

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXIII.—No. 260.]

1ST MAY, 1916.

[PRICE 3d.]

Annual Meeting.

THE ninety-second Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held in the Council Chamber at the Caxton Hall, Westminster, on Wednesday, March 29th, 1916, at 3.30 P.M. The Right Hon. the Earl of Plymouth, P.C., C.B., presided, and amongst those present were:—The Earl Waldegrave, P.C., Lord Sydenham, G.C.S.I., Sir Godfrey Baring, Bart., M.P., the Hon. George Colville, Sir William Corry, Bart., Sir R. U. Penrose Fitz-Gerald, Bart., Mr. J. B. Fortescue, Mr. Harry Hargood, Captain Sir H. Acton Blake, Admiral of the Fleet Sir Gerard H. U. Noel, G.C.B., K.O.M.G., Mr. E. F. Noel, Captain Robert Pitman, C.M.G., R.N., Rear-Admiral Hector B. Stewart, the Rev. Hugh B. Chapman, Chaplain of the Savoy, Lieut.-Col. C. L. Fraser, V.D., R.A.M.C. (T.), Mr. George F. Shee, M.A. (Secretary), Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats), and Mr. P. W. Gidney (Assistant Secretary).

The CHAIRMAN: Ladies and gentlemen, I think it will interest everyone if I read two telegrams which have just been received. There has been, as you will readily understand, no time to get anything like full reports from the various Stations.* (The telegrams reporting the rescue of eleven lives by the Burnham and Margate Life-boats were read.)

Ladies and gentlemen, I regret that the first duty which I have to perform in placing the Report before you is to refer to the death of several very strong supporters of the Institution, whose loss we all deplore. I refer to the

* [It will be remembered that the great gale which wrought such havoc throughout the country had occurred on the 28th March.—EDITOR.]

deaths of Sir John Cameron Lamb, Colonel Edgecombe, Sir Allen W. Young, and Mr. Arnold Morley, who for a long time past had taken a deep interest in the Institution; and Mr. Arnold Morley, I might remind you, besides presenting a Motor Boat for St. Mary's (Scilly Islands), has bequeathed a sum of £5,000 to its funds. (Hear, hear.) But the greatest loss of all, you will agree, is the death of a gallant officer and gentleman, Lieutenant-Commander Gartside-Tipping, R.N. (Hear, hear.) You know what the circumstances of his death were. Most of you, perhaps all of you, I dare say know better than I do the invaluable services which he had rendered for so long to the Life-boat Institution; and I find it difficult, speaking to those who may have known him well personally, to pay an adequate tribute to those services. If you will allow me, I do not think I can do better than just quote a few words only from the Report referring to his death: "Lieutenant-Commander Gartside-Tipping, R.N., was killed in action off the Belgian Coast when in command of the yacht *Sanda*, and few incidents in the great war are more striking than the death in action of this the oldest Naval officer afloat, who came forward at the outbreak of war, and placing his services at the disposal of the Admiralty at the age of sixty-five, was for over a year engaged in the arduous and dangerous duties of mine-sweeping in the Channel and in the North Sea. Lieutenant-Commander Gartside-Tipping's long association with the Institution, his exceptional skill as a yachtsman and a yacht designer, and his invention of the Life-boat Carriage Wheel-Plates which are named after him, make his loss severely felt on public grounds; while the charm of his personality and his living interest in the Life-boat cause make the words of one who was present at the time that he found his death seem the fittest epitaph for an active and well-spent life: 'And so dies a very gallant officer and perfect gentleman'—words which were first used with regard to another brave man who lies amid the eternal snows of the Antarctic."

I think probably the matter of deepest interest with regard to the Report which I now have the honour to present is the manner in which the Institution has been able to carry on its work under abnormal conditions, and how its organization has stood the tests of the war. Let me say at once that there never was any doubt, and there never is any

doubt, as to the manner in which the work of individuals will be carried out in this Life-boat Service. The workers in this great cause, the Life-boat men, are in constant readiness to meet all emergencies; their lives are ever ready to be offered in fulfilment of their humane work in saving the lives of others, and the highest state of efficiency is the result of the constant practice of those qualities of courage and skill, endurance and devotion to their voluntary duties, which have ever been and are now the glory of the Life-boat Service. (Applause.)

But what is the effect on the resources of the Institution and its personnel? With regard to the personnel I have no figures actually before me, but I know that there must have been, and there was, a demand for the younger men of the personnel, and that they have gone to fulfil those duties which must be placed first—in the combatant services of the State. I am told that certain Stations have had to be closed because of the difficulty of getting the full crews to man the boats. It is inevitable that this should have been so, but every effort has been made to do this in the fewest possible cases; and as I say—I have not the figures before me, but I hope and believe that these cases are only very few—the difficulties that the Committee of Management have been confronted with in regard to construction and the keeping up of the Life-boats themselves, and the work connected with them, are referred to in the Report, namely, the difficulty of getting labour and the difficulty of getting material, when the demands of the Admiralty have first to be dealt with. But you will, I am sure, be gratified to see by the Report that these difficulties have to a large extent been overcome, and this at least can be said, that the Committee of Management can give you the assurance that the high standard of work which they have required in the building of these boats and their equipment has not been allowed to drop. The Life-boat crews themselves have risen to the occasion, as brave men always do. Quite apart from the ordinary dangers that this Service necessarily entails for everyone taking an active part in it, the particular dangers incident to the state of war have been added—particularly by the danger of mines and torpedoes. No less than 562 lives have been rescued since the outbreak of war in what are purely war services. (Hear, hear!) So that apart from the ordinary work of saving life, the veteran crews of our Life-boats—upon whom we have naturally to depend more and more, and whose responsibility is increased because of the younger men being called away—these veteran crews have rendered the greatest services to the State in rescuing fighting men, or those engaged in supplying the country with the absolute necessities of life upon which we all depend. If we take the whole period from the outbreak of the war, the lives saved by the Service amount to nearly 2,000—(hear, hear!)—and nearly all of these are men in the prime and vigour of life. So that, even from that point of view,

the advantage to the State of this wonderful Life-boat Service in the present time of need has been great indeed. I deeply regret to have to draw your attention to the loss of two brave men who were drowned, one in the Worthing Life-boat (I think he was known as Burgess), and the other, named Carr, in the Bridlington Life-boat.

The Committee of Management have naturally felt that there is some danger of the funds of the Institution suffering owing to the general absorption of interest in the war. It is, therefore, very gratifying to note that owing to the special efforts which have been made, there is actually an increase in the number of subscribers during the past year—(applause)—showing that the general feeling in the country, if its attention is specially drawn to it, is one of the deepest gratitude to the men engaged in this Service; and I hope and believe that there is no grave danger, if the matter is properly put before the people of this country, that the great Institution which we have all come here to support will really suffer, or feel any less able than it has done in the past to perform the most important duties which it has voluntarily undertaken.

I would mention in this connexion that there is to be a Life-boat Flag Day held in London on the 19th May; and that, I trust, will receive a great deal of popular support, and will collect those very small sums of money which so many are ready enough to give who find it difficult to give in any subscription list. In connexion with that will you let me read, with Lord Waldegrave's permission, a letter from that most gracious Lady, Queen Alexandra. Her Majesty says: "Dear Lord Waldegrave,—I have read with much interest the leaflet containing the account of the rescues by the Life-boats at the wreck of the Hospital Ship *Rohilla*, and the list of war services performed by Life-boats to His Majesty's Ships, Mine-sweepers, etc., since the commencement of the War, and have heard with deep admiration of the gallant work of the crews which man the boats. I have always had the utmost sympathy for the great work carried on by the Institution, of which I have for many years past been a Patron, and which is so intimately connected with our whole maritime life. I am indeed glad to learn of the signal services the Life-boats have rendered, and how nobly the crews have lived up to their reputation for fearless courage and humanity; and I feel sure that it is only necessary to bring these facts to the notice of the British public in order to secure for the Institution, in war time, the generous support which it has received in happier days, and thus enable it to continue the life-saving work for which the coasts of the United Kingdom are renowned." (Applause.) Her Majesty reminds us, if we needed any reminding, that we must never forget that these great services rendered by the Crews of the Life-boats are rendered year in and year out: they always go on. We become accustomed to see reports of the bravery of the crews, the rescues which have been constantly accomplished round our

coasts; and although it is work for which we are deeply grateful, and for which we have a deep admiration when our thoughts are turned especially to it, as they would naturally have been in the terrible storms which have just been sweeping over the country, still, to a certain extent, familiarity with this work must sometimes bring with it a little neglect, and special efforts may have to be made now and then to draw our attention to the needs of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, because, although the War may increase the difficulties and dangers, difficulties and dangers are the constant companions of our brave Life-boat men; the elements never give them any long period of peace.

Ladies and gentlemen, I beg to present the Report. (Applause.)

I will now call on the Secretary, Mr. George F. Shee, to read the names of the officials and Committee.

The SECRETARY then read the names of the President, Vice-Presidents, Treasurer, and other members of the Committee of Management, and the Auditors for the ensuing year, and the CHAIRMAN declared them to be duly elected.

The CHAIRMAN: Before calling upon Lord Sydenham, who is to move a resolution, I have the pleasant duty of presenting medals to two of the heroic men whom we have the privilege of welcoming here to-day. (Applause.) I think it is a very happy idea of the Committee of Management to bring up the men who have earned the highest honour which the Institution can confer to receive their medals at the Annual Meeting. Naturally, it is not possible owing to the great distances to get many of them present, but we are extremely glad that two of them are here, and it adds to our pleasure in reading the records of the services which have been rendered by them. I shall ask the Secretary to read the brief record of the gallant actions of the two Coxswains who are here to-day, one of them being accompanied, I am glad to say, by Lieutenant-Colonel Fraser, the Honorary Secretary of the Berwick-on-Tweed Branch, who was himself a participator in the splendid exploit for which one of these distinctions is conferred.

(Medals were then presented to James Jamieson, of Berwick-on-Tweed, and Robert Cross, of Spurn, Coxswains, and the Secretary read the respective records of the rescues effected by them.) See page 118.

LORD SYDENHAM: My lords, ladies and gentlemen, I esteem it a very great honour to have been asked to move this resolution, which runs: "That this Meeting, fully recognizing the important services of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries,

Honorary Treasurers, and Ladies' Auxiliaries." That resolution is a formal recognition by this meeting of the magnificent work which the Institution is carrying out, and I am sure all who have read the Annual Report must realize the very high state of efficiency and organization which the Institution has attained and maintained in spite of the great difficulties which have arisen in consequence of the War. This year, 1915-16, will be memorable throughout the whole Empire, and it will be notable in the annals of the Life-boat Institution. When we look back on the long and anxious months, and the strain through which we have passed, we find in them much to rejoice at, and also, I am afraid, much to deplore. But one of the brightest spots in the picture of the past is the wonderful way in which the whole seafaring population of these islands has responded to the call of duty, and has willingly and cheerfully undertaken the most arduous service without even hope of reward.

It was left to the Germans to organize a deliberate campaign against unarmed fishermen, who had always in the past been treated with special consideration by every civilized nation. The services which the Mercantile Marine have rendered to the Country in these times of difficulty are simply invaluable. The Mercantile Marine has added immensely to the resources of the Royal Navy, and without their assistance it would have been hardly possible for the Navy to carry on the wonderful work which they have done in dealing with the submarine menace. A month before the War broke out a well-known Admiral wrote to the *Times*, expressing the apprehension that, if there should be many losses of merchant vessels in a great war, it might be found that there would be serious difficulty in manning the Mercantile Marine. We have reason to be supremely thankful that that forecast has not turned out to be correct. In the last year only, forty British ships were sunk without any warning, and, as we know, during the last two weeks there have been still heavier losses, yet our food supply continues to arrive, and our Mercantile Marine shows no signs whatever of having been materially affected. Not only has this new and inhuman mode of warfare—piracy, as it has been properly called—thrown an increased strain upon the resources of the Life-boat Institution, but it has also given it full opportunities, which opportunities it has turned to the fullest account. Our Chairman has given figures as to the lives saved during the course of this War, and I find that Life-boats were launched on 183 occasions to His Majesty's ships and other vessels which have been in danger as the direct result of the operations of this mode of warfare. That shows that the Institution has played a magnificent part in this time of peril, and it has proved the brotherhood of the sea, and all these gallant crews who have taken part in this work of rescue have freely rendered their services on behalf of the devoted men who are guarding our liberties and upholding our national honour on sea and land.

