

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

Vol. XXIV. —No. 272.] FEBRUARY, 1921.

[PRICE 6d.

Notes and News.

By GEORGE F. SHEE, M.A., Secretary of the Institution.

THE severe storms which visited the British Isles during December last were marked by a number of splendid services, and in the case of the Fish-guard Life-boat by one of the finest anywhere on the coast in recent years. At the same time they cost the Service the lives of six gallant Life-boatmen. Their loss is a reminder, once again, that, in spite of skilful seamanship and all that mechanical science is doing to increase the speed and the strength of Life-boats, and their power to save life, the Service inevitably carries on its work at the hazard of the lives of brave men. It is a hazard which they themselves cheerfully accept as a part of their duty, but which we who work for the Service in other ways, and the nation which benefits by the courage and self-sacrifice of the Life-boat crews, must never forget.

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The services of the Rhoscolyn and Johnshaven Life-boats, in which these lives were lost, are fully described elsewhere, and I wish here only to draw attention to the fact that at the inquiries which were held afterwards into the causes of the loss of life, no fault whatever was found with the Life-boats themselves. They were, in fact, reported to have "behaved magnificently." Both were of the self-righting type. They were capsized by exceptionally heavy waves, the crews were thrown into the water, and the Life-boats righted themselves at once. The men who lost their lives were those who, in spite of the life-lines which are laid across their knees, in case of such emergencies, were unable to regain the boats.

In connexion with these two cases it is interesting to note that on the 13th December the Brixham Life-boat was also capsized and also righted herself at once, but in this case all the crew succeeded in getting aboard again. It may also be as well for me to add—although I think the fact will already be familiar to the great majority of my readers—that the choice between the two types of Life-boat, the self-righting type, and the heavier Life-boats of the Watson and Norfolk and Suffolk types, which are more difficult to capsize, but if once capsized cannot right themselves, is left to the Life-boat crews themselves. Every crew has the type of its choice, and no crew is ever asked to accept a Life-boat until some of its representatives have personally inspected and selected the type from among the Boats on the coast.

The Fishguard Gold Medal.

The day before the Rhoscolyn disaster occurred, a magnificent service was performed by the Fishguard Motor Life-boat. The photograph of the terrible lee shore on which the *Hermína* was wrecked—published on another page, with the full account of the rescue—shows more clearly, perhaps, than could any words, the hazardous nature of the service, and the coolness, courage and splendid seamanship which must have been needed to bring the Life-boat, waterlogged and with her engine not working, safely back to port.

Glamorgan's Gift to the Prince of Wales.

The story of the two services of the Rhoscolyn and the Fishguard boats will,

I hope, do much to stimulate the appeal which is being made in Glamorgan to raise £20,000, in order to present our President, the Prince of Wales, with two Motor Life-boats, to be stationed at the Mumbles and Barry Dock. They should, more than anything else, make the people of Glamorgan, with its great shipping industry, realise the dangers of the Welsh coast and the need to help, in whatever way they can, their gallant countrymen who man the Life-boats in Wales.

The Liverpool and Bradford Motor Life-boat Funds.

In 1919 the Port of Liverpool Branch, in addition to its ordinary subscriptions and donations, opened a special fund to be applied to the capital cost of the Motor Life-boat programme, and in the year raised £3,500. During 1920, while again fully maintaining its ordinary revenue, the Branch raised a further sum of £3,612 for the special fund, making a total, up to the present, of £7,112—another and splendid proof of the interest which the Port of Liverpool has always taken in the Life-boat Service. The City of Bradford has also started a special fund for the same purpose, and in the first year has raised £3,179, this again being in addition to the ordinary revenue.

I hope that other large branches will follow the generous example of these two cities, but if they should do so they will do well to bear in mind what the Committee of Management said in their Annual Report for 1919, that such special efforts should only be made if they do not diminish the ordinary revenue of the Branches, for it is upon this ordinary revenue that the Institution so largely depends for the maintenance of the Service.

Increased Pensions.

It has always been the policy of the Institution that the services of the Life-boat crews should be generously rewarded, and the Committee felt that the great increase in the cost of living during 1919 and 1920 justified them in making those further, and substantial, increases in the service rewards and

retaining fees which were announced in the issues of *The Life-Boat* for August and November last. Following upon this they have now reviewed the scale of pensions, and have decided to make an all-round increase of fifty per cent. The new scale comes into force as from the 1st January of this year. These increases amount in the aggregate to a very large additional annual expenditure, but it is an additional expenditure which the Committee feel has been rightly incurred.

Noteworthy Services.

In addition to these and other services for which special awards were made, and which are described at length elsewhere, there have been several during the past three months which deserve to be mentioned.

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On the 19th November, at five in the evening, a London barge, the *Creteram-part*, which had been left by a tug off Beachy Head, found herself in difficulties. There was a whole gale blowing from the W.S.W., and she had been forced to anchor in very shallow water, where the seas were breaking over her. The Eastbourne crew were assembled at seven o'clock, and as the barge would have been in great danger of being driven ashore if she had broken away, they remained on duty all night. Shortly before seven next morning the barge fired rockets of distress, and the Life-boat was launched. She had a very hard struggle in the face of the gale, being continually full of water—so hard, indeed, that the Coast-guard was afraid that she might not succeed in reaching the barge, and informed the Newhaven Station. The Newhaven Motor Life-boat was launched at 9.15, and reached the barge an hour later to find her still anchored. She therefore gave the Eastbourne Life-boat a tow, and, leaving her to stand by the barge, returned to her Station in case of other calls for her help. The Eastbourne Boat stood by until a tug arrived and had towed the barge out of danger, and did not reach her Station again until four in the afternoon. The crew were on duty at

the Boat House for twelve hours, and then afloat in a whole gale for another nine hours, and the Committee decided to show their appreciation of a difficult and exhausting service by giving them an extra monetary award.

An Irish Life-boat Saves Thirty Lives.

Three days later a fine service was performed on the north coast of Ireland. A Newcastle steamer of 1,700 tons, the *Scarpa*, on a voyage from Sligo to Bristol, went ashore, early in the morning, on the rocks in Cloughey Bay, in a whole gale from the south with a heavy sea running. The Cloughey Life-boat was launched, but only with the greatest difficulty, and when she reached the stranded steamer, she found that, owing to the heavy seas, she could not get close to her. The stem of the steamer, however, was close to some high rocks, and the Life-boat got under their lee. The thirty lives on board the steamer—including two women and a child—were then lowered in a basket to the top of the rocks, and from there safely taken into the Life-boat below. They were landed at Ringbay Point, two miles to the north of Cloughey but, owing to the sea, the Life-boat could neither be brought back to her Station, nor could she be beached. The crew, therefore, remained afloat in her all that day and all the following night, not returning to the Station until late in the afternoon of the next day. It was a noteworthy feature of the service that the Coxswain, John Young, was not with the Life-boat, and that she was most skilfully handled by his brother, David Young, who acted as Coxswain in his absence.

Rescue of a German Vessel.

A difficult and dangerous service was very skilfully carried out by the Motor Life-boat at St. Mary's, Isles of Scilly, on the 2nd December, when, in a whole gale, with an exceptionally heavy sea, she went to the rescue of the s.s. *Hathor*, of Hamburg. The *Hathor* had been interned in Chili, and she was on her way back to Germany, but her engines had broken down, and she was being towed from the Azores to Portland by

two tugs. From these she had broken adrift. She had got her anchors down, but they were dragging, and when the Life-boat reached her she had been driven on a ledge near the *Letheus* rocks. Two of her boats had already put off with nineteen men on board, and these were taken into the Life-boat. Five men remained in the wreck. It was a very difficult and dangerous task to rescue them, for the *Hathor* was being kept head to sea by her anchor. The Life-boat, in consequence, could not get into shelter under her lee, and the rise and fall of the seas was about 30 feet. That all five men were safely got off, without anyone being hurt, and with very slight damage to the Life-boat, shows how skilfully she was handled. It is interesting to know that it was the unanimous opinion at St. Mary's that the service was one which could only have been successfully carried out by a Motor Life-boat and that a Sailing Life-boat, though she could have reached the wreck, would have found it all but impossible to have got back again. The Life-boat which performed this fine service, the *Elsie*, was sent to St. Mary's in October, 1919.

