

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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THE WRECK REGISTER AND CHART: AN ASPECT OF SEA POWER.

THE British Empire is the result and embodiment of Sea Power. That is the dominant fact which will strike the future historian of our race, as it does the contemporary student. How is it that these little Islands in the North Sea have built up an Empire far flung across both hemispheres, whose vast extent dwarfs into insignificance the Empires of the ancient world, whose population of four hundred million souls includes men of every race, colour and religion, and whose wealth makes the treasures of the Cæsars seem paltry? The answer lies in the two words "Sea Power."

This truth, realised long ago by far-seeing minds like those of Bacon, Drake, Hawke, Chatham and Nelson, has been analysed, illustrated and laid bare before all the world in the masterly works of the American naval writer, Admiral Mahan; and the efforts of patriotic societies in Britain have been directed, with no small measure of success, to driving home the same truth to the minds and hearts of those for whom it is of the utmost importance, viz., the people of Great Britain. The growing interest manifested in the celebration of Trafalgar Day is a proof that our fellow-countrymen are more and more alive to the vital significance of naval power; and the fact that both of the

great political Parties have accepted the two-power standard for the Navy, in the full interpretation of the term, is a gratifying sign that the People which has been made, and which is fed and clothed by Sea Power, is not likely to forget what they owe to it.

A brief reference to the main figures illustrative of our dependence on Sea Power will not be out of place.

The annual value of our sea-borne commerce in 1908 was £1,488,758,000. With this we may compare the value of the sea-borne commerce of—

| | |
|-------------------|--------------|
| Germany . . . | £753,258,000 |
| United States . . | £581,928,000 |
| France . . . | £359,347,000 |

The mercantile marine tonnage of the world is mainly held by the following four Powers, in the proportion shown by the figures:—

| | Ships. | Tonnage. |
|------------------|--------|------------|
| British Empire . | 11,495 | 19,012,294 |
| United States . | 3,469 | 5,058,678 |
| Germany . . . | 2,718 | 4,333,186 |
| France . . . | 1,465 | 1,882,280 |

But perhaps the most crucial fact is this: that while one hundred years ago only 7 per cent. of our people depended upon corn stuffs imported from abroad, to-day 79 per cent. of our food supplies come from overseas. So that it is no exaggeration to say that, in Tennyson's words, "The Navy is our all in all," and

that if we lost the power to keep open the highways of the sea our people would rapidly be brought face to face with starvation, and with the inability to buy food, even at starvation prices, owing to the lack of raw material for our industries, which provide employment and wages.

All this is an aspect of Sea Power which is fortunately coming to be known even to the unthinking multitude, not as subject of idle boasting, but rather as a reminder to the present generation of the great responsibilities which rest upon them and of the sacrifices which may legitimately be asked for from them, in order that the heritage of the past and the promise of the future may be safe in their hands.

But there is another aspect which should be observed and appreciated by all, and especially by the youthful Briton, for it would impress upon him, as much as the map of Empire and the lectures of the Navy League, both the fact of our dependence upon Sea Power and the vast debt which we owe to our Mercantile Marine, the ultimate foundation of that Power. Unfortunately the lesson is hidden away in a Government Blue Book which is issued year by year by the Board of Trade, and which bears the uninviting title, "Abstracts of Shipping Casualties, with Particulars of the Loss of Life." Hence it is a document quite unknown to the majority of the inhabitants of these Islands. Yet its pages will repay earnest study, and we propose briefly to examine them for the benefit of our readers.

It so happens that, this year, the Board of Trade have issued their Blue Book earlier than usual, so that we are fortunately able, at the beginning of the season of storms and gales, to summarise the facts for the year ending 30th June, 1910.

SHIPPING CASUALTIES.

Happily, the total number of shipping casualties on and close to our shores in

that year shows a considerable decrease on the number in the previous year, viz., 3,284, as compared with 3,660. On the other hand, we have to lament the fact that there was an increase of 102 in the lives lost in connexion with these casualties, the total being 350 as compared with 248.

The number of cases of total loss and serious casualty happens to be exactly the same as that of the previous year, viz., 1,095, while the number of minor casualties showed a very substantial decrease. But the casualties attended by loss of life were 86 as compared with 81 in the previous year.

As usual, an enormous preponderance of the total casualties were sustained by British and Colonial vessels, viz., 2,922, as compared with 362 which befel foreign vessels. It is always interesting to note the distribution of the casualties on the coasts of the United Kingdom. The following are the figures, which do not include collisions:—

| | |
|--|------------------------|
| East Coast of England— | 600, an increase of 63 |
| South Coast of England— | 330, an increase of 5 |
| West Coast of England and Scotland, and East Coast of Ireland— | 808, an increase of 6 |
| North Coast of Scotland— | 124, a decrease of 32 |
| East Coast of Scotland— | 121, a decrease of 3 |
| The remainder of the Irish Coast, etc.— | 127, an increase of 2 |
| Total increase | 41 |

LOSS OF LIFE.

The total loss of life was, as we have stated, 350. These losses were distributed on the coasts as follows:—

| | |
|-------------------------|-----------------------|
| East Coast of England— | 38, a decrease of 22 |
| South Coast of England— | 69, an increase of 42 |

| | |
|--|------------------------|
| West Coast of England and Scotland, and East Coast of Ireland— | |
| | 141, an increase of 86 |
| North Coast of Scotland— | |
| | 20, an increase of 9 |
| East Coast of Scotland— | |
| | 12, an increase of 4 |
| The remainder of the Irish Coast, and at Sea— | |
| | 70, a decrease of 17 |
| | — |
| Total increase . . . | 102 |

Here, too, the great majority of the lives lost were British lives, although the proportion of foreign seamen and passengers who lost their lives was considerably above the average. There were 267 British and 83 foreign persons lost at sea, the majority of the latter being lost in the wrecks of the *Febrero*, which was stranded near the Runnel Stone, Cornwall, and the *Ciampa*, which went ashore near Clonakilty Bay, Ireland.

It is with profound satisfaction that we are able to state that, in the same period which witnessed the loss of 350 lives, the Life-boats of the Institution saved 427, while 188 were saved by shore boats, which were rewarded by the Institution for their efforts.

If we take a wider survey, we find that between the year 1861 and the 30th June, 1910, there were 180,610 casualties to British, Colonial and foreign shipping on and near the coasts of the United Kingdom, and that 7,075 of these casualties were accompanied by loss of life, the total number of those perishing being 29,933. In the same period the ROYAL NATIONAL LIFE-BOAT INSTITUTION gave rewards for the saving of 37,040 lives. In other words, while the sea took a toll of nearly 600 lives a year, the Institution has the profound satisfaction of knowing that an average of 700 lives a year are rescued through its instrumentality and its organization. At the moment of writing, the total number of lives for the saving of which

rewards have been granted by the Institution, since its foundation in 1824, is nearly 50,000—the population of a County Borough.