At the same time, no doubt, the difficulties of the Institution have increased very greatly. The Chairman has told you that some Life-boat stations have had to be abandoned, and then I find that a large number of the staff has been commandeered, and all the employees of the Institution have been attested under Lord Derby's scheme. Besides that, all the Inspectors have been withdrawn, so that much of the work has largely devolved on the Honorary Secretaries, who have most cheerfully and successfully carried it on. Then, again, the Chairman referred to the building of Life-boats as having been checked and delayed. We all know the stress which has been thrown upon labour and machinery in this country, and the country has been hard put to it to perform the work required, so that when we look upon all these difficulties and consider them as a whole we must all feel that the Life-boat Service in time of extreme and exceptional stress has risen most splendidly to the national needs, and we can look back upon this year of war with special pride.

There are some peculiar features with regard to the Life-boat Institution which must appeal powerfully to every section of our population. Curiously enough it was first started by a military officer, Sir William Hillary, who lived in the Isle of Man. He was deeply touched by the wrecks he saw and the lives which were lost, and he conceived the idea of a general Life-boat Service, and at an advanced age he went out to the rescue of a shipwrecked crew; he was severely injured, and he himself received the first Gold Medal of the Life-boat Institution. Now it would rejoice his heart if he could have foreseen the immense growth of this Institution after his death, and if he could have known that in less than one hundred years of its life it had been the means of saving no less than 53,358 people. It is hardly possible to estimate the value of these lives to the nation.

This Institution has grown up very gradually, until now it has a fleet of 265 Life-boats, and last year 6,097 men took part in the work of rescue, and two lost their lives in carrying out that work.

In all this work the Life-boat Service has to be constantly mobilized against the dangers of the seas, it has to be always on the watch to see that opportunities are taken at once without regard to the risks of the moment, and it seems to me that such a service is absolutely unique. What the Red Cross is to the wounded in war the Life-boat Service is, and has been, to those who are engaged on the sea. (Applause.) It is natural, therefore, that all through its life the Life-boat Institution has kept in the closest touch with the fighting services, and now in times of war it has been able to render most direct and valuable assistance to those services.

There is another point which appeals strongly to me. This Institution has grown to its present high state of efficiency without any aid from the State; it depends wholly upon private generosity, and it is a striking instance of what private effort can accomplish in organization, in administration, and in

scientific progress. I say scientific progress because I understand the Institution brings out its own designs, carries out its own experiments, and has itself developed the motor Life-boat, which is probably going to revolutionize the greater part of its work. If only all our Government Departments were as well managed as the Life-boat Institution is I think some things would be very different to what they are now. (Applause.)

On the 19th May, you have been told, there will be a collection which will give everyone an opportunity in the streets to assist in this work, and the Secretary asks me to say that lady helpers will be most warmly welcomed, and I am sure we all feel that upon lady helpers in these times success must largely depend in those efforts.

There is one last phase of Life-boat work which I should like to mention, and that is that the Life-boat Service cherishes and rewards heroism at all times, and in these dark days of war the deeds of our Life-boat crews, who are helping our men on sea and on land, and who are assisting in the work of our soldiers and sailors, will be read in history, and history will tell of the days when they fought the brutal Prussian aggression and upheld our Army and Navy, freely giving their lives in the greatest of all causes. Ladies and gentlemen, we must never forget the courage and humanity of the Coxswains and Crews engaged in the Life-boat Service. We all honour the two men who have to-day received medals: we recognize that they have not only taken a part nobly in this war, but that they have kept alive the best characteristics of the British nation and have given us a shining example of duty and self-sacrifice. (Applause.)

I have the greatest pleasure in proposing the adoption of this resolution, which is a tribute of this meeting to the gallantry of the Coxswains and Crews of the Life-boat Institution, and to the services of all who have helped to build up and maintain this benevolent and successful Institution.

The Rev. HUGH B. CHAPMAN, Chaplain of the Chapel Royal, Savoy: My lords, ladies and gentlemen, after the resolution you have heard I am sure any words from me will be unnecessary, seeing that we are all practically agreed on the subject which has brought us together.

I have been asked by the Secretary to draw attention to an additional note after the Annual Report was drawn up, and it is this:—"The *Port Eymon* Life-boat, while proceeding on the 1st January to the assistance of the s.s. *Dunvegan*, of Glasgow, was struck by a succession of heavy seas and capsized twice. Although the boat righted herself at once, three men, including the Coxswain and the Second Coxswain, were unfortunately drowned. In the case of the Coxswain no dependent relatives were left, but the other two men were married, and the Committee of Management at once voted the sum of £400 towards the relief of the widows and dependent children of these men, who had sacrificed their lives in endeavouring to save their fellow men."

It is difficult, ladies and gentlemen, to follow a succinct speech like that of Lord Sydenham and also that of the Chairman, with regard to the Life-boat Institution, without being guilty of repetition, but at the same time I cannot help confirming the sentiments expressed by Lord Sydenham, and I feel sure everyone of us, if we could speak, would probably say the same thing. Why I felt it impossible to refuse the invitation to speak here to-day was because of the delight which was afforded me by the contrast of an Institution such as the ROYAL NATIONAL LIFE-BOAT INSTITUTION with the spirit of bitterness and cruelty which is apparent in the actions of the enemy. It was a relief to me, after reading until I was tired, all this ruthlessness, to realise that a society like the Life-boat Institution was always going on, and that the whole idea at the bottom of it was not to murder or do harm, but on every occasion to save life. I have heard it said of some young men that they have been more or less sheltering themselves in the R.A.M.C. or the A.S.C., which are considered to be non-fighting corps in the present war, but no one can say that there can be any sheltering in joining a Life-boat crew with all its dangers, and with the idea of saving and helping, at their own peril, the lives of their fellow-men; and what the Life-boat Institution spells for me, if I may use a bull, is that it is a sort of militant kindness—there is all the courage of the man and there is all the kindness of the heart. That is what draws me to it, and that is why I rather wonder that on an occasion of this kind people do not come to a great meeting of the Life-boat Institution in order to express the fact that however patriotic the English may be, and however determined they are to fight to a finish the war in which we are engaged, the great main point about the English heart is its humaneness and its love.

Another point which also seems to have appeared to both Lord Sydenham and to our Chairman is the chronic character of the lessons taught by the Life-boat Institution. We are from time to time enthused by the daring of certain deeds performed, and we hear of D.S.O.'s and V.C.'s and other decorations, many of which no doubt are rightly earned, whilst we hear of others which probably do not create the same enthusiasm, but which have a great deal to do with ceremonial of staff and so forth; but what strikes one is the chronic character of the courage of these Life-boat men. We take the heroism of Life-boat men for granted, we take the heroism of nurses for granted, but at the same time it is satisfactory to learn of the chronic character of the courage which this Institution teaches us, and no one could possibly have been on the coast and witnessed anything like a storm such as we had last night without instinctively thinking of the Life-boat men. There is a brotherhood and a unity which ought to appeal to the whole of the kingdom, and although we may have limitations from our insular position, on the other hand one of its gains is that our hearts invariably go out

when we hear a storm or feel the wind breaking while comfortable in our beds. All glory, I say, to men of this class.

There is another point which appeals to me immensely, and that is the modesty of these men. Nothing struck me more forcibly than the attitude of our two friends who to-day received their medals, and I presume that for a brave man to be publicly rewarded amounts almost to a pain. I expect he always thinks he does not deserve it, and there is something about it which seldom appears in the newspapers. These men's modesty appeals to me. They face terrific dangers deserving, as we probably should think, a V.C. more or less on every occasion, and it is difficult to find out which is the most courageous of them; but doubtless the men who appeared before you this afternoon only regarded themselves as typical of their class.

Where I think we benefit by coming to a meeting of this kind is that we learn how bravery ought not only to be sudden, but that it ought to be ready at any time whenever there are storms, and that when we are called upon to do certain brave actions when the occasion comes in our way, we ought to take it all for granted, like these men do, and become weather-beaten in our service, and hold up our heads, look our fellow men in the face, feeling that we have done our duty. It has been a pleasure to me, and an honour to me as a clergyman and as Chaplain of a Royal Chapel, to come here to bear witness and to offer these men my personal thanks. I feel that every clergyman ought to congratulate bravery, and I do not believe particularly in a High Church or a Low Church or a Broad Church, but I am perfectly content if I belong to a brave church. So I feel the greatest pleasure in seconding Lord Sydenham's resolution, and I hope that these funds will not only not suffer in consequence of the war, but that the subscriptions will be doubled as the result of the lesson which I think is accentuated by the characters of the men who have just been presented with medals.

The Secretary tells me that at the end of the war some £50,000 will be required for material and for reconstruction, and I have no doubt, Lord Plymouth, that, while in this year of war, adversity is very much to the fore, there are a certain number of people who have made something out of the war (though God help them, and I do not know however they managed it), and I cannot help thinking that this Institution will afford them a most excellent opportunity of giving by way of conscience money, and I do trust that your funds will be redoubled, and that the Institution will ever be in a flourishing state.

The CHAIRMAN: Ladies and gentlemen, I need not read the resolution again. Those in favour will please signify the same in the usual way. Carried unanimously.

Earl WALDEGRAVE: Ladies and gentlemen, I have much pleasure in proposing that the thanks of this meeting be given to the Right

Honourable the Earl of Plymouth for his great kindness in coming and presiding over our meeting to-day, and thus giving us a further proof of the deep interest which he has always shown in the welfare of the Life-boat Institution. For many years past he has used his powerful influence in Worcestershire and Glamorganshire, the counties with which he is chiefly associated, greatly to the benefit of our cause, and he has not even allowed the many claims which the war has made on the time of a man in his position to diminish his efforts for our benefit. I and my colleagues on the Committees of Management would cordially welcome similar co-operation from gentlemen in other counties, especially in the south of England. Personal effort by leading men in a county or district in regard to an Institution like this does more to help us than all the efforts of our district organisers, valuable as they are, and I hope I can induce various other gentlemen to follow Lord Plymouth's example.

It is more difficult, I know, in London, with its many interests of world-wide importance, to raise the same amount of enthusiasm over a cause, however worthy it may be, than it is in a county or a county town, where there are not so many things to attract the attention and generosity of the inhabitants. As you have already heard, we shall try and see what we can do for the benefit of the Institution in London, and we are shortly going to make an effort for the Life-boat cause; though we have not the advantage, of course, of the local and personal leadership associated with names like Lord Plymouth's. Fortunately the Lord Mayor of London and the Mayors of the Metropolitan Boroughs have expressed their generous sympathy and desire to help us on our Flag Day, which, as you have been told, we propose to hold throughout the Metropolis on Friday, May 19th. I am afraid Flag Days have been rather overdone, but I think the special services which our Life-boats have rendered to His Majesty's ships and other vessels which have been in distress directly in connexion with the war justify us in making this effort and trying to impose one more Flag Day on the people of London. The great cities of Scotland, of the North of England, and also of Wales and Ireland, have generously recognized the work of the Institution, in spite of the many war appeals, and I hope we can look forward with confidence to the result of our Flag Day.

I want to emphasize a few words which fell from Lord Sydenham with regard to the personal help of the women of London. I have no fear that with the sympathy which has been so well expressed by His Majesty the King and by Queen Alexandra, we shall fail in our appeal to the ladies of London; and I want now (and I would ask the Press to take a note of the fact) to appeal to all the ladies who admire and sympathize with the heroism of our Life-boat crews to come forward with an offer to sell flags or to lend or superintend depôts on Friday, May 19th. If they will kindly write to the Secretary with

any particular offer, stating at the same time the Borough they reside in, or where they will be prepared to work, their offers will be cordially accepted and gladly utilized.

I now beg to move: "That the best thanks of this Meeting be given to the Right Honourable the Earl of Plymouth, P.C., C.B., for presiding over this the Ninety-second Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION."