Rewards Refused.

In two cases recently, at Aldeburgh and Clovelly, the Life-boatmen have generously refused the rewards to which they were entitled. On the 18th November, the Clovelly herring fleet was caught in a S.E. gale, and at 10 o'clock the Life-boat put out in search of one that had not returned, although she had been seen, some hours before, a few miles out. A little later the missing boat reached harbour half-full of water, and with only a few inches of free board, and the Life-boat was recalled. On the 4th December the Aldeburgh No. 1 Life-boat went out in a half gale in search of a fishing-boat which had been washed away by a big sea. There was no one on board. The Life-boat searched for several hours but could find no trace of the missing boat, and, as it was by this time blowing a whole gale, she returned. In both these cases the crews said that they did not wish to be rewarded for going to the help of their brother fishermen.

A Gift from Salvage.

In January, 1920, the Brixham Life-boat helped to salve a Norwegian vessel, the s.s. *Storaker*, of Christiania. Out of the salvage money which they have received for this service the crew have generously made a donation of £20 to the Institution. It is no uncommon thing for the crews to make such presents to the Institution, and this is the second received from the Brixham crew within recent years, a fact highly honourable to this fine crew.

The Dutch Life-boat Service.

I feel sure that all readers of *The Life-Boat* will turn with especial interest to the admirable article on the Dutch Life-boat Service which has been written for *The Life-Boat* by Mr. H. de Booy, the Secretary of the North and South Holland Life-Saving Society. They will, I am sure, appreciate it still more when I add that it has not been translated, but was written in English by Mr. de Booy.

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Except that there are two Life-boat Societies in Holland, founded within a few days of each other, in the same year as our own Institution, the organisation of Life-boat work in Holland resembles very closely the organisation in this country. Like ours also, the Dutch Service, except for a small annual subsidy to the South Holland Society, is supported by voluntary contributions, and I should like to draw attention to Mr. de Booy's emphatic agreement with the opinion, held also in this country, that a Government Life-boat Service would be very much more expensive.

Dutch Shipping Companies.

It is not to the Government that the Dutch Life-boat Service turns when it needs to raise large sums, but to those who, as Mr. de Booy says, "more than any others have an interest in an efficient Life-boat Service"—the Shipping Companies. The Dutch Service is engaged, like ourselves, in building Motor Life-boats, and in adapting to its uses other important mechanical devices, such as the Caterpillar Tractor, and I should like to draw special attention to the fact that

of the £50,000 which it requires for its building programme *more than half has already been subscribed by Shipping Companies, and Mr. de Booy hopes to obtain the rest also among the shipping community.* When it is remembered that in 1919 the whole of the contributions received by the Institution from British Shipping Firms was less than £2,000, I can only express the earnest hope that the shipping community here will follow the generous example of the Dutch firms, and will show in the same generous way that they, too, realise who it is "who have, more than any others, an interest in an efficient Life-boat Service." If the British Shipping Companies were to give the same measure of support relatively to the Institution as the Dutch and, I may add, the Norwegian do to their respective Life-boat Services, the Committee of Management could face the heavy commitments of the next few years without anxiety, and we should not see, as we do this year, an excess of £12,000 on expenditure over income.

The Dutch Life-boat Men.

Mr. de Booy gives a very interesting list of the services of one of the Dutch coxswains. It will be seen that in 25 years he took part in 38 services and helped to rescue no fewer than 487 lives, and that no fewer than half of these services were to British vessels. It is a splendid record, and though we have records in our own Service which equal, we have few, if any, which surpass it. Mr. de Booy's story of the last service of this same coxswain, Theodorus Rijkers, will, I think, strike many people as not untypical of our own Life-boat men, and they will see in the Dutch Life-boat man's portrait, which appears with the article, a very fine face of a type with which they are familiar on the East Coast. There are evidently other characteristics in common. Mr. de Booy wrote to me not long ago, with regard to a Dutch vessel, "Up till now I only heard that the captain was one of those men who say very little, and, if they do say anything, they use as little words as possible. I do not believe this kind of man is found in France, but in England,

perhaps, you also meet him." Indeed we do!

Portraits of Honorary Workers.

As the Centenary approaches I am hoping to publish in *The Life-Boat* portraits of the Honorary Secretaries of the principal branches, and of other Honorary Workers who play a prominent part in helping us to raise the funds of the Institution. It is the great pride of the Life-boat Service that it is, in a double sense, a volunteer service—that its Boats are manned by volunteers, and that its funds are entirely composed of free gifts from all classes, obtained through the help of many hundreds of unpaid workers. I feel that not only the Life-boat men who perform distinguished services, but those men and women, through whose energy and devotion we are able to maintain

the Service as a voluntary institution, should be familiar to the readers of *The Life-Boat*. The first of these portraits is published in this number—a portrait of Miss Alice Marshall, the Honorary Secretary of the Oxford Branch. It is to her untiring efforts during the past nine years that we owe it that Oxford has become one of the most important of the inland branches.

The Coastguard Service.

Vice-Admiral Sir Dudley de Chair, Admiral Commanding Coast-guard and Reserves, and a member of the Committee of Management, has written for *The Life-Boat* an account of the origin of the Coast-guard and of its life-saving work. I hope to publish this article, with illustrations of the Rocket Apparatus at work, in the May issue.

The Problem of the Life-belt.

OF the many problems which confront the technical officers of the Institution few have caused so much careful thought and discussion as the design of an efficient life-belt.

Until the year 1904 the question was comparatively simple. Cork jackets were the vogue—if one may borrow a term from the dressmaker's dictionary—and cork is not a material of which the utility and efficiency can be increased by any peculiar cut of the jacket. In fact, until 1904 the life-belt which Admiral Ross Ward, at one time Inspector of Life-boats, had designed in 1854 was, with some slight modifications, still in use.

In December, 1904, however, a new substance—Kapok*—came into use, and two sets of Kapok belts were issued to each Station for trial. As a result of these trials, this new substance was adopted, and belts made of it were distributed to all the crews in 1906. Kapok is superior to cork in several very important particulars. It is more durable, not being liable, as is cork, to become brittle and to break; it is lighter; the belts made of it are

less clumsy to wear; and they will support more weight for a longer time. These are great advantages. It was found, however, that it was possible for an unconscious man, wearing a Kapok belt, to float with his face entirely submerged, and it should here be said that, in our opinion, the life-belt which will support an unconscious man with his face clear of the water under every conceivable condition has yet to be devised. However, in 1917 the Board of Trade informed the Institution that, since its life-belts failed in this respect, it was unable to approve of them. Exhaustive experiments were again carried out, and a second Kapok belt was designed which, in the opinion both of the Committee of Management and the Board of Trade, fulfilled the necessary conditions.

The new belt was issued to the crews, but complications occurred at once, for it was received with protests from Land's End to John o' Groats. It was much more cumbersome than the old, and while a few crews approved of it, and some were indifferent between the two, the great majority heartily disliked

* A fibrous substance obtained from plants in the Dutch East Indies, notably Java. It

was used for stuffing cushions before its buoyant qualities were discovered.

it. Some, indeed, refused to wear it at all! It was, therefore, necessary to reopen the whole question just as it seemed to have been settled, and a deputation from the Committee of Management, consisting of Major-General Seeley, Commander Lord Curzon, R.N., the Secretary, and the Chief Inspector, was received by the Board of Trade in July, 1920, and explained the difficulties with which the Institution had to contend.

