

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XXI.—No. 241.]

1ST AUGUST, 1911.

[PRICE 3d.

ANOTHER MOTOR LIFE-BOAT FLOTILLA.

IN the issue of this Journal for August, 1909, the adventures of a Life-boat flotilla on the voyage from London to the distant Orkneys were described. Almost precisely two years afterwards another such flotilla, also consisting of three boats, left London for the North. These boats were the *Henry Vernon*, for Tynemouth, a self-righting boat 40 feet long and 10 feet 6 inches in beam, having a Tylor petrol motor of 40 horse-power, capable of being run at 700 revolutions; the *Elliot Galer* and *Helen Smitton*, sister boats, for Seaham Harbour in County Durham, and St. Abbs in Berwickshire respectively, boats of the "Watson" type, 38 feet long and 10 feet in beam, with 34 horse-power Wolseley engines, also capable of 700 revolutions at full speed. In each of these cases the type and size of boat, as well as all the details of her equipment, were selected by her crews, the Institution considering that the men who man the boats should always have this choice. All three boats were built by the Thames Ironworks, Shipbuilding and Engineering Co., Ltd.

Readers will probably not have forgotten the snow-storm which swept over this country on the morning of the 5th of April last, turning the promise of spring to a scene of midwinter. It was in the height of this blizzard that the three boats left the East India Dock,

and steering down the Thames, met the full onslaught of the easterly gale. The experience was a trying one for all, as the driving snow made it impossible for the helmsmen to discern either river bank, nor could they see more than a boat's length ahead of them. As the estuary broadened out, the boats began to feel the weight of the sea, and off Sheerness the officer in command felt that it would be futile to continue the passage, and the boats put into that port for the night. On the 6th the gale was unabated, and they remained securely in harbour; but on the next day they reached Harwich, and here during the ensuing week the "sea trials" took place. These proving very satisfactory, arrangements were made to start for the North immediately after Easter.

On the 18th of April the crews arrived at Harwich from their respective stations, each boat having a Coxswain and four men, and in addition a mechanic. On the 19th of April the boats began their voyage. Leaving Harwich with a strong southerly breeze on the bow, on reaching the Landguard Buoy they bore up, and, hoisting jib and foresail, steered along the Suffolk coast through the Covehithe Channel, and reached Gorleston at 6 P.M., securing for the night near the Life-boat House.

A great part of the following day—

Thursday, the 20th of April—was spent in a heart-breaking attempt to get the Seaham boat's engine to start. Every possible thing was tried by the various mechanics, ably assisted by Mr. Addison-Williamson, the Chairman of the Gorleston Life-boat Committee, who placed his time, his workshop, and his great experience of motor engines, at their disposal. At 6 P.M. the crews, weary of waiting, were about to make arrangements to spend another night at Gorleston, when the welcome buzz of the engines fell on their ears. A few minutes afterwards the boats were making their way out of Yarmouth Haven.

A gentle off-shore breeze, not strong enough to fill the sails, met them as they skirted the low-lying Norfolk shore, the remaining hour or so of daylight enabling them to clear the various shoals close to this coast. Soon after passing Hasboro' Light they drew off the land, and, setting a course across the Wash, passed close to the Sheringham Buoy, whose tall staff and triangle were dimly discernible in the dusk. Soon after this the night, which had hitherto been brilliantly fine, with every star showing, began to cloud over; the wind backed towards the southward and came in little squalls which increased in force, and by two o'clock in the morning of the 21st it was blowing a fresh gale from the S.S.W., with a heavy following sea which caused the boats to yaw considerably, and made steering a matter of some difficulty. The rain fell in torrents, and the continual wash of the water in the boats did not add to the comfort of the crews.

Dawn broke shortly after four o'clock, and the opportunity was taken to replenish the petrol tanks from the deck cargo, an operation which can be performed in these new boats without stopping the engines, a matter of great convenience. The crew, who by this time were thoroughly wet and cold, got such comfort as they could from a cold meal; cooking, it may be mentioned,

being quite impossible under the circumstances, even if it were safe to allow it in a motor-boat. At ten o'clock, however, their hearts were cheered by the look-out man's cry of "Land ahead!" And very soon all could make out the noble outline of Flamborough Head, from time immemorial a beacon to the mariner by day and, as its name implies, by night. Rounding it by about eleven o'clock, the boats hauled their wind, and with sheets aft and drop-keels down were just able to steer a course to weather Filey Brig. After passing this the gleaming crescents of Scarborough showed up ahead, and by one o'clock they had berthed alongside the Pier, and the crews dispersed to seek dry clothes and a hot meal, both very welcome after eighteen and a half hours' continuous "running," which, albeit in some ways a trying experience, had, in the opinion of all, served to show the seaworthiness and weatherly quality of the boats.

At seven o'clock precisely on the morning of the 22nd of April the boats left Scarborough Harbour for what was for two of them the last day of the voyage. Setting sail to a moderate gale from the S.S.W., they ran within a cable's length of the magnificent succession of bold headlands which form the coast of the North Riding. Close to the foot of noble Ravenscaur, and across the broad bight of Robin Hood's Bay, with the red roofs of its village tumbling to the sea; under "high Whitby's cloister'd pile"—the splendid ruins of Hilda's Abbey; by beautiful Runswick Bay, beloved of artists, and rock-girt Staithes, whence no fisherman goes out with any certainty of beaching his boat there that night; by the 600 sheer feet of Boulby Cliff; past the smoking furnaces of Cleveland and the collieries of Durham, the two boats came to their destinations; the *Elliot Galer* reaching Seaham Harbour at two o'clock, and the *Henry Vernon* entering the Tyne shortly after three. The

Helen Smitton also reached the Tyne that day, and, remaining there the Sunday, got as far as Berwick-on-Tweed by the evening of Monday, 24th, and left it next morning for her final voyage.

The arrival of the boats, which had been for such old-established Life-boat stations as Seaham and Tynemouth merely events of great interest, assumed an altogether different importance for the little fishing village of St. Abbs, the whole of whose inhabitants turned out on the 25th April to welcome their first Life-boat. As they waited and watched on that bright spring morning the thoughts of most must have surely gone back to that tragic night of waiting and watching when they strained their eyes to see the dim outline of a doomed vessel, until morning broke and they learnt that of the ship there was nothing left but stranded wreckage and floating cargo, of the life on board her only a wounded dog, which by some miracle had survived the buffeting of the waves and reached the shore.

This sad wreck of the steamship *Alfred Erlandsen* with the loss of her whole crew was the immediate cause of the establishment of this Life-boat station, the people of St. Abbs having determined that never again should such a catastrophe occur without their having the means at hand for them to attempt to save life.

Thus three more motor boats have been added to the Life-boat Fleet, three boats on which the Institution is undoubtedly to be congratulated; good sea boats and fast sailers (an important fact when it is remembered that in all cases the motor is an auxiliary, and the boat contains all that is necessary for service entirely independent of it). Moreover the engines themselves proved very satisfactory, for, except for the breakdown at Gorleston (which is not likely to occur again) they gave but little trouble and worked smoothly and well throughout, including the rather severe ordeal of an eighteen hours' continuous run.

These boats bring the complement of motor Life-boats in the service of the Institution up to thirteen. Four more are now building, and still more will doubtless be laid down in the near future; the principle of motor propulsion in Life-boats having now been firmly established as a sound one. It is consoling to those who see the discoveries of modern science, too often, alas! directed towards forging instruments of death, to know that in this case at any rate they are applied to the noble work of saving life, and to feel that the invention which has made the submarine possible has also produced the motor Life-boat.

VISIT OF THE PRINCE OF WALES TO NEWQUAY, CORNWALL.

For the second time within two years Newquay has been fortunate enough to receive a Royal visit, and has thus been the means of illustrating the deep interest taken by our kingly Patron in the national service which it is the privilege of the Institution to carry on. In March the Prince of Wales and Prince Albert were sent to Newquay to recover in the beautiful air of that health-giving spot from the after-effects of an attack of measles. Although the visit was of purely a private character, needless to say that the inhabitants of Newquay determined to do their best to make the stay of their distinguished visitors as

interesting and pleasant as possible. Of course our good friends, the Committee of the Newquay Branch, at once offered to provide the spectacle of a launch of the Life-boat, a function which is more than usually interesting at this Station owing to the length of the steep incline of the slipway down which the boat rushes to the sea, as if eager to go on her errand of mercy. Nor was it surprising that the sailor son of our sailor King accepted the offer with alacrity, and arrangements were at once made to have the launch on March 16th. Unfortunately, this being the date of the Annual

H.R.H. THE PRINCE OF WALES. H.R.H. PRINCE ALBERT.



LIEUT. DRURY, R.N.

MR. HANSELL.

General Meeting of the Institution in London, it was impossible for the Committee, the Secretary, or the Chief Inspector to be present to do honour to the Princely visitor. Everything was, however, admirably managed by Lieut. Drury, the District Inspector for the Western District, who attended as the representative of the Institution, and Mr. H. A. Hawkey, the excellent and indefatigable Hon. Secretary of the Branch, assisted by Mr. W. J. M. Hawkey, and ably supported by the Coxswain, J. H. Gill, and the crew. The two Princes, who were accompanied by their tutor, Mr. Hansell, first made a thorough inspection of the boat and boat-house under the guidance of the District Inspector, having every detail of the work carefully explained to them. The rockets were then fired, the doors of the house were thrown open, and the boat emerged, borne on her carriage, with the young Princes, Mr. Hansell, and Lieut. Drury standing up, a sight which was the signal for an outburst of cheering on the part of the enthusiastic crowd which had assembled to witness the launch. The Prince of Wales and his brother would dearly have liked to go down the slipway in the boat, but, in view of their recent illness, it was not thought wise to expose them to the inevitable ducking which the crew get as the boat enters the water. Accordingly the Princes witnessed the launch from the Committee-room at the top of the boat-house. At the words "let go" the good boat *James Stevens* sped on

her way down the slipway, with her crew of thirteen men aboard, gathering momentum as she flew till, amid the breathless excitement of the crowd, she plunged into the sea, throwing up a mountain of spray in which she was lost to sight.

The whole function was most successful, being a repetition of the ceremony which took place on the occasion of the visit of their Majesties the King and Queen as Prince and Princess of Wales in June, 1909, when the Deputy-Chairman, Sir John Cameron Lamb, received them on behalf of the Institution.

The Princes expressed themselves as delighted with all they had seen, and having accepted copies of Sir J. Lamb's new book, "*The Life-boat and its Work*," they thanked all those who had arranged the function, and gave a donation of £5 for the crew. They further marked their interest in the Life-boat by coming out of their hotel later on to watch the return of the boat on her carriage, drawn by eight powerful horses.

Altogether it was a most auspicious and memorable occasion, and the Committee, the Coxswains and crew of the Newquay Branch must feel immensely encouraged in their efforts to maintain the Station at the highest standard of efficiency; while the Institution feels honoured by the forging of one more link in the chain of sympathy which binds its Royal Patrons to a work which so well embodies the courage and kindness which are the best characteristics of our sea-faring race.

PRESENTATION OF A GOLD MEDAL.

THE Gold Medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which is a much-coveted distinction, only bestowed for deeds of exceptional valour, was awarded in April to the REVEREND JOHN M. O'SHEA, parish priest of Ardmore, Co. Waterford, who, with others, made a noble attempt to save the crew of the ill-fated schooner *Teaser*, of Montrose.

During a terrific south-easterly gale—the most terrible that had been experienced on that coast for many years—the schooner was driven ashore near Ardmore Bay. Attempts were promptly

made to summon the nearest Life-boat, but owing to the storm the telephonic communication failed, and by the time the boat reached the scene all that was possible had been done by a gallant band of men at Ardmore. As soon as the Coastguard observed the vessel the rocket apparatus was despatched to the nearest spot. The Coastguards, with skill, succeeded in throwing rocket lines over the wrecked vessel. The crew were, however, so exhausted by exposure and so numbed with cold that they could not make use of the lines. Seeing that the

unfortunate men were unable to help themselves, Petty Officer RICHARD BARRY and Coastguardman ALEXANDER NEAL, regardless of the danger which they ran, plunged into the sea and attempted to swim to the vessel, but the heavy seas were too much for them, and they were beaten back to the shore.