The point we wish to make in laying these figures before our readers is that, while we look to the Navy to defend our mercantile marine from attack in time of war, the Life-boat fleet provided by the ROYAL NATIONAL LIFE-BOAT INSTITUTION may well claim that it is defending the mercantile marine, and especially the lives of the men who are bringing the food and raw material of our people to these shores, from the storms and tempests of that ocean which, in another direction, is our safeguard against a foreign foe. It may be well to remind our readers that, in the year 1909, 242,434 British and Asiatic seamen, all British subjects, were employed in the Mercantile Marine of the United Kingdom, while 106,039 were employed in the Oversea Dominions, giving the prodigious total of 348,473 British seamen, nearly all of whom, at one time or another, are coming to or leaving these shores, carrying out a task which is national in as true a sense as that in which we use it when applied to the men of the Royal Navy.

The fact is that we have to pay for the privilege of being an Island Power in two ways. We have to maintain the greatest Navy that the world has ever seen and to sacrifice many millions a year to keeping its relative position of superiority to rival, and possibly hostile, powers. But—a point which is almost lost sight of by the average Briton—the fact that we are an Island, and at the same time a great industrial nation, also carries with it as a consequence the necessity that the vast majority of the food of our people and the raw material of our industry has to reach these shores by sea. Add to this that we are situated so far north that storms and gales are a normal feature of our winter, and that the predominance of our Sea

Power is linked with an enormous mercantile marine, which crowds our shores with more shipping than is found in any other waters, and our readers will appreciate the great debt which the British nation owes to the founders of the Life-Boat Institution and to the splendid men who man its boats, year in year out, in every part of the United Kingdom.

It is a trite saying that "Peace hath her victories no less renowned than war." But it may be doubted whether there is any form of human activity which so constantly and so heroically exemplifies its truth as do the services of the thousands of seamen and fishermen who man the 283 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Nearly 50,000 lives saved! It is a fine record of service to humanity, the more so if we remember that nearly all of those rescued were men in the prime

of life and vigour, destined to do a man's work for the nation for many a year to come.

We think we have said enough to show that the Life-boat cause is one which makes a special appeal alike to the humanity and to the patriotism of those who are proud to call themselves Britons, whether they reside inland or on the coast. And we would remind the former that, though they may not be within sight of the sea, there are probably few of them who have not friends or relatives who, at one time or another, "go down to the sea in ships."

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 a husband, a father or a brother.

NAMING THE LIFE-BOAT.

In previous issues of this Journal * the building and testing of a Life-boat have been described, and it is proposed in this and ensuing articles to give some account of the further life history of the boat.

The boat being all ready for despatch to her station, various methods of sending her are adopted. These depend on the size of the boat, and to some degree on the distance to her destination. The smaller boats are loaded on to trucks and despatched by rail to the nearest station, where they are unloaded, placed upon their carriages, and drawn to the boat-house. This method is impossible with the larger type, which have to go upon their own keels; in some cases, as, for instance, the many large sailing-boats which have in recent years been placed on the coast of Ireland, this involves a very long sea passage, and baffling winds

and calms may prolong the voyage for a protracted period, although the advent of the motor-engine for Life-boats has, of course, done much to simplify this problem. One of the Institution's riggers accompanies the boat and sees her safely housed; at the same time he explains to the coxswain the uses of the various parts of the equipment, and the manner in which they should be stowed, especially pointing out any new arrangements in the boat or her carriage which may have been introduced since the last boat. In the case of a newly-established station the Inspector of the District also pays it a visit, and generally superintends the first launch for exercise.

The regulations prescribe that as soon as possible after her arrival the boat should be taken afloat on a really rough day, so as to test her in the sort of weather she will have to encounter on actual service. This also helps to accustom the coxswain and crew to handling their new boat under oars and

* See LIFE-BOAT JOURNAL for November, 1908, and November, 1909.

sail, and gives them confidence in her seaworthy qualities. Prior to this, however, it is usual to carry out what is known as a "Naming Ceremony."

The naming of a newly-built vessel by the sprinkling of wine upon her bows to the accompaniment of religious ceremonial is said by some to have a very ancient origin, and is traced by them to the sacrificial ritual of an early paganism. It is doubtful, however, whether there is any solid ground for this assumption, and the custom is more probably the product of a later-day and a more benign religion. Be this as it may, it will not be denied that if any vessel is to be consecrated to its purpose by religious rites, the Life-boat is peculiarly entitled to such; and there are few seaports and villages whose inhabitants do not accord this welcome to a new arrival.

A suitable day, generally a public holiday, is selected for the purpose, and the Head Office of the Institution is communicated with in order that a representative may be present; a lady is invited to perform the ceremony, the donor of the boat usually being given the first refusal. Invitations to attend are sent to the neighbouring Life-boat stations and to all the subscribers and friends of the Institution in the vicinity, while the forthcoming function is always well advertised locally.

The day frequently begins by a procession round the town headed by a band, in which the Local Committee and others walk, the Life-boat on her transporting carriage, bedecked with flags and drawn by gaily-caparisoned horses, taking the place of honour. On the return to the launching place the following proceedings are generally carried out.

The donor of the boat, if present, makes a formal gift of her to the Life-boat Institution, whose representative in his turn hands her over to the Local Branch, the President of which accepts her.

A short religious service follows, which generally consists of a reading from Scripture, such as Psalm 107; Mark iv., 35 to end, followed by the hymn for those at sea, together with a prayer which was used on the occasion

of the first launch of a Life-boat of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in the early days of last century and has always been used since:—

"O Thou great eternal Father, Who inhabitest eternity, and hast promised to dwell with that man who is of a contrite spirit, we pray Thee to pour Thy blessing upon us and the work in which we are now engaged. Thou art of all power and might, Thou stretchest out the heavens like a curtain, Thou walkest upon the wings of the wind, Thou makest the clouds Thy chariot, Thou rulest the raging of the sea, and when the waves thereof arise Thou stillest them. In Thy hands are all the issues of life and death; but inasmuch as Thou art willing to act through human instruments, we beseech Thee to pour Thy blessing upon this Life-boat, which we now present unto Thee, and we beseech Thee that it may be serviceable in the preservation of the lives of our poor sailors, who, for the maintenance and support of their families, face the dangers of the ocean, and the tempests of the stormiest sea. We know Thou wilt not the death of one sinner, but rather that he should turn from his wickedness and live; we therefore pray Thee, Lord, to spare our sailors from a sudden death, for it is a fearful thing to enter Thy presence unprepared, without a moment's warning. We need all the time that Thy mercy will grant unto us that we may prepare to meet our God, that we may repent us of our sins, and make up our accounts that we may render them to Thyself. We pray Thee for the crew. Grant that they may be Godfearing men, and not trust to the raging billows through the power of their own strength, or of their iron will, but that they may feel that it is not by might or by power 'but by My Spirit saith the Lord,' and that all their attempts are vain unless Thou givest the increase. Grant that they may be instruments in the hands of Thy Providence; and that many a wife may breathe the prayer 'God bless the Life-boat and her gallant crew,' that many a Christian sailor may say from his heart 'For these and all Thy mercies, O God, we thank Thee,' and that many a sinner, saved by this boat, may be



SUMMARY

During the year ended the 30th June, 1910, the Number of Vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 3284 and the loss of Life as far as can be ascertained was 350

| | Life Boats | Rocket Stations | |
|-----------|------------|-----------------|---------------------|
| There are | 208 | 221 | in England & Wales. |
| | 50 | 58 | " Scotland. |
| | 35 | 60 | " Ireland. |
| | 6 | 4 | " Isle of Man. |
| | 2 | 0 | " Channel Islands. |

WRECK CHART OF THE BRITISH ISLES FOR THE YEAR 1909-1910.

