

THE LIFE-BOAT.

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THE WORD "NATIONAL" IN OUR TITLE.

AT first sight it might seem quite unnecessary to explain the meaning of a word which is so descriptive and so obvious in its application to the work of the Institution as the word "National."

The operations of the Life-boat extend to the whole of the coasts of the United Kingdom, while the organization which enables us to reach the generous hearts of men and women in towns and villages remote from the sea, covers the whole country with a network of Branches—English, Scottish, Irish and Welsh—all contributing to the common funds which enable us to fulfil our national purpose.

National the Institution is, too, in the fact that it is unsectarian, non-party and purely humanitarian in its aim. It is as a national body, moreover, that we appeal to all classes of the inhabitants of these islands in our plea for the service of mankind. And it is peculiarly fitting that a nation, which claims the command of the sea as a necessary condition of its existence and of the free movement of its vast shipping, should have been the first to institute a public and fully organized system of Life-boat service.

These considerations are obvious, and will occur to anyone who gives a moment's thought to the subject.

But there is another aspect of the significance of the word "national" which, while directly resulting from the above considerations, is not so readily seen, and may easily be lost sight of owing to the prominence which local interests are apt to take with all of us.

There may be, here and there, a tendency to regard the work of a

Life-boat as purely local, and related essentially to the particular region in which she is placed. Where the work of the station is taken up with so much enthusiasm and sense of responsibility as we so often see, such a result is not unnatural. It would be a real misfortune, however, if such a misconception were to prevail, for it would strike at the very root of the national character and scope of our work.

That a local view of the functions of any Life-boat station rests upon a misconception will be evident if we put a few simple questions. Does anyone think that Lancashire Life-boats go out to save Lancashire men alone? Do the men of Dunbar and St. Abbs only seek to save the lives of their fellow-fishermen? Who are the people whose lives are saved by the Life-boatmen in the Straits of Dover and in Devon, or Cornwall? Questions like these might be asked with regard to every stretch of the coast; and the answer throws a clear light on the subject under discussion.

The Life-boats in the Straits of Dover save far more people from Lancashire and other distant ports than from Kent; the Life-boatmen of Devon and Cornwall would probably find little to do if their exertions were limited to the saving of their own people; and it would not be going too far to say that there are many stations around the coast, doing excellent work, which might be closed altogether if local needs alone were kept in view. Indeed, one might almost say that, if we except a few stations where the Life-boat happens to

be frequently placed at the service of local fishing-cobles, the last people who are likely to be in need of the services of the Life-boatmen at any given station are the residents in that particular locality.

There is, in fact, no institution in the country whose objects are less local and more truly national. In one sense, indeed, it reaches out beyond the confines of these islands, and becomes international, since its object is to serve humanity, regardless of creed, nation or colour. Let us take, for the sake of illustration, a part of the coast at haphazard, and make an analysis of the wrecks which have occurred on the coast of Cornwall during the past winter, in so far as they have come within the purview of the Life-boat service. The result provides an interesting confirmation of the views here put forward. Of the twenty-four vessels wrecked on the Cornish coast, three were Norwegian, one Danish, one Belgian, four French, one German, and two Russian. As for the British vessels, they came from various ports, including Liverpool, Fleetwood, Belfast, and the coast of Devon; but only one single vessel came from a Cornish port. So that the brave Life-boatmen who did such splendid service in connexion with these wrecks—the rescue of twenty-eight men from the German barque *Pindos* by the Coverack crew during a terrible storm on the night of February 10th, will be fresh in the minds of our readers—may well feel that they answered the call of distress, not in the smaller spirit which responds to the claims of private affection or local solidarity, but in the grand spirit which is alive to the call of humanity itself.

It will be seen, therefore, that not one of the Life-boat stations of the Institution confines its efforts to the saving of its own people, or lives to itself; and that for this reason the service is, and must be, national.

Such considerations will show with how much wisdom and foresight the Institution was designed, its management being committed to a central body, who can watch the requirements of the service from a general point of

view and see that no danger-spot is neglected; who can make contracts on advantageous terms, provide for the inspection and testing of materials, and maintain a *Depôt*, whence the needs of any station can be promptly met; who can employ the best experts to help them in the solution of fresh problems and advise them in regard to new inventions.

If, then, the Institution is, both in its objects and in its constitution, essentially national in character, it is clear that the contributions of the public can best be made to fulfil those objects if they are placed without restriction at the disposal of the central body. It is easy to understand how a benevolent person visiting some Life-boat station, and being struck with the bravery of the crew and the value of the services which they have rendered to humanity, may be moved to give or leave to the Institution a sum of money to be devoted to that particular station. It is the natural impulse of a generous heart. But we would point out to any such benefactor that the brave crew in whom he or she takes such an interest may very likely, when in pursuit of their lawful calling, have to be saved from death, not by their own Life-boat, but by a Life-boat from another station; that the station known to the benefactor may not be in need of any special gift or legacy while the other may; and that changes in maritime trade or in other matters which can only be fully gauged by a central body knowing all the facts of the case, may render unnecessary the maintenance of one station, while making it desirable to strengthen the other.

In this connexion it seems not out of place to draw attention to the curious fact that the Institution is sometimes embarrassed by a generous gift or legacy to which are attached conditions requiring it to be applied in a particular manner or in a particular locality; so that it is sometimes difficult to give effect to the wishes of the donor or testator. Yet, at the very same time, the Committee of Management may be in real and urgent need of funds for some important work in another direction. It would, for instance,

be impossible to station a boat at some places unless a slipway were provided and, while a comparatively small sum may be given for the boat, and allotted by the testator to a particular place which would require the construction of a slipway to make it suitable for Life-boat purposes, the Committee of Management might find that the interests of the Life-boat service would be much better met by placing a boat at some other spot where a costly slipway would not be required.

It is no mere matter of sentiment, therefore, when the Committee of Management beg intending benefactors of the Institution to refrain from imposing conditions which limit the application of their gifts or legacies. The

request is practical, and proceeds from the earnest desire to make the best use of the funds placed at their disposal. The Committee gratefully recognise the national spirit in which, as a whole, the work of the Branch Committees is carried out in every part of the United Kingdom, not only at station branches but also in inland towns; and they feel sure that a careful consideration of the national character of the Institution, as indicated in this article, will convince all true friends of the cause that the system of management and administration which is laid down in the Charter, is the one best calculated to secure that character and to maintain the efficiency of a service of which we, as a nation, may well feel proud.

THE LIFE-BOAT SERVICE ABROAD.

WE think it will be of interest to our readers to have a brief survey of the Life-boat services of the world, so far as the recent statistics of their activities are available. We have, therefore, compiled the following notes from the annual reports or returns received from our oversea Dominions, the United States, France, Germany, Holland, Denmark, Sweden, Norway, and Portugal:—

BRITISH OVERSEA DOMINIONS.

The small population of Australia and the vast extent of its coast line makes it practically impossible to organise a complete Life-boat service. Hence most of the arrangements in Australia, as well as in Tasmania, are confined to the provision of life-saving apparatus other than Life-boats. There is, however, a Life-boat station maintained by the Marine Board at Macquarie Heads in Tasmania. In South Australia Life-boats are kept at four ports, and six stations in Victoria are provided with them.

In Canada there are 41 life-saving stations, but very few are provided with Life-boats, or are maintained all the year round. Three stations have motor boats, and it is announced that seven motor boats are to be placed at different stations shortly, while five new stations are to be established.

Six Life-boats are maintained on the coast by the Union of South Africa.

UNITED STATES.

The United States Life-saving service is a Government organization, established by Act of Congress in 1878. There are 281 stations on the sea coast and on the coasts of the great lakes, the distribution being as follows:

On the Atlantic and Gulf of Mexico coasts, 205 stations.

On the Pacific coasts, 18 stations.

On the coasts of Lakes Ontario, Erie, Huron, Superior, Michigan, 58 stations.

It will be seen that there is thus practically the same number of stations as there are Life-boats maintained by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, but each station is provided with two surf-boats, and with two sets of breeches buoy apparatus.

The United States at present have 68 motor Life-boats of the McLellan type (36 ft. by 8 ft. 7.5 in. S.R., with 35 H.P.). There are also thirty converted sailing boats with 20 to 25 H.P. engines. The most interesting feature about these "surf-boats" is that the shafts of their twin-screws are jointed just outside their boxes, and fitted with folding struts, so that, when they are being launched through the surf, the propellers fold up against the hull under each quarter, thus preventing any contact with the ground.

In the year 1910, 664 persons were "succoured"; it is not clear from this term whether all these persons were actually saved from shipwreck or not. The United States annual reports do not show the number of persons saved since the establishment of the service.

It is interesting to note that the cost of this, the only extensive Life-boat service carried out entirely by the Government of the country, was in 1910, £468,000; but, as shown above, this includes the whole cost of the maintenance of the Life-saving service, including a large number of motor-boats.

FRANCE.

The Société Centrale de Sauvetage des Naufragés was founded in 1865.

In 1911 there were 110 Life-boat stations, all of them provided with the rocket life-saving apparatus, as well as Life-boats. But there are, besides, many stations where no crew can be obtained for a Life-boat, but where posts for rocket apparatus, or line-throwing machinery are provided.

The Society also provides for the watching of the coast in the area covered by its operations.

In 1910 398 lives were saved, 147 by Life-boats, 29 by life-saving apparatus, and 221 by other means.

The total number of lives saved up to December 1st, 1910, was 18,590, of which 15,109 were saved by Life-boats, and 3,481 by shore boats, life-saving apparatus, and other means.

The above figures refer to the operations of the Société Centrale de Sauvetage des Naufragés only. There are two other and smaller societies, of which the annual reports have not been received. All three societies receive considerable assistance from the French Ministry of Marine.

GERMANY.

The Gesellschaft zur Rettung Schiffbrüchiger was founded in 1865. There are 129 stations, 61 of which are provided with both Life-boats and rocket apparatus. Fifty-one have Life-boats only (one of these is a motor-boat). Seventeen are provided with rocket apparatus only.

In 1910, 57 lives were saved, of which 53 were saved by Life-boats, and four

by rocket apparatus. The total number of lives saved since 1865 is 3,676, of which 3,146 were saved by Life-boats and 530 by rocket apparatus.

The Society is supported entirely by voluntary contributions, although it receives the patronage of the Emperor and other members of the Imperial family.

THE NETHERLANDS.

There are three societies engaged in the active work of life-saving. The chief of these is the "Noord-en-Zuid-hollandsche Reddingmaatschappij" (The North and South Holland Rescue Company), which was founded, like the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in 1824. It maintains 32 stations, of which 24 are provided with Life-boats (two of these are motor-boats), while all are supplied with rocket or other life-saving apparatus. Eight lives were saved in 1910. The total number saved since the foundation of the Society is 4,324.

The Society enjoys the patronage of the Prince of the Netherlands, but is entirely supported by voluntary contributions.

The operations of the "Zuidhollandsche Maatschappij tot Redding van Schipbreukelingen" (South Holland Company for Rescuing Shipwrecked Persons), and of two minor societies, are directed to assisting persons who have been rescued from shipwreck. Their work corresponds, in fact, broadly to that done in Great Britain by the Shipwrecked Mariners' Society. Their annual reports have not been received.

DENMARK.

The service was established by the State in 1852.

There are 56 stations, with 57 boats.

In 1910 128 were saved by Life-boats. The total number saved by Life-boats and rocket apparatus was 134. The total number saved by both means since the 1st January, 1852, is 8,837.

SWEDEN.

The Swedish Society was founded with its present organization in 1907, but Life-boat stations appear to have been established shortly after 1854, and these stations were taken over by the

present Society. There are 16 stations, of which seven are provided with Life-boats and rocket apparatus, while five are Life-boat stations only, and four are rocket apparatus stations only.

The total number of lives saved since 1856 is 1,854. Of these, 830 were saved by Life-boats, 131 by rocket apparatus, and 893 by other means (probably chiefly by shore boats).

The Society is supported entirely by voluntary contributions.

NORWAY.

The Norsk Selskab til Skibbrudnes Redning was founded in 1893. It

maintains 23 boats. In 1910 74 lives were saved, the total since the foundation of the Society being 1,610. The Society is supported entirely by voluntary contributions.

PORTUGAL.

The service is carried on by a private Society which controls both the Life-boat and the life-saving apparatus. There are 31 Life-boats, two of which are equipped with auxiliary motors. The total number of persons saved by every means during 1910 was 785. The total number saved since the formation of the Society is 4,872.

ANNUAL MEETING.

The eighty-eighth Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held in the Whitehall Rooms on Thursday, March 14th, 1912. His Grace the Duke of Northumberland, K.G., presided, and amongst those present were:—The Right Hon. the Earl Waldegrave, P.C., V.P. (Chairman of the Committee of Management), Sir John Cameron Lamb, C.B., C.M.G., V.P. (Deputy-Chairman), Admiral John Halliday Cave, C.B., V.P., Sir Godfrey Baring, Bart., M.P., Mr. Harold D. Clayton, the Hon. George C. Colville, Colonel the Hon. Charles E. Edgumbe, Mr. John Beville Fortescue, Lieut. H. T. Gartside-Tipping, R.N., Mr. Harry Hargood, Mr. Eugene F. Noel, Captain Robert Pitman, C.M.G., R.N., Captain George B. Preston, Sir Boverton Redwood, Bart., Rear-Admiral Hector B. Stewart, the Deputy-Master of the Trinity House, the Hydrographer of the Admiralty, Mr. Alfred G. Topham, Sir Allen W. Young, C.V.O., C.B., the Right Hon. Sir George Houston Reid, G.C.M.G., P.C., Sir Henry Craik, K.C.B., M.P., Mr. John Last Sayer, Commander St. Vincent Nepean, M.V.O., R.N., Mr. George F. Shee, M.A. (Secretary of the Institution), Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats), Mr. William Spicer (Assistant Secretary), Captain Sir F. Hervey-Bathurst, Bart., and Capt. A. C. Cust.