It was then that FATHER O'SHEA, seeing that their efforts were unavailing, remembered that there was a fisherman's open boat nearly a mile away. He gathered a willing band of volunteers, who with him went for the boat, and by dint of great exertions they got it to the scene of the wreck. Then these brave men, which included Barry and Neal, entered the boat, and at very great risk—the risk on one hand of the heavy sea running and the rocks, and on the other of being dashed against the ship—they succeeded in boarding the *Teaser*. Two of the crew were, however, beyond all aid, and the other man succumbed soon afterwards in spite of everything possible being done for him, both on board the wreck and later ashore. Whilst the men were on board Coastguardman Neal collapsed from exhaustion, and artificial respiration had to be used to restore him.

The efforts made on this occasion were characterised by exceptional courage, and the Committee of the Institution were satisfied that the gallant and continued attempts at rescue were due to the noble example and initiative displayed by Father O'Shea. They therefore decided to award him the Gold Medal of the Institution and a copy of the Vote of Thanks on vellum.

They also granted the following awards—

To RICHARD BARRY, Petty Officer Coastguard, and to ALEXANDER NEAL, Leading Boatman Coastguard, who attempted to swim off to the vessel, and afterwards boarded her at great risk, the Silver Medal and 5*l.* each and a copy of the Vote of Thanks on vellum.

To Mr. WILLIAM HARRIS, who boarded the vessel at great risk, a binocular glass and a copy of the Vote of Thanks on vellum.

To Constable LAWTON, R.I.C., who also boarded the wreck at great risk, 5*l.* and a copy of the Vote of Thanks on vellum.

To PAT POWER, CON. O'BRIEN and JOHN O'BRIEN, who went out in the boat but did not board the wreck, 7*l.* 10*s.* each.

When the decision of the Committee of Management was made known, the Lord Lieutenant of Ireland, LORD ABERDEEN, very kindly consented to present the various rewards.

Arrangements were made for the men to travel to Dublin, and at Ballsbridge, where an exhibition was in progress, his Excellency, accompanied by Lady Aberdeen, made the presentation in the presence of many hundreds of people.

His Excellency, who was cordially received, said they had met there that day to render honour where honour was most assuredly due. To celebrate a deed of valour and heroism was something worthy in itself, and beneficial not only to those to whom homage was offered, but also to those who took part in such proceedings. The story of the event which had brought them there had already been narrated, but they could not too often be reminded of the splendid achievement and the noble efforts which they were there to commemorate and to acclaim. That deed furnished a noble example. But they must remember that such deeds meant more than courage and determination at the moment. They meant that there was the quality and the attitude of the brain, and the good principles of life which were tested in time of emergency. These men were not found wanting, but covered themselves with glory and distinction. Those brave rescuers had already been honoured by the King, but they who were assembled there that day were behind none in the heartiness with which they saluted them and asked them to accept the tokens offered by the ROYAL NATIONAL LIFE-BOAT INSTITUTION as a lasting memento of the feelings of appreciation and grateful thanks for the example and the encouragement given to all those present, who would be stimulated by the admirable conduct of these men. (Applause.)

His Excellency then presented the awards, and her Excellency pinned the medals on the breasts of the recipients.

The Rev. Father O'Shea, having

expressed deep gratitude on behalf of himself and his companions, and paid a high tribute to the men who had assisted him, Lieutenant W. G. Rigg, R.N., as repre-

sentative of the Institution, cordially thanked Lord and Lady Aberdeen for their kindness, and the ceremony terminated.

THE SUMNER LIFE-BOAT BRIGADE.

WE feel sure that our readers will be interested in the illustration of the Sumner Life-boat and her crew, which we have received "with their compliments and good wishes." For some years past the Institution has been in friendly communication with the Hon. Secretary of this station, Mr. Arthur Cuddy, who takes the warmest interest in our doings "in the old Homeland," as New Zealanders always like to think of Britain. Sumner is a little post town on South Island, Selwyn County, New Zealand, about eight miles from Christchurch, and five, by road, from Port Lyttelton. The coast is very rocky and dangerous, and the *Rescue*, which is manned by a crew of thirteen,

including the Captain and the Hon. Secretary, has been the means of saving many lives. It has been a great pleasure to be able to give our friends in New Zealand the fullest information about the working of the Life-boat service here at home. For although the Hon. Secretary speaks with great modesty of their doings, as compared with "the Life-boatmen of England," anyone can recognise in the fine fellows who form the crew of the *Rescue* the same sturdy physique, and the look of keenness and "readiness" which we are accustomed to see in our own crews. The Sumner Captain, Hon. Secretary and crew may feel assured of the warm sympathy of all supporters of the Life-boat cause here at home.

NEW LIFE-BOATS.

A NEW Life-boat Station has been formed at St. Abbs (Berwickshire), the Life-boat being of the Watson type, 38 ft. by 10 ft., with motor installation.

The Life-boats at the following Stations have recently been replaced by new Boats, fitted with the latest improvements:—

Station.	Size of Life-boat.		Type of Life-boat.
	ft.	ft. ins.	
Appledore No. 1	35 by 8	6	Self-righting.
Kirkcudbright	35	8 10	Self - righting (Rubie class).

Station.	Size of Life-boat.		Type of Life-boat.
	ft.	ft. ins.	
Moelfre . .	40	11	Watson.
Pakefield . .	42	12 6	Norfolk and Suffolk.
Poolbeg . .	30	7 3	Whale boat.
Runswick . .	35	8 10	Self - righting (Rubie class).
Seaham . .	38	10	Watson (motor).
Tynemouth . .	40	10 6	Self - righting (motor).
Wicklow . .	40	10 6	Self - righting (motor).

SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

BRIDLINGTON QUAY, YORKSHIRE.— On 3rd January the Life-boat *George and Jane Walker* was called out to the assistance of two sailing vessels which had been towed into the bay and left at anchor. During the night the wind changed into the E.S.E. and blew a gale, which brought up a heavy sea.

The vessels were on a lee shore, and at 5 A.M. the brigantine *Scotia*, of Folkestone, made a signal of distress, and the Life-boat rescued the crew of seven hands. A signal was also shown by the lighter, *Annie*, of Middlesboro', but on the arrival of the Life-boat the master decided not to leave his vessel.

One of the crew wished to be landed. He was, therefore, taken into the Life-boat and brought ashore.

NORTH SUNDERLAND, NORTHUMBERLAND.—When four of the fishing cobsles were out fishing on the 5th January the sea became heavy, and the danger flag, intimating that it was not safe for them to enter the harbour, was hoisted. Shortly after one o'clock it was seen that the cobsles were making for the Harbour, and it was deemed expedient to launch the Life-boat *Forster Fawsett*. The crew were assembled and the boat launched. She stood by each boat as she came in, and although the boats entered safely, the necessity for the Life-boat being in attendance was shown when one coble was nearly capsized by four successive heavy seas.

PORT PATRICK, WIGTOWNSHIRE. -- During a moderate S.S.W. gale on the 5th January, a report was received that the fishing-boat *Marys*, belonging to Ballantrae, which was expected back at Port Patrick by mid-day, had not returned. The weather at the time was threatening and the wind and tide were against the boat. Enquiry was made at Killintringan Light-house as to whether they could give any information about the missing boat, and in reply they stated that the boat was about a mile to the N.W. of the Light-house, and that the men appeared to be in an exhausted condition. The Life-boat *Civil Service No. 3* was promptly despatched to their assistance, and on reaching the boat took the men on board and the boat in tow. The rescue was a timely one, as the men were very exhausted. When returning to port the *Marys* was swamped; it was therefore necessary to cut her adrift, and she was lost with all her gear and fish.

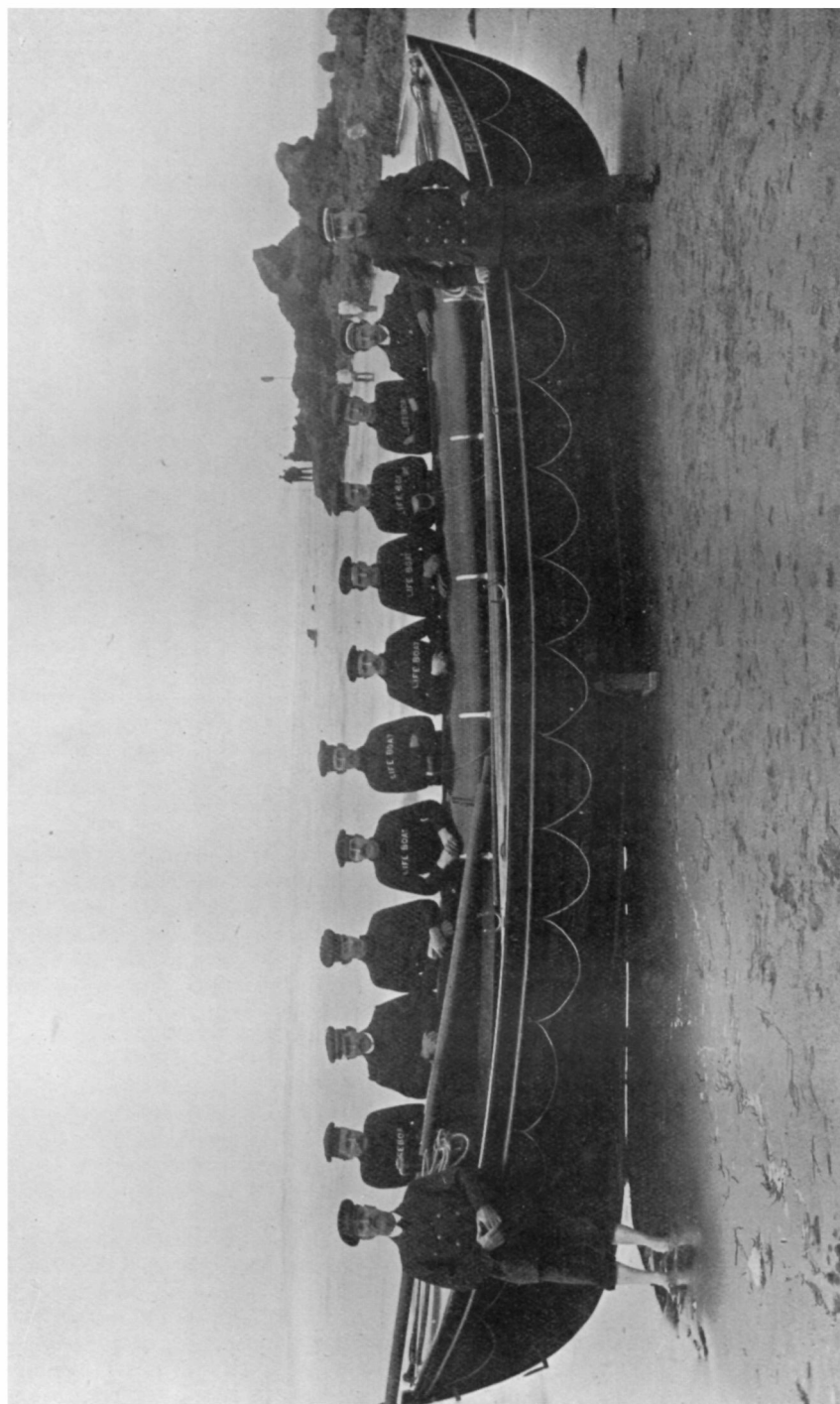
SKATERAW, HADDINGTONSHIRE.—The schooner *Andromeda*, of Riga, bound from London to Bo'ness, with a cargo of scrap iron, stranded in the vicinity of Thorntonloch, on the 6th January. The Life-boat, *Sarah Kay* and the rocket apparatus were quickly on the scene of the wreck. The Life-boat rescued three of the men, whilst the rocket apparatus

saved the other four. A fierce S.E. gale was blowing, accompanied by torrents of rain, and the heavy sea on the reef of rocks, on which the vessel stranded, caused her to bump so heavily that she went to pieces within a few hours.