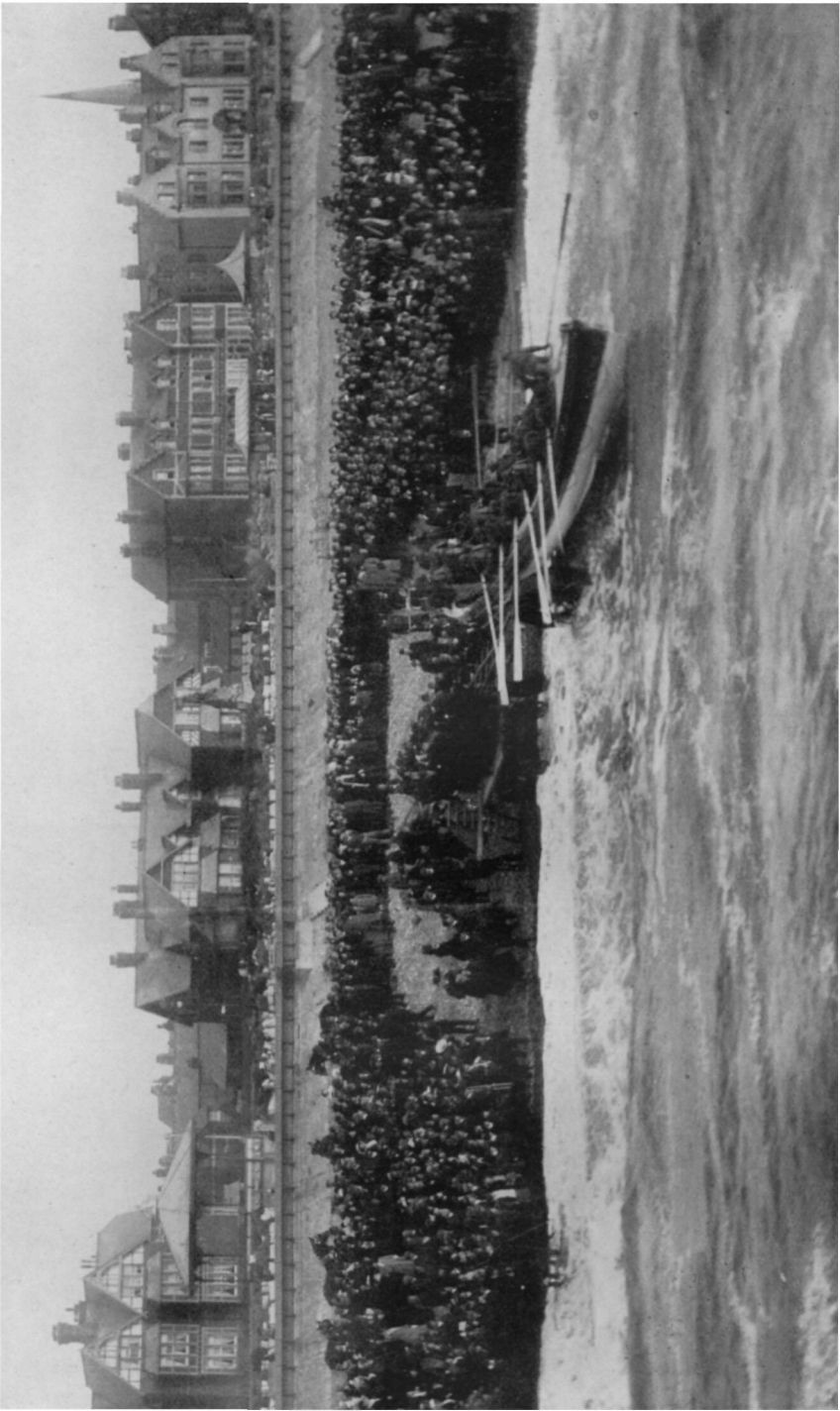
Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.
OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

- SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY
- ✠ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles
10 0 50 100





SAVING DROWNING PERSONS BY SWIMMING TO
THEIR RELIEF.

1st. When you approach a drowning person, assure him, with a loud and firm voice, that he is safe.

2nd. Before jumping in to save him, divest yourself as far and as quickly as possible of all clothes, especially boots and other heavy articles, if there is time; tear them off if necessary, and at all events loose the foot of your drawers if they are tied, as, if you do not do so, they fill with water and drag you down.

3rd. On swimming to a person, if he be struggling, do not seize him then, but keep off for a few seconds till he gets quiet, for it is sheer madness to take hold of a man when he is struggling in the water, and if you do, you run great risk. If he does clutch you, seize his thumb promptly and turn it sharply back. This will break the clutch. If he takes you round the neck, place your hand on his mouth and nose, and push with all your strength.

4th. When once he is quiet, do not wait until he sinks; but get close to him and take fast hold of the hair of his head, turn him as quickly as possible on to his back, give him a sudden pull, and this will cause him to float; then throw yourself on your back also and swim for the shore, both hands having hold of his hair, you on your back and he also on his, and of course his back to your stomach. In this way you will get ashore sooner and safer than by any other means, and you can easily swim thus with two or three persons. One great advantage of this method is that it enables you to keep your head up, and also to hold the person's head up you are trying to save. It is of primary importance that you take fast hold of the hair, and throw both the person and yourself backwards. After many experiments it is found preferable to all other methods. You can, in this manner, float nearly as long as you please, or until a boat or other help can be obtained. If the drowning person has too little hair, turn him on his back, place your hands on each side of his face so that your palms cover his ears, and then proceed in the manner just

indicated. The only difference is that you hold his head instead of his hair.

5th. It is believed there is no such thing as a death-grasp, at least it is very unusual to witness it. As soon as a drowning man begins to get feeble and to lose his recollection, he gradually slackens his hold until he quits it altogether. No apprehension need therefore be felt on that head when attempting to rescue a drowning person.

