that she would not be able to get clear of the sands without assistance, the Life-boat proceeded to her. The vessel proved to be the s.s. *Glenpark*, of Greenock, bound from Hartlepool to Cowes with a cargo of coal. She was ashore on the north part of the sand, and the Life-boatmen, together with others who had gone off, were engaged to refloat her. They remained in attendance until 2 P.M. next day assisting in the work of salvage; the Life-boat then returned ashore to enable the men to obtain food, etc. Later in the day the boat again proceeded to the stranded vessel, and at 2 A.M. on the 20th April they succeeded in refloating her.

Wexford, County Wexford.—The schooner *Harmony*, of Preston, while bound from Garston to Wexford with a cargo of coal, ran ashore on the Black-

water Bank, on the 24th April, and became a total wreck. Her signals of distress were observed by the Coastguard, who reported them to Edward Wickham, the Coxswain of the Wexford Life-boat *James Stevens No. 15*. Within a quarter of an hour of receiving information of the wreck the Life-boat was launched and on her way to the vessel. The south end of the bank was reached about midnight, and flares were seen in the direction of the north end of the bank, evidently from a vessel in distress. These were answered by the Life-boat, and she proceeded as quickly as possible to the wreck. When she arrived it was found that the after part of the schooner was submerged, and that the sea was making a clean breach over the remainder of the vessel. Also that, owing to the sails being loose and the booms and gaffs swinging free, it was not possible to get under the ship's lee. The Life-boat anchored on the weather side and veered down until communication could be effected; she then got under the port bow, the only place from which the men could be rescued, and there the greatest care had to be exercised as the vessel's anchor and head gear made it impossible for the boat to get close up to the vessel. The three men on board were given directions to await an opportunity to jump into the Life-boat as she rose and fell. Eventually all three were rescued, but they were in an exhausted condition, having been continually washed by the seas for two hours before the Life-boat reached them. Brandy was administered to the men, and as soon as the Life-boat had recovered her anchor, sail was set, and she made for Wexford, where the shipwrecked men were landed at 7.15 next morning. The rescue was a most timely one, as it would not have been possible for the men to have held out on the vessel much longer, as the sea was quickly becoming worse.

Swanage, Dorset.—The Life-boat was called out by distress signals at about 10 P.M. on the 25th April, a vessel being in distress in Swanage Bay. The crew were promptly assembled and the boat launched. The vessel proved to be the barge *Maggie*, of London, bound

from Alderney to Newport, Isle of Wight, with a cargo of granite. A strong N.E. breeze was blowing, with a rough sea, and when the Life-boat reached the vessel it was found that she was leaking badly, and that the two men on board were on the point of leaving her as they feared she would sink. Five of the Life-boat's crew were put on board to man the pumps, and after an hour's work they commenced to get the water under. It was then 1.30 A.M., and as the flood tide was making they got the vessel under way and took her in safety into Poole Harbour. It was necessary for the Life-boat to accompany the vessel as she was in a very critical condition, the water being over the cabin floor when she got into Poole.

Youghal, County Cork.—Shortly before 6 P.M. on the 13th May a telephone message was received reporting that a motor-boat was in the bay drifting seawards with a signal of distress flying. As there was a strong N.N.E. breeze blowing with a heavy swell the Life-boat *Marianne L. Hay* was launched. When the Life-boat reached the motor-boat it was found that she had broken down and was quite unable to reach the shore. The Life-boat, therefore, took the boat in tow and brought her and her occupant into safety; at the same time she also brought in two lads who were afloat in a small punt and unable to regain the land.

Clogher Head, County Louth.—At 1.15 P.M. on the 25th May the Chief Officer of Coastguard reported that a vessel was showing distress signals off Clogher Head. The crew of the Life-boat *Charles Whitton* were assembled and the boat was promptly launched. She proceeded under oars to the vessel, which proved to be the steam-tug *Pulper*, of Cardiff, towing a barge from Balbriggan to Anagasson. The barge was in a sinking condition, rapidly filling with water, and part of the tug's crew were in danger, as they were trying to keep her afloat, and the master did not wish to cut her adrift if it could possibly be avoided. The Life-boat remained in attendance on both vessels until they

succeeded in getting in safety to Port Oriel; she then returned to her station and was rehoused.

Cromer, Norfolk.—The s.s. *Bodil*, of Esbjerg, was totally wrecked on the Haisborough Sands on the 27th May whilst bound from Sweden to Southampton with a cargo of timber. A strong N.E. breeze was blowing at the time and the sea was rough. A fishing-smack observed the vessel ashore and reported the fact to the St. Nicholas Light-vessel, which, in turn, reported it to the Superintendent of the Trinity House at Yarmouth, and he telephoned for the Cromer Life-boat *Louisa Heartwell* to be launched. The boat was accordingly dispatched, and when nearing the sands the wreck was observed, and Coxswain Blogg made straight for her. When he commenced to shorten sail in readiness for crossing the sands he observed a ship's boat with men in her holding up an oar to attract attention. The boat was near the edge of the sand, and he at once set sail and bore down on her. When he reached her he found that she belonged to the wrecked vessel, and that the whole of the crew, fourteen in number, were on board; without loss of time the fourteen men were taken into the Life-boat. There was a heavy sea on the sands, and if the crew of the ship's boat had not used a plentiful supply of oil to keep the seas from breaking over them their boat must have been swamped. The Life-boat then proceeded to a patrol-boat which had been standing by since the early morning but had been unable to get near the wreck. This patrol-boat took the Life-boat in tow and dropped her off Cromer. Some of the shipwrecked men were in an exhausted condition, all of them being very cold and wet through. One of them had a very narrow escape of being drowned as he was washed off the wreck with some of the deck cargo, but, fortunately, he was saved by means of a rope which was thrown to him.

Lowestoft, Suffolk.—H.M. Mine-Sweeper *Canton* ran aground on the Newcome Sands in a strong E.N.E. breeze and rough sea, on the 27th May. Signals of distress were made as the

sea was breaking over her, and the Life-boat was launched to her assistance. When the Life-boat reached the wreck communication was effected, and an attempt was made to convey an hawser to a patrol-boat which was in the vicinity, with the object of trying to tow the vessel clear of the sands. These efforts, however, were not successful and the Life-boat, after standing by for a time, returned ashore. Later in the day the boat put off again at the request of the Naval Authorities and succeeded in effecting communication between the vessel in distress and a tug. A hawser was also passed to another vessel which was standing by, and by their combined efforts the vessel was refloated.

Gorleston, Suffolk.—During foggy but smooth weather on the 6th June, information was received that a trawler had run ashore on the Bell Buoy Shoal, Scroby Sands. The crew of the *Mark Lane* were promptly assembled and the boat, in tow of a tug, proceeded to the assistance of the stranded vessel. The Life-boatmen were engaged to try and refloat her and they succeeded in doing so about ten hours later. The ship saved proved to be the steam fish carrier *Khartoum*, of Hull, and belonged to the Hull Ice Company. She was bound to the London Market with a cargo of fish at the time and carried a crew of thirteen hands.

Within an hour of her return, the *Mark Lane* was again called out and assisted another vessel which was observed ashore on the outer edge of the sand. She proceeded with all dispatch in tow of a tug and found the S.S. *Wilhelmina*, of Sweden, ashore. The vessel was bound to Yarmouth with a cargo of wood and there were sixteen persons on board. The Life-boat reached the vessel at about 6.30 P.M. and the crew, having been engaged to refloat her, succeeded in doing so at about 4 A.M. The steamer was then conducted safely into Yarmouth Roads.

North Deal, Kent.—The s.s. *Brighton*, of Newcastle, whilst bound from the North for Calais on the 11th June, stranded on Deal Bank. The vessel

was observed from the shore, and the Reserve Life-boat, which is at present stationed at Deal, was launched to her assistance. When the boat got near to the stranded vessel the anchor was let go and the boat veered down to her; the Second Coxswain, Thomas Adams, Junior, went on board and asked the captain if he required any assistance, and informed him that the vessel would probably refloat on the rising tide. The boat then remained in the vicinity of the vessel until she refloated, and the captain having expressed his thanks to the men for coming to his assistance, the boat returned to her station, where she arrived at 7.40 A.M. after being afloat for four hours.

Selsey, Sussex.—Shortly after midnight on the 21st June, rockets were observed from a vessel about two miles to the S.W. of Selsey Bill, and the Life-boat *Lucy Newbon* was promptly launched. She found the s.s. *Kenora*, of Toronto—a large vessel of nineteen hundred tons gross—had run aground whilst bound to London with a cargo of timber. Two of the Life-boatmen went on board the vessel and the Life-boat stood by in order to render help if necessary, but the vessel floated clear at about 3 A.M. and the Life-boat was able to return to her station. Fortunately the weather was fine at the time, with a moderate S.E. breeze and a slight sea.

Cadgwith, Cornwall.—The s.s. *Kyanite*, of Glasgow, whilst bound from Treport, France, to Manchester, with a cargo of flints, stranded at the Lizard on the 24th June. The crew of the Life-boat *Minnie Moon* were assembled, and the Life-boat launched at 2.35 A.M. to the assistance of the thirteen men on board. At the request of the master the boat lay alongside the steamer for three hours, and then, finding that the captain and crew refused to leave, as the sea was moderating and the weather clearing, she returned ashore. At the time of the casualty the weather was thick.

Skateraw, Haddingtonshire.—During a moderate gale with a heavy sea on the 7th July, the Life-boat *Sarah Kay* was called out to the assistance of a naval

motor-barge, which had become unmanageable and stranded about four miles to the east of Cockburnspath. Information of the casualty was received at about 1 P.M. and the Life-boat was launched in a commendably short time. The sea was so heavy that the boat was almost constantly swept from stem to stern, but she behaved magnificently, and quickly cleared herself of water. When the Life-boat neared the wreck it was impossible for her to get alongside, and to rescue the nine men on board it was necessary to haul them by means of ropes through the surf to the boat. On arrival at Skateraw they received every care and attention, and were afterwards driven to Dunbar. It was almost 9 o'clock in the evening before the Life-boatmen reached this place, and most of them were in an exhausted condition, having been more or less wet through from the time they launched the boat.

Skegness, Lincolnshire.—On the evening of the 8th July, Coxswain Grunnill received a telephone message from the Coastguard stating that a vessel was flying a signal of distress. He launched the Life-boat *Samuel Lewis*, and on arrival found the vessel was the ketch *Princess*, of Goole, which had been ashore and had sprung a leak. The crew of three hands were in an exhausted condition from continual pumping, and were compelled to give up. Six Life-boatmen were put on board to man the pumps, and they brought the vessel to Skegness, whence she was towed to Boston Dock. The ketch and Life-boat arrived at Boston at about 4.30 A.M., and when the vessel was in safety the Life-boat was towed back to her station. A strong N.E. gale was blowing at the time of this service, with a moderate sea.

Holyhead, Anglesey.—At 6.15 A.M. on the 11th July, a message was received from the South Stack reporting that a small fishing-vessel, in a dismayed condition, was showing signals of distress. The No. 2 Life-boat *Fanny Harriet* was launched, but the wind and sea were against her. A passing steamer was therefore hailed, and she towed the boat until in the vicinity of the dis-

tressed vessel. The vessel proved to be the *Elwin*, of Beaumaris, bound from Holyhead to Carnarvon with a small cargo of herrings; she was in a perilous position, and had no boat. The master requested the Life-boat to assist the crew in getting the vessel into a place of safety, and they succeeded in getting her clear of the rocks and taking her to Trearddar Bay, where she was moored.