Lieutenant-Colonel C. L. FRASER: Mr. Chairman, my lords, ladies and gentlemen, I have to thank the officials of the Institution for asking me to come from the north-eastern corner of Northumberland to second this vote of thanks to Lord Plymouth. Why they sent so far to get so ordinary an individual I do not know, except it be that all my life I have taken a keen interest in the Institution, and have lately had an opportunity of buying my experience in its work. I am very glad to say that I was born and brought up in a town amongst such men as the men who man these Life-boats, and I should like to say a word or two about these men as I know them in their own homes. But for them there could be no such thing as meetings of this kind; there would be no presentations to Coxswains, and there could not be, unless the rank and file did their duty as fearlessly as the Coxswains do. The fame of the deeds of the crews of British Life-boats is known all throughout the world; they are deeds of no less importance than those of our Army and Navy. Now this particular brand of the *genus homo*, the fisherman, is not known to many of the people in this room, and in order to know the fisherman one has to know a very great deal about him; you have to know about his boat—the Life-boat, the water and the doubtful ways of fish, and you have to know how he makes his living, and so on. Occasionally, however, he is driven off the sea altogether, and then he becomes quite a different man. He assumes the attitude and mien of a dejected penguin for the time being; he buries his hands in his pockets, he turns his pipe upside down, he shrinks his head down between his shoulders, his knees are bent, and he feels that he has to lean against something, that something generally being the sea wall. Other penguins collect about him, and they hold a meeting; but there are no speakers. All the speeches consist only of monosyllabic words, and if any of the other penguins agrees he is allowed to nod his head, that is all. I once heard a garrulous penguin utter six words, and he was punished for it; the other penguins left him and went to another wall. However, the gale grows apace, and the men begin to get restless, and gradually they close up towards the Life-boat house. Many a time it has been my lot to see such companies of men suddenly galvanized into life and action. You can imagine what must have happened yesterday in that fearful blizzard at every Life-boat house; every crew round the coast, I should think, was ready for duty, and many of the crews were out the whole night waiting to see what was going to occur. Then

when the alarm does come, there is such a scene that it can only be seen to be understood; there is the rush for the Life-boat house, the sudden donning of belts, and so on, and all is ready; the last word is given, the Coxswain yells out "All clear," and then for weal or for woe the great boat is floated. Most times the boat succeeds in her errand, but sometimes she must fail, for the elements are terrible in their strength, and I would ask everyone to remember that if a boat does fail, no blame ought to be imputed to the men manning her. These fishermen have no eight hours; they have no trade union; all they have is a precarious livelihood, and their only means are derived from the eternal elements. Ladies and gentlemen, I beg to give you this brief picture of the gallant men who man the crews of our Life-boats. (Applause.)

Our noble Chairman, Lord Plymouth, eminently deserves every word of the commendation which has been spoken by Lord Waldegrave; and it has occurred to me often—Why is it, I wonder, that we always find noblemen at the head of all charitable and useful institutions? It has been always so, and I trust it always will be so. You may look back into history as far as you please, and you will find that noblemen have led our Navies at sea, have led our Armies in the field, have impoverished themselves in the cause of the country, giving freely and ungrudgingly of their means, and they have freely laid down their lives for their King and country. Now, if you will allow me, I should

like to quote two lines of a very ancient Highland pibroch, which says:

Come away, come away, hark to the summons;
Come in your war array, gentles and commons.

After all, in these days we do not think too much of class distinction, and I, myself, divide men into two classes in my own mind, namely, those who are fighting and willing to fight, and those who will not. We of the Life-boat Service welcome noblemen as our leaders, because we know that those who join this Institution do so purely from altruistic motives, and none more so than the noble Lord who proposed the vote of thanks to the Chairman. In the perpetual struggle going on, men and Life-boats *versus* the mighty elements, it is an inspiration to the boats' crews to know that they have the sympathy of the Sovereign, and the active sympathies, too, of all classes of his subjects. Ladies and gentlemen, it gives me very great pleasure indeed to second this vote of thanks to the Chairman. (Applause.)

EARL WALDEGRAVE: Ladies and gentlemen, it is now my duty to put to you the resolution which I have read. Those in favour will signify the same. Carried unanimously.

The CHAIRMAN having briefly replied, the proceedings terminated.

London Life-boat Flag Day.

As we go to press we are enabled to state that Life-boat Flag Day held throughout London on the 19th May was a great success, in spite of the fact that, unfortunately, the Y.M.C.A. had held their Hut Day on the 16th.

It is impossible, at the moment of writing, to state the exact amount raised in this effort, in which, by the way, eight of the boroughs did not participate, as several of them are holding their Life-boat Flag Days later on in the year. It would appear, however, that as a result of our organization in eighteen of the twenty-seven boroughs, and in the City, well over £6,000 was

raised, and we are deeply indebted to the Mayors and Mayoresses, and to the ladies and gentlemen who so cordially co-operated in achieving what was a very notable success, considering the innumerable Flag Days which have been held. Some of these, while appearing to have a very slight basis of justification, undoubtedly tended to weary the public of what is, in itself, a most legitimate form of appeal to the small contributor, who has no other means of supporting a great national cause. We therefore have good reason to be pleased with the result of Life-boat Flag Day in London.

Life-boat Medallists, 1915-1916.

IN another column of the *Life-boat Journal* we give an account of the exceptionally fine service performed by the Gorleston Life-boatmen on the 29th March, which led to the Fifth Service Clasp being bestowed on Coxswain Sidney Harris and the Silver Medal on Edward Bensley. It will therefore, we feel sure, be of interest to our readers to have a short account of the other instances in which the Silver Medal of the Institution has been awarded to Life-boatmen during the past year. In two cases, viz., Berwick-on-Tweed and Spurn, the Coxswains attended the annual meeting of the Governors and received their medals from the Chairman, the Earl of Plymouth, while in the other cases the medals were presented locally, suitable ceremonies having been arranged.

CLACTON - ON - SEA. — To Coxswain George J. Grigson (Second Service Clasp), and to Second Coxswain Jesse L. Salmon, in recognition of their services on the 28th-29th September, 1915. This was an extremely fine service, which resulted in the saving of the crew of nine hands of the barquentine *Leading Chief*. To rescue the nine men it was necessary for the Life-boat to make nine separate attempts to approach the vessel, and the risk incurred was very great, as it became necessary to take the Life-boat over the submerged deck of the wreck, a most hazardous operation in the inky darkness with the heavy seas running.

BERWICK - ON - TWEED. — To Second Coxswain J. Jamieson. The boat was launched in response to signals of distress shortly after 4 A.M. on the 10th November, 1915, to assist a motor boat which was dragging her anchors in a strong northerly gale. The whole of the regular crew not being available, the Honorary Secretary, Lieut. - Col. C. L. Fraser, V.D., R.A.M.C. (T.), a private belonging to the K.O.S.B., and others volunteered to go afloat under James Jamieson, the Second Coxswain.

Tremendous seas were running, and

in the darkness it was impossible to rescue those on board. The Life-boat, therefore, stood by until daylight, when she succeeded in saving the crew of six hands, who were found with their life-belts already adjusted. To regain the harbour proved to be 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 spindrift was like showers of needles on the face.

By the time the boat reached the bar the men were well-nigh exhausted, and for over an hour they struggled valiantly, under both sails and oars, to attain the shelter of the harbour. Their position was critical, for the boat frequently went broadside to the breakers and was almost upset. Seeing the difficulty six men very bravely put off in a boat from Spittal, and by skilful seamanship 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 the 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. In the hurry to get away only one man had put on oilskins, there were only two sou'westers in the boat, and every one was soaked to the skin.

SPURN. — To Coxswain Robert Cross, for his intrepid conduct on the 9th December, 1915. In this case the s.s. *Florence*, of Stockton, whilst bound from London to Newcastle with a cargo of oil, stranded on the "Middle Binks," near Spurn. It was a very dark night and blowing a strong gale, with a terrible sea running over the sands.

The Life-boat, when nearing the vessel, took the ground and was unable to get alongside. The seas were sweeping over the steamer and the crew were shouting for help. The Coxswain, Robert Cross, seeing that it was impossible to do anything with the Life-boat so far from the wreck, called for a volunteer to jump overboard and make his way through



JAMES JAMIESON
2ND COXSWAIN
BERWICK-ON-TWEED.



ROBERT CROSS
COXSWAIN
SPURN.



WILLIAM ADAMS
NORTH DEAL.



JESSE SALMON
2ND COXSWAIN
CLACTON-ON-SEA.



JOHN BUSHELL
COXSWAIN
BLYTH.



GEORGE J. GRIGSON
COXSWAIN
CLACTON-ON-SEA.

the water near enough to get a line to the imperilled men.

No man offered, so the Coxswain himself jumped into the sea with a rope, but he could not get to the wreck. The crew of the Life-boat then pulled him back, and he then again asked for a volunteer to accompany him on to the sandbank, and pay out a line to him while he made another attempt. This time, one of the crew named G. Martin, inspired by his example, joined him, and with his assistance Coxswain Cross managed to effect communication. He then stood on the sands, although at times completely smothered with the sea, until the whole of the crew of the vessel, eight in number, had come down the line and been placed in safety in the Life-boat. The splendid behaviour of Robert Cross met with commendation on every side, and the captain of the vessel stated that he and his crew could not speak too highly of the bravery and self-sacrifice of the Life-boat's crew and the manner in which the rescue was effected (see page 128).

BLYTH.—To Coxswain John Bushell for his gallant conduct on the 10th December, 1915. The steam trawler *Naval Prince* ran ashore, and the Cambois Life-boat was launched to her assistance, but she was beaten back to the beach some distance from the wreck, and was unable to get back to it. Coxswain Bushell, realising that it was impossible to launch the Blyth Life-boat, obtained a shore boat, and with three other men put off in it, and saved the crew of the vessel. A whole gale was blowing at the time, and the work was attended by great risk.

ST. IVES.—To Coxswain Thomas Stevens for service on the 27th December, 1915—a very gallant piece of work, resulting in the crew of nine hands of the s.s. *Taunton* being saved. The vessel was in a very dangerous position, and after the men had been saved it took the boat several hours to beat back to her station against the gale and tempestuous sea (see page 131).

BEMBRIDGE.—To Coxswain John Holbrook for service on the 3rd February, 1916. The Life-boat made four trips to the vessel and saved 110 men—a remarkably fine rescue, carried out in a whole gale. Whilst performing this service the Life-boat was badly damaged, and on the occasion of the last trip was in a more or less waterlogged condition. In addition, Coxswain Holbrook had his hand injured when they first reached the vessel.

NORTH DEAL.—To Coxswain William Adams for service on the 4th February, 1916. This was a gallant service, resulting in the saving of the crew of eleven hands of a trawler, which had stranded on the Goodwin Sands. When the Life-boat reached the trawler, the sea was making a clean breach over her and her bows were just out of the water. Some of the men were in the rigging and three were in the foc'sle, while the captain was still on the bridge up to his waist in water. The crew were successfully rescued, but in the raging sea it was not possible for the boat to get near to the captain. He was, therefore, obliged to jump overboard, and it was only with great difficulty that he was saved. When lifted into the Life-boat he was apparently dead, but happily the Life-boatmen were able to resuscitate him.

BROOKE.—To Coxswain Benjamin Jacobs for gallantry on the 4th February, 1916. This fine piece of work and the skilful manner in which the Life-boat was handled resulted in the saving of eight of the crew of the Norwegian Barque *Souvenir*, which was wrecked in a whole gale and a very heavy sea. The position of the wreck was a most dangerous one, surrounded by rocks.

[The portraits of six of these Medalists are given in this Journal and we shall hope to publish the portraits of others at some subsequent date.—Ed.]

A Grand Bit of Service.

THE Gorleston Life-boat, the *Mark Lane*, which has such a magnificent record of fine work, added another page to her illustrious annals by the service rendered in connexion with the wreck of the schooner *Dart*, of Jersey, on the 29th March last.