6th. After a person has sunk to the bottom, if the water be smooth, the exact position where the body lies may be known by the air-bubbles, which will occasionally rise to the surface, allowance being of course made for the motion of the water, if in a tide-way or stream, which will have carried the bubbles out of a perpendicular course in rising to the surface. A body may be often recovered from the bottom before it is too late for resuscitation by diving for it in the direction indicated by these bubbles.

7th. To rescue a person by diving to the bottom, seize him with one hand only, and use the other, in conjunction with the feet, to raise yourself and the drowning person to the surface.

8th. If you are in the sea, it may sometimes be a great error to try to get to land. If there be a strong "out-setting" tide, and you are swimming either by yourself, or having hold of a person who cannot swim, then get on to your back and float till help comes. Many a man exhausts himself by stemming the billows for the shore on a back-going tide, and sinks in the effort, when, if he had floated, a boat or other aid might have been obtained.

9th. These instructions apply alike to all circumstances, whether in the roughest sea or in smooth water.

10th. It is very desirable that in their leisure time swimmers should practise the movements which they may be called on to go through in saving their fellow creatures from drowning. This will add greatly to their power and efficiency.

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

FILEY, YORKSHIRE.—At 6 A.M. on the 23rd March the fishing-boats engaged in crab-fishing put to sea for the purpose of hauling up their crab pots. The wind at the time was blowing strongly from the E.N.E.; later in the morning it increased. About 9.30 A.M. the Life-boat *Hollon the Third* was launched to their help, as their return was attended by considerable danger. The boat remained at sea for three hours until all the cobles had regained safety.

GORLESTON, SUFFOLK.—During a whole N.E. gale and very heavy sea on the 26th March the Coastguard reported at 6.45 A.M. that the *Corton Light-vessel* was firing signals of distress. The crew of the No. 1 Life-boat *Mark Lane* were assembled, and the Life-boat, in tow of a tug, proceeded to sea. On reaching the Light-vessel the master reported that a steamer—the *Bakio*, of Montevideo—had collided with the Light-vessel and damaged her light and machinery. He requested the Coxswain to return to harbour with all haste and report to the Trinity House that another vessel was required to replace the damaged one, as she was unfit for service. The Coxswain returned accordingly, and the Trinity House steamer *Argus* put off to the damaged Light-vessel. As the sea running was so high the damaged vessel could not be replaced. The Trinity House steamer, therefore, stood by her all night, showing a white light as a substitute for the usual revolving red light.

ROBIN HOOD'S BAY, YORKSHIRE.—At 10.15 P.M. on the 29th March a messenger reported that a vessel was ashore on the North Cheek of Robin Hood's Bay. The Life-boat *Mary Ann Lockwood* was launched and proceeded to the stranded vessel, which proved to be the s.s. *Dunmail*, of Newcastle, with fifteen men on board, bound from Nordenham to Seaham, in ballast. There was a light breeze from east with a thick fog and a rough sea in-shore when the steamer ran aground. The Life-boat stood by the vessel throughout the night, but in the morning there were indi-

cations that the vessel would become a total wreck and it was necessary to rescue the crew. The men were transferred safely to the Life-boat, which conveyed them to Robin Hood's Bay, where they landed at 6.30 A.M.

RUNSWICK, YORKSHIRE.—Shortly after 1 A.M. on 31st March a rocket and a flare were seen near Kettleless Point during a break in a thick fog. This was reported to the Coxswain of the Life-boat *Hester Rothschild*, who ordered the launch of the boat. She proceeded to the Point, where she found the steamer *Pearl*, of Goole, in a dangerous position and likely to become a total wreck. Although the breeze was moderate there was a strong ground swell. The crew of the vessel, thirteen in number, were rescued and conveyed in safety to Runswick. The *Pearl*, at the time of the disaster, was bound from Blyth to the Isle of Wight with a cargo of coal.

NORTH DEAL AND RAMSGATE, KENT.—At 1.50 A.M. on the 1st April, during a dense fog, it was reported that the Gull Light-vessel was firing guns and rockets. The *Charles and Susanna Stephens* at once proceeded to sea in tow of the tug, but at 4 A.M. the fog was so thick that they were obliged to anchor. At 7 A.M., although it was still thick, they got under way and proceeded along the edge of the sands, and an hour later they could just make out the vessel in the middle of the sands. The Life-boat proceeded in that direction, but found that the vessel was high and dry. The Life-boatmen then waded to her, and later when the tide made they assisted to get her afloat.

The North Deal Life-boat *Charles Dibdin* was also launched at about the same time as the Ramsgate boat. When she reached the sands she also found it necessary to anchor on account of the fog, but later she found the vessel and stood by her whilst efforts were made to float her. During the afternoon the efforts to get the vessel off were successful, and the Life-boats returned to their

stations. The vessel was the steamer *Winstanley*, of Dublin, and she was bound at the time to Rochester with a cargo of cement.

HARWICH, ESSEX.—On the 5th April a whole easterly gale, accompanied by snow and sleet showers, swept the North Sea and caused a very rough sea off Harwich. The steam Life-boat *City of Glasgow* was called out in the morning to a small steamer, but she managed to get out of danger and the Life-boat returned ashore. Soon after 2 P.M. the Coastguard reported another vessel in distress, and the Life-boat again put to sea. She found the brigantine *Volant*, of Hull, with a crew of six men, bound from London to Hull, in an unmanageable condition owing to her cables parting. The Life-boatmen were engaged to save the vessel, and they assisted her into the port of Brightlingsea.

HARWICH, ESSEX.—The brigantine *Lenore*, of Faversham, carrying a crew of six hands, whilst bound to London on the 5th April, got into difficulties near the mouth of Harwich Harbour, owing to a strong easterly gale. Shortly before 5 P.M. she displayed signals of distress, and the No. 1 Life-boat *Ann Fawcett* was launched. The Coxswain proceeded to the vessel, and on reaching her the captain stated that he required help, as the anchors were dragging. Life-boatmen were put on board, and the Coxswain taking charge brought the vessel into harbour.

SOUTHEND-ON-SEA, ESSEX.—On the night of the 5th April the Life-boat *James Stevens No. 9* was called out to a vessel which had stranded on the Black-tail Spit, but on reaching the vessel the master declined any assistance, as he hoped to float his vessel clear on the rising tide. The Life-boat therefore returned ashore, arriving at 4.30 on the 6th April after a rough passage. An hour later signals of distress were seen on the vessel, and the crew were reassembled. The Life-boat returned and found that the vessel had knocked over the Nore Sand and was in great danger of stranding on the Grain Spit. The master, realising that he must have

help, engaged the Life-boatmen and the services of a fishing smack to get his vessel into safety, and they fortunately succeeded. The vessel was the schooner *Martin Gust*, of Riga, carrying a crew of seven hands and a cargo of timber. At the time of the disaster a N.E. gale was blowing with a very rough sea.