New Quay, Cardiganshire.—At about 9.30 A.M. on the 16th July, a report was received that a fishing-boat was flying signals of distress about four miles from the land. A strong S.S.E. gale prevailed at the time with a rough sea, and the Life-boat *William Cantrell Ashley* was at once launched and proceeded to her assistance. The boat proved to be the smack *White Rose*, of New Quay, with two persons on board. The sails had blown away in the gale. The Life-boat therefore took the boat in tow, and brought her and her occupants in safety into New Quay Harbour.

Margate, Kent.—On the 17th July, during a moderate N.N.W. gale and rough sea, information was received that a barque was ashore on the Kentish Knock Sands, with a flag signal flying, which could not be distinguished on account of the rain. The No. 2 Life-boat *Civil Service No. 1* was launched and proceeded to the sands, where she found the French barque *Duc d'Aumale* riding to her anchor in about four and a half fathoms of water. The captain reported that his vessel had been ashore, and that he was anxious to get his tug, which was at anchor about two miles away. The Life-boat offered to proceed to the tug and this offer was accepted. When she reached the tug the captain was informed that the barque was afloat, and that he was to proceed to her as soon as possible—it was then high water—as the captain of the barque did not wish her to ground again. The Life-boat then returned to the vessel and, when the tug arrived upon the scene, the crew assisted in passing ropes from the tug to the ship. As there was a nasty "run" alongside the ship the tug could not get close to her, and if the Life-

boat had not been in attendance, in all probability communication could not have been effected. When the tow rope was made fast the tug got the vessel clear of the sands, and, as she was able to proceed, the Life-boat returned to her station. When the accident occurred the vessel was bound from Falmouth to Hull with a cargo of nitrate, and there were twenty-one persons on board.

Flamborough, Yorkshire.—During a strong northerly gale on the 17th July, a telegram was received from the Coast-guard reporting that a vessel was in distress one and a half miles to the north of Flamborough Head. The crew of the No. 2 Life-boat *Matthew Middlewood* were at once assembled, and the boat proceeded to the vessel, which proved to be the s.s. *Eider*, of Newcastle. The Life-boat stood by the steamer and assisted to tow her into safety. At the time of the casualty there were eight men on board.

Yarmouth, Norfolk.—At 8.15 A.M. on the 17th July, the cutter *Don't Know*, of Yarmouth, was observed in distress in the roads abreast the station, and the Life-boat *Hugh Taylor* was launched. When she arrived alongside the fishing-boat the master reported that his mast had carried away and that he was in need of assistance. The Life-boat took the boat in tow and proceeded to harbour with her. The weather at the time was very bad, as a gale was blowing from S.S.W. with a heavy sea running. There were two men on board the cutter, and they expressed their gratitude to the Life-boatmen for their timely assistance, as they were in great peril when the Life-boat succoured them.

Skegness, Lincolnshire.—The ketch *Swan*, of Grimsby, and the barge *Harwich*, of Harwich, the former carrying a crew of four hands and the latter three hands, stranded about three miles S.S.W. of Gibraltar Point during a moderate northerly gale and very heavy sea, on the 17th July. The Coastguard on the look-out observed the vessels, and as the smack appeared to be drifting before the gale, they called out the Life-boat

Samuel Lewis. When the Life-boat reached the vessels, Coxswain Grunnill found that the ketch was aground, having sprung a bad leak, and the crew were taking refuge on board the barge. Six Life-boatmen were put on board the barge and, on the flood tide, they refloated her and got her into deep water. They remained with her until daylight, and then took her in safety to Boston Dock. The crew of the ketch in the meanwhile had been taken into the Life-boat, which returned to Skegness and landed them.

Aldeburgh and Southwold, Suffolk.—At about 8 A.M. on the 18th July, an explosion was observed on a large steamer abreast of Southwold, and it was reported that she had been torpedoed. As some of the crew were observed leaving the vessel in the ship's boats the Southwold Life-boat *Alfred Corry* was not immediately launched, but the vessel was kept under observation, and a message was sent for tugs to proceed to her assistance. In the meanwhile the vessel proceeded in the direction of Aldeburgh and, a report having reached that place that a large steamer had been torpedoed, preparations were made for launching the No. 2 Life-boat *Edward Z. Dresden*. The distressed vessel was then within the neighbourhood of the Sizewell Bank, and with the assistance of a large number of helpers the boat was tracted sufficiently far to windward to enable her to fetch the ship. She proved to be the s.s. *Batoum*, of Swansea, carrying a crew of thirty-three men, and loaded with oil fuel. Six men had been killed by the explosion. When the Aldeburgh Life-boat reached the steamer the crew were employed by the captain to stand by and to take a tow rope to a drifter, as the steamer was in a sinking condition with her decks awash. Later a tug arrived from Lowestoft and took the steamer in tow, but she shortly afterwards grounded in Aldeburgh Bay. When the Lowestoft tug was observed from Southwold proceeding to the *Batoum*, the crew of the Life-boat *Alfred Corry*, seeing that the vessel was lower in the water, launched the boat and the tug took her to the steamer. Her services

were also engaged and, by the united efforts of the Life-boatmen and tugs, the ship was eventually refloated and towed into Sheerness, accompanied by a naval escort.

Brighton, Sussex.—Shortly after 5.30 A.M. on the 23rd July, the Coxswain had his attention called to a schooner which since daybreak had shown signs of being unmanageable, and as a strong S.S.W. gale was blowing with a heavy sea running, the Life-boat *William Wallis* was launched. She found that the vessel was the schooner *Marie Celine*, of Truro, bound from Shoreham to Par, Cornwall, with a cargo of cement. Her sails had been blown away and she had also suffered damage to her spars. When the Life-boat reached the schooner the crew were engaged to salve her, and took the vessel and her crew of three hands in safety into Newhaven Harbour. They arrived there shortly after noon, and as it was not possible to bring the boat back at that time, against wind and tide, the men returned to Brighton and proceeded by train early next morning to Newhaven to fetch the boat.

Caister, Norfolk.—At 8.45 A.M. on the 23rd July, the Coastguard reported that a Lowestoft smack was ashore on the north part of the Barrow Sands. Coxswain Haylett at once assembled the crew and kept the smack under observation for some time before launching, but seeing that she could not get off the sands and was bumping badly he launched the Life-boat *Covent Garden* and proceeded to her assistance. The vessel proved to be the smack *John and Emma*, homeward bound from the fishing-ground. The Coxswain asked the master if he required assistance, and he replied that he intended to try and refloat his vessel, but that he would be glad if the Life-boat would stand by him as the weather was tempestuous—a strong W.S.W. wind prevailed at the time with a choppy sea. About two hours later a tug arrived from Lowestoft, and after towing for about fifteen minutes got the vessel off. The Life-boat then returned ashore.

Wexford, County Wexford.—The fishing boat *William and Michael*, of Wexford, whilst homeward bound from the fishing-ground on the 23rd July, grounded on the Swanton Bank owing to the vessel missing stays. A moderate breeze prevailed at the time, with heavy squalls, and the sea was rough. The Life-boat *James Stevens No. 15* at once proceeded to the assistance of the vessel and, as it was thought that in all probability she would refloat on the flood tide, the Life-boat got lines on board. After about two hours' work she succeeded in getting the boat afloat.

Walton-on-the-Naze, Essex.—At about 8.50 A.M. on the 28th July, the Coastguard reported that they had received a message from the Gunfleet Lighthouse stating that a ketch was high and dry on the Gunfleet Sands. As a strong S.W. breeze prevailed at the time with a rough sea the Life-boat *James Stevens No. 14* was dispatched to the assistance of the men on board the ketch. When the Life-boat reached the scene she found that the vessel was the *Alexander*, of Lowestoft, bound from Middlesborough to Silvertown, loaded with salt. The Life-boatmen were engaged to try and save the ketch and with their assistance she was taken into Harwich Harbour. The Life-boat then returned to her station.

Palling, Norfolk.—Shortly after 9 A.M. on the 1st August, a steamer was observed about one and a half miles N.N.E. of Palling in a sinking condition, and the crew of the No. 1 Life-boat, *54th West Norfolk Regiment* were promptly summoned, and the Life-boat launched. Just previous to her arrival at the vessel the crew of twenty-four hands and two passengers left her in the ship's boats, and as soon as the Life-boat could get to them they were transferred into the Life-boat and landed safely at Palling. The captain reported that his steamer was the s.s. *Fulgens*, of London, bound to that port from Hartlepool with a cargo of coal. Whilst on their way they were struck by a torpedo and the vessel foundered, three of the crew being injured by the explosion.

At 6.30 P.M. the same evening another

steamer, the s.s. *Sherwood*, of London, was seen with signals flying for assistance, having stranded on the sunken wreck of the *Fulgens*. The 54th West Norfolk Regiment was again launched and proceeded to the vessel, when the captain requested the Life-boat to stand by until she got clear. With the assistance of a passing steamer, which happened to belong to the same company as the *Sherwood*, the steamer was towed clear and, as she was only making very little water, she was able to proceed on her voyage to Methil, Scotland. The weather was fine at the time with a moderate southerly breeze.

Coverack, Cornwall.—The s.s. *Arthur Capel*, of Rouen, whilst bound from Rouen to Cardiff, on the 5th August, stranded on the rocks about two-and-a-half miles west of the Manacles. The Life-boat *Constance Méline* proceeded to the vessel, and the Honorary Secretary and some of the crew boarded her in order to advise the captain as to what efforts should be made to save her. The crew at the time were making preparations to abandon their vessel. The advice of the Life-boatmen was followed and the steamer was successfully refloated in deep water. It was then found that the steamer was badly holed forward, but the captain considered that his bulkheads were sufficiently strong to get him into Falmouth. The steamer, therefore, proceeded at half-speed and was moored in Falmouth Harbour at 2.30 the following morning. The weather was thick when the vessel stranded, but fortunately the wind was light with a smooth sea.

Fraserburgh, Aberdeenshire.—The new Motor Life-boat *Lady Rothés*, which had been stationed at Fraserburgh as recently as July, was called upon to perform her first service on the 8th August. Between seven and eight o'clock in the morning an enemy submarine was sighted about fifteen miles off, and she was seen to make for two vessels, one of which was the s.s. *Glenravel*, of Belfast. After a short time one of the vessels was missed by Coxswain Noble, who was on the watch. The Life-boat was manned and she at once proceeded in the direction in which the vessel was

last seen. About twelve miles out they fell in with the boat belonging to the steamer, containing the crew of fourteen all told. The men were taken into the Life-boat and she then returned to Fraserburgh. From the information subsequently obtained it appeared that the submarine had fired on the vessel without warning and the crew had had to take refuge as quickly as possible in one of the ship's boats. The steamer was afterwards sunk by bombs thrown by the crew of the submarine. The sunken vessel was bound from Belfast to Leith at the time with a general cargo; fortunately no lives were lost.

Lowestoft, Suffolk.—The s.s. *Sverige*, of Gefle, was mined when proceeding through the Stanford Channel on the 13th August. As the vessel commenced to settle down very rapidly, the Life-boat was launched with all expedition and proceeded to the assistance of those on board. When she arrived, some of the crew had already left her in one of the ship's boats, but as others intended to remain on board an officer from the Naval Base asked the Coxswain to stand by all night. He accordingly did so, and as the vessel next morning at high water was completely submerged the boat rescued the three men remaining on board and took them into harbour.