The night will long be remembered for the almost unparalleled violence of the gale which swept over England, leaving a track of ruin and devastation such as is rarely seen in our temperate climate. In Gorleston itself the wind increased with the darkness to a hurricane force, with blinding snow which blotted out everything, while the wind shook houses to their foundations, damaged roofs, smashed telegraph and telephone wires and poles, and levelled boardings. On such a night the hearts of those ashore go out to the mariners who are fighting their desperate battle for sheer life against the fury of the elements which, on this occasion, appeared to have

allied themselves with our foes for the destruction of British life.

But it is precisely in such circumstances of extreme danger and emergency that the Life-boatman is in his element, and never, perhaps, have our gallant crews rendered finer service than that performed by the *Mark Lane* in the pitchy darkness of this terrible night.

At 1.30 A.M. a large flare was observed off Corton, while another vessel was seen to be burning flares and drifting north of the St. Nicholas Light-vessel. Coxswain Harris at once took steps to secure the services of a tug. This done he launched the Life-boat at 2.50 A.M. and proceeded to the vessel flaring near the St. Nicholas Light-vessel. He found that she had lost both anchors

but was under her own powerful steam and required no assistance. He then proceeded to Hopton and found the schooner *Dart* sunk. Only her masts could be seen just above the water, with her crew of four men lashed to the rigging. The Coxswain let go the anchor and veered down to the vessel, the Life-boat actually passing over the wreck, an incident always attended with the gravest danger.

The crew then hauled the boat back into position again and after some difficulty got close to the spars of the wreck. They found two men in

the main rigging and two in the fore rigging, their legs being rove in between the rat-lines. The problem was, how to release these men and get them into the Life-boat. One of the crew, Edward Bensley, at once jumped into the main rigging and succeeded in getting the master and mate into the Life-boat, though these men were quite helpless,

having been exposed to the bitter cold and driving sleet for twelve hours. Bensley could not get on to the foremast, so he returned to the Life-boat, and Coxswain Harris then manœuvred the boat into the position for the fore rigging. Bensley then jumped on to the rigging again and bent a rope on to Charles Samuel Kent, a man of over eighty-one years of age, and assisted him into the Life-boat. He then tried to get a line on to the other man in the fore rigging, but the poor fellow fell backwards on being released from the lashings and Bensley then called on William Newson, another member of the crew, to jump on board the rigging and help him. With Newson's assistance the fourth man was then got into



S. HARRIS.

the Life-boat. All four men were unconscious, having been exposed to the hard frost, driving sleet, and icy wind for many hours. The coxswain at once hauled away from the wreck, and the men were well rubbed and brandy was given to them. Two of them came round, including the wonderful old man of eighty-one, while the other two remained unconscious. On arrival at the quay a doctor was sent for. He found that one of the men was dead, but there was still a possibility of saving the other man's life, and this was fortunately achieved.

The service was rendered in a N.N.E. gale, force eight, with a heavy sea, in a thick snow and heavy frost.

The Committee of Management were of opinion that the whole service was a magnificent one, and they marked their appreciation by awarding to Coxswain Harris the Fifth Service Clasp. This is probably a record, being, of course, equivalent to the award of five Silver Medals; it is another tribute to the wonderful courage and seamanship of a

man who was selected by the Committee of Management for recommendation to the American Board of Honour, two years ago, for the award of the American Cross of Honour, a distinction accorded only every two years to some individual recommended by the Institution for special and distinguished bravery in saving life.

The Committee of Management also marked their appreciation of Bensley's gallant conduct and prompt initiative by awarding him the Silver Medal. It was undoubtedly due to his courage and tenacity that the men were actually got off the rigging so promptly, their lives probably being saved thereby.

At the inquest held on the death of the one man who unfortunately succumbed to exposure, the jury expressed

a wish to see Charles Samuel Kent, the uncle of the master. The old man, a well-built and sturdy old fellow, the very type of the hardy seaman of the north-east coast, with snow-white hair and beard, stepped forward, and the coroner said to him, "We are very pleased to see you, and hope you are feeling better. I suppose you must go to sea, but won't want to go again now?" To which the old man replied with a twinkle, "I go to sea for the benefit of my health." (Laughter.) "But I don't want to go again." Asked whether he did not suffer from the cold, he said, "Well, my hands were numbed, but I had my sea boots full of water and

this helped to keep my feet warm." (Laughter.) "I mean it, and am not joking, because I have often found that sea water in my boots keeps the feet warmer than rain or fresh water would do." It may be added that this is a common experience, and that in bitterly cold weather Life-boatmen often dip their gloves in the sea water and use the wet gloves as a

means of keeping their hands from getting frost-bitten. Bensley said he had never seen such a man in his life as old Kent. He was perfectly calm and never once called out to him to come and help him when he was lashed to the rigging, but simply waited for his turn.

All the incidents connected with this splendid service, and perhaps not least the grand conduct of this old man, are typical of the spirit which animates the Life-boat crews of Britain, in War and Peace alike. While the deep humanity and generosity of their conduct is consoling to us in the welter of this great War, the courage and endurance displayed are of good augury for the triumph of our cause and the permanent good of our race.



E. BENSLEY.

Life-boat Crews on the Yorkshire Coast.

FROM time immemorial it has been the custom of the Life-boat Service not to maintain fixed crews for Life-boats, but to draw volunteers as required from the seafaring population of the coast towns and villages where Life-boats are stationed.

The advantages of such a system over any in which men would be engaged permanently to form a Life-boat's crew are manifold. Not only is there the obvious economy of such a course, but what is more important, there is actually a greater efficiency; as the men, continuing to pursue their avocations as fishermen, boatmen, etc., and spending their lives in open boats, are kept in constant training for the particular class of work which is required in the Life-boat Service, the very nature of which is such that the occasions of use are few and far between; and a crew of men who did no other work would, it is feared, soon degenerate into loafers.

Fortunately the conditions are such that in the great majority of places where it is necessary to keep a Life-boat the right sort of men are to be found, and perhaps nowhere are these conditions more amply fulfilled than on the long stretch of seaboard between Tees and Humber which forms the coast of Yorkshire, with its numerous villages, whose seafaring population have for countless generations followed the profession of fishermen.

In the Tees itself a Motor Life-boat has recently been stationed, and in the Humber and at Whitby it is proposed shortly to place others, the mouths of these two rivers and Whitby Harbour being the only spots in the whole of this beautiful but, to the mariner, inhospitable coast where boats can be safely kept afloat at all states of the tide.

The Teemouth boat is manned by the hardy boatmen of Redcar, who also have their own beach boat in the town; and are proud of owning, in addition, the oldest Life-boat in the world, the *Zetland*, a boat built by James Greathead, the inventor of the Life-boat, in 1802. No longer on the active list, she lives in honourable retirement in a

specially constructed glass house on Redcar Esplanade.

Further south, at Saltburn, there are now no fishermen left, and the Life-boat is manned for the most part by men who work in the winter in the local iron ore works, and in the summer gain a livelihood by "pleasure" boating, a combination which leads to a remarkable ability to pull a strong oar, for these men will take their Life-boat out through the heavy breaking sea, which makes home on this beach, in a manner which would do credit to a crew of professional seamen.

Next, *Staithes*, with its beautiful but treacherous bay, once the home of that splendid Yorkshire seaman, Captain Cook, and now, as then, the abode of as plucky and reckless a lot of fishermen as ever took their lives in their hands when setting forth in their gaily painted cobs for the fishing-grounds, or proceeding in their Life-boat to escort some belated coble in, captained by old George Webster, fisherman, preacher, lecturer, and withal as fine a coxswain of a Life-boat as ever held a tiller.

Just south of this is beautiful Runswick, beloved and rendered famous by artists, where male labour being scarce, even in peace time the women often turn out to lend a hand in the launching of the Life-boat.

At Whitby no less than three Life-boats are stationed, manned by the best oarsmen on this coast, and ready as Whitby men have always been to do or die; for are not their records written in the graves of that high churchyard on the East Cliff?

Five miles south of this is the extraordinarily picturesque village of Robin Hood's Bay, whose inhabitants are said to contribute more master mariners per head of the population to the British Merchant Service than any other place in the kingdom! No wonder there is no difficulty in finding a crew for the Life-boat. The episode which led to the founding of this station is one of the romances of the Life-boat Service.

It was on the 19th January, 1881, that memorable month of snow, that a vessel

came to grief off the dangerous rocks which fringe this bay. What was to be done? There was no local Life-boat in those days, and any attempt to launch a fishing-boat in such a sea would have been madness. The nearest Life-boat was at Whitby, but it was out of the question for her to attempt to reach the wreck in the teeth of the north-east gale. Could she reach it by land? There were several feet of snow lying on the roads, and more than one person who had with the greatest difficulty come into Whitby that morning gave it as his opinion that to take the Life-boat on her carriage over them would be quite impossible. But the Whitby men do not know this word, and mustering all their forces they made a start.

The account of how they took the boat up and down the precipitous hills which form the road between Whitby and Robin Hood's Bay, battling with the snowdrifts and the gale, is one of the most thrilling chapters in the annals of the Life-boat Service. But it is too long to tell here. Suffice it to say that they reached the bay at last, launched their boat there, and rescued the crew of the doomed vessel.

Soon after this a Life-boat station was established at Robin Hood's Bay, and every year since, on the anniversary of this rescue, a meeting of the Local Committee is held, and, business over, the venerable vicar, who is also the Honorary Secretary of the Life-boat branch, reads the specially composed prayer of thanks for the mercy vouchsafed that day.

The next Life-boat station is at Scarborough, where the boatmen are equally at home standing by the fishing-cobles in the broken waters of the bay and in piloting visitors over its smiling summer aspect. Here old John Owston, famous among the Life-boat coxswains of Yorkshire, and indeed of the kingdom, though retired from active service, still serves the Life-boat Institution as an honoured member of the local committee.

Next comes Filey, where the splendid team of horses which draw the Life-boat on her carriage into the water are second only in value to the splendid team of fishermen who man her. And

so to Flamborough Head, with men notorious all over the country for pluck and grit. There is a Life-boat at both the north and south "landings," so that whatever the direction of the wind and sea one Flamborough boat can always go out.

And so we come to Bridlington, unique as the place where the Life-boat is launched off her carriage on the open beach under sail: in a heavy sea a piece of seamanship which could only be performed by men of iron nerve and consummate skill, such as are found here.

So far the manning of the Yorkshire Life-boats is an easy enough problem, solving itself, as has been shown by the fact that wherever Life-boats are wanted the men to man them are at hand. But south of Bridlington the Life-boat Institution is confronted with a peculiar difficulty. Here and there on the coasts of this kingdom villages are found which formerly supported a population of fisherman, but where the industry has gradually ceased to exist. The causes of this decrease are complex, and not easy to follow; the advent of steam trawling, the rural exodus into the great towns, the greater facilities which modern means of travel give the rising generation of finding work elsewhere, and the advantages which are to be found in other walks of life, all contribute; and that splendid figure, the inshore fisherman, is slowly but surely going the way of the hand-loom weaver and the driver of stage coaches. Of such is Holderness, whose coast villages once supported a population of fishermen, but do so no longer.

Yet, on the other hand, the proximity of the mighty Humber, with a greater actual number of vessels passing up and down it than any other river in the world, makes it imperative to guard its approaches, and two Life-boat stations are maintained on this coast. At Hornsea the boat is manned by Bridlington fishermen, who, on an alarm being given, drive over in three motor cars, while the local men get all ready for launching, and take the boat to the water's edge.

Further south the Withernsea Life-boat has been moved to Easington for two reasons. One is that the groining

of the foreshore at Withernsea makes it extremely dangerous to launch a boat there from half flood to half ebb; the other is that by far the greater number of wrecks on this coast take place at Dimlington, just by Easington. Already this newly-formed station has given a good account of itself.

Last, but by no mean least, Spurn Point, loneliest of all Life-boat stations in the kingdom, where for many years the Life-boat has been owned and

manned by the Hull Trinity House, has recently been taken over by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, who intend, as soon as the War is over, to place a Motor Life-boat there. Here, alone on the coast of England, owing to the absence of any population, it is necessary to maintain a permanent paid Life-boat's crew. The men are entirely in the service of the Institution, but are allowed, when weather permits, to pursue their ordinary avocation as fishermen.

Services of the Life-boats.