SHERINGHAM, NORFOLK.—The whelk boats belonging to Sheringham left for the fishing grounds at about 6 o'clock in the morning on the 8th April. The weather was then fine, with a moderate wind and a moderately smooth sea. About 8 o'clock the wind began to freshen and the sea to make. It was obviously impossible for the boats to get safely ashore on account of the heavy breaking sea; the Life-boat *J. C. Madge* was therefore launched and went to their assistance. Six men were taken out of two boats and brought ashore. The Life-boat then returned and rescued six men from two more boats, towing the boats into safety.

SUNDERLAND, NORTH DOCK, DURHAM.—The Life-boat *George Woofindin* was launched at 2.30 P.M. on the 15th April to the assistance of four men in a pleasure boat off Roker. The men had gone out fishing, but when they attempted to return they found that the off-shore wind had increased so much that they were unable to make any headway. They then attached a white garment to an oar and waved it as a signal of distress. When the Life-boat reached the boat they found that the four men were completely exhausted and the boat was half filled with water. The four men were taken into the Life-boat and their craft was towed back to harbour.

WHITBY, YORKSHIRE.—Twenty-one of the fishing cobbles were at sea on the 17th April when a heavy ground swell got up and increased as the tide ebbed, making it quite unfit for the cobbles to take the harbour. Between 8 and 9 A.M. the fishing fleet commenced to gather in the roads; the No. 2 Life-boat *John Fielden* was therefore launched and warned them not to come in. Seven of the cobbles then set sail for Runswick,

but the other fourteen remained at anchor, with the Life-boat in attendance, until the tide turned. She then accompanied them into safety.

BUCKIE, BANFFSHIRE.—At 9.30 A.M. on the 19th April the Coxswain of the Life-boat *Maria Stephenson* observed a small line fishing-boat about six miles to the northward of Buckie, with a signal of distress flying. At the time a whole off-shore gale was blowing, and it was decided to send the Life-boat to the boat's assistance. The Life-boat was transported on her carriage to a suitable launching-place to the west of the harbour, and with some difficulty launched. On reaching the vessel they found that she was the *Joseph*, of Banff, in a totally helpless condition, with three men on board. The sail of the small boat had blown away, and the rudder also had gone. The Life-boat took the boat in tow and went about four miles farther to the westward, where several other small boats were in difficulties in endeavouring to make the land. The Life-boat stood by these boats until such time as they appeared to be in safety, and then proceeded to Buckie Harbour with the *Joseph* in tow.

FENIT, CO. KERRY.—The large four-masted barque *Port Stanley*, of Glasgow, ran into Ballyheigue Bay, Co. Kerry, on 19th April, mistaking it for the mouth of the *Shannon*. The ship let go her anchors and saved herself from going aground, but remained in a dangerous position close to the shore.

The ship, which is of 2,276 tons, was bound from Portland, Oregon, to Limerick, with 4,000 tons of wheat. A heavy W.N.W. gale was blowing and the weather was thick with a heavy sea. At 4.15 P.M. it was reported by telephone that a large ship was driving in on to the rocks and was in such a position that it was expected that she would go to pieces immediately if she struck. Fortunately, as stated above, the anchors held. The Life-boat *John Willmot* was promptly ordered out, and reached the ship soon after 6 P.M. At this time the sea was running so high that the captain thought it was advisable to get his crew ashore. The Life-boat

was unable to lie alongside; the men, twenty-six in number, were, therefore, hauled through the water by a rope to the boat, which returned to Fenit and landed them at 10.30 P.M. As four men, including the captain, remained on board, the Life-boat made a second journey at 1.30 A.M. on the 20th idem, and stood by the vessel for the remainder of the night. At 9 A.M. she brought the captain ashore and returned at 2.30 P.M. to stand by the ship. The weather continued very bad, and at 8.30 P.M. the boat brought the last of the men, three in number, into safety. At this time the wind had changed to S.W., and was blowing a full gale. In the meanwhile steps had been taken to obtain the services of a tug to tow the vessel out of her very dangerous position. On the 22nd two steamers were ready to take the vessel in tow. The crew were conveyed to the *Port Stanley*, and some of the Life-boatmen were also put on board. Communication with the steamers was established and the barque was towed away.

During the lengthy services of the Life-boat in this case, Mr. McKibbon, the Assistant Secretary, was continuously on duty, and the Committee of Management recognized his zeal by presenting him with a binocular glass.

GORLESTON, SUFFOLK.—At 9.40 A.M. on the 21st April it was reported that a shrimp boat was *dismasted in the roads* and in distress. As it was blowing a moderate gale from S.S.W., with a heavy sea, the No. 1 Life-boat *Mark Lane* was launched, and in tow of a tug, proceeded direct to the boat. On coming up with her it was found necessary to put two Life-boatmen on board to secure the wreckage and relieve the boat of some of the water she had shipped. The crew of two men were then taken into the Life-boat and the boat taken in tow. Before all this could be done another shrimp boat was observed close to the Scroby Sands, signalling for help. The Life-boat, as soon as possible, proceeded to her, and on approaching her it was seen that the boat was half full of water. Two men were placed on board to bale her, and communication being established, the

boat was also taken in tow, and both were brought into safety. The first boat assisted was the *Ernest* and the second was the *Dove*. Both boats belonged to Yarmouth.

CLACTON-ON-SEA, ESSEX.—On 24th April, during fine weather, the Life-boat *Albert Edward* saved the small cutter yacht *Black Bird* and her two occupants. The vessel stranded on the Buxey Sands during the night and lost her rudder. Signals were made but were not seen. Later the cutter drove over the sands into the "Wallet," and the crew, two amateur yachtsmen, determined to try and reach the shore in their small dinghy. In the meanwhile the *Black Bird* had been seen and the Life-boat launched. She fell in with the dinghy about three miles out with a considerable amount of water in her, and it is very doubtful whether she would have reached the land in safety. The two men were very glad to be taken into the Life-boat, which then proceeded to the cutter and saved her.

NEWHAVEN, SUSSEX.—During a strong S.W. breeze with a heavy sea on the 29th April the schooner *Daniel*, of Nantes, stranded on the bar at Newhaven. The Life-boat *Michael Henry* was launched at 5.45 P.M. and proceeded to the vessel. The captain stated that he wanted a tug to tow him off, and requested the Life-boat to stand by him in the meantime. Owing to the state of the tide it was not until 8 P.M. that a tug could get close to the vessel, and the Life-boat established communication between the two. Life-boatmen were also put on board to assist the schooner, and eventually the vessel and her crew of four hands were taken into safety.