The CHAIRMAN, in opening the proceedings, said: The first duty I have to perform on this

occasion is the presentation of the Annual Report. I do not know that there is very much in the Report which makes it necessary for me to detain you at any length, but it is satisfactory to note that the work of this Institution goes on steadily, and that in the past year our average successes in the saving of life have been normal; we have done very much the same as in former years, and there is no striking difference in any direction.

Perhaps the best criterion of the value of our work is afforded by a comparison between the number of lives lost on our coasts and the number that the Life-boat service succeeds in rescuing from a watery grave. Here the Board of Trade figures provide us with the necessary data. In the year ending 30th June, 1910, the total number of lives lost in casualties on the coasts of the United Kingdom was 350. In the same period the Life-boats of the Institution saved 427 lives, while 188 were saved by shore-boats and were rewarded by the Institution. If we go further back and take what we have done since the year 1861 we find that, while on an average 600 lives were lost annually, the Institution has been instrumental in saving an average of 700 lives a year. No less than 50,081 lives had been saved by the Institution since it was first started in the year 1824 up to the 31st December last, and if we remember that for a good number of years after 1824 the Institution was in very low water, I think its work in later years constitutes a very creditable record. (Hear, hear.)

Eight new Life-boats were sent to the coast last year, and three of these were motor boats. The efforts of the Committee are now, as always, directed to taking advantage of the latest scientific improvements in every possible way, and I am sure that we shall all agree on one thing—that if we expect men to risk their lives in this Life-boat service it is our bounden duty to spare no expense and no trouble in making their efforts as little dangerous as the conditions of the case render possible.

Now, I should like to say one word about our position as regards other countries. You know we Englishmen are rather apt to crab

ourselves. We perhaps boast a little when we talk to our neighbours, but when we talk amongst ourselves we are very apt to say we don't do things half as well as other nations do. As regards this Life-boat service, let me say this: that it has been the Life-boat service of the United Kingdom which has spurred on other nations to adopt our methods, and which gave an example for other nations to imitate as far as they could. There are now Life-boat services in France, Germany, Russia, Italy, Spain, Portugal, Denmark, Norway, Sweden, and Turkey, as well as in our oversea Dominions, Australia, Canada, and South Africa. And we do all we can to give all these countries the advantage of our long experience in order to assist the efforts which they are making in their endeavours to save life at sea. But there is one country which I think presents a very useful lesson to us. You have heard, I am sure, from time to time proposals that the Life-boat service should be taken over by the Government of the country. There is a sort of idea in some people's minds that that abstract thing called the Government can do things so very much better than private people, and that idea has been extended to the Life-boat service. People have said, "Why should it not be a National Service instead of being carried on by a private Institution?" Well, in the United States it is carried on, and carried on very efficiently, by the Government of the day; and although their sea-coast is vastly more extensive than ours yet it is possible to compare the two because, curiously enough, they have 281 stations provided with Life-boats, while we have 283 Life-boats on our coasts. The cost of that service to the United States is 468,000*l.* a year, and the service of our Institution is carried on at 100,000*l.* Now, these figures are useful, I think, in two ways. First of all, it shows the vast economy which is effected by private effort as compared with the effort of the State; and, secondly, it is a good reply to some of those—I trust the feeling has died down now, but I remember it was rather rife some years ago—who say that we spend a very large amount of money each year. As I have said before, it is very necessary that we should secure the absolutely best appliances if we are to expect men to risk their lives in the service, and I do not believe we should be justified in cheeseparings. But, after all, I do not think we can be said to be extravagant. We spend less than a quarter of the sum the United States finds it necessary to spend for practically the same number of Life-boats.

I don't think there is anything more to detain you with. But there is one matter of great congratulation. You will remember that recently the Life-boat Saturday Fund was absorbed by the Institution. That Fund was a very useful auxiliary in spurring people forward to subscribe and to contribute to the Life-boat service, and it might have been thought that when that stimulus was removed there might have been a falling off in the subscriptions. But I am happy to be able to remind you that the revenue from Subscriptions, Donations, and remittances from

Branches was somewhat larger last year than it has been for some years past. (Applause.) We want all the money we can get, however. You must remember that the Legacies which are left us are largely spent in providing the necessary expenditure of the Institution, and we certainly do want a very large guarantee fund, as I might call it, behind us for paying our way, so that we may be able to invest most Legacies. *One regrets to have to spend Legacies as income, so that, although we are fortunate in the support that we get, we want a great deal more.*

I now present the Report to you. If any lady or gentleman wishes to make any observations we shall be very glad to hear them. (Applause.)

As no one wishes to make any remarks I will ask the Secretary to read the names of those proposed to fill the offices of President, Vice-Presidents, members of the Committee of Management, and Auditors.

The SECRETARY read the names of the Committee of Management as follows:—

President.

The Duke of Northumberland.

Vice-Presidents.

The Archbishop of Canterbury.

The Duke of Leeds.

The Duke of Portland.

The Duke of Abercorn.

The Marquis of Ailsa.

The Earl of Rosebery.

The Earl Waldegrave.

The Earl Brassey.

The Viscount Clifden.

Colonel Sir FitzRoy Clayton.

Sir John Cameron Lamb.

Admiral John Halliday Cave.

Treasurer.

The Earl of Harrowby.

Other Members of the Committee of Management.

The Rt. Hon. the Earl of Albemarle, K.C.V.O., C.B., A.D.C.

Major-Gen. Edward A. Altham, C.B., C.M.G.

Sir Godfrey Baring, Bart., M.P.

Admiral the Right Hon. Lord Charles W. de la

Poer Beresford, G.C.B., G.C.V.O., M.P.

Robert Birkbeck, Esq.

Admiral Claude E. Buckle.

Charles J. P. Cave, Esq.

Kenneth M. Clark, Esq.

Harold D. Clayton, Esq.

The Hon. George C. Colville.

Sir William Cory, Bart.

William C. Dawes, Esq.

The Rt. Hon. the Earl of Derby, G.C.V.O., C.B.

Sir George Doughty, M.P.

Admiral Sir William Montagu Dowell, G.C.B.

Colonel the Hon. Charles E. Edgcumbe.

Sir Robert Uniacke Penrose FitzGerald, Bart.

John Beville Fortescue, Esq.

Lieut. H. T. Gartside-Tipping, R.N.

Admiral Sir Richard Vesey Hamilton, G.C.B.

Harry Hargood, Esq.

The Right Hon. Arnold Morley.

Eugene F. Noel, Esq.

Admiral of the Fleet Sir Gerard H. U. Noel

K.C.B., K.C.M.G.

Captain Robert Pitman, C.M.G., R.N.
 Captain George B. Preston.
 Sir Boverton Redwood, Bart.
 Colonel the Right Hon. John E. Bernard
 Seely, D.S.O., M.P.
 The Hon. W. F. D. Smith.
 Rear-Admiral Hector B. Stewart.
 Sir Thomas Sutherland, G.C.M.G.
 The Admiral Commanding Coast Guard and
 Reserves.
 The Deputy-Master of the Trinity House.
 The Hydrographer of the Admiralty.
 J. Herbert Thewlis, Esq.
 Alfred G. Topham, Esq.
 Francis FitzPatrick Tower, Esq.
 Sir William Henry White, K.C.B., F.R.S.
 Sir Richard Henry Williams-Bulkeley, Bart.
 Sir Allen W. Young, C.B., C.V.O.

Auditors.

Messrs. Price, Waterhouse and Co.

The CHAIRMAN then called upon the Right Hon. Sir George Houston Reid, G.C.M.G., P.C., to move the first Resolution.

Sir GEORGE REID said:—When I received an invitation to come to this meeting and move a Resolution, my first feeling was one of surprise that a man from Australia should be asked to undertake this duty. But my next feeling was one of very great pride to be identified with the proceedings of an Institution whose fame has spread over the whole face of the earth. Now in Australia we are a very young people scattered over a great continent—I think we have about 10,000 miles of coast line—but we are among the communities which have followed the splendid example set by this noble Life-boat Institution so many years ago. Our Life-boats are under the Government, but you can quite understand that in a new country there are many useful and noble undertakings which the Government is compelled to undertake. But I confess I admire infinitely more the basis upon which this Royal National Life-boat Institution rests. There is in the voluntary effort, the voluntary liberality, and the voluntary zeal which has animated this body in its various Committees for so many years—there is in that a great deal which helps to diffuse good influences, which I think were never more wanted than they are now. This country is a very small one geographically, but its trade is something stupendous. The trade of the United Kingdom is now somewhere about twelve-hundred-and-fifty millions sterling a year, and that is one-hundred-and-forty millions a year more than the combined trade of Germany and France. Then in the Empire there are nineteen millions of tons under the Red Ensign. Is not that a stupendous thought?

The noble Chairman referred to the fact that English people still love to disparage things in the family circle. I think there is a great deal too much of that. On the other hand there is some good to be got out of it, because complacency in these days of incessant struggle and rivalry is perhaps the worst sort of luxury we can indulge in. Personally I feel grateful to the pessimists for the gruel

they give us so often. But I decline to make it a staple article of food. (Laughter.) It is very good as a medicine, but not as a nourishment.

Now the extensive nature of the operations of this Life-boat Institution strike me very much; 283 Life-boats are managed under the various Committees of this national Institution. The number of lives that have been saved, over 50,000, since this Institution was founded is a noble record. At present every year 600 lives are lost around our coasts. Just think what a great fight this Institution makes when out of 1,300 lives in deadly peril at least 700 every year are saved by the men who man the Life-boats of this Institution!

I am asked to move:—"That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries."

I am sure that this is a motion which you will carry with very great gratitude. This Institution's operations extend over a great area, they involve a number of difficult matters of detail, and I fancy the management of the Institution is remarkable in its smooth and efficient working. So we want to thank the Committees. I see there are Ladies' Auxiliary Committees. I think that is a great thing. The enthusiasm of the ladies is priceless, almost always. (Laughter.) But above all we do feel unbounded gratitude to the men who take these Life-boats out, the men who hold their lives at hazard for every storm that breaks upon the coasts of the British Isles. In these days there is a great deal of pleasure seeking, there is a great deal of money making. There is also a great deal of charity and benevolence. But all these things, what are they compared to the matter-of-fact, unobtrusive heroism, the sublime unselfishness of these men who, although their lives are mainly spent on shore, hold them in sacred trust always for those in peril on the sea? (Cheers.)

Sir HENRY CRAIK, K.C.B., M.P., in seconding the Resolution, said:—It gives me the very greatest pleasure to be present here at the suggestion of your able Secretary.

The record of the work of this Institution as performed from the time it was founded some 90 years ago is really a wonderful one when we come to think of it. More especially is it when we contrast it, as some of us who look back must, with the fact that within the memory of those who were living when this Institution was founded a wreck upon the coast was counted a gift of Providence out of which the inhabitants ought to make the best they could. But you have brought out another spirit and another aspect of the matter. We, as a maritime nation, into whose hands the great mercantile interests of the world are mainly entrusted, find it our duty, above

all other nations, to perform the services rendered by this Institution to the shipwrecked mariner. To many it would appear that this was a national duty to be taken up by national machinery. I am glad above all things, Mr. Chairman, that you have stepped in and continued that work without coming within the fetters of State organization and State control. Nothing can be better than that what can be done by citizens for themselves should be done by themselves, and not by any State agency. It is absolutely certain that under State agency methods would be cramped, you would be forced to run in certain fixed channels, energy, originality, and enterprise which you get from individuals would be lost, and another considerable matter, not, perhaps, the greatest, your expense, would be enormously increased. I have worked the greater part of my life in State administration; but not its best friends will say that, whatever its virtues, economy is one. (Laughter.)

Well, I do not want to occupy your attention once more with celebrating the self-sacrifice, comradeship and heroism of those who at these 283 centres, all of which have a Life-boat, are showing themselves capable as your crews. But I wish to call attention to that humbler band of sturdy beggars who are working on your behalf. Your work would not go on without the great unseen work, not in the limelight and not celebrated for its heroism, of those who from day to day are doing the spade work, getting the materials for your great enterprise, and bringing the grist to the mill, which would be useless without it. (Hear, hear.)

In seconding this motion I would ask you to remember with gratitude, and to stir up by your encouragement, those who, in every corner of this land, are working on your behalf, interesting their neighbours in your cause, and gathering for you those subscriptions that are so essential for your purpose. (Applause.)

The CHAIRMAN then put the Resolution to the meeting, and it was carried unanimously.

The Rt. Hon. the EARL WALDEGRAVE, P.C., in moving a vote of thanks to the Chairman, said: Before proposing the vote which I am going to speak to you about, I should like to express, on my own behalf and, as Chairman of the Institution, on behalf of my colleagues on the Committee of Management, my great regret that my predecessor in the Chair, Colonel Sir FitzRoy Clayton, is unable through illness to be here to-day. For a great many years he devoted himself most heartily to this work, and we all wish he was here with us. I feel sure that you will all join heartily with me in wishing him better health and in expressing regret that he is not able to be here to-day. (Hear, hear.) It is now my great pleasure to ask you to give a vote of thanks to His Grace the Duke of Northumberland for presiding over this meeting to-day. It is most appropriate that he should be in the Chair, not only because he is at this moment our President, but because of the very important fact that his family have been connected

with this Institution almost from its infancy. In 1851 the Fourth Duke of Northumberland became second President of the Institution and devoted himself most heartily to the work. He offered a prize of one hundred guineas for the best model of a Life-boat, and a further hundred guineas for a Boat built to the approved model selected. This Boat, which was built, I think, by Mr. Beeching, was the first self-righting Life-boat ever built, and may roughly be said to be the origin of the Life-boats of the present day. Ever since this great predecessor, who was the second President, the family of the Northumberlands has shown the greatest interest in the work of this Institution, and we are very glad to have the present Grace as our President and to have him in the Chair to-day. I would ask you all to give him a hearty vote of thanks.