Lowestoft, Suffolk.—The s.s. *Loch Lomond*, of Dundee, whilst bound from the Tyne to Marseilles with a cargo of 3,600 tons of coal, stranded on the North Holm Sand on the 8th November. A strong westerly breeze was blowing at the time, with a moderate sea. The vessel was observed from the shore, and the *Kentwell* was launched to her assistance. After she had stood by the vessel for some time the Life-boat was engaged to assist in salving her, and ropes were passed from the ship to tugs. Attempts to refloat the vessel proved unsuccessful, and the Life-boat returned to harbour until the tide was again favourable. Renewed efforts were then made, and more tugs were engaged to assist in the work of salvage. As these efforts also proved fruitless, the boat again returned to port, and put off to the vessel when the tide flowed. On the morning of the 10th, ropes having been passed to six tugs, towing operations were renewed, and at about noon the steamship was successfully refloated.

Donaghadee, County Down.—A steamer of 6,000 tons register stranded in the neighbourhood of the Skullmartin Rock in the early morning of the 9th November. Information of the casualty reached Donaghadee shortly after 5 A.M., and the crew of the Motor Life-boat *William and Laura* were at once summoned, and the boat proceeded to the vessel's assistance. A moderate W.S.W. gale prevailed at the time and

the sea was moderate. There were sixty-five persons on board the vessel at the time, and the Life-boat stood by her until she succeeded in getting off by her own engines. It was then found that one of the boilers was damaged and that the vessel was making water. She was able, however, to proceed under her own steam to an anchorage, and the Life-boat remained in attendance until she got in safety into Whitehouse Roads—a distance of twenty-eight miles. The boat then returned to her station, the men having been on duty upwards of nine hours. The boat is reported to have behaved well and the motor worked satisfactorily.

Thurso, Caithness-shire. The steam-trawler *Mannofield*, of Aberdeen, whilst bound to Aberdeen with a cargo, was obliged to anchor in Dunnet Bay owing to a shortage of coal. A heavy gale had prevailed for three days, and the sea was also heavy, and as the vessel was in a dangerous position she obtained the assistance of a trawler to get her into safety. The machinery of the trawler proved unfitted for towing in a heavy sea; she, therefore, proceeded to Thurso on the 11th November for the purpose of obtaining the assistance of the Life-boat. The Life-boat *Sarah Austin* was launched and, with the trawler, went off to the vessel, when towing operations were again commenced, and the vessel was eventually brought safely into Scrabster Roadstead.

Tenby, Pembrokeshire.—The ketch *Cornish Lass*, of Plymouth, whilst bound from Saundersfoot to Caldy Island in ballast, stranded on the North Sands on the 11th November. A strong E.S.E. gale prevailed at the time with a heavy sea, and the Life-boat *William and Mary Devey* was promptly dispatched to her assistance. The vessel was rapidly driving ashore when the Life-boat reached her, and the boat was veered down alongside, and the three men on board were rescued. Owing to the heavy sea running some difficulty was experienced in saving the captain, who was an old man. The rescued men were safely landed in the harbour, and the Life-boat was left afloat until the weather moderated, as there was too much wind and sea to attempt to get her back on to the slipway.

Fishguard, Pembrokeshire—At about 10 P.M. on the 12th November Coxswain Howells observed the steamer *Emlyn*, of Cardiff, burning flares for assistance, and he at once assembled the crew of the Motor Life-boat *Charterhouse*. The boat proceeded to the vessel, which had dragged her anchors and drifted outside the eastern breakwater. After some difficulty she got alongside the steamer, which by this time was bumping heavily on the rocks, and rescued the crew, six in number. At the time of the casualty an E. by N. hurricane prevailed, with a very heavy sea. The *Emlyn* was bound for Runcorn with a cargo of flints.

Southwold, Suffolk.—Just after day-break on the 12th November a schooner-rigged vessel was observed coming in from the eastward, and as a strong S.E. by E. wind was blowing a watch was kept on her. From time to time she was lost sight of in the rain and squalls and at about 10.30 A.M. she could no longer be seen from Southwold. As a result of enquiries by telephone it was found that she was in a dangerous position near the Sizewell Bank, and the Life-boat *Alfred Corry* was launched. When the Life-boat reached the ship, which proved to be the brigantine *John*, of Grimsby, the captain reported that he had been aground, but on letting go his anchor the vessel swung clear. The

Life-boatmen were engaged to save the vessel, and seven men were placed on board. Meanwhile the wind had changed and during the afternoon the vessel and her crew got into safety.

Donaghadee, County Down.—On the 12th November the French lugger *Cyrano*, of Brest, stranded about two miles off Mellish during a whole N.E. gale and very heavy sea. In response to her signals of distress the crew of the Motor Life-boat *William and Laura* were summoned. Owing to the very heavy sea right into the harbour it was very questionable whether the boat would be able to get out between the pier heads, but this was successfully accomplished and the crew of the vessel, six in number, were rescued. The service was considered to have been a severe test on the qualities of the boat, but her behaviour gave every satisfaction and the motor worked well.

Poole, Dorset.—At about 4 A.M. on the 12th November information was received that signals of distress were being exhibited from a vessel near the Old Harry Rocks. Coxswain Wells at once summoned the crew of the Life-boat *Harmar*, and proceeded to sea. After considerable difficulty he succeeded in getting to the vessel, which had stranded on the Old Harry Ledge, and saved the crew of ten hands. At the first attempt, owing to the strong tide and the heavy sea, the Life-boat was unable to reach the wreck, and she was obliged to put out to sea again. She was then taken in tow by another trawler which towed her to windward. From this position she veered down on to the vessel and saved the men. After the men had been rescued the Life-boat was towed back into harbour. The vessel was the *King Heron*.

St. David's, Pembrokeshire.—At 8.30 A.M. on the 13th November a coast-watcher reported that a three-masted barque was off St. David's Head with her sails blown away and apparently totally disabled. A moderate N.N.W. gale was blowing at the time, and as it was not known whether the vessel was

flying any signals of distress or not the Motor Life-boat *General Farrell* was ordered out. Unfortunately after she had travelled some distance the motor broke down and she was obliged to return ashore. As soon as the motor had been put in working order the boat again proceeded. When she reached the vessel—which was the barque *Formosa* of Porsgrund, laden with timber—it was found that she was in a waterlogged condition and deserted. The boat then cruised about searching for any of the ship's boats. At length she sighted one of the ship's life-boats about one mile to the north-eastward, and at once made for her. She was found to be unmanageable in the heavy sea running, with eleven of the crew on board, many of them in an exhausted condition. The men were at once taken into the Life-boat which landed them in safety. The remainder of the crew of the vessel succeeded in reaching the shore in another of the ship's boats, but the boat was capsized when she got into the breakers; fortunately the men managed to get ashore without loss of life.

St. Abbs, Berwickshire.—Shortly before noon on the 15th November two fishing-yawls—the *Rose* and the *Cornucopia*—belonging to St. Abbs, were seen from the harbour to be in great danger. They had gone off fishing at dawn, but during the morning the wind died away and a heavy ground swell began to come in from the N.E. It was utterly impossible for the boats to reach safety with so much broken water between them and the harbour entrance, and it is stated that had they attempted to get in under oars it would have meant certain death. As the boats were under observation the Motor Life-boat *Helen Smitton* was promptly dispatched to assist them, and a line was carried from the harbour entrance and thrown to the first of the boats—the *Rose*—and by means of this rope the fishermen who had assembled on the pier pulled her into safety, the Life-boat in the meantime closely attending on the boat in case any mishap should occur. The other boat, which approached the rocky entrance to the harbour about half-an-hour later, was

in greater jeopardy owing to the fact that the sea had become much heavier. The Life-boat, which had waited in readiness, again proceeded to sea and carried a line to the endangered boat; she had scarcely left the harbour, however, when she was met by a tremendous sea; she, however, faced it magnificently, and she was able to reach the fishing-boat with the line, and by this means the boat was hauled into safety.

North Sunderland, Northumberland.—During the forenoon on the 16th November, when the fishing-cobles were at sea, the wind freshened to a gale and the sea became very heavy. Some of the boats at once ran for safety, but at about 10.30 A.M. nine of the cobles were still at sea. The danger signal was hoisted by the harbour authorities, but as it was seen that some of the boats were making for the port the Life-boat *Forster Faussett* was launched, and convoyed five of the cobles into safety, one by one. The sea at that time was very heavy indeed, and great excitement prevailed in the village. Flares were burnt to emphasise the fact that it was dangerous for the remainder of the cobles to enter the harbour, and they ran for shelter under the lee of the Farne Islands. As the regular Coxswain was absent Robert Patrick, an ex-Coxswain of the Life-boat, took charge of the boat.

Aldeburgh, Suffolk.—At 6.30 P.M. on the 18th November a telephone message was received, stating that a large vessel had struck a mine and was at anchor about three miles off Orfordness. As the amount of damage was unknown and the sea was rough, the No. 1 Life-boat *City of Winchester* was launched to the assistance of those on board. The vessel proved to be the five-masted schooner *Helen W. Martin*, of Bath, U.S.A., bound from Archangel to London, and carrying a crew of eighteen hands. When the Life-boat reached her it was found that the captain's wife had been taken off, and was on board a small steamer which was in attendance. The vessel was more or less waterlogged, and when the explosion took place some

of the cargo, which consisted of baulks of timber, was blown half mast high, but fortunately no lives were lost, only a dog on board being killed. As it was thought that it would be possible to save the vessel, a tow-rope was made fast between a tug and the ship, and eventually the ship, with the Life-boat astern to help to steer her, was got into safety. When the Life-boat was being launched valuable assistance was generously rendered by some of the troops stationed at Aldeburgh.

Ramsgate, Kent.—The Norwegian steamer *Severini*, of Langesund, stranded on the north part of the Goodwin Sands on the 26th November whilst bound from Sunderland to Dieppe with a cargo of coal. A N.E. gale prevailed at the time, with a very heavy sea, and the Life-boat *Charles and Susanna Stephens* was dispatched to the vessel's assistance in tow of the Tug *Aid*. When near the vessel the Life-boat anchored and veered down alongside, and, with very great difficulty, put four men on board. The sea was washing right through the steamer, and the crew wanted to leave her, but the Lifeboatmen persuaded them to remain on board their vessel. As the tide made the steamer was drifting further on to the sand, but a rope was passed from her to the *Aid*, and she commenced to tow. It was a very risky operation, but proved effective, and, about two and a half hours later, the steamer was towed clear and taken to the neighbourhood of the North Foreland, where she was anchored. The service was a very difficult one, and great risk was incurred by all concerned, but it resulted in the vessel and her crew of twenty hands being saved.

Montrose, Forfarshire.—On the 29th November a strong S.S.E. breeze sprang up, bringing with it a very heavy sea. At the time seven of the fishing boats belonging to Montrose were at sea, and the thirty men forming their crews were in jeopardy. Information as to the position of the boats was received at about 11 A.M., and the No. 1 Life-boat *Sarah Jane Turner* was launched to their assistance. By the time the boats succeeded in reaching the bar the seas there

were breaking so heavily that great risk was incurred by the boats of being swamped.

Lowestoft, Suffolk.—The Life-boat *Kentwell* was called out on the 29th November to the assistance of the s.s. *Framfield*, of London, which stranded on the Newcombe Sands whilst bound from North America with a cargo of iron ore. The Life-boat took off the crew of twenty-four men on board, as a strong S.S.W. gale was blowing with a very heavy sea. The vessel remained stranded on the Sands, and during the next two days the Life-boatmen were occupied in trying to save her. Their efforts were eventually successful, and on the 1st December the steamer was refloated.

Whitby, Yorkshire.—The s.s. *Skane*, of Helsingborg, whilst bound from Stockholm to Calais with a cargo of timber, stranded on the Whitby Rock during the evening of the 30th November. As the weather was fine and the sea smooth the fishermen put off in their cobbles to try and refloat the vessel, but in this they were unsuccessful, as the vessel was holed and the water had got into the engine room. Next day a tug was sent for, and with her assistance the vessel was got off the rocks, but she had to be immediately beached as she was in a sinking condition. During the afternoon the wind backed into the S.E. and the sea became very rough, and as there were twenty persons on board, including two women, it was considered desirable to land them. When the Life-boat reached the steamer ten of the crew were taken off and landed. She then returned to the vessel and brought the two women ashore, the remainder of the crew, eight in number, stating that they did not desire to leave their vessel. At about 9.30 P.M., the weather having become worse, signals of distress were displayed on the steamer, and the Life-boat put off again and brought the remaining eight men ashore.