Gorleston, Suffolk.—The No. 1 Life-boat *Mark Lane* was called out during foggy but smooth weather, on the 17th August, to the assistance of the cutter *Cecil*, of Lowestoft, which had stranded on the Scroby Sands. The Life-boat remained by the vessel until she refloated, and then returned to harbour.

On the 29th August the s.s. *Sir William Stephenson*, of Newcastle, whilst bound for London with a general cargo, struck a mine in the Yarmouth Roads, and two men were killed by the explosion. The No. 1 Life-boat *Mark Lane* was promptly dispatched to the steamer's assistance, and succeeded in saving three of the men from the steamer, which sank stern first. The remainder of the crew were rescued by a tug which was also in attendance. At the time of the explosion a moderate N.N.E. gale was blowing with a choppy sea.

At 10.20 A.M. on the 10th September a violent explosion was heard on board a steamer in the vicinity of the Cross Sand, and as it was thought that the vessel had been mined the No. 1 Life-boat *Mark Lane* was dispatched to her assistance as soon as possible. When the Life-boat approached the vessel it was seen that she was flying the "not under control" signal. The boat, therefore, proceeded to her and accompanied her into the Yarmouth Roads. It transpired that the vessel was the s.s. *Eika II.*, of Krageroe, bound from the Tyne to Rouen with a cargo of coal, and the explosion on board was caused by an accumulation of gas. When the vessel was safely anchored in the roads the Life-boat conveyed the Chief Engineer ashore, as he had been badly burned.

Cromer and Palling, Norfolk.—The s.s. *Mimona*, of Fredrikstad, stranded on the Haisborough Sands, on the 17th September, whilst bound from Drammen to London with a cargo of wood pulp. Information of the casualty reached Cromer shortly after noon, and the *Louisa Heartwell* Life-boat proceeded to her assistance. The No. 2 Boat from Palling, *Hearts of Oak*, also put off to the vessel. Fortunately the weather was fine, and by the united efforts of the Life-boatmen and the ship's crew, assisted by three tugs, the vessel was refloated at 5.20 P.M. on the 18th, and was subsequently taken to Yarmouth.

Clacton-on-Sea, Essex.—The Coastguard received a message from the Gunfleet Lighthouse shortly after 10 A.M. on the 20th September, reporting that a steamer was ashore, with a tug in attendance. A strong easterly breeze was blowing at the time with a rough sea, and the Life-boat *Albert Edward* was promptly dispatched to the assistance of the stranded vessel. She proved to be the *Capitol*, of London, bound from the Tyne to Beckton with a cargo of coal. The services of the Life-boat were declined, as the master hoped to refloat his vessel on the next high water; the Life-boat, therefore, stood by until 9.30 P.M., when two tugs succeeded in getting the vessel clear. As the steamer was able to proceed on her voyage the Life-boat

returned to her station, which was reached at about midnight.

Harwich, Essex.—On the 22nd September, in response to a telephone message from Walton-on-the-Naze reporting that a large steamer was apparently ashore, the Steam Life-boat *City of Glasgow* put to sea. She spoke a trawler on her way out which reported that part of the crew were still on board the steamer. When the Life-boat arrived she found the vessel was the *Koningin Emma*, of Amsterdam, which had fouled a mine and gone aground. She carried a large number of passengers and a crew of two hundred, and was bound from Java to Amsterdam with a general cargo. It was shortly after five o'clock in the evening when the Life-boat reached the vessel, and the captain desired the Life-boat to stand by all night in order that the condition of the ship could be ascertained in daylight. The vessel was listing badly, and when the tide made she floated and then began to heel over, causing the captain, officers, and others on board to scramble down the falls into the Life-boat. The Life-boat remained near at hand, steaming round the vessel until about 8.20 P.M.; it was then seen that the vessel would become a total wreck. Previous to this the passengers and the majority of the crew had been taken off by Government vessels, and the men rescued by the Life-boat, twenty in number, were conveyed to a steamer which was in the vicinity of the sinking vessel. The Life-boat returned to her station at 10.30 P.M.

North Sunderland, Northumberland.—On the 25th September, during a thick fog, signals of distress were heard, and the Life-boat *Forster Faussett* was dispatched as quickly as possible. Near the Crumstone Rock, Farne Island, she found the s.s. *Britannia*, aground. When the Life-boat reached the vessel the crew were not anxious to leave her, and the captain asked the boat to stand by. Later a tug arrived and attempted to tow the vessel clear, but at high water she had ten feet of water in her, and, as the weather gave signs of changing, those on board decided to leave. Seven of the crew were taken off by the Life-

boat, and the remainder reached safety by means of the ship's boats. Next day the vessel slipped off the rocks and sank in deep water.

Clacton-on-Sea, Essex.—At 3.40 P.M. on the 28th September the Coastguard reported that a barquentine was ashore on the Sunk Sands, and the crew of the Motor Life-boat *Albert Edward* were promptly assembled. A moderate S.W. breeze was blowing, but the sea was very heavy. The Life-boat proceeded to the sands, where the stranded vessel was found to be the *Leading Chief*, of Guernsey, bound from London to Shields, with a cargo of burnt ore. The Coxswain, George Grigson, at once offered the services of the Life-boatmen to assist in refloating the vessel, which had a heavy list. At first their services were declined but, later, the captain of the distressed vessel decided to employ them. Whilst about forty tons of cargo were being jettisoned the weather became a good deal worse, and the wind veered to N.E. and increased to a gale. It therefore became necessary to abandon the work, the hatches were replaced, and the Life-boatmen who had been on board, with the exception of the Coxswain and three others, returned to the boat. The Life-boat remained near at hand in the hope that when the tide ebbed there would be a further opportunity of discharging the cargo. As high water approached, however, the vessel commenced to bump heavily and to fill with water. The Coxswain, realising the danger, at once called the Life-boat alongside; the crew on the sinking vessel meanwhile taking refuge on the mizen boom. Owing to the ship settling down rapidly, her decks became submerged before the Life-boat could save the men, and to reach them it became necessary to take the Life-boat over the submerged deck, a most hazardous operation in the inky darkness and with such a heavy sea. It was not until after nine attempts had been made that all the men were got safely into the boat. During the time the Coxswain was on board the vessel he was hurled from the cabin hatch to the mainmast where, fortunately, he was able to seize hold of a rope which saved

him from being washed overboard. Two other members of the crew also had exciting experiences, both being washed off the vessel, but happily without fatal results, as the Life-boat succeeded in picking them up. As soon as the men were saved the Life-boat started on her return journey to Clacton, which was not reached until nearly 10 A.M. next morning, the rescue having been performed at about 4 A.M. All the men were in a thoroughly exhausted condition after their trying time, but as soon as they were landed everything possible was done for their comfort. When the Life-boat left the vessel she was a total wreck, and the crew lost all their possessions.

This service, which is reported to have been one of the most difficult and arduous performed by the Life-boat crew, was a fine example of skilful seamanship, and called forth the highest commendation. In recognition of the gallantry displayed, the Committee of Management awarded to George Grigson, the Coxswain, the Silver Second Service Clasp, he having been granted the Silver Medal as recently as last December for his services in connection with the wreck of the *s.s. Harlington*. The Committee also granted Grigson and each of the other members of the crew an additional monetary reward.

Margate, Kent.—The spritsail barge *Grange*, of Rochester, whilst bound from London to Dover with a cargo of wheat, on the 29th September, stranded in Minnis Bay. She hoisted a signal for assistance, and the No. 1 Life-boat *Eliza Harriet* was launched. When she arrived at the barge she found her ashore with the sea breaking over her. The Life-boat was anchored and veered down to the vessel and, with very great difficulty, effected communication, the crew being exposed to great risk; as the barge was very low in the water, with a heavy sea running near her. As soon as the Life-boat had rescued the crew of two hands she cast off and, recovering her anchor, started for home. At the time of the service a whole N. gale was blowing. Next day the weather had moderated, and at 5.30 A.M. the

Life-boat again put to sea in the hope of saving the vessel. She found about three feet of water in the barge, and the men set to work by means of pumps and bailing with buckets to get her clear. After three hours' work the barge was cleared, and the Life-boat then ran out a kedge anchor, by means of which the barge was eventually refloated.

Padstow, Cornwall.—At 12.15 A.M. on the 2nd October information was received that a vessel was continually burning flares off Trevoise Head, and appeared to be driving ashore. The crew of the No. 2 Life-boat *Edmund Harvey* were at once summoned, and the boat, in tow of the tug *Helen Peele*, proceeded to the assistance of the vessel. They reached her at about 3 A.M. She proved to be the ketch *Trio*, of Guernsey, bound for Port Talbot with a cargo of iron. As she was leaking badly and the water was over her cabin floor, four Life-boatmen were put on board to man the pumps. She was then taken in tow by the tug and brought safely into harbour, where she was beached. There were four persons on board the vessel at the time.

Cambois, Northumberland.—During very thick weather on the 3rd October the steam drifter *Honor*, which was being employed as a mine-sweeper, ran on to the rocks and made signals for assistance. In response the Life-boat *John Anthony* was launched, and stood by the vessel for about six hours. At that time the vessel had not been refloated, but as the services of the Life-boat were no longer required, she returned ashore and was re-housed.

Pakefield, Suffolk.—During a heavy squall, on the 4th October, the fishing-boat *Pride*, of Pakefield, had her sails blown away, and hoisted a signal for assistance. The Life-boat *James Leath* was promptly launched, but before she reached the vessel the wind had dropped. The Life-boat took the boat, which was half full of water, in tow and conveyed her and her crew of two occupants in safety to Lowestoft. Other fishing-boats were afloat at the time, but they got into safety without assistance.

Aldeburgh, Suffolk.—Shortly after 5 A.M. on the 11th October, it was reported that a vessel was ashore on the Sizewell Bank, and the No. 2 Life-boat *Edward Z. Dresden* was launched. A strong S.E. by E. wind was blowing, and a nasty sea was breaking on the Sand Bank. Before the Life-boat reached the vessel, which was the s.s. *Amy*, employed on Government work, she knocked off into deep water, and the services of the Life-boat were declined. The captain, however, reported that one of the boats was adrift with four men in her, and the Life-boat proceeded to search for her. The Life-boat ran down before the wind and succeeded in picking up the boat, and took her and her occupants back to the ship.

The s.s. *Tergesteia C.T.31*, while bound from the Tyne to London with a cargo of coal, on the 16th October, struck a wreck close to Aldeburgh Napes. As she was badly damaged the captain at once made for Harwich, but before he could reach port it was found that the vessel was making so much water that it was decided to beach her. The casualty was reported by the Coastguard, and the No. 2 Life-boat *Edward Z. Dresden* was launched to assist the vessel. She stood by her until tugs arrived for the purpose of towing her into Harwich. The Life-boat then returned to her station.

Port Isaac, Cornwall.—The Life-boat *Richard and Sarah* was launched on the morning of the 14th October, to the assistance of the fishing-boat *Flossie*. The *Flossie* had put off earlier in the morning, and soon afterwards a very heavy ground sea made. The occupant of the boat, who was an old man, pulled for about two hours in his endeavours to reach the shore, and when near the Coastguard Station signalled for assistance. In consequence the Life-boat was launched and rescued the man, whom they brought ashore. Two Life-boatmen brought the fishing-boat in.