The motion I have the honour to move is: "That the best thanks of this Meeting be given to his Grace the Duke of Northumberland, K.G., for presiding over this the Eighty-eighth Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION."

Mr. JOHN LAST SAYER, in seconding the motion, said: It is a very great honour to be called upon to second this Resolution. I commenced work for the City of London Branch under Sir Edward Birkbeck, the late Chairman of the Institution. In those days the collections from that Branch only amounted to about 500*l.* a year. But last year we got about 7,000*l.* (Applause.) We hope and trust we shall be able to reach 10,000*l.* (Applause.) That is our aim, and when we see gentlemen like our Chairman of to-day devoting their time to assisting an Institution whose object is the saving of life, it is very gratifying and encouraging to us, as it must be to all those who are working for the cause. Our work could not go on without the example of our noble leaders, and I have very much pleasure in seconding the Resolution.

The EARL WALDEGRAVE put the motion and it was carried with acclamation.

His Grace the DUKE OF NORTHUMBERLAND, K.G., in replying, said: I cordially thank Lord Waldegrave and Mr. Sayer for putting this Resolution to you, and you, ladies and gentlemen, for the way you have received it. It gives me very great pleasure to do any work at any time I can for our National Institution. As Lord Waldegrave said, I have almost a hereditary interest in the Institution, and I have been a member of the Committee, though I am afraid a very idle one, for a considerable number of years. I cannot sit down without saying how cordially I endorse what Lord Waldegrave has said of our regret that Colonel Sir FitzRoy Clayton cannot be here this afternoon. As long as my memory carries me back in connexion with the Institution I cannot remember a time when Sir FitzRoy Clayton was not a leading spirit in its work, taking the most strenuous and lively interest in its welfare; and I believe there is no one connected with the Royal National Life-boat Institution to whom we owe more than we do to him for its successful position at the present time. (Applause.)

VISIT OF THE DEPUTY-CHAIRMAN AND SIR GERARD NOEL TO ST. ABBES, DUNBAR AND SKATERAW.

THE management and the practical working of a great national service like that of the Life-boat demand the constant attention of the technical officers of the Institution; and these, under the direction of the Chief Inspector of Life-boats, are daily engaged in visiting all the Life-boat Stations in their respective areas, inspecting the boats, boathouses, slipways, etc., exercising the crews and conferring with

St. Abbs, to which Station a motor Life-boat was sent in April, 1911. The difficulty is a peculiar one, and though in one respect due to purely natural causes, viz., to the terrible rush of the sea in north-easterly gales at the narrow entrance of the harbour, in another it may be said to be due to the bravery, promptness and efficiency of the crew. This may appear paradoxical, but it will be readily understood by readers



BY PERMISSION OF MR T. T. BISSET, DUNBAR.

THE MOTOR LIFE-BOAT, ST. ABBES.

those public-spirited persons who are good enough to look after the interests of the Institution in an honorary capacity.

Notwithstanding this permanent provision, however, it occurs from time to time that some difficult and knotty question arises which requires the direct intervention of the Committee of Management. In such cases the Committee depute some of their number to make an investigation on the spot.

A case of this kind recently arose at the newly-established Station at

who realise, first, that in the conditions which would involve the maximum of danger to a boat attempting to make to sea a wreck would be very likely to occur, and, second, that a Coxswain and crew full of that pluck and spirit of humanity which are so characteristic of the typical Life-boatman could not easily be restrained from going out by any consideration of danger.

Such are the conditions at St. Abbs, and it was with a view to seeing what measures, if any, could be taken to guard against undue risk of disaster

(risk there must always be) that the Deputy-Chairman of the Institution and Admiral of the Fleet Sir Gerard Noel visited St. Abbs in February last. The Deputy-Chairman devotes most of his time to the Life-boat Institution, and is the author of "The Life-boat and Its Work." Sir Gerard Noel's title is sufficient to indicate the experience and knowledge of the sea with which he would approach the problem we have indicated. These two members of the Committee were accompanied by Commander Thomas Holmes, R.N., the Chief Inspector of Life-boats, and were joined by Lieutenant Forbes, R.N., the District Inspector; and in their enquiries they had the advantage of the cordial co-operation and hospitality of Miss Hay, the Honorary Secretary of the St. Abbs Station, as well as the constant and valuable assistance of Mr. Bertram, the Honorary Secretary of the Dunbar and Skateraw Stations and the Joint Honorary Secretary for St. Abbs.

They made a careful examination of the coast to the south of the harbour at St. Abbs and confirmed the view of the technical officers that an alternative launching place in that direction from either the harbour or Coldingham Bay could not be recommended. They then visited Petticoe Wick, which had been suggested as a possible position for the Life-boat, as there is fairly good protection from north-easterly gales. The crew would, however, have to be conveyed from St. Abbs either along a footpath or by a road which is little better than a cart-track. The footpath would be dangerous if not impossible on a dark stormy night, being a series of steep and slippery ascents and descents. The cart-road is also very rough, and it would be difficult to drive a crew and helpers along it in the dark. Moreover, if the motor boat were stationed at Petticoe Wick, it could not be properly attended to unless a mechanic were stationed there to look after it, in which case a cottage would have to be built for him, and he would be quite isolated and very lonely. The conclusion they arrived at, therefore,

was adverse to the Life-boat being stationed at Petticoe Wick.

They ascertained that on the occasion of the loss with all hands of the s.s. *Alfred Erlandsen*, which led the Committee of Management to establish a Station at St. Abbs, a motor boat could have got out of the harbour with safety and might have saved the unfortunate crew; also, that within the memory of the oldest fishermen there had never been an accident to the fishing boats at the entrance to the harbour.

In their report, which was approved by the Committee of Management at the monthly meeting in March, the Deputy-Chairman and Sir Gerard Noel recommended that the motor boat be allowed to remain at St. Abbs on certain stringent conditions, to the effect that, in gales from any quarter between north by east and east by north-east, the fisher members of the Committee must be consulted, and that the boat is not to go out except with their concurrence and the express approval of the Honorary Secretary and (or) the Chairman.

They also recommended that a permanent motor mechanic should be stationed at St. Abbs in order to secure that the motor may be constantly exercised and her machinery kept in perfect condition.

The Deputy-Chairman and Sir Gerard Noel took the opportunity to inspect the Stations at Dunbar and Skateraw, and found both in excellent condition, with efficient and well-organized arrangements for launching the boats. There are conditions when it is difficult for the Dunbar boat to go out to sea, but in that case the Skateraw boat can always launch, and the arrangements for conveying the crew to Skateraw work very well. The position of Skateraw is undoubtedly better than any other in the neighbourhood.

This account may be of interest to our readers as showing how the Committee of Management keep in touch with the practical working of the Life-boat service and endeavour to meet any difficulty which may arise.

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

BROADSTAIRS, KENT. — The ketch *Trojan*, of Jersey, bound from London to Morlaix, Brittany, was wrecked on the Goodwin Sands on the 14th July soon after 2 A.M. The Life-boat *Francis Forbes Barton* was launched in response to signals, and on reaching the ketch the master engaged the Life-boatmen to save the vessel. A motor-boat from the shore also proceeded to the ketch and put two men on board. As a heavy sea was running on the sands the motor-boat was obliged to seek shelter in smooth water and later to return ashore, leaving her two men on the vessel. All the men on board made strenuous efforts to save the ketch; fifteen tons of cargo were jettisoned to try and lighten the vessel, but as the tide rose the sea made and the vessel became a total wreck. As soon as it was seen that there was no hope of saving the craft the Life-boat rescued the crew of four hands and the two men belonging to the motor-boat. In addition to the men the Life-boat brought ashore two canaries, and, according to the accounts which subsequently appeared in the press, the hen bird never left her nest.

MINEHEAD, SOMERSET. — A strong S.E. gale sprang up on the 29th July, and at 5 P.M. information was received by telephone from Hurlstone signal-station that a boat was in distress. The crew of the Life-boat *George Leicester* were summoned and in seven minutes the Life-boat was afloat. Shortly afterwards another message was received stating the boat in distress had been picked up by a yacht, and that the services of the Life-boat would not be required. Signals were made to recall the boat, but about this time the coxswain observed a small yacht—the *Pastime*, of Bristol—flying signals of distress. The Life-boat proceeded to her, took her in tow and brought her into safety. Another message was then received reporting that the yacht which was towing the first mentioned boat had had her mast carried away. The Life-boat was at once sent to their assistance,

but before she reached them a passenger steamer took them in tow for Minehead. The Life-boat returned under canvas and on the way picked up and towed in a small pleasure boat that was unable to make the harbour.

RUNSWICK, YORKSHIRE. — The s.s. *Onslow*, of London, carrying crew of twenty-six hands, stranded at Kettle-ness Point during a dense fog on 12th August. She was loaded with coal at the time. Information of the accident reached Runswick at 8 A.M. and the Life-boat *Hester Rothschild* was despatched to their assistance. The sea was calm everywhere except close to the rocks. The men on board declined to leave their vessel, but the Life-boat, at the request of the captain, stood by the ship all day until the sea on the rocks moderated.

MONTROSE, FORFARSHIRE. — On the morning of the 24th August, the weather being fine, the fishing fleet put to sea, but the S.S.E. wind freshened and caused the sea on the bar to rise, until about 10 A.M., when it had become so heavy that it was considered unsafe for the small boats not already in harbour to attempt to cross the bar. At 10.45 A.M. the Life-boat *Sarah Jane Turner* was launched and proceeded to sea, the boats *Betsy* and *Meggie* being in danger. The six men forming the crews were asked if they would come into the Life-boat, but they preferred to remain on board their boats, asking the Life-boat to keep close to them over the bar in case of disaster. The boat did so accordingly, and was able to return to her house at 12.30 P.M.

YARMOUTH, NORFOLK. — At 7.15 P.M. on 19th September, when a fresh breeze was blowing from the S.W. accompanied by a rough sea, the St. Nicholas light-vessel fired signals denoting that a vessel was in distress, and about the same time a vessel was observed, apparently ashore, on the inside part of the Scroby Sands. The Life-boat *John Burch* was launched and proceeded to the

vessel, which proved to be the fishing-smack *Boy Ben*, of Lowestoft, bound for the North Sea fishing-grounds. Before the Life-boat arrived she had got off the sands, but she had no sails set with the exception of the mizzen, and her anchor was hanging in the water. As the vessel was drifting, the Life-boat stood by her until sail had been set; she then returned to her station.

COURTOWN, WEXFORD.—On 22nd September, during a strong S.S.E. gale, the *Robert FitzStephens* Life-boat was launched in answer to signals of distress from the schooner *Violet*, of Arklow, which was at anchor off Courtown. On arrival alongside, the coxswain found that owing to the gale and heavy sea one of the vessel's cables had carried away and that the remaining anchor was dragging. There were three men on board, and as they feared the schooner would be driven ashore and wrecked, they were taken into the Life-boat and landed. The vessel fortunately rode out the gale.

BARMOUTH, MERIONETHSHIRE.—At 5.30 P.M. on 25th September it was reported to the Honorary Secretary that the little fishing smack *Dobell*, of Carnarvon, was out in Barmouth Bay and was making for port, the weather having suddenly become squally and boisterous, and blowing strong from S.S.W. The Honorary Secretary took his "glass" and went to see how the smack was faring. He found that she was almost on the bar; and the next moment she stranded in heavy seas, having carried away some of her sails. Realising that if help was not promptly forthcoming the smack would be wrecked and her two occupants perish, the Honorary Secretary called out the Life-boat *Jones-Gibb* with all speed. In less than half an hour the Life-boat reached the *Dobell* and brought both the men and the boat into the harbour safely.

GORLESTON, SUFFOLK.—At 1.5 A.M. on the 26th September signals were observed from a vessel to the north-eastward of the station. They were duly reported to the Coxswain, who

promptly summoned his crew. The *Mark Lane* was launched, and found a small steamer bumping heavily on the Scoby Sands. The master of the vessel stated that he was not desirous of leaving her; he wished, if possible, to get the vessel clear of the sand at high water. The Life-boat, therefore, stood by until 8 A.M., when the vessel was worked clear. No further service being required, the boat returned to her station, arriving at 8.45 A.M. The vessel was the steamer *Elsie*, of Hull, and had a crew of five men on board.

PENMON, ANGLESEY.—On the morning of the 26th September the fishing-boat *Margaret and Alice*, of Liverpool, grounded on the rocks on the east end of Puffin Island, and made signals of distress for assistance. The crew of the Life-boat *Christopher Brown* were summoned from Beaumaris, and the boat launched to her assistance. On reaching the vessel it was found that the crew of four hands wished to be landed as they feared their vessel would become a total wreck. The weather was very unsettled at the time, and if the wind had freshened the men would have been in considerable danger. They were accordingly taken into the boat and brought to Penmon, where they were landed at 4 P.M.

CLOVELLY, N. DEVON.—At 11.35 A.M. on the 30th September a telephone message was received at the coastguard's station, Clovelly, from the coastguard at Hartland Point, to the effect that a ketch was showing signals of distress. The Coxswain of the Life-boat *Elinor Roget* was immediately informed and the boat promptly launched. She proceeded at once to the vessel, which was about four miles distant. The ketch proved to be the *Dew-i-wyn* of Bideford. She had had her headsails blown away in the moderate gale which then prevailed, and in addition to making a lot of water, was unmanageable, as the steering gear was out of order. The crew of three hands were rescued in an exhausted condition, and the boat landed them at Clovelly in a very heavy sea. This was a very expeditious service and was carried out in a very creditable

manner. At the time of the casualty the ketch was bound from Plymouth to Pembroke with a cargo of bricks. She subsequently foundered at her anchors.