The Board of Trade was entirely sympathetic, and eventually approved of a return to the first and more comfortable Kapok belt, on the clear understanding that it be worn by the men on their own responsibility. The immediate difficulty was thus removed. But, naturally, the Institution was not content to let matters rest at this, and again most careful experiments had to be carried out. As a result, a third Kapok belt has now been designed. It is the first belt with certain modifications, and, in the opinion of the technical advisers of the Institution, gives the maximum of security that it is possible to obtain consistent with the ease in wearing, on which the crews themselves insist. The final choice is left to the crews, and each Life-boat crew decides for itself whether it will wear the second and more cumbersome belt, or the original Kapok belt with the modifications which have now been made in it. So far there has been a pronounced preference for the older type, as improved.

The Institution feels that, after three years of uncertainty and the most careful

and thorough experiments, the question of the life-belt has now been settled, and that everything which is humanly possible has been done to provide belts which the experts believe to be efficient, and in which the crews themselves have confidence.

A word, however, may be added for the benefit of those who have been very anxious to revert as soon as possible to the original Kapok belt in its improved form, and who have been impatient of the inevitable delays. The work entailed in the bringing out of a new belt is both tedious and difficult. After it had been designed, most careful personal tests were carried out with it by the Deputy Chief Inspector. These tests showed that certain alterations were necessary, and when these had been made further tests had to be carried out. After this the experimental belt had to be cut up, the Kapok in each pocket carefully weighed, and a specification of the whole belt prepared. Moreover, the pre-war covering material, which had been in use since 1904, was no longer obtainable, and many samples of new material had to be tried before a satisfactory substitute could be found. Not until all this had been done was it possible to ask the contractors to quote terms for making the new belt, and to give the final order for the manufacture of it in large numbers to be started. In this, as in all matters of equipment, the Committee are determined that neither time, money, nor trouble shall be spared in obtaining the best design, material, and workmanship.

Obituary.

WE regret to report the death of Mr. ROBERT BIRKBECK, which took place on the 19th November, 1920, at the age of eighty-three after a long illness. Mr. Birkbeck had been a Member of the Committee of Management since 1884, and became a Vice-President in 1915. A brother of the late Sir Edward Birkbeck, who was for many years Chairman of the Institution,

Mr. Birkbeck took the keenest interest in its work, and, while his health allowed, was most constant and regular in his attendance at all meetings of the Committee. A man of exceptional ability and sound judgment, in which there was always a spice of dry humour, his shrewd advice was always at the service of the Committee, and was much valued by them.

Honorary Workers of the Institution.

No. 1. Miss ALICE MARSHALL, Honorary Secretary of the Oxford Branch.



Photograph by]

[Norman Taylor.

The Oxford Branch.

AN Oxford Committee of the Life-boat Saturday Fund was formed in 1900 by the late Commander Maunsell, R.N., and Mr. Belcham, Headmaster of St. Peter-in-the-East School, who still takes a keen interest in the work of the Institution. By means of Life-boat Days and processions, and some house-to-house collecting carried on by a small committee of ladies, the Oxford Life-boat Saturdays raised, during the next eleven years, just over £1,000 for the Institution. In 1911, when the work of the Life-boat Saturday Fund was taken over by the Institution, an Oxford Branch was formed, and Miss Alice Marshall became the Honorary Secretary. As a daughter of the late Rev. Jenner Marshall, Lord of the Manor of Westcott Barton, and granddaughter of the Rev. Edward Marshall-Hacker, of Ifley Rectory, Enstone, and Sandford St. Martin, she comes of a family long and closely connected with Oxfordshire.

By ten years of enthusiastic and untiring work Miss Marshall, with her band of helpers, has made the Oxford Branch one of the largest and most generous of all the inland branches of the Institution, and has enlisted the help, as patrons and officers, of the leading members of the University, City and County.

How successful her work has been the following very striking figures show. In the last year of the Life-boat Saturday Fund Oxford contributed just over £100 to the Life-boat Service. During the first four months of the Branch's existence it raised just under £140. In 1920, its tenth year, it sent to the Institution £1,150, being eleventh in the list of Branches, and contributing more than any except such great ports and wealthy manufacturing cities as Liverpool and Glasgow, Edinburgh and Birmingham.



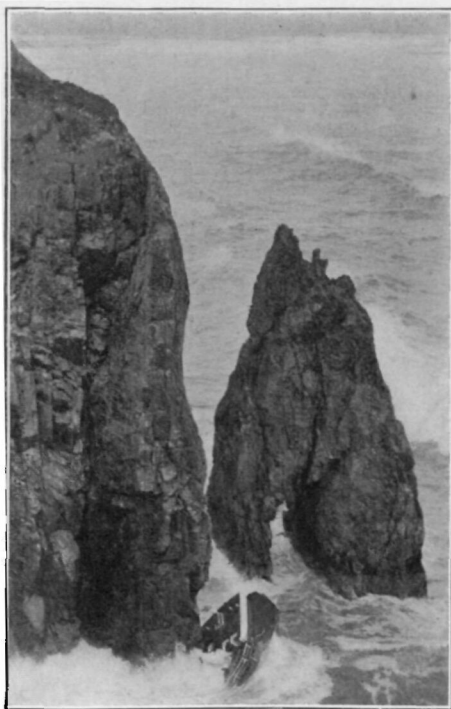
Coxswain JOHN HOWELLS
(Gold Medal).

**Fishguard
Gold Medal
Service.**

**December 3rd,
1920.**



2nd Coxswain T. O. DAVIES
(Silver Medal).



**The Scene of the Wreck
Next Morning.**



Motor Mechanic R. E. SIMPSON
(Silver Medal).



Life-boatman T. HOLMES
(Silver Medal).

The Fishguard Gold Medal Service.

ON the 2nd December the three-masted Dutch motor schooner *Hermina*, which had been sheltering in Fishguard Harbour, left for Rotterdam. During the night the wind freshened until it was blowing a moderate gale from N.W., and she was compelled to return, remaining at anchor outside the break-water during the day. The wind increased to a gale, and, as darkness set in, it was seen that the *Hermina* was riding heavily to her anchors. Then, at 6.40 P.M., she was seen burning flares as signals of distress, and the Motor Life-boat was launched. By the time the Life-boat reached her, the *Hermina* had dragged her anchors for a considerable distance, and was grinding heavily on the rocks with tremendous seas making a clean breach over her. The Life-boat was anchored, and veered down to her, but it was only with the greatest difficulty and at great risk that she was able to get ropes on board. The sea was lifting the Life-boat right into her rigging, and once, had it not been that the rigging prevented it, the Boat would have dashed down on the schooner's deck. In spite of these difficulties seven of the crew were safely taken off, but the captain and the two mates refused to leave their vessel. The Coxswain implored them to come, telling them that it would be impossible for the Life-boat to return, and that very soon, with the rising tide, the *Hermina* would be dashed to pieces on the cliffs. What happened later proved the Coxswain to be right; but the captain and the mates still refused to leave their ship, and the Life-boat prepared to return to Fishguard without them.

Splendid as had been the actual work of rescue, the real test of the skill and courage of the crew was still to come. While the rescue was being carried out the motor mechanic discovered that the Life-boat was leaking, and although in these difficult circumstances he made repeated efforts, he could not start the engine. The Life-boat, with the seven rescued men aboard, was in a position of extreme peril. Only magnificent seamanship on the part of the Coxswain, the readiest obedience on the part of

the crew, and courageous determination on the part of them all, could have successfully brought the Life-boat, waterlogged as she was, away from a lee shore, with sheer cliffs behind her, in the face of a whole gale.