North Deal, Kent.—The steamer *Magdala*, of Glasgow, whilst bound from New York to Rotterdam with a cargo of grain, stranded on the Goodwin Sands on the 22nd October. The steamer was a Belgian relief ship. She

was seen to strike the sands and the Life-boat *Charles Dibdin* was promptly dispatched to her assistance. When she got alongside some of the crew boarded the vessel and the captain employed the boat to stand by him and assist him in getting his vessel clear. Tugs arrived and effected communication just before high-water, but they failed to move the steamer. They then cast off and waited for the next high tide. Renewed efforts were then made and proved successful. As no further assistance was required from the Life-boat she returned to her station, where she arrived at 1.30 P.M. on the 23rd October.

Minehead, Somerset.—During a moderate north-easterly gale, with a rough sea, on the 25th October, a vessel was observed to be in danger of drifting ashore, as her anchors were not holding, and the Life-boat *George Leicester* was promptly dispatched to her assistance. The crew of five hands asked to be landed as they considered they were in danger. The Life-boat accordingly took them off and landed them at Minehead. The vessel was the schooner *Ianthe*, of Bristol, bound from Youghal to Newport with a cargo of pit-props.

Bridlington Quay, Yorkshire.—At 11 P.M. on the 26th October the Coastguard reported to the Life-boat Coxswain, George Johnson, that the message S.O.S. had been received at the Cullercoats Wireless Telegraph Station from a vessel ashore on the south end of the Smethwick Sands. A heavy sea was breaking on the sands and the wind was squally. With all haste the Life-boat *George and Jane Walker* was launched and proceeded to the steamer, which proved to be the *Eskimo*, of Hull, belonging to the Wilson Line. She was bound from Christiania to Hull with a cargo, and carried three passengers. It was found that a mine-sweeper had already gone to the steamer's assistance, but she was unable to get near enough to effect communication. The crew and passengers left the steamer in the ship's boats and the latter, who consisted of a woman and two children, had already been placed on board the mine-sweeper for safety before the Life-boat arrived, so only the

captain and the officers remained on board. The Life-boat was able to effect communication between the stranded vessel and the mine-sweeper, and the latter refloated the steamer. The women and children were then transferred to the Life-boat, and as no further assistance was required she returned ashore and landed them. Previous to this she stood by the crew, who were in the ship's boats, until they had got safely on board their vessel again.

Lowestoft, Suffolk.—On the 27th October the s.s. *Gardépée*, bound from Middlesborough to Nantes with a cargo of iron rails, stranded on the Holm Sands. As the Life-boatmen thought they would be able to save the vessel they obtained permission to launch the Life-boat *Kentwell*, and proceeded to her assistance. An anchor was laid out, but all attempts that day failed to move the vessel, and during the afternoon the boat returned ashore. The same evening she again put off to the ship and stood by until 3 A.M., when the men returned to harbour to get food. They went back again to the steamer at 8.30 A.M., but soon after they reached her a heavy gale, with a very rough sea, sprang up from the southward. As the steamer's position was then a very dangerous one, sixteen of the crew decided to leave her and were taken into the boat. The captain and five officers, however, remained on board in spite of every effort on the part of Coxswain Swan to dissuade them from doing so. At about 9.30 P.M. the same evening signals of distress were observed from the ship and once again the Coxswain launched the Life-boat to the help of the men on board. When the boat arrived at the steamer it was found that the heavy seas had turned her completely round, and some of the Life-boatmen were placed on board. A rope was then passed by the boat to a tug which was in attendance, and after she had towed for a short time the steamer was successfully refloated and taken into safety with those men who had remained on board.

Ramsey, Isle of Man.—At about 1.30 A.M. on the 28th October, during a

strong E.S.E. gale, signals of distress were exhibited on a vessel which was riding in the bay. The Life-boat *Mary Isabella* was launched in a very rough sea with the assistance of the haul-off warp, and proceeded to the vessel, which proved to be the *Holy Wath*, belonging to Whitehaven. The three men on board were rescued and the boat returned ashore. The vessel at the time was bound for Wicklow from Duddon in ballast.

Gorleston, Suffolk.—H.M. Mine-Sweeper ——— stranded on the Scroby Sands during a strong southerly gale on the 28th October. She made signals of distress, and in response the No. 1 Life-boat *Mark Lane* was launched. While endeavouring to get near to the vessel the Life-boat struck the ground on two occasions, and it was not until the water had flowed that the Life-boat was able to get alongside. The crew, ten in number, were at once ordered by the captain to get into the Life-boat, but he himself refused to leave. As it was dangerous for the Life-boat to remain in the vicinity, and the crew wished to be taken ashore, the Life-boat weighed her anchor and returned to Gorleston. Shortly before 11 o'clock the same night the Naval authorities requested the Life-boat to return and bring the captain of the stranded vessel ashore, and the boat again put to sea. She arrived near the vessel at 11.30 P.M., and found that she had parted from her anchor and had beaten over the sand. The Life-boat got alongside and ten Life-boatmen were placed on board. Later they succeeded in effecting communication between the vessel and a tug, and the latter succeeded in getting the vessel safely into Yarmouth Harbour, where she was beached. The vessel had lost her propeller, and her rudder was damaged.

Newburgh, Aberdeenshire.—The bar-quentine *Erik Gjessen*, of Skudesnae, whilst bound from Haugesund to Leith in ballast, stranded about two and a half miles south of Newburgh on the 29th October. A moderate S.E. breeze was blowing at the time, but the sea was very heavy, and the Life-boat

James Stevens No. 19 was promptly sent to the assistance of the vessel. The Life-boat was launched opposite to the wreck, and as soon as she got alongside six men of the crew were taken off. The master, however, declined to leave his vessel. In the meanwhile the life-saving apparatus got a line over the wreck, and as they expressed the intention of remaining on duty until daylight the boat returned ashore and landed the rescued men. She was then taken back to her station. Later, signals of distress were observed, and it was reported that the vessel was beginning to break up and wreckage was being washed ashore. But as it was realized that the vessel had driven further up on to the beach, and would probably be high and dry before the boat could reach her, the Life-boat was not again dispatched. The master was subsequently rescued at low water by a salmon-fishing boat, and he expressed his regret that he had refused to leave his vessel as desired by the Life-boat crew.

Rosslare Harbour, County Wexford.—During a moderate easterly gale on the 31st October, several vessels which were at anchor off Rosslare Harbour got into a dangerous position owing to their anchors not holding. Seeing they were in danger, Coxswain Hayes launched the Life-boat and proceeded to their assistance. The Life-boat first went to the schooner *Faith*, of Beaumaris, which was bound from Newport to Wexford with a cargo of coal, and the four hands were rescued; the boat then proceeded to the schooner *Glynn*, of Wexford, which had lost her jibboom, and was riding to one anchor, the chain of the other anchor having carried away, and the four men on board were taken off. The boat then went to the schooner *Seaview* and saved her crew, which also consisted of four hands. The schooner *Queen of the West*, of Milford, was then assisted, her crew also being conveyed ashore in safety. In the case of the *Glynn* and of the *Seaview* both vessels drove ashore after the crews had been taken off.

Next morning two other vessels—the *Maria Reid* and *Edith May*—both of Wexford, were reported in distress,

the weather in the meanwhile having become a good deal worse, and the wind having increased to the force of a whole gale. The Life-boat therefore again put to sea and rescued the crews, nine in number.

Whitburn, Durham.—On the 1st November, during a moderate easterly gale and heavy sea, the s.s. *Rosyth*, of Kirkcaldy, stranded on the "Black Steel" and remained fast. In response to her signals of distress the Life-boat *William and Charles* was launched, and on reaching the vessel rescued the crew of eleven hands. At the time of the accident the vessel was bound from Hull to the Tyne with a cargo of wheat.

North Deal, Kent.—Shortly after 5 A.M. on the 1st November signals of distress were observed from the Gull Light-vessel, and the Life-boat *Charles Dibdin* was launched. A heavy sea was running at the time. When the boat reached the Light-vessel they ascertained that a vessel was ashore on the southern part of the Goodwin Sands, and at once proceeded to her. Considerable difficulty was experienced in getting near the distressed vessel owing to the heavy seas which were making a clean breach over her. The Life-boat, however, succeeded in getting alongside, and found the crew of the vessel, eleven in number, wearing life-belts and in readiness to leave their ship. The vessel's boat had already been smashed to pieces, and it was only by incurring great risk that the Life-boat succeeded in saving the men. The vessel had every appearance of becoming a total wreck.

Ramsgate, Kent.—Immediately after returning from another call on the night of the 1st November the Life-boat *Charles and Susanna Stephens* was dispatched to the assistance of another vessel which was in distress on the south part of the Brake Sands. A strong N.E. gale prevailed at the time and the sea was very rough. The Life-boat was in tow of the harbour tug, but shortly after they put to sea the tow rope parted owing to the conditions of weather, and the tug was unable to pick the boat up again. She therefore proceeded under sail. Towards day-

light the vessel was found, still making signals for assistance. At great risk the boat proceeded alongside and the crew got into her, taking their belongings with them. The Coxswain persuaded the men to return to the vessel and all of them did so, with the exception of four who were more or less injured. Life-boatmen also went on board the ship and, as it was far too rough at that time to try and refloat the vessel, the tug towed the Life-boat back to Ramsgate, where she arrived at 9.10 A.M. and landed the injured men. The vessel was the *Loch Garve*, of Genoa, bound from Hull to Genoa with a cargo of about 1,500 tons of coal. During the afternoon of the 2nd November both the tug and Life-boat returned to the ship, but as it was still too rough to attempt to save her the boat stood by until next morning. Three tugs then attempted to tow the ship off, but without success. Five men of the ship's crew were then taken ashore by the Life-boat, which again put off to the vessel. At high-water on the 3rd November a further attempt was made by the three tugs to refloat the vessel, but without success; they then stood by until the morning of the 4th, when their renewed efforts proved successful. More Life-boatmen were then placed on board the vessel and, with their assistance, she was taken in safety to Gravesend. This was a very good service performed under difficult conditions.

Hornsea, Yorkshire.—The s.s. *Northumbria*, of London, broke down when in the vicinity of Withernsea on the 2nd November, and in response to a message reporting that a vessel was in distress the Hornsea Life-boat *Helen and Margaret* was launched. When the Life-boat arrived at the vessel at about 2.45 P.M. the master asked Coxswain Tallentire to stand by her until she got into safety, and he agreed to do so. At about 4 o'clock communication was effected with another vessel and she towed the *Northumbria* into the Humber, where she anchored until daylight. The anchor was then weighed and the vessel was taken to Grimsby Roads, where she arrived at 10.30 A.M., the Life-boat having been in attendance the

whole time. During this service a moderate E.N.E. gale prevailed, with a rough sea. The boat was, on the 3rd idem, towed back to her station where she arrived at 5 P.M., having been at sea twenty-eight and a half hours.

North Deal, Kent.—The Life-boat *Charles Dibdin* was launched to the assistance of the s.s. *Leda*, of Amsterdam, which had stranded on the Goodwin Sands, on the 4th November. When the Life-boat reached the vessel, the Coxswain inquired if the captain required any assistance, and in reply he stated that he was expecting tugs to tow him off at high-water, but that he would be glad if the Life-boat would in the meanwhile stand by him. She accordingly did so, and when the vessel had been successfully refoated by tugs, the captain expressed his thanks, and the Life-boat returned to her station. The weather was fine at the time, with a smooth sea.