ST. AGNES, SCILLY.—The sailing ship *Ardenkraig*, of Glasgow, foundered off Scilly during the afternoon of 8th January. Distress signals were heard from the Bishop Light-house, and the St. Agnes Life-boat, *Charles Deere James*, and St. Mary's Life-boats launched. There was a thick fog at the time, but about half an hour afterwards the fog cleared and a large ship was seen in Broad Sound. She had apparently been ashore, but was then drifting in a sinking condition. The crew of thirty-one hands had taken to the ship's boats. Eight of these men were taken into the Life-boat from one boat. A Life-boatman was put into another boat containing seven of the wrecked men, and the boat was taken in tow. It was too dangerous to attempt to board the vessel, but at the request of the master the boats stood by the vessel. After watching her for about an hour she suddenly rolled over and foundered, the cargo and all the crew's belongings being lost. The *Ardenkraig*, which was a ship of nearly 2,000 tons, was homeward bound from Melbourne with wheat, and when she ran on to the rocks in the fog the master was under the impression he was quite 20 miles off Scilly. The services of the St. Mary's Life-boat were not required, as the remainder of the ship's crew were rescued by the Light-house relief boat.

HOLYHEAD, ANGLESEY.—A whole N.N.E. gale swept the Irish Channel on 11th January, accompanied by very heavy seas. About half-past eight o'clock the steam Life-boat *Duke of Northumberland* was called out in response to signals of distress, and the life-saving apparatus was also requisitioned.

The steamer *Bushmills*, belonging to Dublin, had dragged her anchors in the inner harbour, and drifted in the direction of Penrhos beach, which is one of the most dangerous places on the Anglesey coast. In a very short time



THE SUMNER LIFE-BOAT AND LIFE-BRIGADE AT SUMNER, NEW ZEALAND.

she was on the rocks. When the Life-boat reached the vessel the Coxswain found the crew in readiness to leave her, and anxious to do so. Eighteen of the men were at once taken into the Life-boat, but the captain, chief officer, and second officer refused to leave their vessel. The Coxswain warned them of their danger, in view of the violence of the gale, but it was of no avail; the Life-boat, therefore, returned to harbour with the rescued men. Shortly before midnight the position of the three men on board became untenable, and signals of distress were made. The steam Life-boat again proceeded to sea, and with considerable difficulty, not unaccompanied with danger, succeeded in saving the men. The storm had increased in violence, and the tide was lower; owing to the shallowness of the water there was a terrible sea running, which made a clean breach over the ship.

ARKLOW, CO. WICKLOW.—At 9 o'clock in the evening of the 11th January, when a whole gale was blowing, it was reported that some of the fishing-boats were at sea in a helpless condition with their sails blown away. Steps were taken to verify the report, and it was seen that two snacks were at anchor about half a mile from the shore. As far as could be seen by the moonlight they appeared to be shipping a great deal of water. The crew of the Life-boat *Frances and Charlotte* were assembled, and the boat launched. Heavy seas were met when crossing the bar under oars, but as soon as the boat was outside she had a fair wind, and quickly reached the disabled crafts, which were the *Lizzie* and *Daisy*. The eight men on board were rescued without delay, and the Life-boat commenced her return journey. A very rough time was experienced by the crew when beating up against the wind and tide, as heavy seas washed the boat continuously, and it was 3 o'clock in the morning before the Life-boat reached her station.

COURTOWN, WEXFORD.—At 10.10 P.M. on the 11th January the Coastguard reported that two of the fishing-boats belonging to Arklow were off Courtown Harbour in need of assistance owing to

the whole N.E. gale causing a very heavy sea, which endangered the lives of the crews. The Life-boat *Robert Fitz Stephens* was launched very promptly and saved four men from the boat *Morning Star* and four others from the *St. Joseph*. One boat became a complete wreck, but fortunately no lives were lost.

ST. IVES, CORNWALL.—At 10.30 P.M. on the 11th January one of the local trawlers named the *Ripple* was seen to be in difficulties off Porthminster owing to the wind having suddenly veered to northward and carried away her mizen mast. Noticing that a gale was coming on and that the sea was getting heavier, it was decided to send the Life-boat *James Stevens No. 10* to the vessel's assistance. After some little trouble the Life-boat was launched and proceeded to the *Ripple*, but before they could reach her the crew of the trawler had got their craft under way, and was beating out under her foresail. The Life-boat however proceeded, and on reaching the lugger assisted her into harbour.

GORLESTON, SUFFOLK. — During a whole N.N.E. gale with a very heavy sea on the morning of the 12th January the St. Nicholas Light-vessel commenced to fire signals of distress. The crew of the No. 1 Life-boat *Mark Lane* were promptly assembled and at 7 A.M. the boat was launched. When abreast the North Bay flares were seen burning to the southward and the Life-boat's course in tow of a tug was shaped accordingly. When nearing the vessel the Life-boat's anchor was let go, but owing to the violence of the wind and sea the cable carried away and the boat was driven to leeward. She was towed back again to the vessel and the crew of four hands were eventually saved, just as their vessel struck the outer bank. The vessel was the schooner *Volant*, of Goole. She was at the time bound from London to Hull with a cargo of loam, but she was totally wrecked.

FISHGUARD, PEMBROKESHIRE. — The N.N.E. gale of the 12th January blew with unusual violence at Fishguard, and at 6.30 A.M. signals of distress were made by the s.s. *Dynamo*, of Hull, in

the bay. The Life-boat *Charterhouse* was launched, but she was delayed for some little time in proceeding to the steamer, owing to the motor, with which she is fitted, failing to start. Finding that the motor would not work, a tug belonging to the Great Western Railway Company took the boat in tow. They found that the vessel had lost both her anchors, and they brought the vessel and her crew of fourteen hands into safety. The Coxswain of the Life-boat was then informed that a schooner, which subsequently turned out to be the *Lizzie Edith*, of Truro, bound from Runcorn to Truro with coal, was making signals. He at once went to her assistance, and rescued the crew of four men and landed them at the quay at 10.40 A.M. The schooner was dragging her anchors, and, very shortly after the crew were taken off she was swamped and sank, becoming a total wreck. The gale and very heavy sea continued throughout the day, and at 3 P.M. further distress signals were observed from the schooner *Agnes Craig*, of Chester, at anchor in the bay. The Life-boat, which was still afloat, was at once manned, and proceeded under motor power—the motor now working splendidly—to the schooner. The crew wished to be landed before darkness set in, and they were taken into the boat. When leaving the schooner, the Life-boat was hailed by the crew of the ketch *Democrat*, of Barnstaple, which was also at anchor in the bay, and her crew, of three hands, were also taken into the boat. She then returned to land, taking off two men from the hopper barge *Fishguard* on the way. The three crews, ten men all told, were landed at 4 P.M. By a strange coincidence, the *Democrat* was the vessel to whose assistance the St. David's Life-boat had put off, when she met with so sad and disastrous an accident on the 13th October, 1910.

NORTH DEAL, KENT.—During a whole N.E. by N. gale on the 12th January an exciting scene was witnessed on the beach at North Deal. At about 7 o'clock flares were observed from a sinking vessel, which had been in collision and was then lying less than a mile

from the shore. A tug went to her assistance, but could not get a hawser aboard owing to the rough weather. The North Deal Life-boat, *Charles Dibdin*, was launched from the beach, but despite the desperate exertions of the crew and those on shore, the mountainous seas washed completely over the Life-boat, and finally knocked her broadside on the foreshore. After a most exciting scene, she was successfully got afloat, and proceeded to the vessel, which proved to be the brigantine *Sela*, of Faversham, bound for France with coal. With great difficulty Life-boatmen were put on board, and communication with a tug was at length established. The vessel's anchor was then slipped and both the vessel and her crew of seven hands were taken to Dover Harbour in safety.

BRIXHAM, SOUTH DEVON.—The Brixham Life-boat, *Betsy Newton*, rescued the crew of four men from the Plymouth ketch *Vesta* during a whole N.E. gale on 12th January. The *Vesta* lost one of her cables and drove perilously near the rocks. The crew were rescued just in time, as within half an hour the other cable parted, and the vessel went ashore, the heavy seas soon destroying the craft.

RAMSGATE, KENT.—At 9.40 A.M. on the 12th January, during a strong N.E. gale, a message was received by telephone stating that a barge was at anchor near the sea-wall at Sandown. She had a distress signal hoisted and was in great danger of driving ashore. The Life-boat *Charles* and *Susanna Stephens* at once proceeded to her assistance. The gale was dead on shore and the Life-boatmen found the seas washing right over the barge. With the greatest difficulty Life-boatmen were put on the vessel and they narrowly escaped being washed overboard. The vessel had two anchors down, but she was in such shallow water that at first it was thought it would not be possible for the tug to get near enough to render assistance, and it was decided to rescue the crew. Before doing so, however, the tug made an effort, involving great risk, to get a rope to the barge: it

proved successful and the vessel was towed out of danger. The weather was very bad and there is little doubt that had the vessel not been extricated when she was, both she and her crew would have been lost. The vessel was the barge *Jewish*, of London. The Honorary Secretary, when reporting this case, stated that he considered that the crews of the tug and the Life-boat deserved much credit for the manner in which this service was successfully rendered, as the risks were very great.

BALLYCOTTON, CO. CORK.—Several of the fishing-boats belonging to Ballycotton, when at sea, were overtaken by the storm of the 11th–12th January. The majority of them reached safety, but the *Winefred*, having lost her sails, drifted into Trabulgan Bay, where she remained the whole night. The crew were in a helpless condition, overcome with cold and hunger.

During the morning of the 12th January information as to the boat's whereabouts reached Ballycotton, and it was decided to send the Life-boat *T. P. Hearne* to the men's assistance. The boat was launched shortly after noon and found the crew in a condition bordering on unconsciousness. Some of the Life-boatmen were put on board; they unselfishly took off part of their clothing to wrap up the exhausted men, and with haste conveyed them ashore, where they were provided with hot tea. Later in the day H.M.S. *Thrush* kindly towed the Life-boat and the rescued men back to Ballycotton, which was reached at about 11 P.M. In this case five men were rescued from a very perilous position, and there is no doubt that they could not have held out much longer.

Great relief was felt when the men were brought in safety to their homes, and their relatives expressed gratitude for the timely rescue.

MARGATE, KENT.—At 5.35 P.M. on the 12th January, during a fierce N.E. gale, the Coastguard reported that a vessel was ashore near the Reculvers. The crew of the No. 1 Life-boat *Eliza Harriett* were summoned and the boat launched in a very heavy sea. On

getting alongside the vessel the crew of three men at once jumped into the Life-boat and they were taken into safety. The vessel was the sprit-sail barge *Anglo-American* and was bound from London to the Isle of Wight with a cargo of wheat.

Next day the weather moderated and it was decided to make an effort to save the barge. The Life-boat was launched and proceeded to her. They found that water was in the hull and that the steering gear was damaged. A kedge anchor was run out and at high water the men succeeded in getting the barge afloat; by means of her pumps she was kept afloat and the men brought her into Margate Harbour.

NEWLYN, CORNWALL.—The Life-boat *Lizzie Ellen* was launched on the 12th January to the assistance of a vessel which was being towed into Mount's Bay with a distress signal flying. Before they reached the vessel she anchored, and the steamer which had been towing her had done the same. The Coxswain boarded the vessel which was the schooner *Lizzie Ellen*, of Cardigan, and found that men from the steamer were in charge of her as the master and crew were completely exhausted. The Coxswain of the Life-boat supplied the schooner's men with all the provisions he had and returned ashore for more. He then put off to the schooner again and the Life-boatmen were engaged to man the pumps as the ship had settled down in the water. After four hours' work the schooner had been raised eighteen inches and at about 8 A.M. on the 13th January the steamer again took her in tow and proceeded to Falmouth. When the Life-boat put to sea on the first occasion a whole N.N.E. gale was blowing, but it moderated during the night to a very strong breeze.