Spurn, Yorkshire.—During a dense fog on the 3rd December signals of distress were heard, and the Life-boat, in tow of a Motor-boat, proceeded to the Inner

Binks, where she found the steamer *Freidig* in danger of stranding, after having been on the sands and reloaded. The Life-boat Coxswain advised the captain as to the best way to get his vessel out of her dangerous position, and, with the assistance given, the vessel was able to get into safety and proceeded on her voyage.

Caister, Norfolk.—At 8.15 P.M. on the 5th December Coxswain Haylett was informed that a vessel was ashore on the Scroby Sands and showing signals of distress. The crew of the No. 1 Life-boat, *Covent Garden*, were at once assembled and the boat proceeded to the vessel. Before she could reach her, however, the tide began to ebb and the Coxswain found it was impossible to get to her. He therefore anchored his boat and waited until the tide eased. At 2.30 A.M. the boat was able to proceed, but, owing to the heavy seas on the Sands, the Life-boat could not get near enough to the stranded vessel for the Life-boatmen to board her. At day-break the weather had moderated somewhat and the captain then engaged the Life-boatmen to try and save the vessel. Later on tugs arrived and made fast, but as the vessel was full of water and settling by the head it was realised that it would be impossible to save her. The weather gradually became worse and the crew of nine hands were taken off. During this service the crew had a very trying time as they were drenched to the skin from the moment the boat got afloat, and a southerly gale was blowing. The vessel was the s.s. *Inger Johann*, of Bergen, bound from Newcastle to France; she became a total wreck.

Margate, Kent.—During a whole S.W. gale on the 6th December information was received that a vessel coming up the roads was flying signals for assistance. The crew of the No. 2 Life-boat, *Civil Service No. 1*, were assembled and the boat proceeded to the steamer, which proved to be the *Silver City*, of Liverpool. She was short of coal and had lost both her anchors, the captain, therefore, was desirous of assistance to get into harbour. As the state of the tide was favourable to take the vessel into Mar-

gate Harbour the Life-boatmen were engaged by the captain to do so.

Walton-on-the-Naze, Essex.—The motor Life-boat, *James Stevens No. 14*, was launched at 2.18 P.M. on the 6th December to the assistance of a ketch which was reported in distress off Walton-on-the-Naze. When she arrived alongside she found the vessel was the Dutch schooner *Confiance*, of Delfzyl, bound for Holland with a cargo of salt cake. The vessel was in a disabled condition, having broken her rudder, but the Life-boatmen were able to save her and her crew of seven hands.

Spurn, Yorkshire.—At 5 A.M. on the 6th December the Coastguard reported that a steamer was making flares for assistance to the north of the Lighthouse. The crew of the Life-boat were immediately assembled and the boat launched. The steamer proved to be the *Lady Ann*, of Sunderland, bound from Colchester to that port in ballast, and when the Life-boat reached her it was found that the crew had the boats provisioned ready to leave her. The boat remained in close attendance on the steamer until 6 P.M., but as she did not get off on that tide the boat returned ashore, and went back again on the flood tide. She then ran wire hawsers to tugs, which had arrived upon the scene, and by this means the vessel was successfully reloaded.

Aldeburgh, Suffolk.—On the 8th December the No. 2 Life-boat, *Edward Z. Dresden*, was launched to the assistance of the s.s. *Ignis*, of London, which struck a mine and foundered about four and a half miles east of Aldeburgh. Just before the Life-boat reached the vessel she sank, but eleven of the crew were picked up by a mine-sweeper, which afterwards transferred them to the Life-boat which brought them ashore. The remainder of the crew took to the ship's boats, and the Life-boat assisted them ashore.

Spurn, Yorkshire.—On 9th December, 1915, the s.s. *Florence*, of Stockton, whilst bound from London to Newcastle with a cargo of oil stranded on the

"Middle Binks." It was a very dark night and blowing a strong gale, with a terrible sea running over the Sands.

The Life-boat was promptly launched to the vessel's assistance, and got as near to her as possible, but owing to the shallow water the Life-boat took the ground, and was unable to get alongside. The seas were sweeping over the steamer, and the crew were shouting for help. The Coxswain, Robert Cross, seeing that it was impossible to do anything with the Life-boat so far from the wreck, called for a volunteer to jump overboard and make his way through the water near enough to get a line to the imperilled men.

No man offered, so the Coxswain himself jumped into the sea with a rope, but he could not get to the wreck. The crew of the Life-boat then pulled him back, and he then again asked for a volunteer to accompany him on to the sandbank, and pay out a line to him while he made another attempt. This time, one of the crew named G. Martin, inspired by his example, joined him, and with his assistance Coxswain Cross managed to effect communication. He then stood on the Sands, although at times completely smothered with the sea, until the whole of the crew of the vessel, eight in number, had come down the line and been placed in safety in the Life-boat. The splendid behaviour of Robert Cross met with commendation on every side, and the Captain of the vessel described his action as heroic. In writing about the service he stated that he and his crew could not speak too highly of the bravery and self-sacrifice of the Life-boat's crew and the manner in which the rescue was effected.

In recognition of this gallant work the Committee of Management granted Robert Cross the Silver Medal of the Institution, and G. Martin a special gratuity. They also gave an additional monetary reward to the other members of the crew.

Spurn, Yorkshire.—The steamer *Minsk*, of Copenhagen, was observed near the Bull Sand with a very heavy list to port, on the 10th December, and the Life-boat proceeded to her assistance. On arrival it was found that she was abandoned,

having been mined whilst bound from Valentia to Newcastle. Life-boatmen and others considered that it might be possible to save the vessel, and they were occupied for ten days in trying to do so, the Life-boat standing by in readiness for any emergency whilst the work was being carried on. Fortunately the men's prolonged efforts were successful, and the vessel was eventually towed into safety.

Thurso, Caithness-shire.—At 11.30 A.M. on the 12th December, the Life-boat *Sarah Austin* was called out to the assistance of the s.s. *Rayford*, of Glasgow, which was lying at anchor in a dangerous position in Dunnet Bay. Owing to the heavy N.W. gale and a heavy sea the vessel was unable to get out of the bay, and was dragging her anchors. The vessel had been sheltering in the bay for two days during an E.S.E. gale, but the wind having shifted into the north she was in considerable danger, owing to her anchors dragging. The Life-boat stood by the vessel until a secure anchorage could be found, and, the weather having moderated somewhat and the wind veered to the N.E., the vessel was able to ride out the gale. The Life-boat then returned to her station.

Moelfre, Anglesey.—The Life-boat *Charles and Eliza Laura* landed the crews of the schooner *Hermod*, of Marstal, six in number, on the 12th December, during a moderate N.N.E. gale. The vessel at the time was bound from Troon to Lisbon, but was weather-bound in the roads, having been overtaken by the gale. The crew of another vessel, the *Brandon*, of Barrow, were also landed at the same time, as they also considered they were in danger and made signals for assistance. The *Brandon* was bound from Garston to Wicklow with a cargo of coal.

Flamborough, Yorkshire.—Four of the fishing-cobles belonging to Flamborough were overtaken by a strong S.E. gale and heavy sea whilst out fishing on the 14th December. Richard Chadwick, the Coxswain of the Life-boat, was in one of the boats, and when he found

the weather was getting bad he at once left his lines and came ashore. He then launched the No. 1 Life-boat, *Forester*, and proceeded to the assistance of the other three boats, bringing them and their crews of nine hands ashore in safety. The landing was only accomplished with great difficulty and considerable risk was incurred by the men.

Ramsgate, Kent.—At 3.45 P.M. on the 15th December, a message was received stating that a small boat containing five men had landed on the beach from a vessel which was ashore on the south part of the Brake Sands. The weather at the time was thick and rainy with a moderate S.S.W. gale blowing. Shortly after the men landed, the weather cleared a little and it was reported that the vessel had floated off the sands and was driving on the mainland. The Life-boat *Charles and Susanna Stephens*, in tow of the tug, was therefore sent out to endeavour to save the vessel. The Life-boatmen managed to get alongside the ship which the crew had abandoned, but not before she had driven ashore. Seven Life-boatmen were placed on board. Having furled the sails the men manned the pumps and pumped the vessel dry. A tow rope was then carried to the tug, considerable difficulty being experienced in effecting communication owing to the heavy sea running. The tug then started to tow, and shortly afterwards the vessel was refloated and taken into the Outer Harbour, where she was moored.

Teesmouth, Yorkshire.—The Life-boat was launched to the s.s. *Lemnos*, of Dundee, which stranded about a mile S.E. of the South Gare on the 16th December. The weather was thick and cold at the time and the Life-boat stood by the vessel. Whilst there the master stated he wished the Life-boat to remain during the night, and as the regular crew were not in the boat she returned ashore, and the boat put off again manned by the regular crew. They then remained by the vessel throughout the night. At 12.30 A.M. on the 18th it was reported that some of the crew

were still on board the steamer and that it was desirable to bring them ashore as the weather was becoming worse. The Life-boat therefore put off again, but found that the men had been landed by a shore boat in the meantime.

Margate, Kent.—The No. 1 Life-boat *Eliza Harriet* was called out shortly before 1 P.M. on the 18th December to the assistance of a tug and lighter, which were flying signals of distress. Both vessels were in trouble, and a moderate N.N.E. gale prevailed. At the request of the captain of the tug the Life-boat remained in attendance, and, later, three men were put on board to help to pump the water out of the engine-room. Later in the day, another tug arrived on the scene and communication was effected between her and the vessels in distress, and they were subsequently taken into Dover. The Life-boat then returned to her station.

Saltburn, Yorkshire.—The Life-boat was called out on the 19th December to the assistance of the trawler *Ladas*, of Grimsby, which had stranded at Marske. When the Life-boat first reached the vessel the master declined any assistance and the Life-boat returned. Later the vessel hoisted a signal of distress and the boat again proceeded to her, when the crew were engaged to lay out an anchor as the captain and crew still declined to leave their vessel.

Folkestone, Kent.—On the morning of the 23rd December, Coxswain Cook was called up by a messenger, who reported that a motor launch was on the rocks near the Lower Sandgate Road. The crew of the Life-boat were assembled and the boat proceeded to the assistance of the vessel. With considerable difficulty the crew of six hands were saved and the boat returned ashore. At the time of the service a moderate south-westerly gale was blowing with a very heavy sea, and the vessel became unmanageable owing to her engine breaking down.

Eyemouth, Berwickshire.—On the 23rd December a small open boat, the *Constance*, of Eyemouth, was returning

home in a very heavy sea, and as it was realized that the men on board would be in serious danger if any attempt was made to go into harbour, the Life-boat *Anne Francis* was despatched to her assistance. When the Life-boat reached the boat a man was placed on board and she was eventually able to get into safety.

Whitby, Yorkshire.—Whilst seven men were engaged, on the 23rd December, on board the s.s. *Skane*, of Helsingborg, endeavouring to save her, a very heavy sea got up and, as they were in considerable danger, it was necessary to launch the No. 1 Life-boat *Robert and Mary Ellis*, to bring them ashore. By the time the Life-boat was afloat the sea was exceptionally heavy and filled her time after time, drenching the men to the skin. Owing to the position of the wreck the service was one of difficulty, and although the crew were a good deal knocked about, fortunately no casualties occurred.

Padstow, Cornwall.—On the 23rd December, during a strong south-westerly breeze and rough sea, the schooner *Margaret Murray*, of Padstow, stranded on a sandbank to the eastward of the harbour. As it was thought that, with the assistance of steam power, it would be possible to save the vessel the Institution's tug *Helen Peele* was despatched to her assistance. After some hours' towing the vessel was refloated and the tug returned to her moorings.