Berwick-on-Tweed, Northumberland.—In response to signals of distress the Berwick-on-Tweed Life-boat *Matthew Simpson* put to sea shortly after 4 A.M. on the 10th November, to assist a motor-boat which was dragging her anchors. The motor-boat had anchored in Berwick Bay the previous day for the purpose of repairing a slight defect in her engine. A strong northerly gale sprang up during the night, and the vessel commenced to drive into danger. The Coastguard observed her distress signals and telephoned to the Honorary Secretary, Lieut.-Col. C. L. Fraser, V.D., R.A.M.C. (T.), who at once ordered the Life-boat to be launched. The whole of the regular crew were not available, and Dr. Fraser, a soldier belonging to the King's Own Scottish Borderers, two Coastguard men, and fishermen volunteered to go afloat under the leadership of James Jamieson, the Second Coxswain. The boat proceeded in the direction of the flares, and in spite of the darkness succeeded in finding the vessel. When passing under her stern the Life-boat hailed the men on board, and they replied, but neither heard the other on account of the violence of the gale. An attempt was made to keep close to the steamer, but this was found to be impos-

sible, and the Life-boat drove to leeward. Tremendous seas were running, and it was obvious that in the darkness it would be highly dangerous if not impossible to rescue those on board. It was, therefore, resolved to stand by until daylight, and then make an attempt to save the men. As soon as day broke the Life-boat made for the motor-boat, and it was not until two attempts had been made that she succeeded in effecting communication. A line was secured, but it parted at the critical moment. The boat was again manoeuvred until she succeeded in getting alongside. The crew of six hands were found with their life-belts already adjusted ready to leave their vessel in case of disaster, and as the Life-boat rose and fell on the tremendous waves the men awaited their opportunity and jumped into the boat. The boat then put into the north-east in order to secure a good position to make the harbour, and this operation is described as having been one of the bitterest experiences any man in the boat had ever endured. The cold was intense, the wind cut like a knife, and the spendrift was like showers of needles on the face. By the time the boat reached the bar the men were well-nigh exhausted, and to add to their difficult task the ebb tide, with the river in spate, made it impossible for the boat to gain the shelter of the pier. Attempts were made under both sails and oars, and for over an hour the men struggled valiantly to attain the shelter they so badly needed. The boat's position was critical, for on being swept seawards she frequently went broadside to the breakers, and was almost upset. Seeing their difficulties six men very bravely put off in a boat from Spittal. When they were seen approaching, a desperate effort was made by the Life-boat's crew under double-banked oars to reach the pier, but this effort would equally have failed had not the Spittal fishermen very gallantly ventured themselves into the broken water. By very skilful seamanship they reached the Life-boat, and the line, which they had brought out with them, was attached to the boat. The other end was in the hands of people on the pier, and no time was lost in hauling the boat into safety.

When they landed the condition of every man was pitiable to see. In the hurry to get away only one man had put on oilskins, there were only two sou'westers in the boat, some of the men's caps were blown away, and every one was soaked to the skin. To add to their suffering the motion of the boat when afloat was so violent that it was not possible for them to use any of the provisions which were carried on board, and it was fully realized by the crew that if the boat had not been of the finest construction she would have been split by the terrific blows when falling into the troughs of the waves.

The rescued men expressed the greatest gratitude for their timely deliverance, and the captain of the

vessel was loud in his praises for the Life-boatmen's great bravery in going out to save them. He considered that it was wonderful, in the absence of all the coast lights, that the Life-boat ever found them; and he further expressed his admiration of the seamanship displayed when the boat was being taken across the bar.

In recognition of this fine service the Committee awarded the Thanks of the Institution and a Silver Medal to the Acting Coxswain, James Jamieson, and presented the Thanks of the Institution inscribed on vellum to Lieut.-Col. C. L. Fraser. In addition, they gave each of the other members of the crew an extra monetary grant, and rewarded the Spittal fishermen for their timely and useful help.

Summary of the Meetings of the Committee of Management.

Thursday, 14th October, 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.

Reported the death of Colonel the Hon. CHARLES E. EDGECUMBE, and also that Lieut.-Commander H. T. GARTSIDE-TIPPING, R.N., had been killed in action, both Members of the Committee of Management.

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

Northern District.—Troon, Campbeltown, Southend (Cantyre), Machrihanish, Stornoway, Arbroath, Eyemouth, Berwick-on-Tweed, Holy Island, North Sunderland, Boulmer, Alnmouth, Hauxley, Cresswell, and Newbiggin.

Southern District.—Rye Harbour, Hastings, Eastbourne, Brighton, Shoreham, Worthing, Hayling Island, Southsea, Atherfield, Brooke, and Totland Bay.

Irish District.—Groomsport, Donaghadee, and Helvick Head.

Reported that Mr. HARRY HARGOOD, Chairman of the Worthing Branch, had visited Shoreham; that Mr. HAROLD CLAYTON, a Member of the Committee of Management, had inspected New Quay (Card.) Station; and that Mr. J. H. BURTON, Chairman of the Anglesey Branch, had inspected Moelfre, Cemaes, Bull Bay, Cemlyn, and Rhosneigr Stations.

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.
T. DYER EDWARDES, Esq.	1000	-	-
(Balance of gift of £3,000 for the provision of a Motor Life-boat for Fraserburgh.)			
H. ROBERTSON, Esq.	15	-	-
Mrs. E. H. BEDFORD PIM	10	10	-
Miss R. M. SMITH	10	10	-
Miss G. BOULTON	10	-	-
E. D. FARMER, Esq., of Texas, U.S.A.	10	-	-
St. Paul's Church, Mangalore (collection)	4	-	-

—To be severally thanked.

Reported the receipt of the following legacies:—

	£.	s.	d.
The late Mr. EDWARD WRIGHT, of Leamington (on account)	8500	-	-
The late Miss E. M. BEER, of Selly Park, Birmingham (on account)	2900	-	-
The late Rev. W. J. SAWYER, of Bridstow, Hereford (Consols and Annuities on account value)	2204	-	-
The late Mr. ISAAC DIXON, of Keswick (to the Liverpool Branch)	220	-	-
The late Miss MARY BARNINGHAM, of Catterick, York	10	-	-

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

Paid £7,304 7s. 3d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £189 15s. 10d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved
Aldeburgh No. 2	A boat. Saved boat and rescued	4
Cambois	— Stood by vessel.	
Clacton-on-Sea (Motor)	S.S. <i>Capitol</i> , of London. Stood by vessel.	
Clacton-on-Sea (Motor)	Barquentine <i>Leading Chief</i> , of Guernsey	9
Gorleston No. 1	S.S. <i>Eika II.</i> , of Krageroe. Assisted vessel and landed 1.	
Harwich (Steam)	S.S. <i>Koningin Emma</i> , of Amsterdam	20
Margate No. 1.	Barge <i>Grange</i> , of Rochester	2
North Sunderland	S.S. <i>Britannia</i> , of Leith	7
Pakefield	Fishing-boat <i>Pride</i> , of Pakefield. Saved boat and	2

Cromer and Palling No. 2 Life-boats assisted to save the s.s. *Mimona*, of Fredrikstad; Margate No. 1 Life-boat saved the barge *Grange*, of Rochester; and Padstow No. 2 Life-boat saved the ketch *Trio*, of Guernsey, and her crew of four.

Also voted £245 4s. 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. 2, Brighton, Broughty Ferry (Motor), Caister No. 1, Clacton-on-Sea (Motor), Craik, Eastbourne No. 2, Harwich (Steam), Holy Island No. 1, Lowestoft, Newquay (Cornwall), North Sunderland, and St. Andrews.

The Margate No. 1 Life-boat was also launched on service.

Voted £17 5s. to men injured in the Life-boat service at Blackpool and Flamborough.

Awarded the Silver Second Service Clasp, accompanied by a copy of the Vote inscribed on vellum and framed, to GEORGE GRIGSON, Coxswain of the Clacton-on-Sea (Motor) Life-boat, in recognition of the gallant services to the barquentine *Leading Chief*, of Guernsey. The vessel stranded on the West Sunk Sands and afterwards sank during rough weather on the 28th September, and it was only after nine attempts that the nine members of the crew, who were clinging to the mizzen boom, were rescued. Also granted monetary rewards to the coxswain and crew and motor mechanic.

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 who were now in very poor circumstances.

Voted £1 10s. to four men for putting off in a cable and assisting two rowing-boats which were in a dangerous position, off Redcar, owing to the wind increasing and a heavy ground swell, on the 26th September.

Also awarded 10s. to four men who assisted to launch the cable.

Thursday, 11th November, 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:—

Western District.—Aberystwith, Criccieth, Abersoch, Porthdinllaen, Rhosneigr, Rhoscolyn, Cemlyn, Cemaes, Bull Bay, Moelfre, Beaumaris, Llandudno, Llanddulas, Rhyl and Point of Ayr.

Eastern District—Harwich.

Southern District—Newhaven, Worthing, Salcombe, Hope Cove, Yealm River, and Plymouth.

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:—

NEWCASTLE-ON-TYNE CO-OPERATIVE SOCIETY	£. s. d.
"M. E. A."	25 - -
OLIVER BIRKBECK, ESQ.	15 15 -
"M. H."	15 - -
ALDRINGHAM CHURCH COLLECTION, per the Rev. T. W. Sedgwick	7 15 1

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Mr. FREDERICK MARSHALL KINDERDINE, of Old Trafford, Manchester (on account of residuary estate)	£. s. d.
The late Miss ELIZABETH BROWNE, of Tunbridge Wells	1186 8 10
The late Commander W. H. DICKMAN, of Holloway (balance)	1000 - -
The late Miss M. S. HUGHES, of Bournemouth (to the Ferryside Branch)	93 15 7
The late Mr. WILLIAM RYLAND, of Sheffield (part of income, 1915)	50 - -
The late Mr. W. T. S. TOMBS, of Fishguard	39 10 8
The late Mr. C. NELSON, of s.s. <i>Invergarry</i>	25 - -
	12 12 8

Decided that the Atherfield Life-boat Station should be closed.

Paid £6,394 19s. 2d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £279 18s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 2	S.S. <i>Tergestea</i> C.T. 31. Stood by vessel.	
Gorleston No. 1	— Assisted to save vessel and	11

Life-boat.	Vessel.	Lives saved.
Lowestoft . .	S.S. <i>Gardépée</i> , of Cardiff. Assisted to save vessel and	22
Minehead . .	Schooner <i>Ianthe</i> , of Bristol	5
Newburgh . .	Barquentine <i>Erik Gjessen</i> , of Skudesnaes	6
North Deal . .	—	11
Port Isaac . .	Fishing-boat <i>Flossie</i> , of Port Isaac. Saved boat and	1
Ramsey . .	Schooner <i>Holy Wath</i> , of Whitehaven	3
Whitburn . .	S.S. <i>Rosyth</i> , of Kirkcaldy	11

Bridlington Quay Life-boat rendered assistance to and landed three persons from the s.s. *Eskimo*, of Hull; North Deal Life-boat stood by the s.s. *Magdala*, of Glasgow; and Ramsgate Life-boat assisted to save the ship *Loch Garve*, of Genoa, and her crew of nineteen.

Also voted £427 17s. 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:—Arbroath, Broughty Ferry (Motor), Clacton-on-Sea (Motor), Crail, Dunbar, Eastbourne No. 2, Flamborough No. 2, Gorleston No. 1, Harwich (Steam), Hastings, Hythe, Kingsdowne, Littlehampton, Lowestoft, Newhaven (Motor), North Deal, North Sunderland, Pakefield, Port Eynon, Queenstown, Redcar, St. Andrews, Scarborough, Southwold No. 1, and Wexford.

The Ramsgate and Clacton-on-Sea (Motor) Life-boats were also launched on service.