NEWLYN, CORNWALL.—The steamer *Cragoswald*, of Newcastle, whilst bound from Barry to Venice with a cargo of coal, and carrying twenty-seven hands, stranded on the Low Lee Rock in Mount's Bay, in fine weather on the 29th April. The Life-boat *Elizabeth and Blanche* was launched to her assistance and stood by the vessel for three

hours. The captain then asked the Coxswain to land the engineer who was ill, and this was done. The boat then returned to the ship and remained in attendance until 5 P.M. At this time the steamer foundered and became a wreck, all the men on board being rescued by the Life-boat.

WHITBY, YORKSHIRE.—The No. 2 Life-boat *John Fielden* performed a useful service on the 1st May, in escorting six of the fishing cobsles, one at a time, into safety. In the early morning when the boats put to sea the weather was fine with a slight swell, but when they returned there was a heavy ground swell breaking outside the harbour entrance. Some of the cobsles came in before the Life-boat had gone to their aid and had very narrow escapes of being lost. Three boats took off on the sea and became unmanageable. These were assisted by ropes from the piers and got in without loss of life. Considerable excitement prevailed, but the Life-boat stood by the remaining cobsles, six in number, as they came into harbour.

MONTROSE, FORFARSHIRE.—Two fishing-boats named the *Thistle* and *Mizpah* were overtaken when at sea on the 3rd May by a strong gale from S.S.E. As considerable anxiety was felt for their safety the No. 1 Life-boat *Sarah Jane Turner* was launched. By the time the boat was afloat the boats could be seen running for shelter under shortened canvas. The Life-boat proceeded down the river and lay inside the bar until about noon, when both vessels got in safely.

NEWBIGGIN, NORTHUMBERLAND.—While the fishing cobsles were at sea on the 3rd May a strong wind sprang up from the S.E. All the boats managed to land in safety, however, with the exception of one named the *Louisa*, which had been delayed in hauling in her gear. As the wind was increasing in force it became necessary to launch the Life-boat *Ada Lewis*, and she stood by the coble until the crew had landed safely.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 1st June, 1911.

The Right Hon. the EARL WALDEGRAVE, P.C.,
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 on their recent visits to the following Life-boat Stations:—

Northern District.—St. Abb's, Dunbar, Skateraw, Holy Island (two boats), Eyemouth, North Berwick, St. Andrews and Crail.

Eastern District.—Seaham, Tynemouth, Sheringham and Cromer.

Southern District.—Southsea, Bembridge, Hayling Island, Worthing, New Romney, Broadstairs, Ramsgate, Ryde, Selsey and Littlehampton.

Western District.—Penmon, Cemaes, Cemlyn, Rhoscolyn, Rhosneigr, Bull Bay, Moelfre and The Mumbles.

Irish District.—Formby and Southport.

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

| | £ | s. | d. |
|---|----|----|----|
| Mr. H. W. HEIDMANN (annual subscription) | 10 | — | — |
| T.T.S.S. <i>Royal George</i> , collection on board (per the Canadian Northern Steamships, Ltd.) | 7 | 17 | 2 |
| H.M.S. <i>Temeraire</i> , donation from Canteen Fund (per GERALD SOLFLEET, Esq., R.N.) | 5 | — | — |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|---|-------|---|---|
| The late Mr. JOHN TAYLOR CARDWELL, of Ilkley (additional) | 1,278 | 6 | 2 |
| The late Mrs. COCKBURN of JAMIE, of Edinburgh, for the benefit of the Dunbar Branch | 618 | 6 | 3 |
| The late Madame SARAH HALFON, of Paris (additional) | 242 | 7 | — |
| The late Miss ELLEN TAUNTON LITTLE, of Bath (moiety) | 150 | — | — |

Paid 4,074*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 193*l.* 4*s.* 5*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:—Caister No. 1, Cullercoats, Dungeness No. 1, Eastbourne No. 1, Fishguard, Gorleston No. 1, North Berwick, Port Erroll, Port Eynon, Walton-on-Naze, Wicklow and Yarmouth.

Granted 2*l.* to a man injured on service in the Newhaven Life-boat.

Voted 4*l.* to four men for saving two persons from a small rowing-boat, which was capsized in a strong N.E. breeze and ground swell off Broadstairs, on 10th May. The salvors experienced considerable difficulty, and incurred some risk in carrying out the rescue.

Voted 3*l.* to three men for saving a man, belonging to the ketch *Henrietta*, who got adrift in a boat off Poole on the 3rd May. A whole gale was blowing at the time, and the man, who was on a lee shore, was unable to help himself. To effect the rescue the salvors put off in a yawl and incurred considerable risk.

Awarded 5*l.* to the crew of the private surf-boat *Friend to all Nations*, at Margate, for landing twelve persons from the barque *Hesperior*, which was wrecked on the Shingles Bank, on the 19th May.

THURSDAY, 13th July, 1911.

The Rt. Hon. the EARL WALDEGRAVE, P.C.,
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 report of the Chief Inspector of Life-boats on his recent visit to the St. Abb's Station.

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

Northern District.—Cromarty, Fraserburgh, Port Erroll, St. Abb's, Troon, Ardrossan, Ayr, Girvan, Buckhaven, Anstruther, Arbroath, Gourdon, Johnshaven, Boulmer, North Sunderland and Alnmouth.

Eastern District.—Brancaster, Wells, Blakeney, Hunstanton, Seaton Carew, Whitburn, Hartlepool (three boats) and Sunderland (three boats).

Southern District.—Atherfield, Walmer, North Deal, Newhaven, Brighton, Southend-on-Sea, Eastbourne (two boats), Clacton-on-Sea, Walton-on-the-Naze, Harwich (two boats), Brightstone Grange, Brooke, Totland Bay, Dover and Exmouth.

Western District.—Llandudno, Holyhead, Burry Port, Barry Dock, St. David's, Angle, Cardigan, New Quay (Cardigan), Fishguard, Weston-super-Mare and Watchet.

Irish District.—St. Anne's, Lytham, Blackpool, Fleetwood, Piel (Barrow), Drogheda, Clogher Head, Courtown, Cahore, Kilmore, Rosslare Harbour, Fethard, Skerries, Wexford, Portrush, Culdaff, Greencastle and Aranmore.