PALLING AND WINTERTON, NORFOLK.—The steamer *Lincoln*, of Grimsby, belonging to the Great Central Railway Company, stranded on the Hasboro' Sands on the 21st January. She was bound at the time from Antwerp to Grimsby with a general cargo and was carrying eighteen passengers. Her signals of distress were seen by the Wold Light-

vessel, and the No. 2 Life-boat *Eleanor Brown* from Winterton and the No. 2 Life-boat *Hearts of Oak* from Palling, were called out. The Winterton Life-boat reached the ship at 6.30 A.M. and the captain requested the Coxswain to land the passengers without loss of time. They were taken into the boat, which then proceeded ashore. In the meantime the Palling boat reached the steamer and the crew were engaged to try and get the vessel off the sands. As soon as the Winterton boat had landed her passengers she returned in tow of a tug to the steamer, to find that the efforts of the Palling men, assisted by tugs, had been successful, and the vessel was afloat. As no further help was required the Life-boats returned to their stations.

SOUTHEND-ON-SEA, ESSEX.—At about 7.30 A.M. on the 30th January the Second Coxswain of the Life-boat *James Stevens No. 9* received a message stating that a schooner was ashore on the west end of the Nore Sands. As a strong E. by S. wind was blowing, with a rough sea, it was considered advisable to send the boat to her assistance. She proved to be the schooner *Cimbri*, of Gloucester, loaded with scrap iron. The vessel was lying in a bad position, and the services of the Life-boatmen were engaged to save her. After three hours' work, the schooner was floated and the Life-boat was able to return to her station.

MONTROSE, FORFARSHIRE.—On the morning of the 30th January the fishing fleet of about thirty boats went out of harbour between 5 and 7 o'clock. At that time the weather was fine and the sea was comparatively smooth. At about 9 o'clock the sea suddenly rose and within an hour became very heavy. The Coxswain of the No. 1 Life-boat *Sarah Jane Turner* realised that the boats were in great danger, more particularly the smaller class of boat, and that when crossing the bar the crews would be in great peril. The launch of the Life-boat was ordered and she proceeded under sail to the endangered craft. She rescued the crew of two men of a small boat, named the *Ruby*, and

then stood by the remainder of the fleet until all had crossed the bar and were in safety.

WALMER, KENT.—It is not often that loss of life has to be recorded in connection with shipwrecks on the Goodwin Sands, so well organised is the Life-boat service in the neighbourhood, but unfortunately the loss of the ketch *Yulan*, of Harwich, during the S.E. gale of the 30th January was a sad exception, and it was attended by the loss of two men, in spite of the splendid efforts by the Life-boatmen.

Shortly after 8 P.M. distress signals were seen, and the Life-boat *Civil Service No. 4* was promptly launched. She cruised about for several hours, and although she must have been comparatively near to the wreck nothing could be found owing to the darkness and the heavy seas. The Life-boat returned ashore shortly before 4 A.M., as it was thought the vessel which had shown the signals must have got clear of the Sands. About three hours later, when day commenced to break, a wreck was discovered on the Sands and the Life-boatmen were at once called. With all speed the *Civil Service No. 4* again proceeded to the Sands. They found the hull of the ketch completely under water and two men lashed to the mast. The sea in the vicinity was covered with wreckage. The Life-boat anchored and whilst in the act of going alongside the vessel's mast went by the board, carrying both men with it. By a supreme effort one of the men was saved, but the other, entangled in the rigging, was unfortunately lost. A third man who had been on board had been washed away during the darkness earlier in the night. The rescued man when picked up was in a critical condition, but the Life-boatmen did all they could to restore him and he was conveyed ashore as quickly as possible.

RAMSGATE, KENT.—The E.S.E. gale of the 30th and 31st January caused several disasters in the vicinity of Ramsgate, and the Life-boat *Charles and Susanna Stephens* had not returned very long from a fruitless journey when she was called out again.

The three-masted schooner *Danmark*, of Svenborg, bound from Denmark to Fécamp with a cargo of wheat, went ashore on the Goodwins, near the East Goodwin buoy, just before daylight. As soon as the vessel struck her bows went up and she rapidly filled with water, the crew having immediately to take to the rigging. In response to signals from the vessel and messages from the North and East Goodwin Light-ships, the Ramsgate tug and Life-boat put to sea at 7.40 A.M., and arrived at the wreck at 10.15. The vessel was heeling over and the crew were in the rigging. The heavy sea rendered it a difficult task for the Life-boat to get alongside, but eventually this was accomplished, although there appeared to be imminent risk of the vessel falling over on the boat. The crew, seven in number, were taken from the rigging into the boat one by one, and to get away from the dangerous position as soon as possible, the cable of the Life-boat was cut. The Life-boat then sailed across the Sands, whilst the tug went round the north end, picked up the Life-boat, and brought her into harbour about 11.45 A.M. The rescue was effected only just in time, for the shipwrecked men were in an exhausted condition owing to the exposure in the bitterly cold weather, and could not have held on much longer. When the Life-boat arrived at the landing-stage, the crew were met by the master of the Sailors' Home, who assisted the men ashore, and as the poor fellows were too exhausted to walk, provided cabs in which they were taken to the Sailors' Home. Here they received every attention. Subsequently the following telegram was received from Her Majesty Queen Alexandra, and the information asked for was telegraphed by the representative of the Sailors' Home and Shipwrecked Mariners' Society:—

“Sandringham.

“The Superintendent,

“Sailors' Home, Ramsgate.

“Please telegraph to me immediately for Queen Alexandra's information any particulars you may be able to ascertain about the poor Danes who were shipwrecked on Monday night. How are

they, where are they, and do they want anything?

(Signed) “(SIR) DIGHTON PROBYN.”

FISHGUARD, PEMBROKESHIRE.—On the 11th February, at 3.40 P.M., the Coast-guard reported that signals of distress had been hoisted on the ketch *Mouse*, of Cardigan, which had been lying at anchor off Dinas Head. It transpired that the inset of the current caused the anchors to drag, and she had driven on to the rocks. The crew of the Life-boat *Charterhouse* were assembled, the boat launched, and she proceeded, under her motor, which worked splendidly, to the ketch. In the meanwhile, however, a tug had reached the vessel, and had towed her off the rock, leaking badly. In response to the captain's request, Life-boatmen were put on board to man the pumps, and they continued pumping until the ketch had been towed into safety and beached.

BARMOUTH, MERIONETHSHIRE.—In boisterous weather on the 18th February it was reported that a large steamer was close in shore, and was in imminent danger of stranding. Without delay the Life-boat *Jones-Gibb* was launched, and proceeded to the vessel. She proved to be the s.s. *Newbridge*, of London, bound from Manchester to Barry in ballast, and she had got out of her course in the fog. The Life-boat, fortunately, reached the steamer before she stranded, and the crew were able to give such information to the master that he was able to extricate his vessel from her dangerous position. There is little doubt that but for the promptness of the Life-boatmen the vessel would have met with disaster.

NEWBIGGIN, NORTHUMBERLAND.—About 10 A.M. on the 21st February, the wind rose very suddenly bringing up a heavy sea. As there were thirteen of the fishing cobles out at the fishing ground, the fishermen on shore requested that the Life-boat might be launched, as they considered the boat's crews would be in great danger when landing. The *Ada Lewis* was launched at 10.30 A.M., and she stood by until all the boats had landed in safety.

RAMSEY, ISLE OF MAN.—On 21st February, at about 7.45 P.M., during a strong S.S.W. gale, a flare was observed to the eastward of the Harbour. The Life-boat *Mary Isabella* was launched, and was quickly alongside the vessel. She proved to be the schooner *Claggan*, of Barrow, bound from Dublin to Peel, which had come to anchor off Ramsey at 7 o'clock that morning. When the Life-boat arrived she found that the crew of three hands were waiting in readiness to leave their vessel, as they feared she could drag her anchors. The men were transferred to the Life-boat, which beat back to the harbour and landed them at 9.15 P.M.

CLOUGHIEY, CO. DOWN.—On the 20th February two ketches belonging to Belfast, named the *Witch of Wave* and the *Azur*, put into Cloughey Bay when bound for Portaferry. The vessels expected to get away the next morning, but a gale had sprung up and continued blowing for some days. At 5 P.M. on the 23rd the weather was getting worse and a distress signal was shown. The crew of the Life-boat *John* were summoned and the boat launched. The crews of both vessels, consisting of six men, were taken into the Life-boat and brought ashore. They stated that they were afraid to remain on board during the night as there was considerable danger of the vessels dragging their anchors.

PADSTOW, CORNWALL.—On the 24th February, whilst a strong westerly breeze was blowing, accompanied by a very heavy sea, it was reported that two Lowestoft trawlers were making for the harbour. As the tide was ebb it was considered advisable to have the No. 1 Life-boat *Arab* launched and at the "Point" when the boats came. The Coxswain subsequently reported that he found such a heavy sea running that but for the presence of the Life-boat, and the directions the crew were able to give to the skippers when rounding the Point, the trawlers would have, in all probability, grounded.

BROADSTAIRS, KENT.—At 3.50 P.M. on the 26th February a boat was seen, with a coat lashed to her mast as a signal of

distress, and on further observation it was seen that the occupants were waving their hats and making other signals to show that they wanted help. The crew of the Life-boat *Francis Forbes Barton* were called, and the boat was launched. On getting alongside it was found that the boat, which was the *Nautilus*, of Ramsgate, was half-full of water, and was only kept afloat by her occupants bailing continuously. The men were transferred to the Life-boat, and the boat made for Broadstairs, where she landed them. A strong N.W. gale was blowing at the time with a heavy sea running.

NEW ROMNEY, KENT.—The schooner *Alcide*, of Dunkirk, stranded in the East Bay, Dungeness, soon after 1 A.M. on the 28th February, but as she made no signals she was not seen. At 7 A.M. the vessel was observed, and a tug proceeded to her and towed her into deep water at 10.15 A.M., but it was found that she was leaking badly, and full of water; she was therefore run ashore again. As there was a very strong S.W. wind and very heavy sea, it was considered advisable to send further help, and the Life-boat *James Stevens* No. 11 was launched. On reaching her, the captain asked the Coxswain to stand by his vessel, which he did. The boat afterwards returned ashore; as the wind had freshened considerably it was decided to take the boat back to her station by road; the carriage and horses were accordingly sent along the coast and the boat was brought back, arriving at the Boathouse at 2 A.M.

STRONSAY, ORKNEY ISLAND.—The Life-boat *John Ryburn* was sent on 3rd March to the assistance of a vessel which had stranded on Ingal Skerry and was showing signals of distress. A messenger reported at 10.30 A.M. that the vessel was on a dangerous rock, and at 10.45 the Life-boat was despatched. The vessel proved to be the ketch *Haldon*, of Kirkwall, coal-laden for Stronsay. She went ashore in the early morning, when it was very dark and a thick haze was obscuring all the Lights. The S.W. wind was moderate, but as the morning advanced the wind in-

creased and the aspect of the weather became very threatening, it was therefore considered advisable to take off the crew of five hands and land them as a matter of precaution. Two days later the weather moderated and a steamer was able to save the vessel.

TRAMORE, CO. WATERFORD. — The schooner *Christiana Davis*, of Barrow, whilst bound, on 4th March, from Queenstown to the Bristol Channel, with a cargo of superphosphate, stranded in Tramore Bay. This occurred shortly before midnight, and the Life-boat *Henley* was promptly sent to her aid. The captain refused any assistance, but asked the Life-boat to stand by him for the night. This was done, and at 6.30 o'clock next morning the vessel, with the assistance of some of the Life-boatmen, floated. They then navigated the vessel clear of the Bay, and, no further help being required, returned to Tramore.