Voted £20 5s. to men injured in the Life-boat service at Eastbourne and Gorleston.

Reported that His Majesty the King of Norway had bestowed a Silver Medal and Diploma on Mr. MATTHEW GRUNNILL, Coxswain, and Mr. MONTAGUE GRUNNILL, Second Coxswain of the Skegness Life-boat, in recognition of their services in saving the crew of the brig *Azha*, of Arendal, on the 13th November, 1912.

Voted £1 2s. 6d. to three men for putting off in a boat from Port St. Mary and saving five persons from the fishing-boat *Flossie*, on the 19th June. The boat, whilst beating through the Calf Sound, Isle of Man, missed stays and ran on to the rocks. The crew took refuge on the rocks, from which position they were rescued by the salvors.

Friday, 10th December, 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.

Reported the death of Sir ALLEN W. YOUNG, C.V.O., C.B., a member of the Committee of Management.

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

Western District.—Newquay (Cornwall), Ferryside, Tenby, Angle, Little Haven, St. David's, Fishguard, Cardigan, New Quay (Card.), Aberdovey, Barmouth, and Pwllheli.

Southern District.—Margate, Ramsgate, North Deal, Kingsdowne, Folkestone, Hythe, New Romney, Dungeness, and Guernsey.

Appointed Commander EDWARD M. HALE, R.N., as a temporary District Inspector of Life-boats.

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:—

OLD AND PRESENT CARTHUSIANS, towards the cost of Fishguard Motor Life-boat, per F. Girdlestone, Esq. (additional)	£.	s.	d.
Mrs. A. S. FRANKLYN	250	-	-
INDEPENDENT ORDER OF ODD FELLOWS (M.U.)	100	-	-
W. R. TEAGE, Esq.	50	-	-
H.M.S. <i>Britannia</i> , per Captain H. G. G. Sandeman	25	-	-
HOSPITAL SHIP No. 2, M.F.A. <i>Garth Castle</i> , per Fleet-Surgeon E. C. Lomas	23	8	-
Mrs. SAWBRIDGE	21	2	6
Miss PRESTON	10	-	-
RUSSELL D. WALKER, Esq.	10	-	-
"R.B.J."	10	-	-
Miss WERE	10	-	-
F. S. HAMILTON, Esq.	10	-	-
Colonel A. BIBBY	10	-	-
ROYAL NAVAL COLLEGE, OSBORNE (collection, per the Rev. C. G. Gordon-Vaudin, R.N.)	9	5	-
HADNALL CHURCH (collection, per the Rev. B. C. Mortimer)	8	1	9

—To be severally thanked.

Reported the receipt of the following legacies:—

The late Miss JANE OSBORN, of Haverstock Hill	£.	s.	d.
The late Mrs. ELIZA HELEN WATSON, of Bridge of Allan (for a Life-boat to be called the <i>Morrison Watson</i> , etc.)	5500	-	-
The late Miss E. T. SPRUNT, of Emsworth, Hants. Stock value	2500	-	-
The late Mrs. HENRIETTA D. PRICE, of South Kensington, (for a Life-boat to be called <i>The Richard and John Banner Price</i> , balance and interest)	1000	3	-
The late Miss EDINGTON, of North Berwick (per North Berwick Branch)	505	1	6
	378	13	11

The late Mr. JOHN CROALL, of Edinburgh (on account).	£	s.	d.
The late Miss J. I. CEELEY, of South Kensington	300	-	-
The late Miss HELEN D. ROBB, of Tunbridge Wells	168	16	9
The late Mr. JOHN ROYLE, of Chester (on account).	100	-	-
The late Mr. N. G. MURRAY, of Port St. Mary.	100	-	-

Paid £7,277 19s. 1d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £343 16s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick - on - Tweed	—	6
Donaghadee (Motor)	Lugger <i>Cyrano</i> , of Brest	6
Fishguard (Motor)	S.S. <i>Emlyn</i> , of Cardiff	6
Lowestoft	S.S. <i>Framfield</i> , of London	24
Montrose No. 1	Seven fishing-boats of Montrose. Remained in attendance.	
North Deal	S.S. <i>Leda</i> , of Amsterdam. Stood by vessel.	
North Sunderland	Nine cobs of North Sunderland. Assisted five cobs.	
Poole	—	10
Rosslare Harbour	Schooner <i>Faith</i> , of Beaumaris	4
	Schooner <i>Glynn</i> , of Wexford	4
	Schooner <i>Seaview</i>	4
	Schooner <i>Queen of the West</i> , of Milford	4
	Schooner <i>Maria Reid</i> , of Wexford	5
	Schooner <i>Edith May</i> , of Wexford	4
St. Davids (Motor)	Boat of barque <i>Formosa</i> , of Porsgrund. Saved boat and	11
Spurn	S.S. <i>Freidig</i> , of Brevik. Rendered assistance.	
Tenby	Ketch <i>Cornish Lass</i> , of Plymouth	3
Thurso	Steam Trawler <i>Mannofield</i> , of Aberdeen. Stood by vessel.	
Whitby No. 2	S.S. <i>Skane</i> , of Helsingborg	20

Aldeburgh No. 1 Life-boat assisted to save the American schooner *Helen W. Martin* and her crew of eighteen; Hornsea Life-boat stood by the s.s. *Northumbria*, of London; Lowestoft Life-boat assisted to save the s.s. *Loch Lomond*, of Dundee, and the s.s. *Framfield*, of London; Ramsgate Life-boat assisted to save the s.s. *Severini*, of Langesund, and her crew of twenty; and the Southwold No. 1 Life-boat saved the barquentine *John*, of Grimsby, and ten hands.

Also voted £468 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:—Broughty Ferry (Motor), Clacton-on-Sea (Motor), Cromer, Donaghadee (Motor), Douglas, Dunbar, Fishguard (Motor), Fraserburgh (Motor), Holyhead No. 1 (Steam), Kingstown, Lowestoft, Margate No. 2, New Romney, North Deal, Padstow No. 2, Pakefield, Palling No. 2, Pwllheli, Ramsey, Ramsgate, St. Andrews, Southwold No. 1, Tynemouth (Motor), Uppgang, Walton-on-the-Naze (Motor), Wexford, Whitby, and Wicklow (Motor).

Voted additional rewards to the crews of the Donaghadee and Ramsey Life-boats for long and arduous services performed in very rough weather on the 12th November.

Awarded the Silver Medal of the Institution to JAMES JAMIESON, Acting Coxswain of the Berwick-on-Tweed Life-boat, for a very gallant service, resulting in the saving of the crew of six hands of the Motor-boat *Redhand*, on the 10th November. Also voted the Thanks of the Institution on vellum to Lieut.-Colonel C. LACHLAN FRASER, V.D., R.A.M.C. (T.), Honorary Secretary, at Berwick, who acted as Second Coxswain on this occasion. Also an additional monetary reward to the Acting Coxswain and to each of the members of the crew.

Further awarded the sum of £6 14s. to six fishermen belonging to Spittal, who put off in a boat and assisted the Life-boat when she was returning to harbour, including a reward to two men who assisted from the pier.

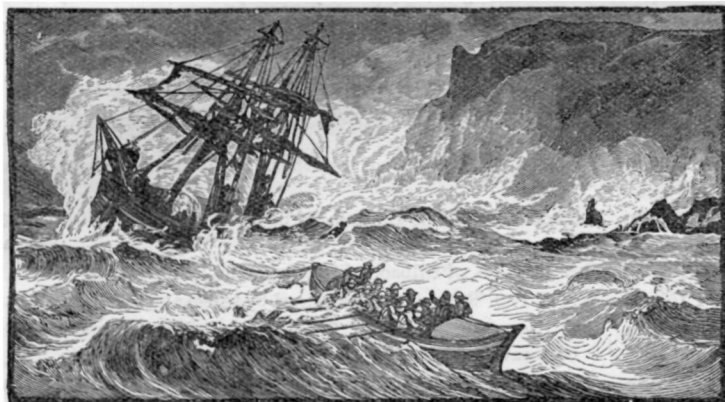
Rewarded eleven men who went into the surf and effected communication with the trawler *Cosmopolite*, which had stranded off New Romney in a whole gale on the 11th November. As a result of the action of these men the crew of four men were saved.

Voted an Aneroid Barometer to Mr. ARTHUR SEALE, and gave a monetary reward to J. McDONALD, for saving one of the helpers at Kingstown, who fell from the slipway into the water and was in danger of losing his life on the 12th November.

Also gave a monetary reward to the Coxswain of the Life-boat and three other men, who put off in the boarding-boat, and rescued the crew of four hands of the Patrol Yacht *Ronatin*, which had been swamped in Kingstown Harbour.

Voted £1 to four men for saving the four hands of the cable *Jeanne*, which struck a submerged wreck off North Sunderland on the 19th November. The salvors observed the accident and at once proceeded to the assistance of the endangered men. The men were taken on board the cable which proceeded to North Sunderland Harbour with the damaged boat in tow.

Voted 10s. to two men for putting off in a boat and saving two women and two boys, who were being carried out to sea by the wind and tide, off Pwllheli, on the 9th November.

Services of the Life-boats of the Institution during 1915.

1915.	Time of Launching.		Lives saved.
Jan. 1.	7.30 a.m.	S.S. <i>Pinna</i> , of London. Ballycotton Life-boat stood by vessel.	
" 1.	4.45 p.m.	Barge <i>Outsider</i> , of Rochester. Southend-on-Sea Life-boat stood by vessel.	
" 1-	9.20 p.m.	S.S. <i>Obidense</i> , of Bergen. Harwich Life-boat saved	2
" 2.		Also landed 25.	
" 8-	8.45 a.m.	S.S. <i>New Oporto</i> , of West Hartlepool. Palling No. 2 Life-boat	
" 9.		saved.	10
" 8-9	9.28 a.m.	S.S. <i>New Oporto</i> , of West Hartlepool. Cromer Life-boat saved . .	7
" 8.	11. - a.m.	Three fishing-boats, of Montrose. Montrose No. 1 Life-boat stood by boats.	
" 13.	11.40 a.m.	Ketch <i>The Fame</i> , of Bridgwater. Weston-super-Mare Life-boat saved	3
" 14.	1.45 a.m.	Steam trawler <i>Mikasa</i> , of Cardiff. Lynmouth Life-boat rescued .	9
" 16.	7.45 p.m.	S.S. <i>Earlford</i> , of Glasgow. Moelfre Life-boat rescued	10
" 17.	5.20 p.m.	Admiralty Mine-Sweeper <i>Eaton</i> . Walton-on-the-Naze Life-boat stood by vessel.	
" 17.	5.55 p.m.	Admiralty Mine-Sweeper <i>Eaton</i> . Clacton-on-Sea Life-boat stood by vessel.	
" 18-	1.55 a.m.	Ketch <i>Thomas Stratton</i> , of Maldon. Cromer Life-boat assisted to	
" 20		save vessel and.	4
" 22.	6.15 a.m.	Schooner <i>Hetty</i> , of Falmouth. Fishguard Life-boat saved . . .	4
" 22.	10.25 a.m.	S.S. <i>Goulburn</i> . Ramsgate Life-boat assisted to save vessel.	
" 24-	2.40 p.m.	S.S. <i>Weehawken</i> , of Swansea. Padstow Steam Tug assisted to save	
" 23.		vessel.	
" 24.	3.45 p.m.	Barque <i>Cedarbank</i> , of Tvedestrand. Margate No. 1 Life-boat assisted to save vessel.	
Feb. 2.	6.10 a.m.	Barge <i>Sirdar</i> , of Grays. Lowestoft Life-boat saved	2
" 3-	10. 5 p.m.	Steam trawler <i>Regal</i> , of Grimsby. North Sunderland Life-boat	
" 4.		assisted to save vessel.	
" 4.	3. - a.m.	Schooner <i>I'll-away</i> , of Fowey. Mumbles Life-boat saved . . .	3
" 5.	5.55 a.m.	H.M. Submarine <i>E11</i> . Gorleston No. 1 Life-boat stood by submarine.	