Ramsgate, Kent.—The Life-boat *Charles and Susanna Stephens* was launched shortly before 4 A.M. on the 24th December to the assistance of the steamer *Envermeu*, of London, which stranded on the Goodwin Sands whilst bound to the Tyne in ballast. When the Life-boat went alongside the vessel it was ascertained that she had been in collision with another steamer and had been grounded to prevent her sinking in deep water. Eight of her crew had already left her, and these men were eventually landed at Dover by a tug. When the Life-boat reached the vessel she was half full of water; the boat remained alongside until 10.30 A.M.,

when it was found that she was nearly full owing to the flood tide, and that it would be impossible to save her. The remainder of the crew therefore—five in number—were taken off by the Life-boat and landed. The vessel eventually became a total wreck.

Filey, Yorkshire.—On the 27th December, when twenty of the fishing-cobles belonging to Filey were at sea, a strong S.S.E. gale suddenly sprang up, bringing with it a very rough sea. As the men in the cobles were in considerable danger the Life-boat *Hollon the Third* was launched to their assistance and remained in attendance until all the boats had got into safety.

North Deal, Kent.—During a strong S.W. gale a Dutch liner named the *Nieuw Amsterdam*, of Rotterdam, ran ashore on the Goodwin Sands on the 27th December, and the Life-boat *Charles Dibdin* was promptly despatched to her assistance. On her arrival, however, the captain stated that he did not require any help, and the Life-boat made for the shore. On her way she fell in with an Admiralty steam barge, and the captain reported that he wanted help as he was drifting down on to a light steamer. In the prevailing gale considerable risk was incurred in placing four Life-boatmen on board the barge, but it was accomplished and they succeeded in getting the vessel clear and took her and her crew of nine hands into Ramsgate Harbour, where they arrived all safe.

St. Ives, Cornwall.—The s.s. *Taunton*, of Liverpool, whilst bound from Newport to Rouen, on the 27th December, with a cargo of stores for the French Government, was in danger owing to her anchors not holding. When she was about one mile from Gwythian Beach, information respecting her position reached St. Ives, and the Life-boat *James Stevens No. 10* was launched. This was only accomplished with great difficulty owing to the low state of the tide and a very heavy ground swell. She proceeded to the steamer, which was found riding to her anchors, but labouring very heavily on a lee shore.

The Coxswain, Thomas Stevens, found that the seas were far too heavy for him to take the Life-boat alongside the ship, so he decided to anchor and veer down until near her. This was successfully accomplished after a great deal of trouble, and communication was established by means of a rope. The crew of nine hands were then taken off, being pulled through the seas to the Life-boat by means of an endless whip and a life-buoy. When the whole of the men had been safely rescued, the boat commenced the task of returning to her station. But this was a difficult problem, as she was three or four miles dead to leeward in a terrific wind and sea, with a strong flood tide against her. Eventually, after a hard struggle for nearly three and a half hours, the boat got back into harbour, where the steamer's crew were landed at about 7.30 p.m. Three of the rescued men were in a very exhausted condition and had to be carried to the boathouse; afterwards they were removed by ambulance to the Queen's Hotel, where they received every attention. Next day it was necessary to take one of the firemen, who had been seriously injured on board the ship, to the Penzance Infirmary for treatment.

The captain of the steamer spoke in the highest terms of the manner in which the Coxswain handled his boat in the fearful seas, and referred also to the difficulty with which the Life-boat crew had to contend in getting the vessel's crew from the ship into the Life-boat.

This case was an unusually good one, and Coxswain Thomas Stevens is reported to have managed his boat in a most skilful manner, and in appreciation of the good work done the Committee of Management awarded him the Silver Medal of the Institution together with an additional monetary reward. They also granted the other members of the crew extra remuneration.

The steamer was left riding to her anchors, and next day, as it was thought that it would be possible with the assistance of steam-power to save her, the Padstow tug was telegraphed for, and helped the St. Ives Life-boatmen to save the vessel.

Padstow, Cornwall.—The Steam Tug was called out on the 28th December to proceed to St. Ives to assist that Life-boat in saving the s.s. *Taunton*, of Liverpool. (See previous entry.)

Appledore, Devon.—When the ketch *Heather Belle*, of Appledore, was coming in over the bar on the 28th December she ran ashore on the Middle Ridge. Signals of distress were made, and in response the No. 1 Life-boat *Jane Hannah Macdonald* was launched to her assistance. A moderate S.E. gale was blowing at the time with a rough sea, and, as the vessel was lying in about seven feet of water, the crew of three hands were taken off and landed at Appledore.

Summary of the Meetings of the Committee of Management.

Friday, 14th January, 1916.

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:—

Southern District.—Harwich, Walton-on-the-Naze, Clacton-on-Sea, Southend-on-Sea, St. Helier, and St. Peter Port.

Western District.—Penzance, Penlee, Sen-
nen Cove, St. Mary's, St. Agnes, St. Ives,
Hayle, Padstow and Port Isaac.

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:—

	<i>£.</i>	<i>s.</i>	<i>d.</i>
Civil Service Life-Boat Fund (per W. FORTESCUE BARRATT, Esq.)			
Repayment of Rewards to Crews of Civil Service Boats during part of 1915	£204	15	6
Maintenance of Civil Service Boats	£1,057	3	2
			1,261 18 8
The Trustees of the late Mr. JOHN McCREDIE, of Stranraer	50	—	—
Miss B. DRUMMOND (donation)	30	—	—
ALFRED BARRETT, Esq. (donation)	26	5	—
H.M.S. <i>Agincourt</i> (collection)	24	4	6
H.M.S. <i>Bellerophon</i> , per the Rev. R. M. NICHOLLS, R.N. (collec- tion)	24	2	7
JOSEPH CULLINGWORTH, Esq. (do- nation)	20	—	—
W. H. A. WHARTON, Esq. (sub- scription)	20	—	—
Mrs. C. BISCHOFFSHEIM (donation)	10	10	—
Mrs. R. A. B. PRESTON (subscrip- tion)	10	10	—
Commr. ARTHUR SNAGGE, R.N. (do- nation)	10	10	—
F. O. BROWN, Esq. (box collection)	9	—	—
Darley Parish Church, per the Rev. R. W. WHITTINGTON (collection)	3	—	—
Elvetham and Hartfold Bridge Churches, per the Rev. H. GAUSSEN (collection)	2	2	6

—To be severally thanked.

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

Paid £6,417 17s. 6d. for sundry charges in
connexion with the maintenance of the
various Life-boat establishments.

Voted £972 13s. to pay the expenses of the
following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 2	S.S. <i>Ignis</i> , of London. Landed 11 and ren- dered assistance.	
Appledore No. 1	Ketch <i>Heather Belle</i> , of Appledore. Landed 3.	
Ardrossan	S.S. <i>Dagrun</i> , of Chris- tiania	17
Caister No. 1	S.S. <i>Inger Johanne</i> , of Bergen	9
Eyemouth	Steam-drifter <i>Constance</i> , of Eyemouth. Ren- dered assistance.	
Filey	Twenty fishing cobles, of Filey. Remained in attendance.	
Flamborough No. 1	Three cobles, of Flam- borough. Saved cobles and	9
Folkestone	H.M. Motor-boat <i>X 64</i>	6
Moelfre	Schooner <i>Hermod</i> , of Marstae. Landed 6. Schooner <i>Brandon</i> , of Barrow. Landed 4.	
Newbiggin	Five cobles, of New- biggin. Rendered assistance.	
North Sunder- land	Schooner <i>Spica</i> , of Riga	6
Palling No. 2	S.S. <i>Camille</i> , of South- ampton	14
Point of Ayr	S.S. <i>Honor Storey</i> , of Chester, flat <i>John and William</i> , of Chester, and s.s. <i>Incemore</i> , of Liverpool. Landed 21.	
St. Ives	S.S. <i>Taunton</i> , of Liver- pool	9
Spurn	S.S. <i>Florence</i> , of Stock- ton	8
Thurso	S.S. <i>Rayford</i> , of Glas- gow. Stood by vessel.	
Whitby, No. 1	S.S. <i>Skane</i> , of Helsing- borg	7

Ramsgate Life-boat saved five persons from
the s.s. *Evermeu*, of London, and St. Abbs
(Motor) Life-boat saved the fishing-boats *Rose*
and *Cornicopia*, and their crews of eight men.

Margate No. 1 Life-boat rendered assistance
to H.M. Tug *82* and a lighter; Margate No. 2
Life-boat saved the s.s. *Silver City*, of Liver-
pool, and her crew of eleven; North Deal
Life-boat saved H.M. Barge *A 33*, and nine
hands; Padstow Steam Tug assisted the
schooner *Margaret Murray*, of Padstow, and
saved the s.s. *Taunton*, of Liverpool; Rams-
gate Life-boat assisted to save the schooner
Minnie Coles, of Chester; Saltburn Life-boat
rendered assistance to the steam trawler
Ladas, of Grimsby; Spurn Life-boat assisted
to save the s.s. *Lady Ann*, of Sunderland,
and the s.s. *Minsk*, of Copenhagen; Tees-

mouth (motor) Life-boat stood by the s.s. *Lemnos*, of Dundee, and Walton-on-the-Naze (motor) Life-boat saved the ketch *Confiance*, of Delfzyl, and her crew of seven.

Also voted £1,030 13s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Abersoch, Aldeburgh Nos. 1 and 2, Angle, Arbroath, Barry Dock, Bridlington, Broughty Ferry (motor), Caister No. 1, Cambois, Cardigan, Clacton-on-Sea (motor), Cloughy, Flamborough No. 2, Gorleston No. 1, Holy Island No. 1, Hornsea, Ilfracombe, Johnshaven, Lowestoft, Lynmouth, Margate No. 2, Mumbles, North Deal, North Sunderland, Penlee, Polkerris, Port Eynon, Redcar, Saltburn, Stonehaven, Sennen Cove, Sunderland, Teesmouth (motor), Tynemouth (motor), Whitby No. 2, Winterton No. 1, and Whitburn.

The Teesmouth (motor) and the Whitby No. 2 Life-boats were also launched on service.

Voted £35 13s. 6d. to men injured in the Life-boat service at Blackpool, Caister, Kingstown, Lowestoft, and North Deal.

Voted, with an expression of the deepest sympathy of the Committee of Management, the sum of £400 for the benefit of the dependent relatives of WILLIAM EYNON and GEORGE HARRY, who lost their lives in the Port Eynon Life-boat accident on the 1st January, 1916. The Life-boat capsized on two occasions when attempting to render assistance to the s.s. *Dunvegan*, of Glasgow, and three men, including the Coxswain, WILLIAM GIBBS, were drowned. William Gibbs was a bachelor and left no dependent relatives.

Voted the Silver Medal of the Institution and made a monetary grant to Coxswain ROBERT CROSS for his gallant conduct on the occasion of the wreck of the s.s. *Florence*, of Stockton. The vessel stranded on the Middle Binks, and, owing to the shallowness of the water, it was not possible for the Life-boat to get alongside. To effect communication, Coxswain Cross jumped overboard from the Life-boat and got a line on board. Although at times smothered with the sea, he remained in the water until he had brought the whole of the crew, eight in number, into safety. Also gave a monetary reward to G. MARTIN, who also entered the water to assist Cross, and to each of the other members of the crew of the Life-boat.

Voted the Silver Medal of the Institution, together with a monetary reward, to THOMAS STEVENS, Coxswain of the St. Ives Life-boat, and granted an additional pecuniary reward to each of the other members of the crew for a very excellent service performed on the 27th December in rescuing the crew of nine hands of the s.s. *Taunton*, of Liverpool. A whole W.N.W. gale, with a very heavy sea, prevailed at the time, and the service was attended by great danger.

Voted the Silver Medal of the Institution and the sum of £2 to JOHN BUSHELL, Coxswain of the Blyth Life-boat. Also the Thanks of the Institution on vellum and the sum of £2 each to DAVID NEWMAN, FREDERICK

HAMPTON, and FRANK STANTON, in recognition of their highly meritorious services in rescuing three of the crew of the steam trawler *Naval Prince*, which stranded off Cambois in a whole S.E. gale and a very heavy sea on the 10th December. The Cambois Life-boat was launched to the vessel, but was unable to render assistance, and Bushell, knowing that it was not possible for the Blyth Life-boat to get out of harbour, obtained assistance and carried the boat over the rocks. This was successfully launched and manned by the four men mentioned above. After a dangerous passage owing to submerged piles, she was successful in reaching the vessel and saved the men then on board. This was a very fine piece of work, carried out at great personal risk.