BROUGHTY FERRY, FORFARSHIRE. — At 9 A.M. on the 18th March a telegram was received from the Coastguard at St. Andrews stating that a vessel was making for the Tay close in-shore and setting towards the sands. The Coxswain assembled the crew of the new motor Life-boat *Maria* and at once launched the boat. She proceeded down the river under motive power in the face of a terrific easterly gale and heavy sleet showers. A schooner was observed labouring heavily and in distress in the Bay, with mainsail blown away. The Coxswain steered for the vessel right across the treacherous Abertay sands with all possible speed, shipping, at times, tremendous seas, which submerged the boat, but she cleared herself well and showed great buoyancy. The vessel was the schooner *Oloa Pauline*, of Stavanger, carrying a crew of five hands, bound for Grantown in ballast. She had been driven out of her course and was in immediate danger of being driven ashore. The captain stated that he wished to get to Grantown, but the Coxswain of the Life-boat warned him that it was impossible to make that place, and that the only means of preventing a casualty was to endeavour to

get into the Tay. The Life-boat remained in close attendance, and the Coxswain directed the navigation of the vessel. He feared that the stranding of the vessel was inevitable, and as a last resource signalled to the captain to follow him, and piloted him through the narrow channel known as "the Pool," which is not much wider than a street. Eventually they succeeded in getting the vessel between the sands into the Tay, and brought her to a safe anchorage off Broughty Ferry. During this service the weather was exceptionally severe and the behaviour of the boat, which had recently been sent to the station, gave the greatest satisfaction to the crew.

ANSTRUTHER, FIFESHIRE. — On the 17th March, during an E. gale, a very heavy sea was running across the mouth of the harbour, and a number of the fishing-boats were lying off, waiting to get in when the tide flowed. As the sea was breaking heavily it was thought wise to have the Life-boat launched in readiness, in case any of the men should be washed off their crafts, or any of the boats should be driven past the entrance and behind the West Pier. The Life-boat *James and Mary Walker* was accordingly launched and pulled to the harbour entrance, where she remained until all the boats had got into safety.

WICKLOW, CO. WICKLOW. — The schooner *Lorne*, of Arklow, put into Wicklow harbour early in the morning of the 18th March in the height of an E.S.E. gale. The vessel left Garston with a cargo of coal bound for Ballinacurra, Co. Cork, but when she reached the Blackwater Light-ship on the Wexford coast, a strong gale was blowing, and she was driven back, the heavy seas breaking over her, and she headed for the Wicklow coast. Here they steered safely into the outer harbour, and made fast to a buoy, but the wind and seas caused her to break the chain, and dragging the buoy with her, she drifted on helplessly to the sand bank, fifty yards distant, where she stranded. The crew, seeing their danger, at 4 A.M. made signals of distress, and word was immediately sent to the

Honorary Secretary of the Life-boat. The new motor Life-boat, *Robert Theophilus Garden*, which arrived at the station recently, was anchored in the river. The crew soon arrived, and in ten minutes they were alongside the distressed vessel, the Honorary Secretary, Mr. R. Lees, accompanying them. They immediately took off the crew of four hands and brought them ashore.

This was the first occasion that the new motor Life-boat was called out since her arrival at the station; she proved thoroughly satisfactory in every respect, and was greatly appreciated by the crew. The vessel was half full of water when the Life-boat got alongside and was likely to become a total wreck.

THE LIZARD, CORNWALL.—Between 4 and 5 o'clock in the afternoon of 19th March the steamer *Flewick*, of Liverpool, made signals of distress, having become disabled through her circulating pipe breaking. The Cadgwith Life-boat and the Life-boat *Sir George Back* stationed at the Lizard were launched to her assistance. During the time the Life-boats were proceeding to the vessel the steamer *Lady Wolseley* sighted the disabled steamer, and put about and bore down on her. The Cadgwith Life-boat when transferring a towing hawser from the *Lady Wolseley* to the *Flewick* was caught by a heavy sea and dashed under the quarter of the latter vessel, damaging the boat and breaking the starboard oars. Fortun-

ately none of the men were hurt and the boat was got clear and made for the Lizard. The Lizard Life-boat then conveyed a hawser from one vessel to the other and stood by. Shortly after towing had commenced the tow rope parted. The Life-boat succeeded in getting another tow rope on board, and a second attempt was made to tow, but again the rope parted. A third hawser was got on board and the *Lady Wolseley* proceeded to tow the other steamer to Mount's Bay. No further assistance being required, the Life-boat made for her station and on the way assisted the Cadgwith Life-boat which had been crippled by the accident and was short of oars.

This service called forth the highest praise locally, having been performed in the face of great difficulty and in exceptionally bad weather.

HOPE COVE, DEVON.—The Coxswain of the Life-boat *Alexandra* was called by the Coastguard at 6 A.M. on the 23rd March, a steamer having stranded on the "Book" rock. The boat was launched at once and found that the vessel was the oil-tank steamer *Cardium*, of London, homeward bound from Rangoon with a cargo of benzine. The captain declined the Coxswain's offer to lay out an anchor, but after the Life-boat had been standing by for some little time he availed himself of the Coxswain's advice, and the steamer was successfully floated and taken into safety.

THE HORNE BEQUEST.

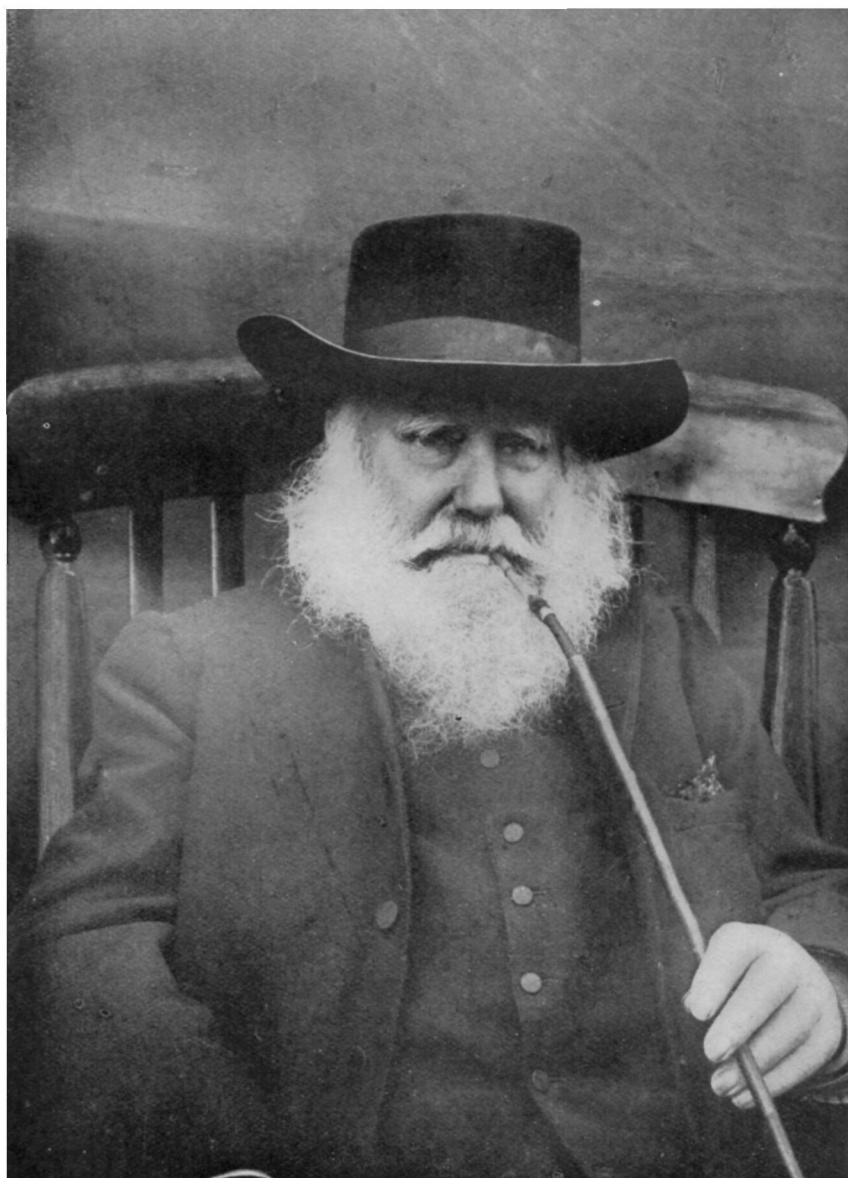
WE publish the portrait of the late Mr. Thomas Horne, of Solihull, Warwick. This "fine old English gentleman" took the greatest interest in the Life-boat cause, and, by his will, bequeathed one-third of the residue

of his estate to the Institution, which benefited to the extent of nearly £4,000. The portrait was taken when Mr. Horne was 84 years, and shows a fine type of mingled kindness and strength.

A LIFE-BOAT SONG.

MANY of our friends are often at a loss for a good Life-boat song, to be performed at concerts given on behalf of the Institution. Hence we welcome an excellent song which we have received from Mr. Jacob Davies, entitled, "The Life-Boat Crew." Both

music and words are full of life and character, and the chorus goes with a swing. The words are by J. Melandri, music by "Gwynlais." Publishers, Joseph Williams, Ltd., 32, Great Portland Street, London, W., price 2s. net.



MR. THOMAS HORNE, OF SOLIHULL, WARWICK.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 12th January, 1911.

Colonel Sir FITZROY CLAYTON, K.C.V.O., V.P., in the Chair.

Read and confirmed the minutes of the three previous meetings.

Also read those of the Building, Finance and Correspondence, Wreck and Reward, and Life-boat Saturday Winding-up and Organisation Sub-Committees, and ordered that their recommendations be carried into effect.

Passed the following resolution:—"Cordially and unreservedly associating themselves with their Deputy-Chairman, the Committee of Management affirm their undivided responsibility for the action taken by the Institution in connection with the winding-up of the Life-boat Saturday Fund; and repudiate in the strongest manner the personal charges and insinuations which have appeared in recent letters addressed to the Press."

Read the report of the Deputy-Chief Inspector of Life-boats on his recent visit to Hornsea.

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

Northern District.—Dunbar, Skateraw, Berwick-on-Tweed, North Berwick, Buckhaven, Whitehaven, Maryport, Balcary, Girvan, Troon, Ayr, Ardrossan, Johnshaven, Gourdon, Fraserburgh, Alnmouth and Boulmer.

Eastern District.—Withernsea and Bridlington.

Southern District.—Broadstairs, Ramsgate and Walton-on-the-Naze.

Western District.—Aberdovey, St. David's, Fishguard, Little Haven, Barry Dock, Tenby, Ferryside, Burry Port, Llandudno, Rhyl, Llanddulas, Holyhead (two boats), and Point of Ayr.

Irish District.—Ballycotton, Youghal, Queenstown, Dunmore East, Helvick Head, Tramore and Blackrock.

Reported the receipt of 14,592*l.* 2*s.* 5*d.* from the Central Committee of the Life-boat Saturday Fund, as the net proceeds of Life-boat Saturday, 1910.

Resolved that the thanks of the Committee of Management be conveyed to the Central Committee of the Life-boat Saturday Fund, for their valuable services.

Also reported the receipt of £1,000 from the Civil Service Life-boat Fund, per Mr. Harry Fincham, I.S.O., Honorary Secretary, to recoup the Institution for the amount of the rewards granted to the crews of the seven Civil Service Life-boats during 1910, and as a contribution towards the expenses incurred in 1909 in maintaining the Stations at which the seven Life-boats are placed.

The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service has been 41,006*l.* 15*s.* 2*d.*

Resolved, that the very cordial thanks of the Committee of Management be tendered to the Honorary Secretary, to his Committee, and to the subscribers to the Fund, for their continued most valuable support.

Also reported the receipt of the following other special contributions since the last meeting:—

	£	s.	d.
Anonymous (Bath)	1,000	-	-
Mrs. E. A. STREATFIELD, further towards the cost of a Life-boat to be named <i>Hugh Taylor</i> , and stationed at Yarmouth	300	-	-
THE ANCIENT ORDER OF FORESTERS (annual subscription)	125	-	-
S.S. <i>Caledonia</i> , collected on board (per Capt. W. BAXTER)	50	-	-
S.D.R.S.D. (additional)	50	-	-
Mrs. C. E. LAYTON (additional)	25	-	-
Mr. J. H. GRAFTON (additional)	25	-	-
LOYAL ORDER OF ANCIENT SHEPHERDS, Manchester Unity (annual subscription)	25	-	-
Cheltenham College Ofterory (per the Rev. R. WATERFIELD, M.A., Principal)	15	15	-
Offley Parish Church, donation from Ofterory (per the Rev. E. P. GATTY)	6	-	-

—To be severally thanked.