1915.	Time of Launching.		Lives saved.
Feb. 5.	5.30 p.m.	Ketch <i>Zenobia</i> , of London. Southwold No. 2 Life-boat assisted to save vessel and	1
„ 13.	9. - a.m.	Twelve fishing-cobles, of Filey. Filey Life-boat stood by cobles.	
„ 13.	11.15 a.m.	Coble <i>Friendship</i> , of Scarborough. Scarborough Life-boat saved boat and.	3
„ 13.	12 noon.	Coble <i>The Sea Flower</i> , of Newbiggin. Newbiggin Life-boat saved Fifteen fishing-cobles, of Newbiggin. Newbiggin Life-boat stood by cobles.	2
„ 13.	2. - p.m.	Seven fishing-cobles, of Staithes. Staithes Life-boat stood by cobles.	
„ 13.	3. - p.m.	Schooner <i>Catherine Latham</i> , of Chester. Douglas Life-boat saved Also a dog.	4
„ 14.	4.40 a.m.	S.S. <i>Antonio</i> , of Bilbao. Cloughey Life-boat rescued	24
„ 15.	1.15 p.m.	S.S. <i>C.T. 8</i> . Spurn Life-boat stood by vessel and rendered assistance.	
„ 16.	4.40 a.m.	S.S. <i>Chr. Christensen</i> , of Copenhagen. North Sunderland Life-boat saved	19
„ 16.	11.15 p.m.	Schooner <i>Reaper</i> , of Castletown. Holyhead No. 1 Life-boat saved	3
„ 16-17	midnight	S.S. <i>Rhenania</i> , of London. Flamborough No. 2 Life-boat saved	17
„ 17.	7.20 a.m.	S.S. <i>Panama Transport</i> , of West Hartlepool. Looe Life-boat landed 6.	
„ 17.	10. 5 a.m.	Schooner <i>Proba</i> , of Bidford. North Deal Life-boat saved	5
„ 17.	12.10 p.m.	Fishing-boat <i>Iris</i> , of Lowestoft. Ramsgate Life-boat saved	3
„ 17.	2.10 p.m.	Steam drifter <i>True Friend</i> , of Lowestoft. Padstow No. 1 Life-boat assisted to save vessel and	9
„ 20.	11.45 a.m.	S.S. <i>Cambank</i> , of Cardiff. Bull Bay Life-boat landed 21.	
„ 24.	3. - p.m.	Barque <i>Alfheim</i> , of Mandal. Kingsdowne Life-boat stood by vessel.	
„ 27.	12.50 a.m.	Schooner <i>William and Alice</i> , of Hull. Spurn Life-boat saved	4
„ 27-28	10.53 p.m.	Ketch <i>Traly</i> , of Tralee. Penlee Life-boat assisted to save vessel and	6
Mch. 5.	4.30 a.m.	S.S. ———, of Glasgow. Barry Dock Life-boat stood by vessel.	
„ 7.	1.50 p.m.	S.S. <i>Bengrove</i> , of Liverpool. Ilfracombe Life-boat landed 33.	
„ 14-15.	7.50 p.m.	S.S. <i>San Ricardo</i> , of London. Gorleston No. 1 Life-boat stood by vessel.	
„ 18.	9.18 a.m.	Ketch <i>New Leader</i> , of Ramsey. Ramsey Life-boat saved	4
„ 18-20	9.40 a.m.	S.S. <i>Buccaneer</i> , of West Hartlepool. Caister No. 1 Life-boat assisted to save	21
„ 18.	10. - a.m.	Ketch <i>James</i> , of Carnarvon. Porthdinllaen Life-boat saved	3
„ 18.	10. - a.m.	S.S. <i>Upas</i> , of Newry. Donaghadee Life-boat saved Boat of s.s. <i>Ailsa Craig</i> , of Belfast. Donaghadee Life-boat saved.	2 3
„ 18.	10.10 a.m.	Ketch <i>Clara</i> , of Milford Haven. Cardigan Life-boat saved	2
„ 18.	1.15 p.m.	Two cobles of Robin Hood's Bay. Robin Hood's Bay Life-boat stood by cobles.	
„ 18.	1.30 p.m.	Twelve cobles and a motor fishing-boat, of Whitby. Whitby No. 2 Life-boat remained in attendance.	
„ 18.	3.10 p.m.	Five cobles of Scarborough and Filey. Scarborough Life-boat stood by cobles.	
„ 18.	4. - p.m.	Schooner <i>Christiana Davies</i> , of Barrow. Arklow Life-boat saved	3
„ 18.	5. - p.m.	Schooner <i>Dependence</i> , of Littlehampton. Abersoch Life-boat landed 4. Schooner <i>Glanfeadon</i> , of St. Ives. Abersoch Life-boat landed 5. Schooner <i>Douduard</i> , of Padstow. Abersoch Life-boat landed 5.	
„ 19.	1.30 a.m.	Four Pile-drivers. Grimsby Life-boat stood by vessels.	
„ 19.	7. 5 a.m.	Schooner <i>Frances</i> , of Lancaster. Padstow No. 2 Life-boat landed 5.	

	1915.	Time of Launching.		Lives saved.
	Mch. 19.	8. - a.m.	Schooner <i>Theodora</i> , of Newcastle. Bembridge Life-boat assisted to save vessel and	7
	„ 19.	11.30 a.m.	Schooner <i>Gravesend</i> , of London. Ramsgate Life-boat saved vessel.	
	„ 20-22.	8 - p.m.	S.S. <i>Spiral</i> , of Christiania. Redcar Life-boat rendered assistance.	
	„ 21.	3.40 p.m.	S.S. <i>Cairntorr</i> , of Newcastle. Eastbourne No. 2 Life-boat landed 8.	
	„ 25.	2. - a.m.	S.S. <i>Spiral</i> , of Christiania. Redcar Life-boat landed 18.	
	„ 25.	9. - a.m.	S.S. <i>Spiral</i> , of Christiania. Teemouth Life-boat landed 22.	
	„ 25.	9.15 a.m.	Barque <i>Vincennes</i> , of Havre. Wicklow Life-boat rendered assistance.	
	„ 25.	10.45 a.m.	H.M. Patrol-boat No. 633. North Deal Life-boat stood by vessel.	
	„ 27-29	6.38 a.m.	S.S. <i>Ida</i> , of Haugesund. Cromer Life-boat assisted to save vessel.	
	„ 30.	12.12 p.m.	S.S. <i>Glassalt</i> , of Aberdeen. Walton-on-the-Naze Life-boat assisted to save vessel.	
	Apl. 4.	6.45 a.m.	Ketch <i>Reward</i> , of Ramsgate. Hastings Life-boat saved vessel.	
	„ 8.	6.30 a.m.	S.S. <i>Kremlin</i> , of London. Peterhead No. 1 Life-boat stood by vessel.	
	„ 8.	12.20 p.m.	Barge <i>Mary Ann</i> , of Harwich. Clacton-on-Sea Life-boat stood by vessel.	
	„ 9.	2.50 p.m.	H.M. Patrol-boat <i>Lord de Ramsey</i> . Newhaven Life-boat assisted to save vessel.	
	„ 16.	1.45 a.m.	Boat of s.s. <i>Eglantine</i> , of North Shields. Filey Life-boat assisted to save boat and	9
	„ 18-20.	1.10 p.m.	S.S. <i>Glenpark</i> , of Greenock. Lowestoft Life-boat assisted to save vessel.	
	„ 24-25.	5.45 p.m.	Schooner <i>Harmony</i> , of Preston. Wexford Life-boat saved . . .	3
	„ 25-26.	10. - p.m.	Barge <i>Maggie</i> , of London. Swanage Life-boat assisted to save vessel and	2
	May 13.	6. - p.m.	A motor-boat and a punt. Youghal Life-boat towed boats to shore and saved	3
	„ 25.	2. 5 p.m.	Tug <i>Pulper</i> , of Cardiff, and a barge. Clogher Head Life-boat remained in attendance.	
	„ 27.	10.24 a.m.	S.S. <i>Bodil</i> , of Esbjerg. Cromer Life-boat saved	14
	„ 27.	5.30 p.m.	Admiralty Mine-Sweeper <i>Canton</i> . Lowestoft Life-boat assisted to save vessel.	
	June 6.	3.50 a.m.	Steam trawler <i>Khartoum</i> , of Hull. Gorleston No. 1 Life-boat assisted to save vessel.	
	„ 6-7.	5.45 p.m.	S.S. <i>Wilhelmina</i> . Gorleston No. 1 Life-boat assisted to save vessel.	
	„ 11.	3.50 a.m.	H.M.S.S. <i>Brighton</i> , of Newcastle. North Deal Life-boat remained by vessel.	
	„ 21.	12.49 a.m.	S.S. <i>Kenora</i> , of Toronto. Selsey Life-boat stood by vessel.	
	„ 24.	2.35 a.m.	S.S. <i>Kyanite</i> , of Glasgow. Cadgwith Life-boat stood by vessel.	
	July 7.	2.15 p.m.	----- Skateraw Life-boat saved.	9
	„ 8-9.	8.30 p.m.	Ketch <i>Princess</i> , of Goole. Skegness Life-boat assisted to save vessel and	3
	„ 11.	6.30 a.m.	Fishing-boat <i>Elwin</i> , of Beaumaris. Holyhead No. 2 Life-boat assisted to save vessel and	3
	„ 16.	9.30 a.m.	Fishing-boat <i>White Rose</i> , of New Quay. New Quay (Cardigan) Life-boat saved boat and	2
	„ 17.	8.35 a.m.	Cutter <i>Don't Know</i> , of Yarmouth. Yarmouth Life-boat saved boat and	2
	„ 17.	1. - p.m.	S.S. <i>Eider</i> , of Newcastle. Flamborough No. 2 Life-boat assisted to save vessel and	8
	„ 17-18.	8.20 p.m.	Ketch <i>Swan</i> , of Grimsby. Skegness Life-boat saved	4
			Barge <i>Harwich</i> , of Harwich. Skegness Life-boat assisted to save vessel and	3