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

| | £ | s. | d. |
|--|-----|----|----|
| Mr. J. P. WILLIAMS, Mrs. DAVIES and Mrs. JONES, in memory of their brother, the late Mr. Rees Williams | 100 | - | - |
| Mrs. ELIZA STREETFELD, further towards the cost of a Life-boat to be named <i>Hugh Taylor</i> | 100 | - | - |
| THE THORNGATE TRUSTEES (annual subscription) | 80 | - | - |
| THE WHOLESALE CO-OPERATIVE SOCIETY, LTD. (annual subscription) | 21 | - | - |
| Mr. J. O. LAMBERT | 20 | - | - |
| <i>The Life of Faith</i> , contributions from readers (per the EDITORS) | 20 | - | - |
| R.M.S. <i>Huayna</i> , proceeds of concert on board (per Capt. J. W. HARRIS) | 8 | - | - |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|---|-------|----|---|
| The late Miss ANNA MATTHEWS, of Leeds, for a Life-boat to be named <i>Ridge Matthews</i> , and stationed on the Yorkshire coast | 1,000 | - | - |
| The late Mr. SAMUEL FIRTH, of Leeds | 200 | - | - |
| The late Mrs. M. A. W. WISE, of Tonbridge | 100 | - | - |
| The late Mr. W. H. DEAN, of Stratford, Essex (additional) | 67 | - | 2 |
| The late Mr. EDMUND LYTGOE, of Melbourne (additional) | 55 | 10 | 1 |

The Committee expressed deep regret at the death of Capt. W. Dwyer, who had been Honorary Secretary of the Walton-on-the-Naze Branch for three years, and decided to send a letter of condolence to the bereaved family.

Voted the best thanks of the Institution to Mrs. Sandford, of Sandford, and to Mr. Robert Hardie, in recognition of their long and valuable services as Honorary Secretaries respectively of the Shropshire and Banff and Macduff Branches of the Institution, which offices they had just resigned.

Decided to close the Kingstown No. 1 Station.

Reported the despatch to her station of the Bude new Life-boat. Also the despatch of Reserve Motor Life-boats to Sunderland and Teesmouth.

Paid 8,931*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 65*l.* 4*s.* to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel. | Lives saved. |
|--------------------------------|--|--------------|
| Arbroath | Fishing boat <i>Brothers Gem</i> , of Yarmouth. Rendered assistance. | |
| Greenore | Yacht <i>Volga</i> , of Kingstown. Landed 4. | |
| New Brighton (Steam) | Schooner <i>Tankerton Tower</i> , of Faversham. Landed 5. | |
| Port Patrick | Fishing boat <i>Marys</i> , of Ballantrae. Saved boat and | 2 |
| Sunderland (Motor) | A mooring boat, of Sunderland. Saved boat and | 2 |

The Harwich No. 1 Life-boat assisted to save the schooner *L'Espoir de L'Avenir*, of Rotterdam, and 6.

Also voted 249*l.* 16*s.* 6*d.* to pay the expenses of assemblies of crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Broadstairs, Caister No. 2, Clacton-on-Sea, Courtmasherry, Dover, Dungeness, Eastbourne No. 1, Formby, Gorleston No. 2, Groomspout, Harwich No. 1, Huna, Kessingland No. 2, Kingstown No. 2, Littlehampton, North Deal, Palling No. 1, St. Abb's, Sunderland, Walton-on-Naze, Wexford and Whitburn.

Reported that the Gold Medal awarded to the REVEREND JOHN M. O'SHEA, the Silver Medals and the other awards, in connexion with the attempt to rescue the crew of the schooner *Teaser*, in Ardmore Bay, were presented to the several recipients by the Lord-Lieutenant of Ireland on 29th May.

Voted 5*s.* each additional to the crew of the Courtmasherry Life-boat for an arduous service on the 22nd April.

Also 9*l.* 5*s.* to a man injured on service in the Broughty Ferry Life-boat.

Ordered a special letter of thanks to be sent to Lieutenant Ernest Gee, Royal Artillery, and voted the sum of 1*l.* to P. Roche, for saving five persons from a boat, which capsized near the entrance of Youghal Harbour, in a moderate N.E. breeze and smooth sea, on 9th June.

Voted an aneroid barometer, bearing a suitable inscription, to Mr. JOSEPH H. PASLEY and to Mr. EDWARD TAYLOR, for rescuing, at some risk, two men from the smack *Breeze*, of Cardiff, which sprang a leak and sank off Penarth Head, on 9th June. The men were taking refuge in the cross-trees when rescued.

Voted 8*l.* to four men for saving three men from the boat *Lily*, of Winterton, which sank off Winterton, at 10.45 P.M., on the 1st June. A nasty sea was breaking on the beach with a fresh N.E. breeze. The salvors waded out and by means of the boat's nets, which had washed overboard, drew the boat sufficiently near inshore to get hold of the men, who, in an exhausted condition, were clinging to the boat. The salvors incurred great risk.

Voted 1*l.* to four men for saving, at slight risk, four persons whose boat was in a sinking condition off Scarborough, in moderate weather, on the 1st June.

Voted 1*l.* to the master and 10*s.* each to the crew, four in number, of the tug *Hendon*, for saving five persons from a small boat, which was caught in a westerly gale off Whitburn, on 22nd June.

THURSDAY, 3rd August, 1911.

The Rt. Hon. the EARL WALDEGRAVE, P.C.,
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 recent visits to the following Stations:—

Northern District.—Hauxley.

Eastern District.—Teemouth, Redcar, Sunderland, Robin Hood's Bay, Saltburn, Staithes, Runswick, Filey, Scarborough, Uppang, Whitby (two boats), Cambois, Blyth and Cullercoats.

Southern District.—Worthing, Margate (two boats), Folkestone, Brixham, Torquay, Teignmouth, Plymouth and Yealm River.

Western District.—Padstow (two life-boats and a steam tug), Ilfracombe, Lynmouth, Minehead and Port Eynon.

Irish District.—Killough.

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

| | £ | s. | d. |
|---|----|----|----|
| DUBLIN PORT AND DOCKS BOARD (annual subscription) | 75 | — | — |
| Mr. E. F. WHITE (annual subscription) | 50 | — | — |
| In memory of the late Miss S. E. WHITE (annual subscription) | 25 | — | — |
| Court Flower of Suffolk, A.O.F., part of Church Collection (per Mr. A. E. SENTON) | — | 16 | 7 |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|---|-----|---|---|
| The late Miss H. M. TURNER, of Leamington Spa, for the provision of a Life-boat to be named <i>St. Helen</i> and stationed on such part of the coast of the United Kingdom as the Institution shall consider most necessary | 600 | — | — |
| The late Miss M. H. POWELL, of Wolverhampton (further on account) | 25 | — | — |
| The late Mrs. MARY CURTIS, of Worthing (balance) | 10 | — | — |

Voted the best thanks of the Institution to Lieut. Alfred Newnham, R.N., in recognition of his valuable services as Honorary Secretary

of the Peel (Isle of Man) Branch, which office he had just resigned.

Paid 3.98*6l.* for sundry charges in connexion with various Life-boat establishments.

Voted 25*l.* 2*s.* 6*d.* to pay the expense of Broadstairs Life-boat saving six persons from the ketch *Trojan* of Jersey.

Also voted 126*l.* 2*s.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons in distress:—Clacton-on-Sea, Gorleston No. 1, Lynmouth, Mumbles, North Deal and Rhyl.

Voted 7*s.* 6*d.* to a man for rescuing, at slight personal risk, two men from a pleasure boat, which capsized to the north of Whitby, in a strong W.S.W. breeze and smooth sea, on 21st July.