BEMBRIDGE, ISLE OF WIGHT.—In the early morning of the 30th September the ketch *Energy*, of Gloucester, stranded on Bembridge Ledge, and some of the local fishermen went off to her in a large fishing-boat. On arriving at the vessel the captain stated that he would remain on board, and as the weather was improving the boat returned ashore. The captain told them that should he require any assistance he would make further signals. At about 11.30 A.M. the wind flew into the north and increased to a gale, and about the same time signals were hoisted on the vessel. The Life-boat *Queen Victoria* was promptly launched and proceeded to the ketch. Five men were placed on board, who assisted to stow the sails, but it was found that nothing further could be done, as the water came in as fast as the tide flowed. As it was evident the vessel would become a total wreck, the crew of three hands were rescued and conveyed to Bembridge.

SOUTHEND-ON-SEA, ESSEX.—At 5 A.M. on the 30th September the Coxswain of the Life-boat *James Stevens No. 9*, received a message from the pier-head that a ketch was driving down on to the pier. The Coxswain assembled his crew and proceeded to the assistance of the vessel, and on reaching her, the mate engaged the men to salve the vessel if possible. She proved to be the *Invicta*, bound to Hull with a general cargo. At the time of the accident a moderate S.W. gale prevailed, but with the assistance of the Life-boatmen the vessel was got clear of the pier, and was taken to Gravesend.

SOUTHEND-ON-SEA, ESSEX.—At 8.30 P.M. on the 30th September the Life-boat *James Stevens No. 9* was called out in answer to rockets from the Nore light-vessel. On reaching the "Nore," the Master reported that he had been repeating signals made from the Mouse light-vessel. The boat, therefore, at once proceeded there, and ascertained

that flares had been seen to the north-eastward. The Life-boat at once sailed in the direction and found the barge *Audacious*, of Colchester, in a sinking condition. As it was not possible to do anything to save the barge the two men, who were on board, together with their dog, were taken into the boat. The Life-boat then proceeded to search for another vessel which had shown a flare while the men on the barge were being rescued. No vessel, however, could be found, and the Life-boat made for home, arriving at her moorings at 3.30 A.M., after a very rough passage, as a strong gale was blowing, accompanied by a very heavy sea. As soon as the men and their dog were landed they were taken to the Victoria Coffee Palace, where they received every attention and kindness.

WALTON-ON-NAZE, ESSEX.—At 9 P.M. on the 30th September distress rockets were seen in the direction of the Swin Middle light-vessel. The information was conveyed to the Coxswain of the Life-boat *James Stevens No. 14*, and rockets were fired to assemble the crew. The crew responded promptly and the boat at once put to sea. On reaching the Swin Middle light-vessel they found that they were answering signals from the Mouse light-ship. On reaching that light-ship the boat ascertained that a vessel was in distress near the Maplin Sands. The boat made for the Sands, and found the sunken barge, from which the crew had already been rescued by the Southend boat; they then proceeded down the Sands towards the Maplin light-house, where signals of distress were being made. At the same time a flare was observed from a vessel on the Barrow Sands. The boat immediately made for her and found she was the barge *Peace*, of Colchester. She was in a water-logged condition and driving on to the Sands. The crew of two men and a woman were taken from the barge, and, the woman being in a prostrate condition, the Coxswain ran for the nearest port, namely, Sheerness, where they arrived about 11 A.M. next morning. While making for Sheerness the motor, with which the boat is fitted, failed, owing

to water getting into the hatch. As it was Sunday morning when the boat arrived at Sheerness, she remained there until the following day, and the motor having been put in order, she returned to her station, arriving at 12.30 P.M.

RAMSGATE, KENT.—The barge *Envoy*, of Dover, was overtaken by a whole N.N.W. gale and very heavy sea when near the Brake Sands, on the 30th September. The Life-boat *Charles and Susanna Stephens* was despatched to her assistance a few minutes after midnight, and stood by the barge whilst efforts were made by the harbour tug to save her. Some considerable difficulty was experienced in rendering assistance, but eventually the tug was able to get the barge into safety.

HILBRE ISLAND, CHESHIRE.—During a moderate N.N.E. gale on the night of 30th September, the Bar light-ship broke loose from her moorings and commenced to drift towards the banks. Her position was one of considerable danger, and signals of distress attracted the attention of the Life-boats in the vicinity. The Life-boat *Admiral Briggs* was launched from Hilbre Island. On reaching the light-ship, the crew passed a warp to the boat, and the captain requested the Coxswain to stand by. He accordingly did so until 8 A.M. Other Life-boats also came to the assistance of those on board the light-ship, but their services were not required. At 8 A.M. the Mersey Dock Board's tender took the light-ship in tow and, the services of the Life-boat being no longer required, she returned to Hilbre Pool. The Coxswain made an attempt to re-house the boat, but, owing to the state of the weather, had to leave her afloat until the weather moderated.

MARGATE, KENT.—At 7.45 P.M. on the 1st October the Life-boat *Civil Service No. 1* was called out by flares and rockets which had been seen in a north-easterly direction. About two miles from the east Margate buoy they found the schooner *Celestina*, of Portsmouth, in a dismasted condition, with a steamer in attendance. The Life-boat went to her, and the captain requested the

Coxswain to stand by him, while the steamer made an effort to tow her to a place of safety. Several attempts were made, but the tow ropes carried away each time and, as the vessel was driving towards the Goodwin Sands, the steamer was obliged to give up all idea of saving her. The Life-boat then, with very great difficulty, rescued the crew, five in number, who were in a very exhausted condition. Owing to the wreckage in the vicinity of the vessel and the heavy sea running, the Life-boat was considerably damaged.

SOUTHWOLD, SUFFOLK.—At 6.15 P.M. on the 4th October, it was reported to the Coxswain of the No. 1 Life-boat *Alfred Corry*, that a small boat was driving south in front of the town with two persons on board. As a fresh easterly wind was blowing and there was too much sea for the boat to get ashore, the Life-boat was launched and picked up the boat about half a mile to the south of the harbour. The two men in her were rescued and the boat towed into safety. She was a small fishing-boat named the *Boy Arthur*, belonging to Kessingland. When the men were rescued the boat was half-filled with water, and the men were exhausted from baling, and, had it not been for the timely assistance of the Life-boat, they would in all probability have lost their lives.

NEWBIGGIN, NORTHUMBERLAND.—The S.S. *Karuma*, of Hamburg, ran on to the rocks about half a mile north of Newbiggin Point, during a very thick fog, on 13th October, whilst bound from Hamburg to the Tyne. The Life-boat *Ada Lewis* was immediately launched and proceeded to the vessel, but owing to the fog and the darkness then approaching it was impossible to ascertain whether the vessel was in danger or not. At the request of the captain the Life-boat stood by the vessel throughout the night until 6 A.M., when, with the assistance of tugs, she was refloated on the flowing tide.

NEWLYN, CORNWALL.—During a thick fog on the night of the 13th October a large steamer named the *Hammershus*,

belonging to Copenhagen, stranded in Lamorna Cove. At the time a moderate S.S.E. wind was blowing with a rough sea. The Life-boat *Elizabeth and Blanche* was launched shortly after 11 P.M., and reached the vessel at about midnight. She found the steamer right under the cliffs, and the captain engaged the crew to save the vessel. The steamer was refloated about 6 A.M. on the 14th October, the Life-boat rendering valuable assistance in the work of salving her.

ARKLOW, Co. WICKLOW.—At 1 A.M. on the 15th October it was reported that a schooner was ashore on the north beach. The rocket apparatus turned out and endeavoured to effect communication from the shore, but the vessel was too far off, and they failed to reach her. As the men on board were in danger, owing to the heavy sea then prevailing, the Life-boat *Frances and Charlotte* was launched. Whilst proceeding to the vessel she was continually filled by heavy seas, but freed herself readily. On nearing the wreck she was anchored and veered down to her, and succeeded in getting a line on board. Two men forming the crew were taken into the Life-boat, but the master, before he could be rescued, cut the line which was holding the Life-boat, leaving him alone on board the vessel. His two comrades did their best to persuade him to leave, but without avail, and, after a time, the Coxswain decided to take the two men ashore, as they were very wet and somewhat exhausted. When day dawned the boat again put off to the wreck, and after some difficulty succeeded in getting alongside. At first no answer could be obtained from the man on board, but, the grapplings having been made secure, the two men belonging to the vessel again proceeded on board, and with trouble succeeded in persuading the man to come ashore. The vessel, which was the schooner *Champion of the Seas*, belonging to Ardrossan, eventually became a total wreck.

WEXFORD, Co. WEXFORD.—In a strong south-easterly gale, on 26th October, the ketch *Mabel*, of Bideford, went ashore on the Dogger Bank, in Wexford

Bay. The vessel, which was loaded with salt, was bound from Gloucester to Wexford. The casualty occurred soon after 6 A.M., and the crew at once hoisted signals of distress. The Life-boat *James Stevens No. 15* was launched to her assistance, and in tow of a tug proceeded, against the gale and very heavy sea, to the sand banks. She found the vessel labouring heavily, and the seas making a clean breach over her. The Life-boat was anchored and veered down to the wreck, but it was a considerable time before the four men, who comprised the crew, could be rescued, and whilst the boat was alongside she was frequently filled to the gunwale. As soon as the men were rescued, sail was made and the boat beat through the broken water; she was then again taken in tow by the tug, which took her and the shipwrecked men to Wexford. This was a very excellent service. The crew of the *Mabel* were taken off after strenuous efforts lasting about three hours. There was a very heavy sea on the Bank at the time, and it was with the greatest difficulty that the four men were saved. The vessel very shortly after they had been taken off became a total wreck.

The Committee of Management, in appreciation of the good work done, accorded the crew an additional reward.

RAMSEY, ISLE OF MAN.—At about 4 P.M. on the 29th October, during a gale of wind from the S.S.E., a ketch, riding about one mile north-east of the harbour, was observed flying signals of distress. In response, the crew of the Life-boat *Mary Isabella* were quickly mustered and the boat launched. This proved a very difficult task owing to the soft sand which was silted up at the end of the slipway. The boat, however, was eventually got afloat, and on reaching the ketch, which proved to be the *X. L.*, of Castletown, she took off the four men on board, and brought them ashore.

HARWICH, ESSEX.—In response to signals of distress fired by the Cork light-vessel on the 30th October, the Steam Life-boat *City of Glasgow* was sent to sea. On reaching the light-

vessel, the master reported that a vessel was burning flares to the north-eastward. The boat proceeded in that direction, and found the barge *Antje* ashore on the Felixstowe beach. As the seas were breaking heavily over the vessel, the master determined to abandon her. She was bound at the time from Hull to Harwich with a cargo of coal. He and his crew of two men, together with their dog, were taken into the Life-boat, which conveyed them to Harwich Pier. It was shortly before 4 A.M. when the crew were landed: as it was felt by the master that an effort should be made to try to save the vessel, the Life-boat again proceeded to her, and got a line on board. The Life-boat succeeded in getting the barge afloat, but she foundered a few minutes afterwards.

LLANDUDNO, CARNARVONSHIRE. — Shortly after noon on the 30th October a telephone message was received stating that a ship was showing signals of distress in Rhos Bay. The assembly signal was fired for the crew of the Life-boat, and the boat *Theodore Price* was promptly launched. She proceeded under canvas to the vessel and found her to be the schooner *Jane and Ann*, of Carnarvon, laden with coal, and bound from Liverpool to Fishguard. The master stated that he required assistance to get up his anchors and help to get to Chester. As the wind was blowing a moderate gale from the north-west, accompanied by a heavy sea, six men of the Life-boat's crew were placed on board and rendered the necessary assistance; the boat then returned to her station, where she arrived at 6.30 P.M.

WALMER, KENT.—On the morning of the 30th October information was received from the coastguard, that a barge was driving off St. Margaret's Bay in a dismasted condition, and making signals of distress. The crew of the Life-boat *Civil Service No. 4* were summoned, and the boat launched. She proceeded to the barge, which proved to be the *Birthday*, of London, bound from Portsmouth to Dunkirk. Three Life-boatmen were put on board the barge and, with the assistance of a tug, both she and her crew of three men were saved.

WITHERNSEA, YORKSHIRE. — In the afternoon of 1st November it was found necessary to launch the Life-boat to go to the assistance of a small fishing-boat which had put off earlier in the day with a crew of three men. A very heavy ground sea had set in, and the sea was breaking a long way out from the beach. For the boat to have come ashore would certainly have resulted in her being swamped, and possibly in loss of life, and as there was no place where they could land in safety within twelve miles, the Life-boat was despatched to their assistance and succeeded in rescuing the three men.

THE LIZARD, CORNWALL.—At about 3 o'clock on the 3rd November the Norwegian ship *Hansy*, of about 1,500 tons, bound for Sydney with a cargo of timber, was wrecked at Penolver, owing to a south-west gale and heavy sea. The coastguard with the rocket apparatus quickly proceeded to the cliffs just above the wreck, and with the first shot they were successful in getting a line on to the wreck, and very soon the life-saving apparatus was fixed up and in working order. At about the same time the Lizard Life-boat, *Admiral Sir George Back*, was successfully launched, this being a matter of no little difficulty, owing to the very heavy sea then running. The majority of the crew, together with the captain's wife and child, were saved by the rocket apparatus, while the captain, one of the officers and one of the crew were saved by the Life-boat. The rescues were accomplished about 4.30 P.M. Owing to the very heavy sea it was thought best to take the Life-boat to Church Cove. She therefore made for that place, and was taken back to her station the next day. After the ship struck, she speedily filled and settled down, so that her decks were awash, and the seas dashed right over her, while her cargo of timber washed out of her and covered the rocks in the vicinity.