	Time of Launching.		Lives saved.
1915.			
July 17-18.	9.45 p.m.	Barque <i>Duc D'Aumales</i> , of Nantes. Margate No. 2 Life-boat assisted to save vessel.	
„ 18-22.	10.45 a.m.	S.S. <i>Batoum</i> , of Swansea. Aldeburgh No. 2 Life-boat assisted to save vessel and landed 17.	
„ 18.	11.15 a.m.	S.S. <i>Batoum</i> , of Swansea. Southwold No. 1 Life-boat rendered assistance.	
„ 23.	7.30 a.m.	Schooner <i>Marie Celine</i> , of Truro. Brighton Life-boat saved vessel and	3
„ 23.	9.15 a.m.	Fishing-boat <i>John and Emma</i> , of Lowestoft. Caister No. 1 Life-boat stood by vessel.	
„ 23.	10. - a.m.	Fishing-boat <i>William and Michael</i> , of Wexford. Wexford Life-boat rendered assistance.	
„ 28.	9. 2 a.m.	Ketch <i>Alexander</i> , of Lowestoft. Walton-on-the-Naze Life-boat saved vessel.	
Aug. 1.	9.26 a.m.	S.S. <i>Fulgens</i> , of London. Palling No. 1 Life-boat landed 26.	
„ 1.	6.55 p.m.	S.S. <i>Sherwood</i> , of London. Palling No. 1 Life-boat stood by vessel.	
„ 5-6.	9.30 p.m.	S.S. <i>Arthur Capel</i> , of Rouen. Coverack Life-boat saved vessel.	
„ 8.	9.45 a.m.	Boat of s.s. <i>Glenravel</i> , of Belfast. Fraserburgh Life-boat saved boat and	14
„ 13-14	7.20 p.m.	S.S. <i>Sverige</i> , of Gefle. Lowestoft Life-boat saved	3
„ 17.	5.48 a.m.	Fishing-boat <i>Cecil</i> , of Lowestoft. Gorleston No. 1 Life-boat stood by vessel.	
„ 29.	10. 5 a.m.	S.S. <i>Sir William Stephenson</i> , of Newcastle. Gorleston No. 1 Life-boat saved	3
Sept. 10.	10.35 a.m.	S.S. <i>Eika II.</i> , of Krageroe. Gorleston No. 1 Life-boat assisted vessel and landed 1.	
„ 17-19.	12.35 p.m.	S.S. <i>Mimona</i> , of Fredrikstad. Cromer and Palling No. 2 Life-boats assisted to save vessel.	
„ 20.	10.25 a.m.	S.S. <i>Capitol</i> , of London. Clacton-on-Sea Life-boat stood by vessel.	
„ 22.	4. 5 p.m.	S.S. <i>Koningin Emma</i> , of Amsterdam. Harwich Life-boat rescued	20
„ 25.	6.20 a.m.	S.S. <i>Britannia</i> , of Leith. North Sunderland Life-boat rescued	7
„ 28-29.	4.25 p.m.	Barquentine <i>Leading Chief</i> , of Guernsey. Clacton-on-Sea Life-boat saved	9
„ 29.	9. - a.m.	Sprit-sail barge <i>Grange</i> , of Rochester. Margate No. 1 Life-boat saved	2
„ 30.	5.30 a.m.	Sprit-sail barge <i>Grange</i> , of Rochester. Margate No. 1 Life-boat saved vessel.	
Oct. 2.	2. - a.m.	Ketch <i>Trio</i> , of Guernsey. Padstow No. 2 Life-boat saved vessel and	4
„ 3.	12.30 a.m.	Admiralty Mine-Sweeper <i>Honor</i> . Cambois Life-boat stood by vessel.	
„ 4.	9.30 a.m.	Fishing-boat <i>Pride</i> , of Pakefield. Pakefield Life-boat saved boat and	2
„ 11.	5.40 a.m.	A boat. Aldeburgh No. 2 Life-boat saved boat and rescued	4
„ 14.	10.30 a.m.	Fishing-boat <i>Flossie</i> , of Port Isaac. Port Isaac Life-boat saved boat and	1
„ 16-17.	4.27 p.m.	S.S. <i>Tergeste C. T.</i> 31. Aldeburgh No. 2 Life-boat stood by vessel.	
„ 22-23	2. - p.m.	S.S. <i>Magdala</i> , of Glasgow. North Deal Life-boat stood by vessel.	
„ 25.	7.15 a.m.	Schooner <i>Ianthe</i> , of Bristol. Minehead Life-boat rescued	5
„ 26-27.	11.30 p.m.	S.S. <i>Eskimo</i> , of Hull. Bridlington Quay Life-boat rendered assistance and landed 3.	
„ 27-29.	10. - a.m.	S.S. <i>Gardépée</i> , of Cardiff. Lowestoft Life-boat assisted to save vessel and	22
„ 28.	2. - a.m.	Schooner <i>Holy Wath</i> , of Whitehaven. Ramsey Life-boat rescued	3

1915.	Time of Launching.		Lives saved.
Oct. 28-29.	7.25 p.m.	Gorleston No. 1 Life-boat assisted to save vessel and	11
„ 30.	12.30 a.m.	Barquentine <i>Erik Gjessen</i> , of Skudesnaes. Newburgh Life-boat saved	6
„ 31.	4.30 p.m.	Schooner <i>Faith</i> , of Beaumaris. Rosslare Harbour Life-boat rescued	4
		Schooner <i>Glynn</i> , of Wexford. Rosslare Harbour Life-boat saved	4
		Schooner <i>Seaview</i> . Rosslare Harbour Life-boat saved	4
		Schooner <i>Queen of the West</i> , of Milford. Rosslare Harbour Life-boat rescued	4
Nov. 1.	12.15 a.m.	S.S. <i>Rosyth</i> , of Kirkcaldy. Whitburn Life-boat saved	11
„ 1.	5.40 a.m.	North Deal Life-boat saved	11
„ 1.	10. - a.m.	Schooner <i>Maria Reid</i> , of Wexford. Rosslare Harbour Life-boat rescued	5
		Schooner <i>Edith May</i> , of Wexford. Rosslare Harbour Life-boat rescued	4
„ 1-4.	10.30 p.m.	Ship <i>Loch Garve</i> , of Genoa. Ramsgate Life-boat assisted to save vessel and	19
„ 2-3.	12.30 p.m.	S.S. <i>Northumbria</i> , of London. Hornsea Life-boat stood by vessel.	
„ 4.	1.25 p.m.	S.S. <i>Leda</i> , of Amsterdam. North Deal Life-boat stood by vessel.	
„ 8-10.	5. - p.m.	S.S. <i>Loch Lomond</i> , of Dundee. Lowestoft Life-boat assisted to save vessel.	
„ 9.	5.55 a.m.	Donaghadee Life-boat stood by vessel.	
„ 10.	4.30 a.m.	A motor-boat. Berwick-on-Tweed Life-boat saved	6
„ 11.	1. - p.m.	Steam Trawler <i>Mannofield</i> , of Aberdeen. Thurso Life-boat stood by vessel.	
„ 11.	8. - p.m.	Ketch <i>Cornish Lass</i> , of Plymouth. Tenby Life-boat saved	3
„ 12.	11.45 a.m.	Barquentine <i>John</i> , of Grimsby. Southwold No. 1 Life-boat saved vessel and	10
„ 12.	2.30 p.m.	Lugger <i>Cyrano</i> , of Brest. Donaghadee Life-boat saved	6
„ 12-13.	10.30 p.m.	S.S. <i>Emlyn</i> , of Cardiff. Fishguard Life-boat saved	6
„ 13.	4.10 a.m.	Poole Life-boat saved	10
„ 13.	10.30 a.m.	Boat of barque <i>Formosa</i> , of Porsgrund. St. David's Life-boat saved boat and	11
„ 15.	12 noon.	Fishing-boats <i>Rose</i> and <i>Cornucopia</i> , of St. Abbs. St. Abbs Life-boat saved boats and	8
„ 16.	10.45 a.m.	Nine fishing-cobles of North Sunderland. North Sunderland Life-boat assisted five cobles.	
„ 18-21.	6.30 p.m.	Schooner <i>Helen W. Martin</i> , of Bath, U.S.A. Aldeburgh No. 1 Life-boat assisted to save vessel and	18
„ 26-27.	7.45 p.m.	S.S. <i>Severini</i> , of Langesund. Ramsgate Life-boat assisted to save vessel and	20
„ 29.	11. - a.m.	Seven fishing-boats, of Montrose. Montrose No. 1 Life-boat remained in attendance.	
„ 29-	6.20 p.m.	S.S. <i>Framfield</i> , of London. Lowestoft Life-boat saved	24
Dec. 1.		And afterwards assisted to save vessel.	
„ 1.	5. - p.m.	S.S. <i>Skane</i> , of Helsingborg. Whitby No. 2 Life-boat saved	20
„ 3.	10.15 a.m.	S.S. <i>Freidig</i> , of Brevik. Spurn Life-boat rendered assistance.	
„ 5-6.	9. - p.m.	S.S. <i>Inger Johanne</i> , of Bergen. Caister No. 1 Life-boat saved	9
„ 6.	11.40 a.m.	S.S. <i>Silver City</i> , of Liverpool. Margate No. 2 Life-boat saved vessel and rescued	11
„ 6-7.	2.18 p.m.	Ketch <i>Confiance</i> , of Delfzyl. Walton-on-the-Naze Life-boat saved vessel and	7
„ 7.	3. - a.m.	S.S. <i>Lady Ann</i> , of Sunderland. Spurn Life-boat assisted to save vessel.	

1915.	Time of Launching.		Lives saved.
Dec. 8.	3.17 p.m.	S.S. <i>Ignis</i> , of London. Aldeburgh No. 2 Life-boat rendered assistance and landed 11.	
„ 9-10.	11.15 p.m.	S.S. <i>Florence</i> , of Stockton. Spurn Life-boat saved	8
„ 10-20.	7.30 a.m.	S.S. <i>Minsk</i> , of Copenhagen. Spurn Life-boat assisted to save vessel.	
„ 12.	12 noon.	S.S. <i>Rayford</i> , of Glasgow. Thurso Life-boat stood by vessel.	
„ 12.	4.30 p.m.	Schooner <i>Hermod</i> , of Marstal. Moelfre Life-boat landed 6.	
		Schooner <i>Brandon</i> , of Barrow. Moelfre Life-boat landed 4.	
„ 14.	11. - a.m.	Three cibles, of Flamborough. Flamborough No. 1 Life-boat saved three cibles and	9
„ 15.	4.20 p.m.	Schooner <i>Minnie Coles</i> , of Chester. Ramsgate Life-boat assisted to save vessel.	
„ 16-17.	11. - a.m.	S.S. <i>Lemnos</i> , of Dundee. Teesmouth Life-boat stood by vessel.	
„ 18.	1. - p.m.	----- Margate No. 1 Life-boat rendered assistance.	
„ 19.	1. - p.m.	Steam trawler <i>Ladas</i> , of Grimsby. Saltburn Life-boat rendered assistance.	
„ 23.	4.15 a.m.	A motor-boat. Folkestone Life-boat saved	6
„ 23.	1. - p.m.	Steam drifter <i>Constance</i> , of Eyemouth. Eyemouth Life-boat rendered assistance.	
„ 23.	2. - p.m.	S.S. <i>Skane</i> , of Helsingborg. Whitby No. 1 Life-boat saved	7
„ 23.	4. - p.m.	Schooner <i>Margaret Murray</i> , of Padstow. Padstow Steam Tug assisted vessel.	
„ 24.	3.45 a.m.	S.S. <i>Envermeu</i> , of London. Ramsgate Life-boat saved	5
„ 27.	8.30 a.m.	Twenty fishing-cibles, of Filey. Filey Life-boat remained in attendance.	
„ 27.	9. - a.m.	A barge. North Deal Life-boat saved barge and	9
„ 27.	2.15 p.m.	S.S. <i>Taunton</i> , of Liverpool. St. Ives Life-boat saved	9
„ 28.	2.30 a.m.	S.S. <i>Taunton</i> , of Liverpool. Padstow Steam Tug saved vessel.	
„ 28.	Midnight.	Ketch <i>Heather Belle</i> , of Appledore. Appledore No. 1 Life-boat landed 3.	

Total lives saved by the Life-boats in 1915, in addition to 61 vessels and boats 671

Life-boats also landed 213 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. 161

Total for 1915 832

NOTICE.

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