No sooner had the Life-boat cast off than her mizzen sail was blown to ribbons, became unhooked, and was lost overboard, leaving her with only the main sail set. If her position was perilous before, it was now almost hopeless; but, in response to the call of the Coxswain, the Second Coxswain and one of the crew, Thomas Holmes, at once crawled out on the forward end box, and, with great seas breaking over them, succeeded in reeving the jib tack so that the jib sail might be set. There is little doubt that the prompt action of these brave men saved the Life-boat and all on board of her.

At midnight, three hours after she left the wreck, the Life-boat reached Fishguard. Shortly afterwards flares were again seen burning on the *Hermina*. The captain had repented of his decision to remain on board, but it was impossible for the Life-boat to return. Fortunately, the Life-saving Apparatus was in readiness at the top of the cliff. The second mate had been washed away and drowned, but the captain and the first mate succeeded in climbing on the rocks, and here, when day came, they were seen to be clinging, and were rescued by the Life-saving Apparatus. One of the volunteer crew, Mr. William Morgan, was lowered down the cliff in order to reach the mate, who was lying on a ledge utterly exhausted, with the waves washing over him. By this time the *Hermina* had been broken in two by the Needle Rock.

The unanimous opinion at Fishguard was that the seamanship and splendid determination of Coxswain John Howells were chiefly responsible for rescuing the men of the *Hermina* from almost certain death, and the Life-boat and her crew from imminent danger of destruction. Coxswain Howells himself spoke in the highest terms of the courage and ready obedience with which the crew had supported him, and especially of Second Coxswain T. O.

Davies, Motor Mechanic R. E. Simpson, and Life-boat man Thomas Holmes.

The Committee of Management decided that the circumstances of this rescue, and the skill and courage shown, were of so exceptional a character as to justify the award of the highest honour which it is in the power of the Institution to bestow—the Gold Medal. The Gold Medal was awarded, therefore, to Coxswain Howells, and the Silver Medal to Second Coxswain Davies, Motor Mechanic Simpson, and Life-boat man Holmes for their special services. Feeling, also, that all the crew had shown exceptional courage and resolution in carrying out the orders of their Coxswain,

the Committee also decided to award to each remaining member the Bronze Medal. An additional monetary reward was also given to every member of the crew. The last Gold Medal was awarded in 1917 for the service of the Cromer Life-boat to the Swedish steamer *Fernebo*. The Dutch Shipping Board which sat to examine the causes of the loss of the *Hermia*, expressed their "great admiration of the courage and seamanship of Coxswain Howells and his crew." The Committee also decided to award the Thanks of the Institution inscribed on Vellum to Mr. William Morgan, of the Life-saving Apparatus, and to give him the same monetary reward as the crew.

Six Life-boat Men Drowned on Service.

DURING the severe storms last December six Life-boat men lost their lives while on service. Five of them were members of the crew of the Life-boat at Rhoscolyn, in Anglesey, and the sixth belonged to the Boat at Johnshaven, in Kincardineshire. Both of the boats were of the self-righting type. They were capsized by exceptionally heavy waves, and righted themselves immediately, but, in spite of the life-lines, it was not possible for all of the men to regain them.

At 9 A.M. on the 3rd December, in a whole gale from N.W., with a very heavy sea, the Rhoscolyn Life-boat was launched to a small steamer, which, although steaming, was unable to make any headway, and was drifting before the gale, three or four miles west of Rhoscolyn Beacon. She was found afterwards to be the *Timbo*, of Whitby, a steamer of 115 tons, on a voyage, in ballast, from Liverpool to Newport in Monmouthshire. As the Life-boat left the land the sea was increasing, and it was two hours before she reached the steamer. Owing to the heavy weather and the vessel's iron-bound fenders, the Life-boat was unable to get alongside, but she succeeded in making fast astern by a four-inch hawser. This, unfortunately, parted almost at once, and the Life-boat was unable to beat up to the *Timbo* again; but, as the steamer's anchors were now holding on a good bottom, the Life-boat left her, and,

since it was impossible to lay a course for Rhoscolyn, made for Llanddwyn. She had been running before the gale for about an hour when a huge sea broke over the lee side, and two of the crew, Evan Hughes and Owen Jones, were washed overboard. Four attempts were made to pick them up, but it was found to be impossible, and the Life-boat again headed for Llanddwyn. She was still two miles away from the shore when a very heavy squall and a tremendous sea threw her on her beam ends to starboard, her sails going right under water. In a few seconds she righted herself, but Coxswain Owen Owens and two members of the crew, William Thomas and Richard Hughes, failed to regain her, and before the boat could be got under control again all three had disappeared.

It was then about 3.30 P.M.—over six hours since the Life boat had put out—and she was dangerously near the rocks. She anchored for more than an hour, and then was beached at Llanddwyn, twenty miles from Rhoscolyn, practically undamaged. The remaining eight men of the crew, of whom one had been severely bruised, were taken care of by the people of Llanddwyn, who consisted of three pilots and their families. Next day all but the injured man were taken home by motor.

The bodies of the five men who had been drowned were recovered, and at the inquests which were held the evidence showed that the Life-boat and

her equipment were in perfect order. The survivors were unanimous in praising the behaviour of the Boat and the way in which she was handled by the Coxswain and by Edward Hughes, who relieved him from time to time; while the master of the *Timbo*—which was ultimately driven ashore, all of her crew but four being saved—spoke in high praise of the crew of the Life-boat, and said that they did everything that it was possible for men to do. Of the five men who were drowned, Coxswain Owens and Owen Jones left widows but no children, and the Committee of Management decided to give Mrs. Owens and Mrs. Jones the customary pensions awarded to the widows of Coxswains and Life-boat men who lose their lives on Service, plus a bonus of 50 per cent. on account of the present high cost of living. Additional monetary rewards were also given to the crew.

Johnshaven.

During a whole S.S.E. gale and a very heavy sea the Johnshaven Life-boat *James Marsh* was called out at about 11.45 A.M., on the 21st December, to the help of the Danish schooner *Fredensborg*, which was in distress about five and three-quarter miles S.W. of Johnshaven. The vessel at the time was bound from Copenhagen to Grangemouth with a cargo of scrap iron, and carried a crew of nine hands. All her canvas had been blown away, and when the Life-boat arrived she was riding to both anchors, with a trawler standing by. Four of the trawler's crew were on board the *Fredensborg*, and they called to the Life-boat to come alongside. The four men were taken back to the trawler, and the Danish captain, finding that his port anchor would not hold—the starboard cable having already carried away—decided to cut the port cable and let his vessel go ashore, as he felt it would be less risk to ground with no cable than to drag ashore.

As soon as the four men had been placed on their vessel the Life-boat returned to the schooner, and with considerable difficulty, owing to the heavy seas running, succeeded in taking off the nine men on board. A course

was then set to return to harbour. The entrance to it is at any time dangerous. A reef of rocks runs for about two or three hundred yards on each side of the entrance channel, and the breadth of this channel is only about thirty feet at the widest part. It was, at this time, low water with a heavy confused sea breaking over the rocks, and as the Life-boat was rounding up to enter the channel a huge sea struck her on the starboard quarter, and she heeled over so far that all hands were thrown into the water. The Boat righted herself at once. Some of the men managed to hold on to the lines and scrambled back into her, while the remainder struck out for the shore, which was quite close. A few minutes later the Boat was thrown on to the beach to the northward of the harbour. The men who swam ashore were helped by onlookers from the beach, but James McBay, although he was a very strong swimmer, succumbed, and all efforts to restore him failed, and two of the crew of the schooner were not seen again.