Voted £3 15s. to five men for putting off in a boat and landing the crew of the s.s. *Lemnos*, which had stranded near Redcar. A strong N.E. wind prevailed at the time, and was increasing with a rough sea. In performing this service, the men incurred moderate risk. Also granted 6s. each to two men who assisted in launching the boat, and 10s. to a man for the hire of a horse.

Voted 30s. to two men for putting off in a boat and saving a man who was being blown out to sea in an open boat, off Broadstairs, on the 4th December. Great difficulty was experienced in finding the man in the darkness, and the salvors incurred moderate risk.

Friday, 11th February, 1916.

Mr. ROBERT BIRKBECK 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 the Rt. Hon. Arnold Morley, a member of the Committee of Management.

Read the report of the Chief Inspector of Life-boats on his visit to St. Peter Port, and the reports of the District Inspectors on their visits to the following stations:—

Eastern District.—Uppang, Whitby, Robin Hood's Bay, Scarborough, Filey, Flamborough, Bridlington, Hornsea, Easington, Spurn, Grimsby, Hunstanton, Brancaster, Wells, Sheringham, Hasborough, Palling, Winterton, Pakefield, Kessingland, Southwold, and Aldeburgh.

Southern District.—Rye Harbour, Hastings, Shoreham, Littlehampton, and Selsey.

Western District.—Clovally, Appledore, Ilfracombe, Lynmouth, Minehead, Watchet, Burnham, Weston-super-Mare, Barry Dock, Mumbles, and Port Eynon.

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

Reported the retirement of Lieut.-Commander P. F. M. Fellowes, R.N., District

Organizing Secretary for the South of England.

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

	£.	s.	d.
O. WILKINSON, Esq. (donation)	25	—	—
R.F.A. <i>Reliance</i> , per Lieut. J. R. Williams, R.N.R. (collection)	15	16	9
H. LOEFFLER (subscription)	10	10	—
R. C. PARR (donation)	10	10	—
Miss DUFFIN (donation)	10	—	—
"E. M. W." (donation)	10	—	—
Miss M. HARRISON (donation)	10	—	—
ST. PETER'S COURT SCHOOL, Broadstairs, per the Rev. F. G. Ridgeway (collection)	6	2	—

—To be severally thanked.

Paid £7,099 17s. 2d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £396 17s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Androssan . . .	S.S. <i>Dagrun</i> , of Christiania	19
Bembridge . . .	S.S. ———	110
Caister No. 1 . .	S.S. <i>Devereux</i> , of London. Stood by vessel . . .	
Cromer	S.S. <i>Havfru</i> , of Christiania	1
Cullercoats . . .	Coble <i>Bessie Lisle</i> , of Cullercoats. Saved boat and rescued . . .	4
Holyhead No. 1 (Steam)	Schooner <i>Winifred</i> , of Inverness	4
Margate No. 2 . .	S.S. <i>Cholmley</i> , of Leith. Stood by vessel . . .	
Moelfre	Ketch, <i>Lady of the Lake</i> , of Appledore	3
	Schooner <i>A. Hasting</i> , of Dundalk	3
Palling No. 2 . .	H.M. Yacht ——— Stood by vessel.	
Peterhead No. 2 (Motor)	S.S. <i>Inna</i> , of Stenkjaer. Saved vessel and . . .	10
Southend-on-Sea	An Admiralty Hopper. Stood by vessel.	
Wicklow (Motor)	A small boat of Wicklow. Saved boat and Schooner <i>Elizabeth Alice</i> , of Plymouth . . .	2
	Schooner <i>Orphan Girl</i> , of Arklow	4

Harwich steam Life-boat assisted to save the S.S. *Zeeland*, of Rotterdam; Holyhead No. 1 Steam Life-boat rendered assistance to the schooner *Winifred*, of Inverness; North Deal Life-boat rendered assistance to the s.s. *City of York*, of Glasgow; North Deal and Ramsgate Life-boats assisted to save the s.s. *Potost*, of Liverpool and 50 persons; Spurn Life-boat rendered assistance to the s.s. *Parklands*, of West Hartlepool; and Thurso Life-boat saved the s.s. *Ashtree*, of Cardiff and 18 hands.

Also voted £373 0s. 5d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Barmouth, Bridlington, Cromer, Formby, Holy Island No. 1, Hoylake, Kirkcudbright, Mumbles,

New Brighton (Steam), New Romney, North Sunderland, Palling No. 2, Penlee, Peterhead No. 2 (Motor), Southport, Totland Bay (Steam), Thurso, and Wells.

The Ramsgate Life-boat was also launched on service.

Voted £5 2s. 6d. to a man injured in the Life-boat service at North Sunderland.

Voted an additional reward to the crew of the Cromer Life-boat for an arduous service performed in rough weather on the 14th January.

Awarded the Silver Medal of the Institution to John Holbrook, Coxswain of the Bembridge Life-boat, for a very gallant service performed in a whole gale on the 3rd February. The Life-boat made four trips to the wrecked vessel and succeeded in saving 110 lives.

The crew of the Life-boat were granted an additional monetary reward for their good services on this occasion.

Also voted £4 to two men who put off in a fishing boat and saved nine men from the above vessel.

Awarded the Thanks of the Institution on vellum to Andrew Thomson, Coxswain of the Thurso Life-boat, for an excellent service on the 13th January, resulting in the saving of the s.s. *Ashtree*, of Cardiff, and her crew of eighteen hands.

Voted £1 10s. to three men for putting off in a boat and assisting the crew of the schooner *John Bull*, which stranded during rough weather at Ballygeary, Rosslare Harbour, on the 12th November, 1915.

Also voted £2 to a man for proceeding in a small boat and saving at considerable risk two men whose boat was capsized by a sudden squall off Holy Island on the 5th January.

Friday, 10th March, 1916.

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, Wreck and Reward, and Organization 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:—

Eastern District.—Whitburn, Sunderland, Seaham, Hartlepool, Seaton Carew, Teesmouth, Redcar, Saltburn, Staithes, Runswick, Scarborough, Palling, Caister, Yarmouth, and Gorleston.

Southern District.—Brighton, Hayling Island, Southsea, and Ryde.

Western District.—Bude, and Holyhead.

Irish District.—Portrush, Groomsport, Donaghadee, Cloughy, Wexford, Rosslare Harbour, Kilmore, Aranmore, and Greencastle.

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

Appointed Mr. ARTHUR L. WATSON, M.A., Organizing Secretary for the South-Western area of the South of England District.

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

H.M.S. <i>Laurentic</i> , per Asst.-Paymaster S. Beaumont, R.N. (collection)	£. s. d.	29 2 3
H.M.S. <i>Lord Nelson</i> , per Asst.-Paymaster A. Simon, R.N. (collection)		20 10 -
The MASTER OF CHARTERHOUSE (donation)		20 - -
H. ROBERTSON, Esq. (donation)		20 - -
Mrs. WALSH, of Burma (donation)		20 - -
H.M.S. <i>Queen Mary</i> , per Commander James, R.N. (collection)		13 2 -
CROOK AND NEIGHBOURHOOD CO-OPERATIVE SOCIETY, Ltd. (donation)		10 - -
Miss CAROLINE COLLINS (donation)		10 - -

—To be severally thanked.

Specially recognized the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Mr. H. King, Brighton; Mr. J. B. Cunningham, Stonehaven; and Mr. E. Andrews, Chester.

Paid £6,566 14s. 10d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £311 14s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No. 1 . . .	Ketch <i>St. Austell</i> , of Barnstaple. Landed 3.	1
Ardrossan . . .	S.S. <i>Elvisston</i> , of Glasgow. Landed 6.	6
Berwick - on - Tweed . . .	Schooner <i>Ruth</i> of Halmstad . . .	5
Cloughy . . .	Ketch <i>Susannah</i> of Belfast . . .	3
Filey . . .	Patrol Boat <i>Manx Queen</i> . . .	10
Flamborough No. 1 . . .	S.S. <i>Baltic</i> of Grimsby	7
Fraserburgh . . .	H.M. Mine Sweeper (Motor) <i>Buzzard</i> . Landed 17.	17
Hartlepool No. 2 . . .	Barque <i>Robertsfors</i> of Mariehamn . . .	12
Moelfre . . .	A fishing boat . . .	2
Padstow No. 1 . . .	Trawler <i>Louisa</i> of Ramsgate. Assisted to save vessel and . . .	4
Robin Hood's Bay . . .	S.S. <i>Winston</i> of Glasgow. Assisted to save vessel.	3
Skegness . . .	Schooner <i>Bogatyr</i> of Copenhagen . . .	3

St. Ives Life-boat assisted to save the s.s. *Taunton*, of Liverpool; Sheringham Life-boat remained in attendance on the s.s. *Uller*, of Bergen; and North Deal Life-boat landed six persons from the schooner *Bess Mitchell*, of Goole, and assisted to save the vessel.

Also voted £395 1s. 5d. to pay the expenses

of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Ardrossan, Berwick-on-Tweed, Brighton, Bude, Clovelly, Cromer, Dunbar, Fraserburgh (Motor), Gorleston No. 2, Grimsby, Harwich (Steam), Holy Island No. 1, Hornsea, Kessingland No. 1, Kingsdowne, Lowestoft, Lytham, Margate No. 1, New Romney, North Deal, Palling No. 2, Peterhead No. 2, Port Eynon, Redcar, Sheringham, Skegness, Southend-on-Sea, Southwold Nos. 1 and 2, Spurn, Thurso, Tynemouth (Motor), Uppang, Wells, Wexford, Weymouth, Whitby No. 1, and Winterton No. 2.

The Margate No. 2, Ramsgate, and Southwold No. 1 Life-boats, also the Padstow Steam Tug were launched on service.

Voted £11 2s. 6d. to men injured in the Life-boat service at Caister, Hayling Island, Lowestoft, Sennen Cove, and Southwold.

Voted an additional reward to the crew of the Southwold No. 1 Life-boat for an arduous service performed in rough weather on the 28th February. Also sent a letter of thanks to Colonel Carlebach, Officer Commanding at Aldeburgh, for his co-operation on this occasion.

Awarded the Thanks of the Institution on vellum to Matthew Grunnill, Coxswain of the Skegness Life-boat, in recognition of his skilful seamanship in saving three men from the schooner *Bogatyr*, of Copenhagen, which was wrecked in a whole E. by N. gale on the 26th February, 1916. Also granted an additional monetary reward to each of the crew and helpers.

Voted the Silver Medal of the Institution and £2 to JAMES P. MAINLAND, and awarded the Thanks of the Institution on vellum and £2 each to DAVID HENRY, GEORGE INKSTER, HANS MAINLAND and ROBERT MAINLAND for their gallant services in putting off in a boat and saving eight of the crew of the steam trawler *Jackdaw*, of Hull, which was wrecked at Basta Voe, Island of Yell, in a whole S.E. gale and a very heavy sea on the 6th December, 1915.

Voted £26 0s. 6d. to seventeen men who manned the old Life-boat at Blakeney, and put off for the purpose of assisting the s.s. *Hjordis*, which stranded off Blakeney, on the 16th February, during a strong W.N.W. gale and a very heavy sea. The crew of the vessel attempted to get ashore in the ship's boat, but this capsized and only one man survived.

Voted £2 10s. to three men who by means of lines and a life-buoy saved the crew of twelve men of the s.s. *Harrington*, of Londonderry, which was wrecked near Ferris Point Light-house, Co. Antrim, on the 13th January, 1916.

Voted £1 2s. 6d. to three men for putting off in a motor-boat and landing the crew, seven in number, of the barquentine *Geraldine*, which foundered off Sark, on the 5th February, 1916.

Voted an additional 5s. to the man who supplied the horse when a shore boat landed six men from the s.s. *Lemnos*, which was ashore off Teesmouth, on the 17th December, 1915.

NOTICE.

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