ST. ANNE'S, LANCASHIRE.—At 7.30 P.M. on the 5th November signals of distress were observed from a vessel on Salter's Bank. The wind was blowing with the force of a whole gale from the south-

west, and there was a very heavy sea. The Life-boat *James Scarlet* was promptly launched, but until the tide turned at about 11 o'clock all efforts to reach the vessel proved unavailing. At that time a further effort was made which proved successful. The vessel was found to be the steamer *Rosaleen*, of Cardiff, bound from Dublin to Gaston in ballast. The master of the vessel stated that they had left Dublin the previous afternoon in a moderate gale, which quickly increased to a hurricane. The engines broke down, the stokehole became flooded, and the vessel became quite unmanageable. She drifted the whole of the following day, which was Sunday, and finally grounded on Salter's Bank. The crew of eleven hands were taken into the Life-boat, which arrived back at St. Anne's at midnight. The master of the vessel was loud in his praises of the St. Anne's Life-boatmen, and expressed his gratitude for the timely rescue. The shipwrecked men, who were quite destitute, were, on being landed, at once provided with food and shelter.

PORT LOGAN, KIRKCUDBRIGHTSHIRE.—The Life-boat *Thomas McCunn* was summoned on the morning of the 5th November to the assistance of a vessel in distress and wanting help off Drummore. The boat was transported on her carriage to the vicinity of the distressed vessel and launched in a hurricane of wind. She succeeded in rescuing the crew of three men and brought them into safety. The vessel was the schooner *Glide*, of Belfast, and was bound from Maryport to Port Logan with a cargo of coal.

GROOMSPORT AND DONAGHADEE, CO. DOWN.—The schooner *Mary*, of Newbridge, Cornwall, made signals of distress on the afternoon of the 5th November. A strong W.N.W. gale was raging, and the *Carrickfergus* Life-boat put off to her assistance, but their help was declined. About 3.30 P.M., when the vessel was in the neighbourhood of Bangor, it was seen that she was then dragging her anchors, and the Groomsport Life-boat *Chapman* was launched to her assistance. She rescued the crew

of five hands, and landed them at 7 P.M. About 7.30 A.M. next morning the vessel was observed drifting down channel, and the information was conveyed to the Coxswain of the motor Life-boat *William and Mary*, stationed at Donaghadee. The boat promptly put out to her assistance, and finding no one on board, placed six of the Life-boat's crew on the schooner, and with the assistance of the boat they succeeded in working the vessel into harbour. During this service a whole north-westerly gale prevailed, accompanied by a very heavy sea.

HOLYHEAD, ANGLESEY.—At 7 A.M. on the 5th November, during a strong W.S.W. gale and very heavy sea, signals of distress were seen on board a small schooner which was in a very dangerous position and dragging her anchors. The steam Life-boat *Duke of Northumberland* proceeded to her assistance and rescued the four men on board. After the men had been taken out of her the anchors held, but it would have been impossible for anybody to remain on the vessel in safety. Next morning it was seen that the vessel was still at her anchors; permission was, therefore, given for the Life-boat to again go out to her. The crew of the vessel were replaced on board, together with some of the crew of the Life-boat, and the ship under her own sails was brought into harbour. The schooner was the *Kinnaird*, of Liverpool, bound from Parr to Western Point, with a cargo of china clay.

The rescue of the crew of the *Kinnaird* was accomplished a few minutes after 8 o'clock on the morning of the 5th November, and later in the day, at about 4 P.M., signals were seen on the schooner *Lizzie Ellen*, of Cardigan, which was at anchor in the outer roads. It was blowing a strong gale at the time. The Life-boat was therefore sent to her assistance, and took the crew of four men and the captain's wife on board. The vessel was dragging her anchors, and night was coming on. They were landed in safety in Holyhead, and next day a small steamer was able to tow the schooner into safety.

On the 7th November, the schooner

Ellwood, of Dublin, bound from Wicklow to Gaston with a cargo of timber, also got into difficulties when in the outer roads Holyhead Bay. In response to her signals the *Duke of Northumberland* put off and took the crew of four men ashore. Although the vessel was in a very dangerous position her anchors held, and next day the Life-boat again proceeded to the vessel and assisted to take her into a safe anchorage.

BROUGHTY FERRY, FIFESHIRE.—During the evening of 3rd November, in a terrific S.W. gale, the s.s. *Claus Horn*, of Lubeck, was driven ashore on the Gaa Bank at the mouth of the river Tay. A telephone message was sent to the Coxswain of the Life-boat *Maria*, stating that a large steamer was ashore and burning signals of distress. The Life-boat was promptly launched, and proceeded to the vessel in the heavy sea running. The vessel was reached about 9.50 P.M., and it was found that the waves were constantly sweeping over her. The captain of the steamer informed the Coxswain that he did not wish to leave his ship, but asked the Life-boat to stand by, in case any further assistance should be required. The boat therefore remained near the vessel until 2 A.M. on 4th November, when the captain signified that he did not require any further assistance, as he hoped to float his vessel again on the flood tide.

ANGLE, PEMBROKESHIRE.—At 4 P.M. on 7th November, during a whole N.W. gale and rough sea, it was reported to the chief engineer of the steam Life-boat that a boat belonging to the ketch *Trebiskin*, of Padstow, with one man in her, was drifting; and that another ship's boat belonging to the steamer *Florence*, manned by four men, had gone to her aid, but that both boats were in difficulty on a lee-shore. The steam Life-boat therefore went to their assistance and rescued them. As it was impossible for the men to pull against the wind, the Life-boat took the two boats in tow and put the men on board their respective vessels.

RAMSEY, ISLE OF MAN.—On 12th November, in response to signals of

distress which were observed in the bay soon after 1 A.M., the Life-boat *Mary Isabella* put to sea, and, after a severe buffeting, found the sailing trawler *Faithful*, of Ramsey, with her tiller broken off short at the rudder head. The ketch was got to an anchorage, but as the crew did not deem it wise to remain on board in the prevailing E.S.E. gale, they were taken into the Life-boat, which landed them at 3.30 A.M.

PADSTOW, CORNWALL.—On the afternoon of 12th November, two vessels, the schooner *Island Maid*, of Belfast, and the brigantine *Angèle*, of Brest, while endeavouring to enter Padstow Harbour, in a strong W.N.W. gale accompanied by a heavy sea, struck on the Doom Bar, and became total wrecks. The Life-boat *Arab* was launched at 4.45 P.M. and proceeded to the schooner. She successfully rescued the crew of five men and landed them at about 5.50 P.M. While this rescue was being carried out the other unfortunate vessel struck the bar.

As soon as the shipwrecked men from the *Island Maid* had been landed, the boat at once put off again with the same crew, and the Coxswain did his best to encourage the men to make an effort to reach the brigantine. But in the gathering darkness and the terrible sea which was breaking over the bar in the vicinity of the wreck, they failed in the attempt and the boat returned ashore. As soon as he reached the land the Coxswain called for volunteers to aid him in the noble work of rescue, the regular crew being unfit to make any further exertions. As long as there were lives in danger on the vessel the Coxswain, with a dogged determination which stamps him as a real leader in the hour of danger, resolved that, if possible, those lives should be saved. A large crowd had gathered where the Life-boat came ashore; but in spite of the call for help, little assistance was at first received from the spectators. The fine spirit of unselfishness and the manly courage which the Coxswain showed, however, inspired some of those around him, and on the arrival of Captain Martin, of the Institution steam-tug, and a police constable named Turner, the

necessary number of men were obtained, and the Coxswain and his gallant crew of volunteers put off in the terrible sea which was running. By a desperate effort they succeeded in reaching the wreck, which by now was completely submerged, the rigging alone remaining above water. One man only was to be seen, and he was rescued and conveyed ashore. The survivor was found to be the captain of the brigantine, the four other men constituting the crew having been washed overboard by the tremendous seas shortly after the vessel had struck; so that no lives were actually lost owing to the failure of the first attempt to reach the ship.

The following account of the wreck appeared in the *Western Morning News* two days later:—

"The *Island Maid* was bound from Llanelly to Cherbourg with 220 tons of coal, and the *Angèle* was laden with coal and bricks from Swansea to L'Orient. The latter left Swansea on Friday, and all went well until about eleven o'clock on Sunday morning, when the vessel was off the Longships. The captain states that the sea was very heavy, and the fact that the vessel had sustained some damage prompted him to put back before the wind. The crew, however, insisted on the vessel being run for shore in some port or cove. They refused to go up channel, and he thereupon made for Padstow. They had noticed that the *Island Maid* was in the same difficulty as themselves, and was also making for Padstow. The vessels struck the Doom Bar about 5.30. Half an hour from the time the lights were put up the whole of the crew of five, including the captain, were washed off the French ship by a huge wave. The skipper, however, managed to grasp a rope and pull himself back aboard his vessel. He had served out life-belts to the crew some hours before, and, in addition, the members of the crew had made a raft of barrels. The captain also placed the ship's papers in a keg, and they have been washed ashore and picked up by the coastguard.

"Life-boat Coxswain's Story.

"To the Coxswain of the *Arab* (Life-boat) praise is due for his gallant efforts.

He lives at the Cove Station, and he told a representative of the *Western Morning News* yesterday that at 5 o'clock on Sunday afternoon he received a message from England, the signalman at Mawgan Porth, that a vessel, apparently in distress, was being driven towards Padstow. 'Of course,' he said, 'if I think anything is in distress I must go at once, whether they are flying signals of distress or not.' As soon as he received the information he fired the rocket calling the crew, and got off to the *Island Maid* as soon as possible. They rescued her crew, and just at that time the *Angèle* struck. The *Arab* put back and landed the rescued men—all residents of Arklow. The *Arab* then put out to the French vessel, but failed to get near her, and returned at 6.30 to report the unsuccessful attempt. Then, after a consultation. . . the Coxswain. . . fired a rocket for a voluntary crew, which was obtained. It comprised, in addition to Baker, P.C. Turner, Messrs. W. Jermyn, J. Fuller, and C. Brinham (fishermen), Coastguardsman Coles, Messrs. A. Mitchell, J. Pope, W. Watson, and Joe Atkinson (of the steam-tug *Helen Peele*), and Messrs. F. Reynolds, J. Horst, and W. J. Cook (of the Milford steam-drifter *Chanticleer*).

"This crew with difficulty reached the French vessel, and the captain dived into the water and swam towards the rescuers.

"The bodies of the four unfortunate men have been picked up on St. Minver sands, across the harbour from Padstow. Three were found on Sunday night and one yesterday morning.

"Wm. Jermyn, one of the volunteer crew, told our reporter yesterday that if the skippers of the vessels had been acquainted with the harbour he thought they could easily have avoided the Doom Bar, but they were strangers, and knew little or nothing of the coast. The body of the poor fellow who was found yesterday morning was devoid of clothing, which had apparently been stripped off by the action of the waves. From the time of the completion of the volunteer crew until the rescue of the French captain was effected only forty minutes elapsed.

"Another prominent member of the volunteer crew stated that the steam

Life-boat *James Stevens* went down with eight of the crew on the occasion of the *Peace and Plenty* disaster. Several of the crew of the *Arab* were also members of the crew of the *James Stevens*, and they said if they got over it would be difficult to get back. Baker then sent for volunteers, and the Milford steam-drifter offered seven men. Townsmen were forthcoming, however, and only three of the Milford crew were accepted. The French captain jumped off and swam towards the Life-boat, and explained as best he could that the other members of the crew had been washed overboard. . . . Everyone speaks highly in praise of the behaviour of the volunteer crew."

The Committee of Management, at their following meeting, expressed their high appreciation of the gallant conduct of Coxswain Baker and his volunteer crew, and awarded him the Silver Medal of the Institution, and to each member of the crew the thanks of the Institution engrossed on vellum, in addition to a monetary reward. They also decided to bring the gallant action of Police Constable Turner to the special notice of the Chief Constable of the county of Cornwall. Also to report to the Admiral Commanding the Coast-guard and Reserves the gallant conduct of coastguard T. Coles, who formed one of the crew of this occasion.

PORT ST. MARY, ISLE OF MAN.—At 7.15 A.M. on the 13th November the Coxswain of the Life-boat, *James Stevens No. 1*, sighted a dismasted vessel about three miles to the south of Port St. Mary. He immediately assembled his crew, and very promptly launched the boat. A strong N.N.W. breeze was blowing, and under sail the Life-boat reached the vessel in thirty-five minutes. She proved to be the ketch *Alexandra*, of Chester, bound for Belfast with a cargo of bricks and tiles. At the request of the master the Life-boat stood by, and afterwards Life-boatmen were put on board, and, accompanied by the boat, they succeeded in getting the vessel safely into Douglas Harbour.

CLACTON-ON-SEA.—The Clacton Life-boat was launched at 12.20 P.M. on

13th November to a barge which was ashore on the West Gunfleet Sands. The vessel was the barge *Jumbo*, of London, bound from Sheerness to Ipswich with a cargo of cement. The Life-boat stood by the barge until she floated on the rising tide, and then proceeded with her for some little distance on her passage. When it was ascertained that the barge was not making water, the Life-boat left her and returned to Clacton, where she arrived at 2.50 P.M.

BALLYCOTTON, Co. CORK.—At 2 A.M. on 15th November, during a strong S.E. gale and very heavy sea, signals of distress were observed from a vessel about five miles from Ballycotton. The alarm was given, and the Life-boat, *T.P. Hearne*, was immediately launched. Mr. P. Driscoll, a member of the local committee, and the Rev. E. F. Duncan, the hon. secretary of the branch, going out in her. When some little distance from the land, the Life-boat hailed a steam trawler, which was sheltering in the bay, and she towed the boat toward the vessel. She proved to be the steamer *Tadorna*, of Cork, a vessel of 2,600 register, bound from Rotterdam to Cork, with a general cargo. On reaching the scene of the wreck it was found impossible to board her, owing to the darkness and the very heavy breakers on the ledge of rocks to seaward of her. It was only when dawn appeared that anything could be done. The boat was then safely taken through the opening in the reef, after having been continually swept by heavy seas. The steamer was successfully boarded, and nine of her crew rescued. She then made her way back to Ballycotton, only getting clear of the reef of rocks with the greatest difficulty owing to the dangerous character of the seas which she had to pass through. The remainder of the crew of the vessel, twelve in number, were rescued by the rocket apparatus.