At the inquiry which was held it was stated that the Life-boat behaved magnificently, that the accident was not due to any defect in the Boat's gear, and that the crew showed great courage, returning to save others in the water when they had themselves been rescued. After their severe and exhausting experience they were unable to carry out their ordinary duties for several days. The Life-boat herself was considerably damaged when she was thrown on shore, and was sent to London for complete overhaul and repair, a Reserve Life-boat being sent to the Station.

It was decided to present the Coxswain with the Thanks of the Committee inscribed on Vellum, and to give each member of the crew an extra monetary reward, in addition to the double reward under the Institution's scale, which each had already received. John McBay, who lost his life, had been connected with the Life-boat Service for fifteen years, had served in the war, and been taken a prisoner. The Committee decided to give her a pension according to the Institution's scale, plus a bonus of 50 per cent. on account of the present high cost of living.

Two Fine Services.

Plymouth.

ON the 3rd October the Plymouth Life-boat was launched shortly before 10 P.M., in a strong southerly gale, with heavy rain and a very heavy sea, to the help of a vessel which had been driven ashore on the eastern side of the breakwater. She was found later to be a four-masted barquentine, the *Yvonne*, of Marseilles, with nineteen men on board. The Life-boat when launched was taken at once in tow by the King's Harbour Master's steamboat. This boat had already been injured in the gale, having been dashed against the pier by the heavy seas, and she was handled most skilfully by her Coxswain. Her engines were working badly, and there was a great deal of water in her engine-room—the leading stoker, in fact, was standing in water up to his waist; but in spite of this she brought the Life-boat out until she could be taken in tow by the Government tug, *Rover*, which had been ordered out by the King's Harbour Master, Commander Freyberg, R.N., as soon as news of the wreck had been received. The tug towed the Life-boat out to sea, standing by all the time, and Commander Freyberg himself, who was on board the tug, boarded the Life-boat when the wreck was reached. It was not found possible to rescue the crew when to windward of the wrecked vessel, and the Life-boat returned inside the breakwater, and anchored to leeward. The *Yvonne* had been thrown right on top of the breakwater, over which the waves were washing, and the crew were able to drop on to it, and then jump into the sea. Seventeen of them were picked up by the Life-boat and one by the tug, and, when it was found that the nineteenth man was missing, Commander Freyberg landed on the rocks and searched the breakwater. This he did at great personal risk, and it was only the fact that the tide was falling which made it possible at all. No sign of the missing man was found, and it was feared that he must have been carried out to sea. Commander Freyberg returned to the Life-boat,

and she eventually reached shore shortly after 2 A.M.

The Committee decided to show their appreciation of this meritorious service by making the following awards: To Commander Freyberg, the Thanks of the Institution inscribed on Vellum; to Coxswain W. J. Williams, of the Harbour Master's steamboat, and to Leading Stoker J. Harvey, of the steamboat, the Thanks of the Institution inscribed on Vellum and monetary rewards; to the remainder of the steamboat's crew, Letters of Appreciation and monetary rewards; to the Master of the tug *Rover*, a Letter of Appreciation and a monetary reward, and monetary rewards to all the members of his crew; to the Coxswain and crew of the Life-boat, additional monetary rewards and a Letter of Appreciation.

Whitby.

A courageous and arduous service was performed by the crew of the Whitby Motor Life-boat in the early morning of the 15th November, when they went to the rescue of the five-masted schooner, the *Cap Palos*, of Vancouver. More than a year before, on the 24th October, 1919, the *Cap Palos*, when on her way from Immingham to Hartlepool, was overtaken by rough weather in Robin Hood's Bay, and the Robin Hood's Bay Life-boat went out to her help. In the end the vessel was driven on the rocks, and had lain there for nearly twelve months. Efforts were then made to save her. At the beginning of October she was brought in to Whitby Harbour, and in the early morning of the 14th November two tugs towed her out to sea, intending to take her to Blythe. She had no rudder, and was kept afloat with pumps. The wind blew so hard from the south-west that the tugs could make no headway, and they anchored outside the harbour; but during the night the wind increased to a whole gale, and the *Cap Palos* broke away from the tugs and was carried out into the North Sea. At 3 A.M. the tugs signalled for help, and the Motor Life-

boat put out. Unfortunately, her engine broke down, and she was compelled to anchor while it was repaired. By this time sight had been lost of the *Cap Palos*, and the Life-boat returned to her Station to complete the repairs. This was at 5 A.M.

Half-an-hour later, one of the tugs came into harbour and reported that all efforts to take off the crew of the *Cap Palos* had failed. In ten minutes the Life-boat was under way again. The seas were running very high, and the Life-boat was continually buried in them, but she out-distanced the tug, and, after going for eighteen miles, came up with the *Cap Palos*, with the other tug standing by. The schooner was then drifting at about four knots, with two anchors down. She was waterlogged, with a heavy list to starboard, and was rolling rails under in the now terrific seas. The Life-boat approached her on the lee side, but it was a work not only of great difficulty, but of much danger to get close enough to rescue the crew. Had she not been very skilfully manœuvred the Life-boat would very probably have been crushed under the vessel as she rolled. As it was she did not escape damage. One of the heavy chain plates of the *Cap*

Palos had been torn away and was sticking out from the side of the vessel. As she rolled it caught the after-end box of the Life-boat, forced her almost under water, and stove in one of the air cases. In spite of this, however, the whole crew of sixteen were taken off, being by this time half-starved and utterly exhausted by their long struggle against the seas in an unmanageable vessel. It was a run of twenty-one miles back to Whitby, and the Station was reached at 2.30 P.M., nine hours after the Life-boat had put out for the second time. Both the rescued men and the Life-boat crew had suffered much from exposure.

It was decided by the Committee of Management to show their appreciation of this dangerous and exhausting service by giving to Coxswain Egton the Thanks of the Institution inscribed on *Vellum*, and to him and each member of the crew an additional monetary reward.

After drifting about in the North Sea, a derelict, for nearly a month, the *Cap Palos* was found floating keel upwards and was taken in tow, but before she reached harbour she broke in two, the bow half sinking. The other half was towed to Carnclian Bay.

Centenary of the Institution, 1924.

Appeal to Honorary Secretaries.

THE Secretary of the Institution proposes, if possible, to compile its history for publication in 1924, and he will be most grateful to all Honorary Secretaries, especially of Station Branches, for every assistance which they may be good enough to afford in connexion with the history of their respective Branches (Stations), and for photographs dealing with such history, *e.g.*, photographs of past coxswains, previous Life-boat Houses, past Life-boats, and other valuable records. All such documents should be marked "Centenary Records," and should have an accurate description, with names, dates, etc. It is hoped that they can be placed permanently at the disposal of the Institution, but, where it is particularly desired, every effort would be made to

return them eventually. In the case of photographs, it should also be stated on each photograph if it is necessary to obtain permission to reproduce it and, if so, to whom such application should be made.

It is also proposed to form a Life-boat Exhibition, which is to be made one of the prominent features of the Centenary Celebrations. For this Exhibition the Secretary will be very glad to receive any relics which can be procured from vessels which have become total wrecks. Such relics, if large, should be sent direct to the Store-yard, marked "Centenary" on the outside, and with a strong linen label attached, inside, containing full particulars.

This notice will appear in every future issue of *The Life-Boat* until the end of 1923.

“The Dutch Life-Boat Service.”

By H. de BOOY, Secretary of the North and South Holland Life-Saving Society.

No doubt ships have stranded and lives have been lost and saved on the coast of Holland from times immemorial, but it was the year 1824 before a Life-boat Service was founded.