Also the receipt of the following legacy:—

The late Mrs. ELIZABETH SYME, of Sweetbank, Leven (balance) 128 8 6

Voted the best thanks of the Institution to Vice-Admiral J. F. G. Grant and Capt. G. E. Hodgson, in recognition of their long and valuable services as Honorary Secretaries of the Malvern and Cheltenham Branches of the Institution, which offices they have just resigned.

Also voted the best thanks of the Institution to certain prominent workers in connexion with the late Life-boat Saturday Fund, and decided to present some with barographs, and others with pocket aneroids as a mark of appreciation of their co-operation.

Paid 3,012*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 913*l.* 14*s.* 7*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arklow	Thirty-four fishing cobsles of Arklow. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.	Life-boat.	Vessel.	Lives saved.
Berwick - on - Tweed . .	Fishing cibles of Berwick and Spittal. Stood by cibles.		Scarborough .	Eight small cibles of Scarborough. Saved cibles and	24
Bridlington Quay . .	Brigantine <i>Scotia</i> , of Folkestone	7		Fishing cibles of Scarborough. Stood by cibles.	
	Lighter <i>Annie</i> , of Middlesboro'. Landed 1.			Coble <i>Margory</i> , of Scarborough. Saved cable and	3
Brixham . .	Trawler <i>Bia</i> , of Brixham. Stood by vessel.		Selsey . .	Brigantine <i>Fratelli Lami</i> , of Genoa.	8
Caister No. 1.	Schooner <i>Elizabeth Bennit</i> , of Liverpool. Stood by vessel.		Skateraw . .	Schooner <i>Andromeda</i> , of Riga	3
Donna Nook .	Tug <i>Winchester</i> , of Hull	5	Southsea . .	S.S. <i>Pendeen</i> , of Fowey. Stood by vessel.	
Filey . . .	Fishing cibles of Filey. Stood by cibles.		Southwold	Smack <i>Excelsior</i> , of No. 1	
Flamboro' No. 1 . .	Fishing cibles of Flamboro'. Stood by cibles.			Lowestoft. Rendered assistance.	
Gorleston No. 1 . .	Schooner <i>Angela</i> , of Harburg. Assisted to save vessel.		Sunderland (South Out-let)	Three cibles of Sunderland. Saved cibles and	9
Gourdon . .	Fishing-boats of Gourdon. Stood by boats.		Walmer . .	Schooner <i>Antonio Julia</i> , of Oporto. Stood by vessel.	
Harwich (Steam Life-boat)	Barge <i>Baltic</i> , of London. Stood by vessel.		Wexford . .	Schooner <i>Nelly</i> , of Groningen. Rendered assistance.	
Hasborough .	Brigantine <i>Scotia</i> , of Folkestone. Stood by vessel.		Whitby No. 2	Fishing cibles of Whitby. Stood by cibles.	
Hayling Is-land . .	Schooner <i>Blanche</i> , of Dunkirk	7	Yarmouth .	Cutter of H.M.S. <i>Spanker</i>	17
Johnshaven .	Fishing-boats of Johnshaven. Stood by boats.			The Broadstairs Life-boat assisted to save the schooner <i>Nikita</i> , of Plymouth, and 5; Clacton-on-Sea Life-boat assisted to save the s.s. <i>Antigone</i> , of London and 24; Cromer Life-boat assisted to save the schooner <i>Desdemona</i> , of Thurso, and 5; Holyhead (steam) Life-boat rendered assistance to the barquentine <i>Ocean Swell</i> , of Fowey. Kingsdowne Life-boat saved the schooner <i>Creoula</i> , of St. Vincent, and 6; Margate No. 2 Life-boat saved the barge <i>Lord Morton</i> , of London, and 3; Palling No. 2 and Winterton No. 2 Life-boats assisted to save the s.s. <i>Solent</i> , of Sunderland, and 18; and Walmer Life-boat assisted to save the barque <i>Lenita</i> , of Bergkvara, and 10.	
Margate No. 2	Ketch <i>Alpha</i> , of Ramsgate	4		Also voted 1,022l. 1s. 9d. to pay the expenses of assemblies of the crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Angle, Arbroath, Arklow, Bembridge, Berwick-on-Tweed, Bridlington Quay, Cahore, Caister No. 1, Clacton-on-Sea, Cullercoats, Dover, Dunbar, Eastbourne No. 2, Flamboro' No. 2, Gorleston No. 1, Hayling Island, Holyhead (steam), Holy Island No. 1, Huna, Johnshaven, Kessingland No. 1, Kingsdowne Littlehampton, Margate No. 2, Nairn, North Deal, North Sunderland, Palling No. 2, Plymouth, Port Erroll, Rosslare Harbour, Sidmouth, Southsea, Walmer, Walton-on-Naze, Winterton No. 2 and Yarmouth.	
Minehead .	Smack <i>M. & E.</i> , of Bridgewater	7			
	Afterwards assisted to save vessel.				
Mumbles . .	Ketch <i>Ocean's Gift</i> , of Brixham. Rendered assistance.				
Newburgh .	Steam trawler <i>Taymouth</i> , of Aberdeen	8			
Newhaven .	Steam trawler <i>Naalso</i> , of Boulogne. Stood by vessel.				
North Deal .	Schooner <i>Antonio Julia</i> , of Oporto. Stood by vessel.				
North Sunderland . . .	Fishing cibles of North Sunderland. Stood by cibles.				
	Fishing cibles of Sea Houses. Stood by cibles.				
Port Patrick .	Fishing boat <i>Marys</i> , of Ballantrae	3			
Robin Hood's Bay . . .	Fishing cibles of Robin Hood's Bay. Stood by cibles.				

Granted 5*l.* 7*s.* 6*d.* to men injured in the Life-boat service at Palling, Selsey and Southsea.

Granted an additional allowance to the crew of the Southsea Life-boat for their arduous services on the 16th and 17th December, 1910.

Voted 1*l.* to two men for putting off in a boat and saving one of three persons, whose boat was capsized off Selsey, on 7th December in a fresh S.W. breeze and choppy sea. Also 2*l.* 10*s.* to ten other men who assisted in the rescue.

Also 5*l.* to five men for saving, at great personal risk, one of three men whose boat was swamped and sunk off Cockburnspath, in a strong E. breeze and very heavy ground-swell on 9th December, 1910.

Voted 7*l.* 10*s.* to five men for putting off in a yawl, and saving twelve persons from the s.s. *Ansgarius*, of Stavanger, which stranded in a thick fog and heavy sea at Duncansby Ness, on 11th December.

Also 1*l.* 15*s.* to seven men for putting off in a boat, in a strong S.W. gale and choppy sea, to the assistance of two men on the smack *Pleiades*, which stranded near Penmon, on 6th January. Also granted 6*s.* to four men for assistance to launch the boat.

THURSDAY, 9th February, 1911.

Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., in the Chair.

The Deputy Chairman conveyed the sad news of the sudden illness with which Sir FitzRoy Clayton was seized after the meetings of the Sub-Committees on the preceding Tuesday.

The Committee expressed their deep concern.

Read and confirmed the minutes of the previous meeting.

Also those of the Building, Finance and Correspondence and Wreck and Reward and Organization Sub-Committees, and ordered their recommendations to be carried into effect.

Read the report of the Deputy-Chief Inspector of Life-boats on his recent visit to the Bridlington Quay Station.

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

Northern District.—Nairn, Lossiemouth, Buckie, Banff and Macduff, Port Erroll, Peterhead, Newburgh, Stonehaven, and Broughty Ferry.

Eastern District.—Aldeburgh (two boats), Sutton, Hornsea, Grimsby, and Bridlington Quay.

Southern District.—North Deal, Walmer, Kingsdowne, Salcombe, Hope Cove, Lyme Regis, Sidmouth, Exmouth, Yealm River, Plymouth, Teignmouth, Brixham and Torquay.

Western District.—Appledore (two boats), St. David's, Port Eynon, The Mumbles, Padstow (two boats and a steam tug), and Port Isaac.

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

	£	s.	d.
His Majesty THE KING (annual subscription)	21	-	-
"In Memoriam" (Mrs. J. ASHTON) (annual subscription)	25	-	-
Mr. W. H. A. WHARTON (annual subscription)	20	-	-
Covent Garden Life-boat Fund (per Mr. GEORGE MONRO)	19	-	-
Mr. F. O. BROWN (contribution box)	16	-	-
His Grace the DUKE of WELLINGTON, K.G.	10	-	-
H.M.S. <i>Gibraltar</i> Canteen Fund (per Commander W. M. BAMBER, R.N.)	3	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss CHRISTIAN MARSH, of Aberdeen, for a Life-boat to be named <i>James Marsh</i> , and to be stationed on the East Coast of Scotland	1,000	-	-
The late Mrs. RACHEL BOLLARD, of South Norwood	500	-	-
The late Miss E. F. AMPHLETT, of Droitwich	100	-	-
The late Mr. FREDERICK HOLGATE CARWARDINE, of Lowestoft	100	-	-
The late Mr. WILLIAM MCCUNN, of Largs, Scotland, for the maintenance of the <i>Thomas McCunn</i> Life-boat at Port Logan (on account)	100	-	-
Ditto, for the benefit of widows and other dependent relatives of men who have lost their lives in connection with the Life-boat service in Scotland (on account)	50	-	-
The late Mr. WILLIAM RYLAND, of Sheffield (additional)	26	11	10
The late Mr. F. W. N. LLOYD, of Bromley (additional)	15	1	4

The Committee expressed deep regret at the death of Lieut. H. H. Jackson, R.N.R., who had been Honorary Secretary of the Grimsby Branch for 11 years, and decided to send a letter of condolence to the bereaved family.

Voted the best thanks of the Committee of Management to Mr. A. Hugh Douglas in recognition of his past valuable services as Honorary Secretary of the Arran Branch, which office he had just resigned.

Decided to take over the Life-boat Establishment at Spurn Point, which had hitherto been maintained by the Humber Conservancy.

Paid 3,178*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 341*l.* 1*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arklow . .	Smack <i>Lizzie</i> , of Arklow	4
	Smack <i>Daisy</i> , of Arklow	4
Ballycotton .	Fishing-boat <i>Winefred</i> , of Ballycotton . . .	5
Brixham . .	Ketch <i>Vesta</i> , of Plymouth	4
Courtown . .	Fishing-boat <i>Morning Star</i> , of Arklow . . .	4
	Fishing-boat <i>St. Joseph</i> , of Arklow . . .	4
Fishguard . .	S.S. <i>Dynamo</i> , of Hull. Assisted to save vessel and . . .	14
	Schooner <i>Lizzie Edith</i> , of Truro . . .	4
	Schooner <i>Agnes Craig</i> , of Chester. Landed 5.	
	Ketch <i>Democrat</i> , of Barnstaple. Landed 3	
	Barge <i>Fishguard</i> , of Fishguard. Landed 2.	
Gorleston No. 1	Schooner <i>Volant</i> , of Goole . . .	4
Holyhead (Steam Life-boat)	S.S. <i>Bushmills</i> , of Dublin	21
Margate, No. 1	Barge <i>Anglo-American</i> . Afterwards saved vessel	3
Montrose, No. 1	Fishing-boat <i>Ruby</i> . . .	2
	Fishing-boats of Montrose. Stood by boats.	
St. Agnes . .	Ship <i>Ardenraig</i> , of Glasgow . . .	15
St. Ives . .	Lugger <i>Ripple</i> , of St. Ives. Rendered assistance.	
Walmer . .	Ketch <i>Yulan</i> , of Harwich	2

The North Deal Life-boat assisted to save the brigantine *Sela*, of Faversham, and 7; Newlyn Life-boat rendered assistance to the schooner *Lizzie Ellen*, of Cardigan; Palling No. 2 Life-boat rendered assistance to the S.S. *Lincoln*, of Grimsby, and Winterton No. 2 Life-boat landed 18 passengers; Rams-gate Life-boat assisted to save the barge *Jewish*, of London, and 3; also saved 7 from the schooner *Danmark*, of Svendborg; and Southend Life-boat assisted to save the schooner *Cimbri*, of Gloucester.