The following letter from the master of the steamer appeared in the local press a few days later:—

"SIR,—On behalf of the entire crew of the s.s. *Tadorna*, it affords me the greatest pleasure to return our heartfelt

thanks for the invaluable and prompt action taken both by the Ballycotton Life-boat crew and the Coastguardsmen with the rocket apparatus, in rescuing us from our perilous position on Wednesday morning last.

"The brave and gallant manner in which they rendered these services under most trying conditions is beyond all praise. The officers and myself would also like to thank Mrs. Pomphrett, of Ballycrenane, for the great kindness shown to us, and the hospitable manner in which we were treated by her on our arrival on shore.

"Yours truly,

"HENRY H. GREGORY,
"Master.

"Sea View Hotel, Ballycotton,
"Nov. 17, 1911."

The Committee of Management, in appreciation of the excellent services of the boat, bestowed the Institution Silver Medal upon the Coxswain, Richard Harding; to the Rev. Duncan they presented the thanks of the Institution on vellum, and to him and to Mr. Driscoll gave a binocular glass suitably inscribed. To each of the other members of the crew they presented an additional pecuniary reward.

HYTHE, KENT.—During a strong easterly gale on 23rd November a signal of distress was observed on the barge *Amy*, of London, which was dragging her anchor off Hythe. The Life-boat *Meyer de Rothschild* was launched with considerable difficulty, owing to the very heavy sea which was running. The crew of two hands were taken off the barge and she was left with the sea washing right over her. Later in the day an attempt was made by a tug to tow the barge into safety, but owing to the heavy sea they were unsuccessful. The Life-boat was reported to have behaved splendidly, and she was skilfully handled by the Coxswain while performing the service.

DONAGHADEE, Co. DOWN.—At 1.15 A.M. on 23rd November a telephone message was received stating that the lights of a vessel ashore off Ballyfrenis Point were seen. As this is a very dangerous part of the coast, the Motor

Life-boat *William and Mary* proceeded to her assistance. They found the s.s. *May*, of Belfast, on the rocks, but could not approach her on account of the low tide. The boat remained in the vicinity of the vessel until daylight, but nothing could be done until high water. The boat then put back to her station and returned later in the morning, and at high water rendered assistance in getting the vessel clear of the rocks.

PALLING, NORFOLK.—At 10.15 P.M. on 23rd November, during an easterly gale, a vessel was reported ashore at Waxham. The No. 1 Life-boat 54th *West Norfolk Regiment* was transported on her carriage to the vicinity of the distressed vessel and launched. She succeeded in rescuing the crew of seven men and landed them at 3 A.M. next morning. The vessel was the schooner *Arcturus*, of Riga, bound to Woodberry, timber laden.

YOUGHAL, Co. CORK.—Shortly after 5 A.M. on 24th November a vessel was observed in the bay in dangerous proximity to the shore. The crew of the Life-boat *Marianne L. Hay* were summoned and the boat launched. The wreck was reached at 6.30 A.M. and proved to be the ketch *Queen*, of Gloucester, over which the seas were breaking, and the vessel was rolling and bumping heavily. As soon as the Life-boat got alongside, the crew of four hands jumped into her. The rescue was successfully carried out, the boat being handled ably by the Coxswain, and although the crew were called from their beds to man her, she was on her way to the wreck fifteen minutes after the men reached the boat-house.

TYNEMOUTH, NORTHUMBERLAND.—The barque *Trosvik*, of Brevik, was observed making for the harbour at 9.30 A.M. on 27th November. The seas were breaking heavily on the bar, and for some distance up the river. The vessel was in a water-logged condition and when near the "Black Middens" became unmanageable. It subsequently proved that her steering-gear was out of order, she having struck on the rocks. The motor Life-boat *Henry Vernon* proceeded

to her assistance and stood by until tugs were able to tow her into safety.

BOULMER, NORTHUMBERLAND. — At 4.15 A.M. on 24th November a telephone message was received stating that a trawler was ashore in Hawick Bay. The Life-boat *Arthur R. Daves* proceeded to her, and by request took off one of the crew, but the remainder elected to remain on board. The vessel was the steam trawler *Wild Rose*, of North Shields, returning to port from the fishing grounds. Shortly after the boat returned, she was again called out to another vessel, but her services were fortunately not required.

MONTROSE, FORFARSHIRE. — On the morning of the 28th of November the s.s. *Leelite*, of Aberdeen, left the harbour intending to go to sea, but as there was a very heavy sea on the bar, the Coxswain of the Life-boat was on the look out, as he was apprehensive of the great risk which the vessel incurred in attempting to cross the bar. At 6.45 distress rockets were fired, and it was seen from the shore that the steamer had stranded on the Annat Bank. The No. 2 Life-boat *Marianne Atherstone* was launched and, with considerable difficulty owing to the heavy seas, got as near to the vessel as was deemed safe. As there was considerable danger of the boat being dashed against the hull of the vessel, the Coxswain determined to wait, and for two hours the boat stood by, the sea all this time washing over the boat. It was then seen that there was no chance of getting alongside, and lines were thrown on board. The crew of the vessel, nine in number, then jumped into the sea one by one and were drawn into the boat. The master, however, declined at that time to leave his vessel. The boat therefore returned ashore and landed the nine men whom they had rescued. Later in the day, as the sea continued heavy and it was considered unsafe for the master to remain any longer on the steamer, the Life-boat again proceeded to her, and by means of a line round him, rescued him also, by pulling him through the water to the boat.

NEWBIGGIN, NORTHUMBERLAND. — The fishing cobbles put to sea about 6.30 A.M. on the 28th November. A moderate breeze from the south was then blowing. About 10.30 A.M. the wind increased in force causing the sea to rise, and it became very rough. As it would have been very dangerous for the boats to land, the Life-boat *Ada Lewis* was launched and stood by the boats until they regained safety.

CRESSWELL, NORTHUMBERLAND. — The steam trawler *Upton Castle* ran on to the rocks off Cresswell about 3 A.M. The vessel's signal for assistance was heard, and the Life-boat *Martha* was made ready for launching. The launch was only accomplished with difficulty and considerable hard work, as the tide at the time was low, and the boat had to be hauled over the rocks by the crew and helpers, many of whom went up to their waists into the water. On arriving at the trawler the Life-boatmen were employed to try and save the vessel, and in this they were successful, the vessel being able to proceed on her voyage to North Shields. The weather was very thick at the time and a strong breeze was blowing.

WHITBY, YORKSHIRE. — The No. 2 Life-boat *John Fielden* was launched at 5.30 A.M. on the 30th November to the assistance of a vessel, which had stranded about four miles to the north of Whitby. The vessel turned out to be the s.s. *Vostizza* of Andros, laden with coal, and bound from Shields to a foreign port. The Coxswain of the Life-boat approached the vessel, but the captain stated that he did not then require any immediate assistance, but as the Coxswain was of opinion the vessel was in a very dangerous position, he decided to stand by her until the next high water as, in the event of the steamer not floating, assistance would be required. At 9 o'clock a passing steamer came to the assistance of the *Vostizza*, and an hour and a half later succeeded in towing her into deep water. The boat then returned ashore.

NEWBURGH, ABERDEENSHIRE. — A telephone message was received at

5.40 A.M. on the 30th November, stating that a vessel was making flares to the south of Collieston. The crew of the Life-boat *James Stevens No. 19* were promptly assembled and the boat proceeded to the vessel. After a very severe struggle against a strong gale and heavy sea the Life-boat reached the wreck, which proved to be the trawler *Bass Rock*, of Leith. The crew of nine men were rescued, and the boat again made for Newburgh. The vessel at the time of the accident was outward bound for the fishing grounds.

HAUXLEY, NORTHUMBERLAND.—Shortly after 5 P.M. on the evening of the 30th November a message was received stating that a steam-boat was ashore on the Bondicar Reef and signalling for assistance. The Coxswain launched the Life-boat *Mary Andrew* and proceeded to the place indicated, where he found the steam trawler *Rhodesia*, belonging to North Shields. The master requested him to take out an anchor, for the purpose of saving the vessel; this he succeeded in doing, after great difficulty, owing to the strong swell. The boat stood by the vessel until a tug towed her into deep water; she then remained with the ship until it was ascertained that she was water-tight, returning to her station at 9.30 P.M.

NEWBIGGIN, NORTHUMBERLAND.—On the 30th November, whilst four of the fishing cobsles were at sea, the wind increased and the sea became very heavy. When the boats were returning it was seen that they were in imminent danger off Newbiggin Point, and the Life-boat *Ada Lewis* was launched and stood by them until all had got into safety.

NORTH SUNDERLAND, NORTHUMBERLAND.—Shortly after midnight on the 1st December the crew of the Life-boat *Foster Fawcett* were assembled in answer to signals from a vessel to the south of the Point. The boat was promptly launched and found the steam trawler *Lothian*, of Granton, which had stranded. The Life-boat laid out two anchors and stood by the vessel. In the meanwhile

one of the crew was taken ashore by means of the rocket apparatus, and had it not been for the presence of the Life-boat ready to render assistance if necessary, the remainder of the crew would, in all probability, have also been taken ashore. The Life-boatmen, at the request of the captain, rendered valuable assistance to the crew in their efforts to get the vessel off. Eventually they were successful, as the trawler was supplied with winches, which were very useful in hauling the vessel afloat.

NEWHAVEN, SUSSEX.—At 6.45 on the 4th December it was reported that a small schooner, the *Sarah and Mary*, had struck the Bar and gone ashore in Seaford Bay. The Life-boat *Michael Henry* was launched and proceeded to the vessel. At the request of the captain she stood by until a tug also came to his assistance. The services of the men were then engaged and communication was effected between the schooner and the tug. The vessel was eventually got in safety into Newhaven harbour.

PALLING and CROMER, NORFOLK.—The No. 2 Life-boat at Palling, *Hearts of Oak*, and the *Louisa Heartwell*, from Cromer, were launched to the assistance of the ship *Walküre*, of Hamburg, which stranded on the Haisboro Sands on the 4th December. The vessel, which was a large one of 1,900 tons, and bound from Hamburg to Santos with a general cargo, had a crew of twenty-four hands. A short time previous to the arrival of the Life-boats tugs reached the vessel, and for two days, whenever the tide was suitable, every effort was made to get the vessel clear of the treacherous sands. On the morning of the 6th December no less than nine tugs were doing what they could to extricate the vessel, but their efforts failed, and eventually the attempt to save her had to be given up. The captain stated that he did not require the Life-boats to take the crew ashore, as the tugs would do all that was necessary, and as long as the weather remained fine the men would continue to salve what they could of the cargo. The Life-boats therefore returned to

their stations, and eventually the men on board the ship were taken off and landed by the tugs.

BARRY DOCK, GLAMORGANSHIRE.—At 5.30 A.M. on the 7th December signals of distress were observed in the Barry Roads, and the assembly signal was fired for the crew of the Life-boat *John Wesley*. Before the boat was launched the tug-boat came into the harbour and reported that a steamer was ashore about a mile to the east of the entrance. The boat proceeded there and found the s.s. *Amisia*, of Bremen, on the rocks, with the sea breaking right over her. The crew of the vessel declined the offer to land them, and stated they preferred to remain on board until the tide had ebbed sufficiently for them to get ashore. The Life-boat therefore stood by the steamer until after high water, and then returned to her station, arriving at 8 A.M.

RAMSGATE, KENT.—At about noon on the 7th December it was reported that a schooner was close to the Brake Sands and that her square sails had blown away, and that she was in difficulties. When near to the edge of the Sand the vessel tried to stay, but missed and at once became unmanageable. The anchor was let go, but it would not hold, and she commenced to drift very quickly towards shallow water. Orders were promptly given for the Life-boat *Charles and Susanna Stephens* to proceed to her assistance, and at about 1.15 P.M. the boat with great difficulty succeeded in putting three men on board. At some considerable risk a tow-rope was passed on board the tug, and, when made fast, the schooner's anchor was slipped, and she was towed into deep water. At the time of the service the weather was very bad, with a strong southerly gale and very heavy sea, and the vessel was got out of her dangerous position just in time. There is but little doubt that had the vessel stranded she would have been lost. The vessel was the *Hannah Ransom*, of Southampton.

SIDMOUTH, S. DEVON.—On the morning of the 7th December, during a

strong gale, a vessel was observed about twelve miles off Sidmouth flying signals of distress. The Life-boat *William and Francis* was launched at 9.30 A.M., and reached the vessel at 11.30. She proved to be the schooner *Maria*, of Geestemunde, in ballast, being towed from Poole to Teignmouth, but had parted her tow-ropes the previous evening and seen no sign of the tug. Owing to the wind and very heavy seas the vessel's anchors would not hold, and the crew were obliged to cut away the mizen-mast, and on the arrival of the Life-boat were about to cut away the main-mast. With the assistance of the Life-boatmen, however, the boat was taken to Lyme Regis and anchored off there for the night, the Life-boat remaining in close attendance. Next morning the schooner and her crew of six hands were taken safely in the Lyme Regis harbour. Owing to the gale which still prevailed, the boat could not be taken back to her station until the following day, Sidmouth being reached at 5.30 P.M.

PORT ISAAC, CORNWALL.—Shortly before noon on the 7th December the coastguard reported that a schooner, anchored about three quarters of a mile from the shore, had parted one of her cables and was driving towards the land. The crew of the Life-boat *Richard and Sarah* were promptly assembled and the boat launched. On reaching the vessel it was found that the cable had not parted, but as such an eventuality was possible and would be disastrous, the Life-boat took off the crew of four hands and landed them. The captain of the vessel, however, declined to go ashore. The vessel was the schooner *Berthe Marie*, of Brest. Fortunately for the captain the anchors of the vessel held, and next day the Life-boat was employed to put the crew on board again. The crew, however, were unable to get the vessel's anchors up, and the captain had to avail himself of the help of the crew of the Life-boat to do so. As the wind was then favourable for him he proceeded up Channel, and the Life-boat returned to her station.