On a stormy day of November of that year a disaster took place near Huisduinen, where ten men lost their lives in a valiant endeavour to save a shipwrecked crew with a boat totally unfit for the work. Under the vivid impression of this disaster, a couple of Amsterdam gentlemen, on the 11th November, 1824, founded the “Noorden Zuid-Hollandsche Redding-Maatschappij” (North and South Holland Life-Saving Society), and a few days later, on the 20th November, at Rotterdam, the “Zuidhollandsche Maatschappij tot Redding van Schipbreukelingen” (South Holland Society for the Saving of Shipwrecked Persons) was founded. Why a national Life-boat Society for the whole coast of Holland was not founded I do not know. The fact is that the situation of 1824 has remained unaltered. It is of no use to talk about the pros and cons of this arrangement. In Holland the Life-boat Service is entrusted to two Societies.

The first named—the Amsterdam Society—attends the coast of Holland from the mouth of the Eems to the village of Loosduinen, south of Scheveningen, and also the coast of Friesland; the last named attends to the coast to the south of Loosduinen, comprising a small part of the coast of the province of South Holland with the important Station of Hook of Holland, and the coast of Zeeland. All told, the two Societies maintain 36 Stations with 49 Life-boats, which is not bad if one compares the length of coast-line with the number of Life-Boats.

The organisation of the Dutch Life-Boat Service is very much like that of the British Society. With the exception of a small Governmental subsidy of £800 to the South Holland Society, the two Societies are supported solely by voluntary contributions, and voluntary con-

tributions also founded them. At every Station one finds an Honorary Committee, which appoints the coxswains, registers the crews, and sees about the quarterly boat-drills. Much valuable work is done by the Committees when shipwrecks occur, especially on the islands of the north of Holland—Texel, Vlieland, Terschelling, Ameland—where roads are scarce and the Boats have often to be transported for long distances along the beach; their work is often very tiring and full of anxiety. They report to headquarters at Amsterdam or Rotterdam. Inspections are held by inspectors, by the Secretary and members of the Board of Directors. The Coast-guard, a Government Service along the whole length of the coast, looks out and reports to the Committees whenever it discovers anything. All the Committees are connected by telephone and telegraph. The rocket-brigades, however, are not, as in England, a separate Service, but belong to the Life-Boat Service. Every Life-boat Station is equipped with rockets and line-throwing appliances.

Types of Life-boat.

The boats are rowing and sailing boats and motor and steam boats. The beach boats, which must sometimes be carried along the beach for many miles, are less heavy than the British Life-boats. They are boats of 30 ft. length, 7½ ft. width, and weigh about 2 tons. The carriage weighs about 1 ton. The carriages are pulled by 10 horses. As horses are getting scarce at some places, we have been obliged to look out for other means of transport. We were very happy to accept the very kind invitation of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to be present at trials with motor tractors at Hunstanton and Worthing, and have since, after successful trials at Katwyk, stationed one at Scheveningen. We are expecting some more tractors for other places. My idea about tractors is that they are splendid instruments. They will, however, only be stationed where horses are lacking.

Of Steam and Motor Boats we now have seven, some of which are big, powerful boats. The Steam Life-boats at Hook of Holland are 55 ft. long, and are propelled by the expulsion of water. They have no screw propeller. At Terschelling and Vlissingen (Flushing) one finds 58 ft. Motor Boats, fitted with the very reliable 76 h.p. "Kromhout" petroleum motors. Of these Boats the *Brandaris* at Terschelling has gained fame by her daring and successful exploits. She is built of steel, as are all the other Motor Boats, and, since 1911, when she was launched, she has saved the lives of 240 men at 20 shipwrecks. The largest number of men she brought ashore in one haul was 70, and there was room for more on board. Other smaller Motor Life-boats are stationed at Rottum and Scheveningen. We hope to build three more, two large boats of the improved *Brandaris* type, and one 50-footer. They are to be stationed at Helder, Harlingen and Ymuiden. They will, however, cost more money than we can afford to pay at this moment. The big boats, if built in Holland, will cost about 100,000 guilders (about £8,500) apiece. Some say, "Ask Government. Government, after all, is responsible for the efficiency of the Life-boat Service." In these times of Governmental meddling with everything this line of thought is nothing extraordinary. When one considers, however, that the Life-boat Service to be efficient must be as much as possible free of red tape, one begins to doubt whether a Government Service would be better.

Support of the Shipping Companies.

Of one thing I am quite sure—a Government Life-boat Service would be infinitely more expensive. Although very thankful to Government for support in many ways, we did not ask Government money, but applied to those who, more than any others, have an interest in an efficient Life-boat Service. We have in view the owners of ships—the Shipping Companies—and we are happy to say that our request got a very generous response. Of 400,000 guilders we want for the building of new Motor Boats and the buying of motor tractors, the Shipping Companies gave us more than

200,000. We hope to get the rest in shipping circles.

The financial position has become rather difficult by the enormous rise of prices of everything. The Life-boat Service in Holland at present costs about 100,000 guilders (about £8,500) yearly, not too much if one takes into consideration that for this sum a fleet of fifty Life-boats, of which seven are Motor or Steam Life-boats, is maintained and everything is paid, the building of the ordinary beach boats included. The capital of the two Societies affords a yearly income of about 30,000 guilders (about £2,550) and the rest has to come from contributions, legacies, etc. I am happy to say that we usually succeed in making both ends meet, but the building of big Motor Life-boats, the buying of motor tractors, will demand large sums of money and a large expenditure in the way of salaries of fixed crews, which, with intricate instruments like Motor Boats, cannot be done without.

The Dutch Life-boat Men.

We do miss the splendid organisation of propaganda we find in England. We have no Branches, no self-supporting Stations, no annual general meeting. We have a journal, *de Reddingboot*, but the number of regular subscribers is still small, about 2,000. A lot of work must still be done in the way of propaganda, for, though money is never lacking when some building scheme has to be carried out, it sometimes is not thought of that, by the building of Motor Boats and such instruments that want special care, the expenditure in the way of fixed salaries, repairs, and so on, is much enlarged. We want more regular income.

"Lest best" we say in Holland, which means that we keep the best for the end. I am now finishing up with the crews, the soul of the Service. The men, even in these egoistic times, keep up the noble tradition of the Service. They risk their lives on a coast which has always been known for its dangerous character, a coast exposed to the full force of the gales from the west. They must be very much like their British colleagues, and not so very much different

from their forefathers who met the English on the seas some centuries ago.