Also 1*l.* to four men, for their promptness in saving two persons from an open rowing boat, in a moderate N.W. breeze and moderate sea, in Belfast Lough, on the night of 12th July. The men saved got into difficulties through losing their oars in the wash caused by a passing steamer.

THURSDAY, 14th September, 1911.

Lieut. H. T. GARTSIDE-TIPPING, R.N., in the
Chair.

Read and confirmed the minutes of the previous meeting.

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

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

Northern District.—Berwick-on-Tweed, Cresswell, Campbeltown and Southend (Cantyre).

Eastern District.—Palling (two boats), Winterton (two boats), Caister (two boats), Yarmouth, Hasborough, Mablethorpe, Grimsby, Seaham, Cromer, Sheringham and Blakeney.

Southern District.—Salcombe, Hope Cove, Lyme Regis, Sidmouth, Poole, New Romney, Hythe, North Deal, Kingsdowne, Walmer, Dungeness (two boats), Brighton, Dover, Weymouth, St. Helier, St. Peter Port, Swanage, Hayling Island and Ryde.

Western District.—Little Haven, Fishguard, St. Ives, Sennen Cove, Penzance, Newlyn, St. Agnes, St. Mary's and The Mumbles.

Irish District.—Skerries, Giles Quay, Greenore, Blackrock, Clogher Head, Drogheda and Arklow.

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

| | £ | s. | d. |
|---|-----|----|----|
| Mr. JOSEPH CRAVEN, to be applied to the Institution's Capital Account (per Bradford Branch), additional | 250 | — | — |
| OLDHAM LIFE-BOAT FUND, for one year's maintenance of the <i>Oldham</i> Life-boat at Abersoch | 90 | — | — |

| | £ | s. | d. |
|---|----|----|----|
| S. W. A. (annual subscription) | 25 | - | - |
| A.O.F., Court No. 2634, collected at Church Parade, Snodland, Kent (per Mr. H. T. BEADLE) | 3 | 14 | 6 |
| CALDICOTT ST. MARY CHURCH, Offertory (per Mr. G. W. WHEATLEY COBB) | 2 | - | 9 |

| Life-boat. | Vessel. | Lives saved. |
|--------------------|---|------------------|
| Montrose | Fishing boats <i>Betsy</i> and <i>Meggie</i> , of Montrose. | Stood by boats. |
| Runswick | S.S. <i>Onslow</i> , of London. | Stood by vessel. |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|---|-------|----|---|
| The late Mr. THOMAS HORNE, of Solihull (further on account) | 1,200 | - | - |
| The late Mr. JOHN YOUNG, of Pollokshields, for the provision of a Life-boat to be stationed at Ardrossan, and named <i>James and John Young</i> | 1,005 | 15 | 9 |
| The late DOWAGER DUCHES OF NORTHUMBERLAND | 500 | - | - |
| The late Mrs. JULIANA WAKEFIELD, of Kilcullen (balance) | 400 | - | - |
| The late Mr. ARTHUR HOLT BARBER, of Highbury | 200 | - | - |
| The late Mr. GEORGE GIBBS, of Clapham Common | 180 | - | - |
| The late Miss E. T. LITTLE, of Bath (balance) | 150 | - | - |
| The late Miss MARY LEES, of Southport | 100 | - | - |
| The late Mr. WILLIAM MCCUNN, of Largs, for the maintenance fund of the <i>John Ryburn</i> Life-boat at Stronsay | 100 | - | - |
| The late Miss ELIZABETH MARY GELL, of Douglas | 100 | - | - |
| The late Mrs. MARY POLSON, of Clevedon | 60 | 10 | - |
| The late Miss ESTHER PRITCHARD, of Clapton | 50 | - | - |
| The late Mr. F. W. N. Lloyd, of Bromley, Kent (additional) | 15 | 1 | 4 |
| The late Mrs. ELIZA GREEN, of South Ferriby | 10 | 10 | - |
| The late Mr. JOHN JOYCE, of Eastbourne | 10 | - | - |

Also voted 15*l.* 13*s.* 6*d.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Caister No. 1, Clacton-on-Sea, Looe, Lowestoft No. 2, Rhoscolyn, St. David's, Sidmouth, Winterton No. 1 and Yarmouth.

Voted 4*l.* to two men for saving, at considerable personal risk, two men whose boat was capsized in a squall off Castle Point, Co. Galway, on 28th July. The salvors went to the men's assistance in a very small canoe, which was too frail to take the men on board; the salvors, therefore, with great presence of mind, supported them by means of a rope stretched across the canoe, until a larger boat came and picked them up and landed them. Also granted 1*l.* to the two men on the larger boat.

Voted 2*l.* to two men for promptly saving, at considerable risk, six persons whose boat was capsized in a moderate N.E. wind and moderate sea, off Ramsgate, on 12th August.

Also 2*l.* 10*s.* to five men for putting off to the assistance of the lugger *Baden Powell*, which stranded on the western point of Coull (or Goat) Island, near Stornoway, in a strong S.W. gale and rough sea, on 31st August.

Also 1*l.* 12*s.* to five men for their services on the occasion of the wreck of the coble *Who'd ha' thout it* near Emmanuel Head, Holy Island, in rough weather, on 24th June.

Voted 1*l.* 10*s.* to two men for putting off in a boat and, at considerable risk, saving two men from the small sailing boat *Irex*, which had her head sails blown away and was in difficulties near a reef of rocks, off Penzance, on 29th July. A whole S.E. gale was blowing at the time with a very heavy sea.

Voted 2*l.* 10*s.* to five men for putting off in a boat and, at considerable risk, rescuing a man who was surrounded by the sea on the Tors rocks off Ilfracombe, in a strong N.W. breeze and rough sea, on 9th August.

Voted 1*l.* 2*s.* 6*d.* to three men for saving six persons, who got into difficulties and were unable to manage their small pleasure boat when about three miles off Whitburn, on 8th August.

Also 1*l.* 10*s.* to six men for putting off in two boats and saving two men from the small pleasure boat *We Two*, which got into difficulties near the breakers off Aberdovey, in a strong westerly wind, on 26th August.

Read a letter from the Grand Priory of the Order of the Hospital of St. John of Jerusalem in England, notifying the enrolment of Mr. Matthew F. Moresby (Honorary Secretary of the Exmouth Branch) as an Honorary Associate of the Order, in recognition of his valuable services to the Life-boat Institution.

Paid 11,533*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 33*l.* 7*s.* 6*d.* to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel. | Lives saved. |
|--------------------|------------------------------------|----------------------|
| Minehead | Yacht <i>Pastime</i> , of Bristol. | Rendered assistance. |
| | A pleasure boat. | Rendered assistance. |

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1912.

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 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 **283** 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 Messrs. COURTS AND Co., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—November, 1911.