WICKLOW, Co. WICKLOW. — At 10.45 A.M. on the 8th December the coastguard reported that a vessel which was anchored in the roads was flying a signal for assistance. A strong gale was blowing and a very heavy sea running. The Life-boat *Robert Theophilus Garden* was launched in the presence of hundreds of people who lined the shore, and she immediately proceeded to the vessel. The vessel was the schooner *Elizabeth Charlotte*, of Carnarvon, bound from Newport to Waterford with a cargo of coal. Her anchors had been dragging, but the master informed the crew of the Life-boat on her arrival that, as the anchors were then holding, he had decided to remain on board in the hope that the weather would moderate. He requested that his wife might be landed and that the boat should be kept in readiness in case the gale increased. The master's wife was, with some difficulty, taken into the boat, which then returned ashore and landed her. The weather moderated about two hours later and it was not necessary for the boat to proceed to the schooner again.

GORLESTON, SUFFOLK. — During a strong S.S.E. gale and very heavy sea on the 8th December the watchman observed a vessel burning distress signals off the harbour. Information was conveyed to the coxswain of the No. 1 Life-boat *Mark Lane* and the boat was promptly launched and rescued the crew of the barque *Criksdol*, of Sundsva.

HOYLAKE, CHESHIRE. — The flat *Tran-sit*, of Liverpool, whilst bound from Llandulas to Widnes with a cargo of limestone, had her sails blown away in a very heavy squall on the 10th December whilst proceeding down the Horse Channel and was rendered helpless by the heavy sea prevailing. The Life-boat *Hannah Fawcett Bennett* was launched and followed the vessel, which was then driving towards the West Hoyle bank, and getting alongside rescued the two men on board. The flat eventually stranded and had every appearance of becoming a total wreck.

PLYMOUTH, S. DEVON. — A telephone message was received at 9.30 P.M. on

the 10th December, reporting that a vessel was driving ashore and was in want of assistance. The rocket apparatus was despatched and the Life-boat *Eliza Avins* was launched. On arrival the Life-boat was anchored and veered down to the vessel, which at this time was dangerously near the shore. As a tug had also come to the assistance of the vessel a rope was passed from her to the tug. The rope having been made fast the tug proceeded to tow and, assisted by the steamer's own engines, succeeded in getting the vessel out of her dangerous position to a safe anchorage. The vessel was the s.s. *Cycle*, of Liverpool, which had been obliged to put into Plymouth through stress of weather. The wind at the time of the service was blowing from the south-west with almost hurricane force, and the work of salvage was very greatly facilitated by H.M.S. *Theseus* throwing her searchlight on the scene.

NEWHAVEN, SUSSEX. — At 3.45 A.M. on the 11th December, while a whole south-westerly gale was raging, information was received from the coastguard that a vessel was showing signals of distress about seven miles to the south-eastward of Newhaven. The Life-boat *Michael Henry* was launched and proceeded in the direction indicated. She found the steamer *Breaksea*, of Cardiff, with her rudder gone, riding at her anchor and with her engines working to keep her head to sea. On reaching the vessel the captain asked the Life-boat to return to Newhaven and obtain the assistance of a tug. The boat accordingly did so, and then started to return to the distressed vessel. Unfortunately, after the boat had proceeded two miles, the motor failed, and being unable to restart it, the boat was put under canvas. After tacking for four hours it was found that the boat was only losing ground owing to the heavy weather; the boat therefore ran for Eastbourne, where she put in. Next morning, the motor having been again put in order, the boat was able to return to her station, and made a splendid run in just over two and a quarter hours. When the boat was proceeding to the vessel on the first

occasion she encountered very rough weather, and when leaving the harbour was struck by a heavy sea which for the time completely filled her.

YARMOUTH, NORFOLK.—On the 11th December, during a moderate south-west gale with a heavy sea, the coast-guard reported that a vessel was burning flares opposite the Life-boat station. The Life-boat *John Burch* was launched, and, on arrival, found the fishing lugger *Breadwinner*, of Yarmouth, was dragging her anchor and was driving across a schooner. Her other anchor and cable had been carried away. The Life-boatmen were employed by the master to save the vessel and, with the assistance of a tug, they managed to tow her clear. The lugger and the Life-boat were then towed into harbour, and later in the day the boat was taken back to the station on her carriage and re-housed.

THE MUMBLES, GLAMORGANSHIRE.—The schooner *Berthe Marie*, which a few days previously had been in difficulties off Port Isaac, was again in trouble on the 11th December when near the Swansea Fairway Buoy. A strong W.N.W. gale was blowing and the master, fearing that he might lose his vessel, made signals of distress. The coastguard, observing the signals, reported them to the coxswain of the Life-boat *Charlie Medland*, and the boat was at once despatched to the schooner's assistance. The Life-boatmen were placed on board and they, together with the tug, succeeded in getting the vessel and her crew of six men into safety.

SOUTHPORT, LANCASHIRE.—During a heavy W.N.W. gale, which was experienced on the Lancashire coast on the 11th December, the Life-boats were called out to the assistance of the steamer *Hebe*, of Bergen, bound from Norway to Preston with a cargo of wood pulp. The steamer was seen soon after 9 A.M. about six miles from Southport pier, and the Life-boat *John Harling* stationed at that place was launched to her assistance. The vessel was found stranded at the entrance to the Ribble, and being end on to the sea, some difficulty was experienced in getting the crew safely into

the boat. Communication was effected between the fore-castle and the boat by means of ropes, and the crew, twenty-one in number, were successfully taken off. At the time of the rescue the ship was partially submerged, and at 2 o'clock no part of the ship was visible with the exception of her two masts. The rescue was a very timely one and most creditably carried out.

NEWBIGGIN, NORTHUMBERLAND.—The fishing cobsles put to sea in the early morning of 13th December, when the weather was fine. About 7.30 a south-easterly wind rose and increased until blowing with the force of a moderate gale. As great anxiety was felt by the relatives of the men who were afloat, the Life-boat *Ada Lewis* was launched and stood by the boats until they reached safety. The weather was very bad before the last one got in and the sea was very heavy.

BRIDLINGTON QUAY, YORKSHIRE.—The Life-boat *George and Jane Walker* was launched at 9.30 A.M. on 13th December to the assistance of eight of the large fishing cobsles which had been overtaken by a S.E. gale when at sea. The service occupied three hours, as each boat was escorted separately through a heavy sea into harbour. Fortunately no casualty occurred. The boats assisted were the *Gloria*, *Seagull*, *Wave*, *Friend*, *Emily and May*, *Francis*, *May Flower*, and *Yorkshire Lass*.

NEWLYN, CORNWALL.—An exceptionally heavy gale visited the south-west part of England on the 13th December, and during the height of the gale the Life-boat *Elizabeth and Blanche* was called out to go to the help of a sailing-ship in distress in the bay. The distressed vessel was observed from Penzance shortly after half-past nine, when she appeared in the bay from the westward. Tremendous seas were running at the time, and she was watched with much anxiety from the shore. The Life-boat crew were immediately assembled. The vessel, which proved to be a barge, the *Saluto*, of Christiansand, was then three or four miles off Newlyn, and was driving rapidly eastward before the gale. The

Life-boat put to sea at once, and with a fair wind succeeded in getting to the vessel and taking off the whole of the crew, thirteen in number. The vessel had by this time driven within half a mile of the Grebe rocks off Perran. Great difficulty was experienced in getting alongside, but even greater difficulty was experienced in getting clear, as the vessel was rolling very badly, and four of the boat's oars were broken. The Life-boat then returned to her station, arriving there at 11.30 A.M., where she was greeted by a large concourse of people. As the Life-boat entered the harbour all the steamers blew their sirens, and the people on the quayside shouted themselves hoarse. On being landed the shipwrecked men were kindly cared for, and were eventually driven over to Penzance; before they departed the Salvation Army, who were present, called on the people to sing the Doxology, and then offered a prayer of thanksgiving for the rescue. The men saved were all foreigners, with the exception of one, who was a New Zealander, and belonged to the barque *Saluto*, of Christiansand. The vessel was bound from England to the Barbados in ballast, and after the men had been rescued she became a total wreck. This was an excellent service, reflecting great credit on the men for the way it was carried out, and the Committee of Management accorded each of the Life-boatmen additional reward.

FLAMBOROUGH, YORKSHIRE. — In a strong E.S.E. gale, thick weather, and very choppy sea, on the 13th December, the steam trawler *Lark*, belonging to Hull, and bound for that port with a load of fish, stranded on the rocks about five miles north of Flamborough Head. A telegram from Filey conveyed the intelligence to the coxswain of the No. 1 Life-boat *Forester* that a vessel was ashore, and without loss of time the boat proceeded to her. On reaching the ship the crew of nine hands were taken into the boat, which returned to Flamborough, and landed them in safety. The trawler shortly afterwards filled with water.

SCARBOROUGH, YORKSHIRE.—Exciting scenes were witnessed at Scarborough on

the 13th December, when the Life-boat *Queensbury* was launched to the assistance of some fishing cobles. When the cobles put to sea the weather was moderately fine, but as the morning wore on the south-easterly wind increased in force until it was blowing a strong gale. The boat put off to stand by the cobles as they came into harbour. The first coble fortunately came in safely accompanied by the *Queensbury*. The boat then went out again, and it was just after she got clear of the pier ends that she was struck by a heavy sea, the veteran coxswain, J. Owston, and another member of the crew being washed overboard. Eventually the men were recovered and the boat returned to harbour. The coxswain, who was picked up in an unconscious state, was promptly conveyed to the hospital, but happily soon regained consciousness, and in spite of his age made a rapid recovery. When the men who had been washed overboard had been landed, two other Life-boatmen at once took their places, and the boat again put out and stood by the cobles until all were in safety.

BURNHAM, SOMERSET.—The ketch *Galley*, of Gloucester, carrying a crew of three hands, was caught in a bad squall on the 13th December, and had her sails blown away. She then drifted about three-quarters of a mile until near the rocks, where she dropped anchor. There was a strong S.S.E. gale blowing, with a heavy sea, and as the men on board were in considerable danger, the Life-boat *Philip Beach* was sent to her assistance, and succeeded in bringing the ketch and her crew into safety. The Life-boat behaved exceedingly well, and on her return the crew were heartily cheered by a large crowd which had assembled on the promenade.

STONEHAVEN, ABERDEENSHIRE.—At daybreak on the 16th December a schooner was observed in distress between one and two miles off Stonehaven Bay. The weather for three days had been very stormy, with high seas running, and it was feared that she would become a total wreck. Shortly before 9 A.M. it was observed that the crew of the vessel had taken to their boat, and the

Life-boat *Alexander Black* was at once sent to their assistance. Before the Life-boat could reach the boat the vessel sank, but the Life-boatmen managed to attract the attention of the crew of four men in the ship's boat and in spite of the heavy sea they managed to keep their boat afloat until the Life-boat reached them. The four men were promptly transferred to the Life-boat, but the captain was in such an exhausted condition that it was necessary for two of the Life-boat's crew to get into the small boat and assist him. As soon as the men were rescued the boat was left to her fate, and the Life-boat returned to harbour. The vessel was the schooner *Hiskilina*, of Westerhaven, and was bound from Granton to Germany with a cargo of coal.

DOVER, KENT.—At 9.40 A.M. on the 17th December a telephonic message was received, stating that distress signals were being made by the *South Goodwin* Light-ship, and that a Norwegian barque was on the Sands. The Life-boat *Mary Hamer Hoyle* was at once ordered out, and the boat, as soon as she was clear of the harbour, was taken in tow by the Government tug *Herculanum*, kindly sent out to assist her by the King's Harbour Master. The boat was towed to the Sands, but there the water was too shallow for the tug, and a motor-boat, which had also put off, towed the boat to the vessel. A strong south-west gale was raging with a very heavy sea, and the boat had great difficulty in rescuing the crew, eighteen in number, who were compelled to drop, one by one, from the jib-boom into the Life-boat. One man was less fortunate than his comrades, and fell into the sea, but he was promptly picked up. The coxswain, in order to get clear of the wreck, was obliged to cut the boat's cable, and when she was clear of the Sands the tug again picked the boat up and towed her back to Dover.

This was an excellent service carried out in a skilful manner, and the Committee of Management granted an additional reward to each of the crew, and sent letters of thanks to the owners of the tug and the boats which had

assisted the Life-boat. The vessel was the barque *Gudrun*, a Norwegian vessel of 1,361 tons, bound from Chili to Hamburg with a cargo of nitrate.

RAMSGATE, KENT.—In addition to the Dover Life-boat, the Ramsgate boat, *Charles and Susanna Stephens*, also put off to the barque *Gudrun*, and when endeavouring to get alongside, the boat was dashed against the barque and badly damaged. She got clear and anchored. Later in the day tugs attempted to save the vessel, and with the assistance of the Life-boat, ropes were made fast, and eventually the vessel was towed off the Sands by two tugs, which then took her up the Thames to Gravesend.

WALTON - ON - NAZE, ESSEX.—A few minutes after 5 P.M. on the 20th December flares were seen in the direction of Frinton. The motor Life-boat *James Stevens No. 14* was ordered out, and proceeded in the direction of the flares. She found the barge *Charles Isabella*, of London, on the West Gunfleet sands, with the two men in an exhausted condition. After considerable trouble they were rescued from a perilous position and conveyed to Walton. The barge sank on the sands and became a total wreck.