Also voted 749*l.* 9*s.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Barry Dock, Caister No. 1, Cromer, Dunbar, Gorleston Nos. 1 and 2, Greencastle, Groomsport, Lizard, Lowestoft No. 1, North Deal, Palling No. 2, Runswick, St. Mary's, Sennen Cove, Southend-on-Sea, Uppang, Walmer, Wells, and Yarmouth.

Voted 8*l.* 10*s.* to men injured in the service at Brixham and Caister.

Voted 1*l.* to two men for their promptness in saving two persons who got into difficulties off Poole on the 27th December, through losing an oar in a very rough sea and a northerly gale.

THURSDAY, 9th March 1911.

Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., in the Chair.

Resolved that a respectful request be made to HER MAJESTY THE QUEEN to become a Patron of the Institution.

The following resolution was carried unanimously:—"The Committee of Management have heard with the deepest regret of the illness of their Chairman, Sir FitzRoy Clayton, and desire to assure him of their sincere sympathy and of their earnest wishes for his speedy recovery. They reluctantly accept his resignation, as from the date of the Annual Meeting; and gratefully remembering the invaluable services he has rendered to the Institution for more than forty-eight years, they hope he may be willing to retain the office of Vice-President, and that they may continue to have the benefit of his counsel and support for many years."

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, Wreck and Reward, and Organisation Sub-Committees, and ordered that their recommendations be carried into effect.

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

Northern District.—Crail, Anstruther, Broughty Ferry, Montrose (two boats), Campbeltown, Southend and Whitehaven.

Eastern District.—Hornsea, Scarborough, Filey, Caister (two boats), Yarmouth, Pakefield, Southwold (two boats), Gorleston (two boats), Kessingland (two boats) and Lowestoft (two boats).

Southern District.—Margate (two boats), Folkestone and New Romney.

Western District.—Penzance, Sennen Cove, Newlyn, Hayle, St. Agnes, St. Mary's and Angle.

Irish District.—Groomsport, Donaghadee, Poolbeg, Howth, Wicklow, Kingstown (two boats) and Newcastle.

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

	£	s.	d.
Civil Service Life-boat Fund (per Mr. Harry Fincham, I.S.O.); balance of amount paid in rewards in connexion with the Civil Service Life-boats during 1910; and on account of balance of maintenance	574	8	-
Readers of "The Christian" (per Messrs. Morgan & Scott)	6	13	-
Admiral Sir WILLIAM H. MAY, G.C.V.O., K.C.B.	5	-	-
H.M. Transport <i>Rewa</i> ; collected on board (per Capt. T. Kerr) . . .	2	8	10

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. THOMAS HORNE, of Solihull	3,858	14	9
The late Mr. THOMAS BRANDRETH, of Wimbledon Park (per Liverpool Branch)	1,044	9	6
The late Mr. D. S. JACKSON, of Llandudno	918	17	6
The late Misses AGNES JULIA and CATHERINE ALISON SMITH, of London	181	7	3
The late Mr. WILLIAM D' A. AMERY, of Eckington	100	-	-
The late Mr. JOHN BENNETT WESTON, of Birkdale	90	-	-
The late Mr. WILLIAM WELLS, of Highbury	36	3	10
The late Mr. JOHN HEYWOOD, of Bolton (per Bolton Branch); balance	10	-	-

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

Paid 4,119*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 165*l.* 8*s.* 11*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barmouth	S.S. <i>Newbridge</i> , of London. Rendered assistance.	
Broadstairs	Boat <i>Nautilus</i> , of Ramsgate. Saved boat and	2
Cloughey	Ketch <i>Azur</i> , of Belfast. Landed 3. Ketch <i>Witch of Wave</i> , of Belfast. Landed 3.	
Newbiggin	Cobles, of Newbiggin. Stood by cobles.	
New Romney	Schooner <i>Alcide</i> , of Dunkirk. Stood by vessel.	
Padstow No. 1	Trawlers <i>Sunflower</i> and <i>Crimson Rose</i> , of Lowestoft. Stood by vessels.	
Buckhaven	Schooner <i>Claggan</i> , of Barrow. Landed 3.	

The Fishguard Life-boat rendered assistance to the ketch *Moose*, of Cardigan.

Also voted 668*l.* 16*s.* 10*d.* 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, Angle, Cadgwith, Clovelly, Courtmacsherry, Coverack, Cromer, Dover, Dungeness No. 1, Fishguard, Flamborough No. 2, Gorseston No. 1, Hythe, Lizard, Llandudno, Margate No. 2, Newcastle (co. Down), Newhaven, Palling No. 2, Peterhead, Rye Harbour, St. Agnes, St. Mary's, Sheringham, Southend-on-Sea, Walton-on-Naze, Winterton and Yarmouth.

Voted 16*l.* 10*s.* to a man injured in the Life-boat service at Walmer.

Voted a binocular glass and 2*l.* to ALBERT THOMAS, and 6*l.* to two other men, of the fishing-boat *Marion*, for saving with considerable risk and difficulty, the crew of two hands of the barge *Starvanger*, which foundered in a S.W. gale and heavy sea, near the Mouse Light-vessel, on 21st February.

Also 4*l.* 10*s.* to nine men for putting off in two boats and, at slight risk, rescuing four men, whose skiff was capsized off Wicklow, in a squall during a strong W.N.W. gale and rough sea, on the 23rd February.

Voted 15*s.* to two men for rescuing, at moderate risk, two men whose boat was capsized when being beached at Pakefield, in a heavy sea, on the 20th February. The men when rescued were imprisoned under the boat.

THURSDAY, 16th March, 1911.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Royal United Service Institution, Whitehall, the Rt. Hon. the EARL OF DERBY, G.C.V.O., C.B., in the Chair.

The Chairman having alluded to the great and national character of the operations of the Institution, the Annual Report (which was published in May) was presented to the meeting.

The meeting was also addressed by Col. the Rt. Hon. John E. Bernard Seely, D.S.O., M.P., the Rt. Hon. the Earl Waldegrave, P.C., Capt. Herbert Acton Blake (Deputy-Master of the Trinity House), Admiral J. Halliday Cave, C.B., the Hon. George C. Colville, Sir William White, K.C.B., F.R.S., and Sir John Cameron Lamb, C.B., C.M.G.

The officers for the current year were chosen and various resolutions were moved, seconded, and carried unanimously, pledging the meeting to renewed exertions on behalf of the benevolent and national objects of the Institution, and expressing the fullest confidence in the Management.

The officers' names and the resolutions will be found in the May number of *The Life-boat Journal*.

THURSDAY, 13th April, 1911.

The Rt. Hon. the Earl Waldegrave, P.C., was unanimously elected Chairman, and Sir John Cameron Lamb, C.B., C.M.G., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

Sir John Cameron Lamb having taken the Chair in the absence of Lord Waldegrave, the members of the Sub-Committees were elected for the current year.

Read a letter from Mr. E. W. Wallington, stating that her Majesty the Queen would be pleased to become a Patron of the Institution.

Resolved that a letter of thanks be sent to her Majesty.

Read a letter from his Grace the Duke of Northumberland accepting the office of President of the Institution, to which he had been elected.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, Wreck and Reward, and Organisation Sub-Committees, and ordered that their recommendations be carried into effect.

Read the report of the Chief Inspector on his recent visit to Spurn Point Life-boat Station.

Also the reports of the District Inspectors of Life-boats on their visits to the following Stations:—

Northern District.—Ballantrae, Port Patrick, Port Logan, Whithorn, Newbiggin, Irvine, Cromarty, Whitehaven and Kirkcudbright.

Eastern District.—Winterton (two boats), Palling (two boats), Hasborough, Withernsea, Scarborough, Flamborough (two boats) and Donna Nook.

Southern District.—Hythe, Dover, Dungeness (two boats), Brighton, Weymouth, St. Helier, St. Peter Port, Rye Harbour, Hastings, Newhaven, Cadgwith, The Lizard, Port-houstock, Coverack and Porthleven.

Western District.—Tenby, Rhyl, Llandulas, Point of Ayr, Llandudno, Newquay (Cornwall), St. Ives, Bude, Clovelly and Burnham.

Irish District.—Hoylake, Hilbre Island, New Brighton (two boats), Wicklow, Skerries, Cloughy, Carrickfergus, Port Erin, Port St. Mary, Castletown and Douglas.

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

	£	s.	d.
A. & E.	50	-	-
In loving memory of MARY ANN PERRY (per Mrs. Amy Milner)	25	-	-
Lieut.-Colonel J. CLIFTON BROWN (additional).	25	-	-
THE FRIENDLY BROTHERS OF ST. PATRICK, LONDON KNOT, per Mr. E. NASH (additional)	10	10	-
Tettenhall Church Collection (per Mr. LAWLEY SMITH)	6	6	11
H.M.S. <i>Indus</i> . Collection on board (per the Rev. S. H. W. LOVETT, R.N.)	2	-	11
H.M.S. <i>Talbot</i> . Donation from Canteen Fund (per Mr. GEORGE EVES, R.N.)	-	19	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss JANE DUNN, of Belfast, for a Life-boat to be named <i>John Dunn</i>	1,000	-	-
The late Mr. EDMUND LYTHERG, of Melbourne (further on account)	769	5	9

	£	s.	d.
The late Miss ELLEN YOUNG, of Twickenham (further on account for a Life-boat to be named <i>Sydney Webb</i>)	541	13	4
The late Mr. JOHN BRADSHAW, of Cheltenham.	500	-	-
The late Mr. EDWARD GLAZEBROOK RYLANDS, of Bournemouth	450	-	-
The late Mr. J. R. REYNELL, of Camberwell.	150	-	-
The late Mrs. GIBB, of Edinburgh	100	1	3
The late Mr. JOHN YOUNG, of Pollokshields	100	-	-
The late Miss CAIRNS, of Acklington	100	-	-
The late Mrs. C. SINCLAIR OF WATERS, of Thurso	100	-	-
The late Mr. JOHN MITCHELL, of Bradford (per Bradford Branch).	50	-	-
The late Mr. GEORGE LAWSON MUNRO, of Highbury New Park	50	-	-
The late Mr. GAYMAN PERRY RACKSTRAW, of Uxbridge	50	-	-
The late Mr. ALFRED STEPHENS, of Newport, Isle of Wight (per Isle of Wight Branch)	44	18	6
The late Miss MARY ANN VICTORIA CAPPE, of Jersey (per Jersey Branch)	5	-	-
The late Mr. DANIEL S. JACKSON, of Llandudno (interest)	-	16	6

The Committee specially recognised the good services extending over many years of the following Honorary Secretaries of Branches of the Institution: Mr. H. C. Whitehead, Appledore; Mr. H. C. Mills, Atherfield; Mr. H. Inglis, Ballantrae; the Rev. G. H. Lewis, Burnham; the Rev. J. W. Forde, Courtmacsherry; Mr. W. H. McCowen, Fenit; Mr. F. W. Thompson, Kingstown; Mr. J. Anderson, Kirkcudbright; Mr. A. T. M. Bond, Lyme Regis; Mr. J. J. Lines, Newhaven; Dr. J. B. Laverick, Runswick and Staithes; Dr. Ernely Sumpter, Sheringham; Dr. Bryant, Tenby; Mr. S. Hayward, Berkshire; Miss A. E. Clayton, Settle; and Mr. George Monro, Covent Garden Life-boat Fund.

Reported the despatch to her station of the Cromarty Life-boat.