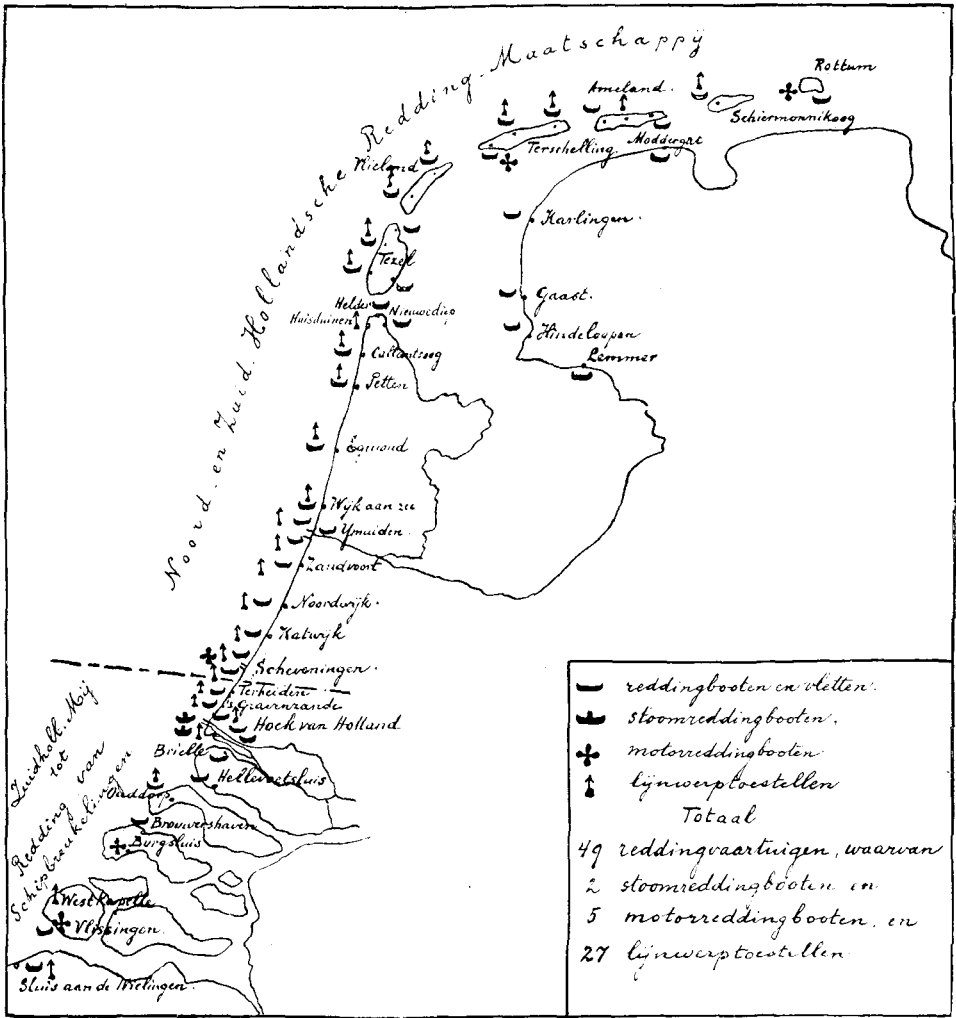
Here is one of them; his name is Theodorus Rijkers. He was for twenty-five years Coxswain of the Helder Life-boat. Following is the list of his rescues:—

	Men rescued.
1872. Dutch ship <i>Australia</i>	25
1876. British s.s. <i>Niger</i>	18
1880. German frigate <i>Gustav Oscar</i>	21
1881. Norwegian brig <i>Pallas</i>	4
1881. German schooner <i>Schwalbe</i>	3
1881. Dutch fisherman	3
1881. Dutch schooner	6
1881. Russian barque <i>Torsen</i>	12
1881. British barque <i>Hospodar</i>	4
1882. British s.s. <i>Strathmore</i>	4
1883. German barque <i>Ulva</i>	4
1884. British s.s. <i>Sapphire</i>	27
1885. British schooner <i>Mary Emma</i>	5
1885. British smack <i>Herbert Polly</i>	6
1886. Norwegian schooner <i>Skjold</i>	7
1886. British frigate <i>Brambletye</i>	21
1887. Belgian smack <i>Ferdinandus</i>	7
1887. German barque <i>Renown</i>	25
1888. German barque <i>Apollo</i>	15
1889. British barque <i>Scottish Fairy</i>	17
1889. German s.s. <i>Johannes</i>	13
1889. British s.s. <i>Dragonfly</i>	22
1890. British s.s. <i>Elstow</i>	11
1890. Dutch smack <i>Februari</i>	5
1891. British s.s. <i>Tuscar</i>	32
1893. British s.s. <i>Lucy March</i>	7
1893. Danish schooner <i>Express</i>	6
1895. British s.s. <i>Wandle</i>	23
1896. Russian barque <i>Uman</i>	13
1896. Dutch <i>Bom</i>	9
1897. British s.s. <i>Harrow</i>	3
1897. British s.s. <i>Zamora</i>	11
1900. British s.s. <i>European</i>	12
1907. British s.s. <i>Turbo</i>	16
1907. British s.s. <i>Ninian Paton</i>	38
1908. British s.s. <i>Volta</i>	13
1908. Italian barque <i>Roma</i>	3
1911. German schooner <i>Elfriede</i>	6

The total is 38 rescues and 487 men saved. In 1911 he resigned because of diminishing strength. In his letter to the Board of Directors he expressed the wish that the Lord might grant one more shipwreck before the date of his resignation, and that he might be successful in rescuing the men. I am happy to say his wish was granted. It was the last one of the list, the schooner *Elfriede*, and Rijkers took off the men with considerable difficulty. But he was not quite happy; there was some grumbling about the size of the ship!

Last summer we had the pleasure of

seeing our British colleagues in Holland, when Mr. George F. Shee, the Secretary of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, Captain Howard Rowley, C.B.E., R.N., Chief Inspector, and Mr. Felix Rubie, M.I.N.A., Surveyor of Life-boats, paid us a visit for the particular purpose of inspecting our Motor Life-boat *Brandaris*, which was built for us in 1910. These gentlemen arrived at Amsterdam on the 17th July, and I met them with Mr. van Lennep, a member of our Committee of Management, and Mr. Goedkoop, Director of the big ship-building works in Amsterdam, and the builder of the *Brandaris*. On that afternoon we went to Hindeloopen, a little hamlet on the Zuyder Zee, where, on the 18th July, we saw the launch of the Hindeloopen Life-boat. We then proceeded to Gaast, another small Station on the Zuyder Zee, and inspected a Surf-boat. From there we went to Harlingen, where we went on board the *Brandaris*, and crossed the Zuyder Zee, passing out into the North Sea through the chain of islands between Terschelling and Vlieland, and got a good view of the American ship *West Aleta*, from which the *Brandaris* had only a short time before rescued the crew of 46. We landed on the Island of Terschelling, and saw the Life-boat there launched as we entered the harbour. The next day we saw the launch of a Life-boat on the northern shore of Terschelling, and then went on board the *Brandaris*, and so back to Harlingen, 22 miles distant. This practically completed the British representatives' Life-boat visit, but we returned together to Amsterdam. I have been very glad to hear that the visit was much enjoyed by the Secretary of the Institution and his colleagues, and it was a great pleasure to us to receive these gentlemen and entertain them in Holland. I feel sure that such mutual visits, giving an opportunity of exchanging experiences, must be of great value, and I shall look forward to a constant interchange of ideas with regard to the splendid, humane service in which both Societies have been engaged for nearly one hundred years.



LIFE-BOAT STATIONS ON THE DUTCH COAST.

Total :

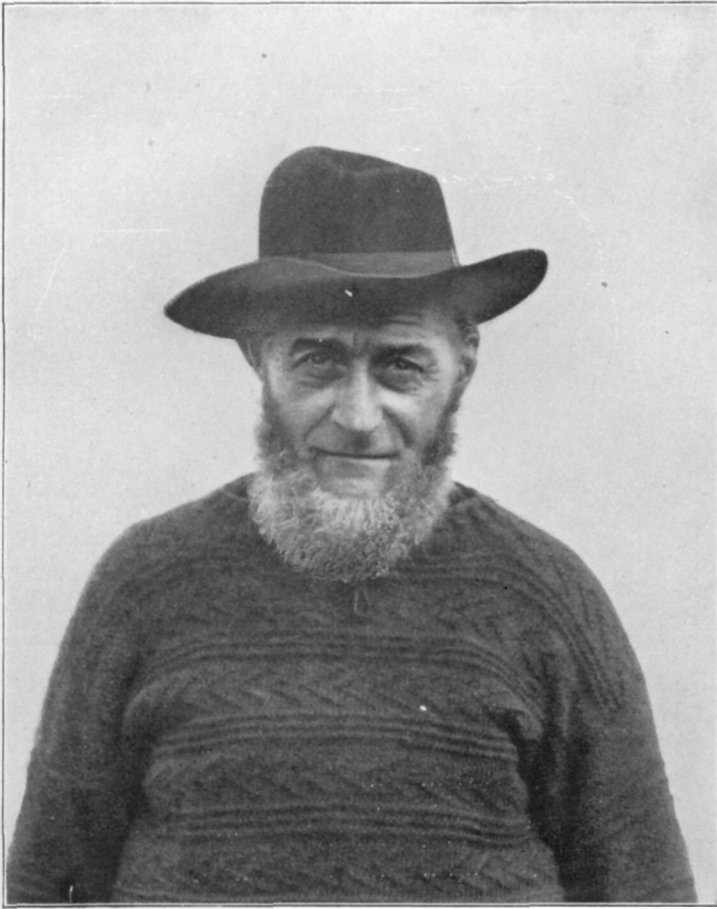
- 49 Life-boats, including**
- 2 Steam Life-boats and**
- 5 Motor Life-boats, and**
- 27 Life-throwing Apparatus.**



ORDINARY ROWING LIFE-BOAT AT PETTEN: READY FOR LAUNCHING.