WALMER, KENT.—On the evening of the 20th December a heavy W.N.W. gale suddenly sprang up, overtaking several of the sprat fishing-boats whilst at sea. All the boats managed to reach the shore in safety with the exception of one, and when, at six o'clock, there were no tidings of this boat, considerable excitement and anxiety prevailed respecting the safety of the men on board. As the sea was very heavy, it was deemed prudent to launch the Life-boat *Civil Service No. 4*. After searching for a considerable time, the Life-boat fell in with the fishing-boat, which was the *Lilian*, hanging on to a tug, the boat nearly full of water and the crew drenched to the skin. The three men were taken into the Life-boat, and some of the Life-boatmen having baled the boat clear, she was towed back to Walmer.

KINGSDOWNE, KENT.—The Life-boat *Charles Hargrave* was launched in a strong N.W. by W. gale and heavy sea to the assistance of several of the local fishing-boats, which had been overtaken, when at sea, on the afternoon of the 20th December. The boats *Ivy Leaf* and *Edward and Ada* had had their sails blown away, and when the boat reached them the men on board were in an exhausted condition and the boats half filled with water. Some of the men were taken into the Life-boat, which then towed the two boats in safety to Kingsdowne.

NEWLYN, CORNWALL.—At 10.30 A.M. on the 21st December a large steamer was observed, on her beam ends, trying to work into the bay. A very heavy ground sea was running, and a gale blowing from the south-west. A steam trawler was standing by her, but it soon became apparent that she was in a very perilous position. The Life-boat *Elizabeth and Blanche* was launched a few minutes after 11 o'clock, and proceeded to the steamer, which by this time had been anchored. They found that she was the s.s. *Hellopes*, of Liverpool. Twelve men had already been taken off by the trawler, and the steamer was foundering. The coxswain immediately established communication with the vessel, and by means of a line saved the captain, mate, and two engineers, hauling them to the boat through the water. Within a few minutes it was necessary to cast off, as the steamer was rapidly settling down, and as soon as the Life-boat was clear of her the vessel sank in twenty fathoms of water.

SOUTHWOLD, SUFFOLK.—At 6 P.M. on the 22nd December a barge, the *Beryl*, of Faversham, showed flares for a pilot, but in the prevailing gale it was not safe for a pilot to proceed to her. As the weather was very bad, and had every appearance of becoming worse, the Life-boat *Alfred Corry* was launched to the assistance of the barge, and put four men on board. At this time the wind backed more to the eastward, and it was impossible for the barge and the Life-boat to make the harbour. The

barge nearly drifted ashore at Dunwich, but by skilful seamanship they managed to get her clear. Shortly afterwards the wind again changed, and it was found that the vessel could not get to Harwich, where they were then trying to take her. A heavy cross sea was encountered, and as it was blowing hard, and the weather was thick with rain, the captain requested the Life-boatmen to try and get the vessel into Faversham. The vessel was then kept away for the Sunk light-vessel, which was made between 5 and 6 o'clock the next morning. At daylight it became very thick, but the weather moderated somewhat, and eventually the vessel and her crew were got safely to Faversham, where they arrived at 4 P.M. on the 23rd December. The boat left Faversham again at 2 P.M. on Sunday, the 24th, on her passage of sixty to seventy miles home, which, with contrary or light winds, might easily take from two to three days, but the wind falling away at night, found her at the Shipwash Light. Thence the voyage was tedious, but at 1 A.M. on Christmas morning, as the waits were singing "Noel," she was reported by telephone as abreast of Dunwich, and the weary watchers from the Cliff House made their way to the harbour, glad that their vigil was over, but proud of their brothers and their boat. The carol singers, by a happy thought, and with true Christmas feeling, also journeyed to the harbour, and the Life-boat crew, after their fifty-five hours' absence on the noblest of tasks, were welcomed home by the sounds of old-time carols, and reminded that Christmas was come, when all men feel that they are brothers, and kindly good wishes and gifts pass round.

MARGATE, KENT.—Information was received from the coastguard at 3.30 A.M. on the 23rd December that a vessel in the Roads was burning flares for assistance. The crew of the No. 1 Life-boat *Eliza Harriet* were promptly assembled, and the boat proceeded to her assistance. She proved to be the schooner *Luz*, of Folkestone, and the master stated that he had been making signals because his vessel was dragging

her anchors, and he wished the boat to remain with him until daylight. At daybreak the boat went alongside and put seven men on board. As it was not possible to get up the vessel's anchors owing to the windlass being

broken, the anchors were slipped, and she proceeded on her voyage to Folkestone, whither she was bound with a cargo of coal. The Life-boat then returned ashore, arriving at 10 A.M.

"THE LIFE-BOAT AND ITS STORY."

WE have received a copy of "The Life-Boat and Its Story," by Noel T. Methley (Sidgwick & Jackson, Ltd., price 7s. 6d.) too late for review in this issue of the *Life-boat Journal*. We can, therefore, at the present moment, only draw attention to this book, which gives a popular and interesting account of the development of the Life-boat and its work, not only in the United Kingdom but in all parts of the world. The book is profusely illustrated, some of the plates being very interesting; and we feel sure that the work of the Life-boat, presented

in this readable and attractive form, will appeal to a very large public, especially at a moment when the terrible disaster to the *Titanic* has arrested the minds of even the most thoughtless, and has made them realise, more fully than they usually do, the dangers to which those who travel by sea are ever exposed, in spite of the advancement of science and the improvements which have been made in guarding against loss of life from shipwreck. We propose to deal more fully with Mr. Methley's book in our next issue.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 11th January, 1912.

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

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence, Wreck and Reward, Qualifications and Organization Sub-Committees, also those of the Special Sub-Committee appointed to consider future arrangements with regard to building Life-boats, and ordered their recommendations to be carried into effect.

Read the reports of the Deputy Chief Inspector of Life-boats on his visits to Kirkcudbright, Skateraw and St. Abbs Stations.

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

Northern District.—Dunbar, Berwick-on-Tweed, Skateraw, Newbiggin, Holy Island (two boats), St. Andrews, Arbroath, Buckhaven, North Berwick and Stronsay.

Eastern District.—Kessingland (two boats), Grimsby, Spurn, Donna Nook, Sutton, Skegness, Withernsea and Flamborough (two boats).

Southern District.—Littlehampton, Worthing, Eastbourne (two boats) and Hythe.

Western District.—Barry Dock, Fishguard, Ferryside, Burry Port, The Mumbles, Burnham, Weston-super-Mare and Minehead.

Irish District.—Peel, Port Erin, Port St. Mary, Douglas, Castletown, Ramsey, Helvick Head, Dunmore East, Tramore, Giles Quay and Greenore.

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

	£	s.	d.
Her Majesty The Queen	10	-	-
Anonymous (Bath)	1000	-	-
Civil Service Life-boat Fund (per Mr. Harry Fincham, I.S.O.) :—			
Repayment of the Rewards granted to the crews of the Civil Service Life-boats during 1911	468l.	11	6
Payment of a deficit in connexion with the maintenance of the Civil Service Life-boats during 1910	338l.	-	-
	806	11	6

Mrs. John Thynne, on account of the cost of a Life-boat to be named *Thomas Masterman Hardy*

250 - -

Ancient Order of Foresters 70 - -

Loyal Order of Ancient Shepherds (annual subscription) 25 - -

Mrs. C. E. Layton 25 - -

Hitcham—St. Mary's Church. Collection on Christmas Day (per Mr. C. W. Foster) 4 17 6

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss JANE TULLOCH, of Bayswater, for a Life-boat to be stationed on the Coast of Scotland, and named *Alexander Tulloch* 1500 - -

The late Mr. V. K. Armitage, of Birkdale 1000 - -

	£.	s.	d.
The late Mrs. Clara Fitton, of Newcastle-on-Tyne	300	-	-
The late Miss Ellen Burmester, of Sussex Square, Hyde Park	150	-	-
The late Mr. David Lloyd, of Swansea	50	-	-

Voted the best thanks of the Institution to Captain E. C. Bennett and Dr. J. B. Laverick, in recognition of their long and valuable services as Honorary Secretaries of the Falmouth and Runswick and Staithes Branches of the Institution, which offices they had just resigned.

Paid 2,312*l.* for sundry charges in connexion with various Life-boat establishments.

Voted 477*l.* 10*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bridlington Quay	Eight cobsles of Bridlington. Stood by cobsles.	
Burnham	Ketch <i>Galley</i> , of Gloucester. Assisted to save vessel and	3
Dover	Barque <i>Gudrun</i> , of Christiansand	18
Flamborough No. 1	Steam trawler <i>Lark</i> , of Hull	9
Gorleston No. 1	Barque <i>Criksdol</i> , of Sundsva	11
Hoyleake	Flat <i>Transit</i> , of Liverpool	2
Kingsdowne.	Fishing-boats <i>Ivy Leaf</i> and <i>Edward and Ada</i> , of Walmer. Rendered assistance.	
Montrose No. 1	Fishing-boat <i>Premier</i> , of Montrose. Landed 5.	
Mumbles	Schooner <i>Berthe Marie</i> , of Brest. Saved vessel and	6
Mumbles	Brigantine <i>Perseverance</i> , of Dunkirk. Landed 8.	
Newbiggin	Fishing cobsles of Newbiggin. Stood by cobsles.	
Newhaven	S.S. <i>Breaksea</i> , of Cardiff. Rendered assistance.	
Newlyn	S.S. <i>Hellopes</i> , of Liverpool	4
Newlyn	Barque <i>Saluto</i> , of Christiansand	13
Port Isaac	Schooner <i>Berthe Marie</i> , of Brest. Landed 4.	
Scarborough	Fishing cobsles of Scarborough. Stood by cobsles.	
Southport	S.S. <i>Hebe</i> , of Bergen	21
Stonehaven	Schooner <i>Hiskilina</i> , of Westerhaven	4
Walmer	Fishing-boat <i>Lilam</i> , of Walmer. Rendered assistance.	
Walton-on-Naze	Barge <i>Charles Isabella</i> , of London	2
Wicklow	Schooner <i>Elizabeth Charlotte</i> , of Carnarvon. Landed 1.	

Life-boat.	Vessel.	Lives saved.
Yarmouth	Lugger <i>Breadwinner</i> , of Yarmouth. Assisted to save vessel and	10

The Margate No. 1 Life-boat rendered assistance to the schooner *Luz*, of Folkestone; Port Isaac Life-boat rendered assistance to the schooner *Berthe Marie*, of Brest; Ramsgate Life-boat assisted to save the barque *Gudrun*, of Christiansand; Sidmouth Life-boat saved the schooner *Maria*, of Geestemunde, and 6; Southwold No. 1 Life-boat saved the barge *Beryl*, of Faversham, and 3; Spurn Life-boat saved 9 from the steam trawler *Agatha*, of Grimsby.

Also voted 989*l.* 5*s.* 7*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:—Aberystwith, Barry Docks, Blackpool, Burry Port, Caister No. 1, Clacton-on-Sea, Cromer, Dover, Dunbar, Eastbourne No. 2, Falmouth, Filey, Fishguard, Flamborough No. 1, Fleetwood, Gorleston No. 1, Gourdon, Harwich Nos. 1 and 2, Hastings, Ilfracombe, Kingsdowne, Kirkcudbright, Littlehampton, Lowestoft No. 1, Lytham, Margate No. 1, Montrose No. 1, Newbiggin, Newlyn, Padstow No. 2, Pakefield, Palling No. 2, Peel, Plymouth, Redcar, Rye Harbour, St. Anne's, St. David's, St. Peter Port, Sennen Cove, Southwold, Swanage, Tenby, Totland Bay, Walton-on-Naze, Weymouth, and Winterton No. 2.

Granted 5*l.* 15*s.* to men injured in the Life-boat service at Scarborough and Winterton.

Voted the Silver Medal and 5*l.* to DUNCAN CAMPBELL for rescuing very gallantly four of the crew of the S.S. *Ema*, of Kragero, which was wrecked on the Mull of Oa, Islay, on 21st October, 1911, in a strong gale and very heavy sea. Campbell entered the sea and, with great difficulty and danger owing to the heavy surf, succeeded in reaching a rock, from which position he was able to get into communication with the vessel, and by means of his personal exertions saved the men.

Also the "Vellum Thanks" and 2*l.* each to two men for putting off in a boat and saving two persons, in a moderate S.S.W. gale and heavy sea, from a small boat off Perranuthnoe, Mounts Bay, on the 14th December 1911.

Also the "Vellum Thanks" to the master, and 10*l.* to be divided between him and the crew of the tug *Champion*, of London, for rescuing two of the crew of the barque *Walkure*, who were inadvertently left behind on the barque when she was abandoned by her crew on the 6th December.

Also 2*l.* 12*s.* 6*d.* to seven men for saving the crew of five hands of the schooner *Barbara*, of Wick, which had stranded at Flotta, Orkney Islands, in a whole W. gale and rough sea, on the 4th November 1911.

NOTICE.

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

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—

Deputy-Chairman—

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

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 (1911) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £38,000 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1911.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 46 Vessels and Boats saved by them and 76 persons landed from vessels in distress and lightships	540	...	...
Number of Lives saved by Shore-boats, &c.	147	...	...
Amount of Rewards granted during the Year	11,243	19	7
Honorary Rewards:—Gold Medal	1	...	...
Silver Medals	5	...	...
Binocular Glasses	19	...	...
Aneroid Barometers	3	...	...
Votes of Thanks on Vellum	98	...	...
Certificates of Service	12	...	...
Total	138	687	£11,243 19 7

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., 1911), is 50,081. The rewards and recognitions granted by the Institution in the same period comprise 102 Gold Medals and Clasps, 1,278 Silver Medals and Clasps, 69 Decorations, 445 Binocular Glasses, 15 Telescopes, 98 Aneroid Barometers, 2,030 Votes of Thanks inscribed on vellum and framed, 235 Certificates of Service framed, and £330,498 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 233 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.—May, 1912.