Paid 7,299*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 167*l.* 14*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Anstruther	Fishing-boats of Anstruther. Stood by boats.	
Broughty Ferry	Schooner <i>Oloa Pauline</i> , of Stavanger. Assisted to save vessel and	5
Filey	Fishing cobbles of Filey. Stood by cobbles	
Gorleston No. 1	Corton Light-vessel. Assisted Light-vessel.	
Hope Cove.	S.S. <i>Cardium</i> , of London. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.
North Deal . .	S.S. <i>Winstanley</i> , of Dublin. Stood by vessel.	
Runswick . .	S.S. <i>Pearl</i> , of Goole . .	13
Stronsay . .	Ketch <i>Haldon</i> , of Kirkwall. Landed 5.	
Wicklow . .	Schooner <i>Lorne</i> , of Aberystwith	4

The Harwich No. 1 Life-boat saved the brigantine *Lenore*, of Faversham, and 6; Harwich No. 2 (steam) Life-boat assisted to save the brigantine *Volant*, of Hull, and 6; Ramsgate Life-boat rendered assistance to the S.S. *Winstanley*, of Dublin; and Tramore Life-boat assisted to save the schooner *Christiania Davis* and 3.

Also voted 847l. 11s. 7d. to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Brixham, Broadstairs, Cadgwith, Caister No. 1, Clacton-on-Sea, Dover, Dunbar, Dungeness No. 1, Formby, Gorleston No. 1, Harwich (steam), Helvick Head, Kilmore, Lowestoft No. 1, Mevagissey, Newlyn, Newquay (Cornwall), New Romney, Palling No. 2, Port Eynon, Port St. Mary, Robin Hood's Bay, Runswick, Rye Harbour, St. Andrews, St. Mary's, Sennen Cove, Southend-on-Sea, Staithes, Walmer, Walton-on-Naze, Weymouth, Whitburn, Whitby No. 1, and Winterton No. 2.

Voted 4l. 5s. 6d. to a man injured in the Life-boat service at Winterton.

Voted additional pay to the crews of the Cadgwith Helvick Head, and Robin Hood's Bay Life-boats for arduous services during rough weather in March.

In connexion with the wreck of the schooner *Teaser*, of Montrose, and the loss of her crew of three men in Ardmore Bay, during a whole S.E. gale and very heavy sea, on the 18th March, the Committee made the following awards for the very gallant attempts made to save the men's lives:—

To the Rev. Father O'SHEA, the leader of the men, by whose example and initiative the attempts at rescue were made—the Gold Medal of the Institution and a copy of the Vote on vellum.

To RICHARD BARRY, Second Class Petty Officer, Coastguard, and to ALEXANDER NEAL, Leading Boatman, Coastguard, who attempted to swim off to the vessel and afterwards boarded her at great risk—the Silver Medal and 5l. each and a copy of the Vote on vellum; it was also decided to bring their gallant conduct to the notice of the Admiral Commanding Coastguard and Reserves.

To Mr. WILLIAM HARRIS, who boarded the vessel at great risk—a binocular glass and a Vote of Thanks on vellum.

To Constable LAWTON, R.I.C., who also boarded the wreck at great risk—a Vote of Thanks on vellum and 5l.; it was also decided to report his service to the Inspector-General, Royal Irish Constabulary.

To PAT POWER, CON. O'BRIEN and JOHN O'BRIEN, who went out in the boat but did not board the wreck—7l. 10s. each. A detailed account of this service is given on page 594.

Voted 2l. 5s. to three men for saving, at some risk, three persons whose boat was capsized in a moderate S.W. gale and rough sea off Folkestone, on the 23rd February. One of the men when picked up was unconscious.

Voted 9l. to five men for saving five of the crew of the fishing-boat *Guiding Star*, of Kirkcaldy, which was in distress in Montrose Bay during a strong W.S.W. gale on the 24th February. The crew of the *Guiding Star* were quite exhausted when the salvors reached her, and previous to their arrival one of the men had been washed overboard and drowned.

Voted 10s. to a man for his promptness in saving another man whose boat fouled the propeller of a steamer and was cut in two, at the mouth of the River Tees on the 5th March. The man, who could not swim, supported himself on an oar until picked up by the salvor.

THURSDAY, 11th May, 1911.

Sir JOHN CAMERON LAMB, C.B., C.M.G., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, Wreck and Reward, and Organisation Sub-Committees, and ordered that their recommendations be carried into effect.

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

Northern District.—Banff.

Eastern District.—Sutton, Mablethorpe, Skegness, and Aldeburgh (two boats).

Southern District.—Loos, Falmouth, Mevagissey, Polkerris, Hastings, Shoreham, Southend-on-Sea, Poole, and Swanage.

Western District.—Lynmouth, Ilfracombe, Appledore (two boats), Aberdovey, Aberystwith, Barmouth, Abersoch, Porthdinllaen, Pwllheli, and Crickieth.

Irish District.—Ramsey, Peel, Helvick Head, Tramore, Dunmore East, Arklow, Courtmacsherry, Queenstown, Youghal, Ballycotton, and Fenit.

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

Mrs. ELIZA STREATFIELD, further towards the cost of a Life-boat to be named <i>Hugh Taylor</i> , for Yarmouth	£	s.	d.
LORD CREWE'S Trustees (annual subscription)			
The Family of the late Mr. LOUIS WILLIAM BOIZE			
	100	-	-
	30	-	-
	10	-	-

All Saints' Church, Blackheath, £ s. d.
donation from Ladies' Working
Party (per the Rev. G. I. SWIN-
NERTON, M.A.) 4 2 6

A Thank Offering for Three Score
Years and Ten 3 10 -

—To be severally thanked.

Also reported the receipt of the following
legacies:—

The late Mr. JOHN EDWARD CUTLER,
of Sheffield 150 -

The late Mrs. ESTHER GOZINA
BERNARD, of Kentish Town . . 100 - -

Great regret was expressed at the death
of Mr. J. Wallace, who had been Honorary
Secretary of the Broadstairs Branch for
13 years, and the Rev. Stephen Goggin,
who had been Honorary Secretary of the
Ballycotton Branch for nearly two years.
The Committee decided to send letters of
condolence to the bereaved families.

Voted the best thanks of the Committee
to Mr. W. J. McMurray in recognition of his
long and good services as Honorary Secretary
of the Portrush Branch of the Institution,
which office he had just resigned on account
of leaving the locality.

Reported the despatch to their stations of
the new boats for St. Abbs, Seaham and
Tynemouth.

Paid 4.158l. for sundry charges in connexion
with various Life-boat establishments.

Voted 211l. 18s. 5d. to pay the expenses of
the following Life-boat services:—

Life-boat.	Vessel.	Lives Saved.
Buckie . . .	Fishing-boat <i>Joseph</i> , of Banff. Saved boat and	3
Fenit . . .	Barque <i>Port Stanley</i> , of Glasgow	30
Gorleston No. 1	Shrimp-boat <i>Ernest</i> , of Yarmouth. Saved boat and	2
	Shrimp-boat <i>Dove</i> , of Yar- mouth. Saved boat and	2
The Lizard .	S.S. <i>Fleswick</i> , of Liver- pool. Rendered assist- ance.	
Montrose . .	Two fishing-boats of Montrose. Stood by boats.	
Newbiggin .	Coble <i>Louisa</i> , of New- biggin. Stood by coble.	
Newlyn . . .	S.S. <i>Cragoswald</i> , of New- castle	27
Sheringham .	Fishing-boats of Shering- ham. Saved 4 boats and	12

Life-boat.	Vessel.	Lives Saved.
Sunderland .	A pleasure boat. Saved	
North Dock	boat and.	4
Whitby No. 2	Fourteen fishing-cobles of Whitby. Stood by cobles.	
	Six fishing-cobles of Whitby. Stood by cobles.	

Clacton-on-Sea Life-boat saved the yacht
Blackbird, of Leigh-on-Sea, and 2; and New-
haven Life-boat assisted to save the schooner
Daniel, of Nantes, and 4.

Also voted 266l. 9s. 6d. to pay the expenses
of the following Life-boat launches or assem-
blies of crews, etc., with the view of assisting
persons on vessels in distress:—Arbroath,
Caister No. 1, Courtmacsherry, Cromer,
Dunbar, Dungeness No. 1, Kessingland No. 2,
Littlehaven, Lowestoft No. 2, Mumbles,
Newburgh, North Deal, Palling No. 2, Pen-
mon, Penzance, Queenstown, Rhoscolyn,
Tenby, and Winterton No. 2.

Voted 2l. 5s. to nine men for putting off in
a boat to the assistance of the coal-boat
Neville, which was in danger of being
swamped when returning to Cromer in a
heavy sea on the 8th April. Also 1l. 7s. to
nine men who assisted to launch the salvors'
boat.

Also 14l. 10s. to the crew and helpers of the
private Life-boat at Sheringham, for saving,
at moderate risk to themselves, eight whelk-
boats and their crews of sixteen men off
Sheringham on 8th April. The boats were
overtaken by an E.N.E. gale and a very heavy
broken sea, and the salvors were occupied for
nearly four hours in saving the men.

Voted 10s. to two men for promptly saving
three persons from the fishing-boat *Swift*,
which was capsized in a choppy sea off
Llandudno, by a sudden squall, on the
15th April. The salvors, who were fishing,
saw the accident; they at once cut away
their nets and succeeded in rescuing the men
in a very exhausted condition. Also allowed
12s. 6d. to replace the tackle lost by the
salvors.

Voted 1l. 10s. to four men for putting off in
a boat and, at moderate risk, saving a man
whose boat, when towing alongside a steamer,
was crushed between the ship and a buoy at
Dover, on the 7th April.

Voted 1l. to four men for promptly saving
two of three men whose small fishing-boat
was capsized in a strong squall of wind in
Cromarty Firth on 25th April. The salvors
proceeded to the assistance of the men who
were clinging to the capsized boat and picked
them up, but one man was unconscious and
could not be resuscitated.

NOTICE.

*The next number of the LIFE-BOAT JOURNAL will be published on the
1st November, 1911.*

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patrons { His Most Gracious Majesty the King.
Her Most Gracious Majesty the Queen.
Vice-Patron—HER MAJESTY QUEEN ALEXANDRA.

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

Chairman—

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

Deputy-Chairman—

SIR JOHN CAMERON LAMB, C.B., C.M.G., V.P.

Secretary—GEORGE F. SHEE, ESQ., M.A.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION,
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT beg to state that during the past year (1910) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £75,502 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1910.

Number of Lives rescued by Life-boats, in addition to 60	£	s.	d.
Vessels and Boats saved by them and 35 persons landed from vessels in distress and lightships	649	...	...
Number of Lives saved by Shore-boats, &c.	118	...	...
Amount of Rewards granted during the Year	10,801	-	-
Honorary Rewards:—Silver Medals and Clasps	4	...	...
Binocular Glasses	14	...	...
Aneroid Barometers	5	...	...
Votes of Thanks on Vellum	16	...	...
Certificates of Service	10	...	...
Total	49	767	£10,801 - -

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1910), is **49,394**. The rewards and recognitions granted by the Institution in the same period comprise **101** Gold Medals and Clasps, **1,273** Silver Medals and Clasps, **69** Decorations, **426** Binocular Glasses, **15** Telescopes, **95** Aneroid Barometers, **1,932** Votes of Thanks inscribed on vellum and framed, **223** Certificates of Service framed, and **£317,714** in money, including pensions to Life-boat crews, &c.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION earnestly appeal to the British Public for Funds to enable them to maintain their **284** Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*.

The work of the Life-boat should appeal to all, whether they reside inland or on the coast. There are probably few inhabitants of the United Kingdom who have not friends or relatives who at one time or another "go down to the sea in ships," and no British men or women can be indifferent to a work which is of peculiar interest to the people of the greatest maritime country in the world.

We cannot all take a personal part in the noble act of life-saving, but we can all at least contribute to help those who make this splendid work part and parcel of their normal duty, and to assist the women and children who may be left without support through the heroic self-sacrifice of husband, father or brother.

The Committee are confident that, in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the generous support of the public, so that the scope and efficiency of our great life-saving service, of which the Nation has always been so proud, may not have to be curtailed.

Annual Subscriptions and *Donations* are earnestly solicited, and will be thankfully received by the Secretary, at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COURTIS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—August, 1911.