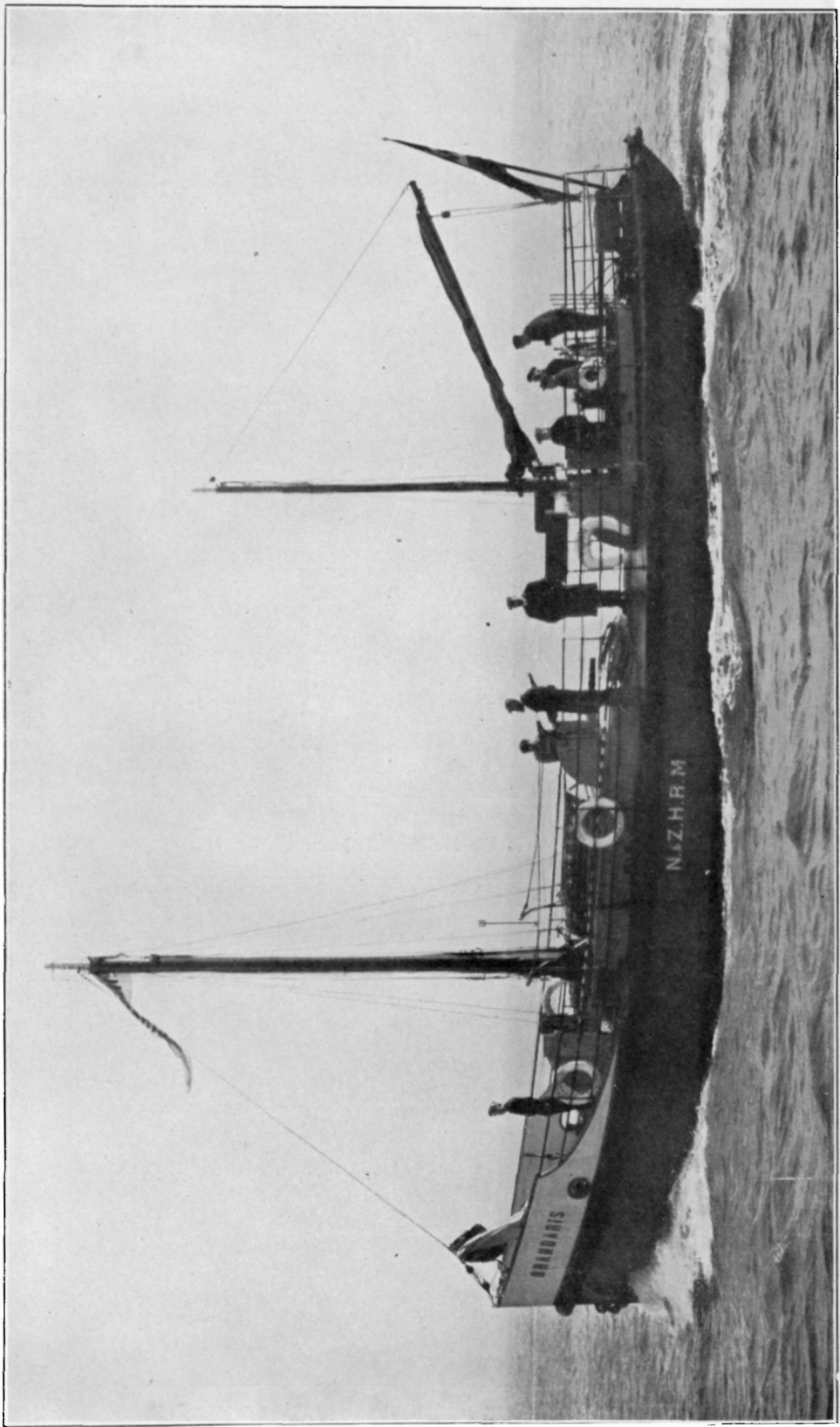
THE LIFE-BOAT AT PETTEN: LAUNCHED.



DORIS RIJKERS,
Coxswain of the Helder Life-boat.



THE CLAYTON MOTOR TRACTOR ON TRIAL AT KATNIJK.
LAUNCHING THE LIFE-BOAT.



THE DUTCH MOTOR LIFE-BOAT "BRANDARIS."

Summary of the Meetings of the Committee of Management.

Friday, 19th November, 1920.

The Rt. Hon. the EARL WALDEGRAVE, P.C., in the Chair.

Co-opted Engineer Vice-Admiral Sir George G. Goodwin, K.C.B., and the Chairman of Lloyds (*ex officio*) Members of the Committee of Management.

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

	£. s. d.
Mr. WM. BYROM . . . (donation)	50 - -
WHITE STAR LINE, being a portion of the contributions made by passengers on their steamers	50 - -

—To be thanked.

Specially recognised the services of Mr. ROBERT LEES, who has held the post of Honorary Secretary of the Wicklow Branch for the past twenty years.

Also suitably recognised the services of Miss CALDER, of Kirkintilloch, Mrs. MARR, of Lenzie, and Mrs. WALLACE, of Ayr, for valuable help in their respective districts.

Paid £28,912 13s. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £474 9s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cresswell . . .	Steam trawler <i>C.S.D.</i> , of North Shields . . .	8
Dover (Steam)	H.M. tug <i>St. Olaves</i> . Stood by vessel.	
Dover (Steam)	Fishing-boat <i>Mary</i> , of Dover	1
Hasborough . .	S.S. <i>Masnedsund</i> , of Sunderland. Stood by vessel.	
Lyme Regis . .	Motor ketch <i>Sheila Margaret</i> , of Southampton. Stood by and assisted vessel.	
Margate No. 2	Barge <i>Flower of Essex</i> , of Harwich. Stood by vessel.	
Mumbles . . .	Schooner <i>Isafjord</i> , of Kopervik. Landed 2.	
Newbiggin . .	Tug <i>Cretewheel</i> . Landed 3.	
Scarborough . .	Motor fishing-cobles <i>Sceptre</i> , <i>Gloria</i> , and <i>Geoffrey</i> , of Scarborough. Stood by and escorted boats to harbour.	
Skateraw . . .	Steam trawler <i>Chamberlain</i> , of Granton. Stood by vessel.	
Walton-on-the-Naze (Motor)	Ketch <i>Lothair</i> , of Rye	4
Weymouth . . .	Tender to H.M.S. <i>War-spite</i> . Stood by vessel.	

The Angle Life-boat assisted the ex-German submarine *V. 3* into harbour; Cromer and Palling No. 2 Life-boats stood by and assisted to save the s.s. *Inverawe*, of Leith; Lowestoft Life-boat stood by and assisted to save the smack *Uncle Dick*, of Rye; Padstow No. 2 Life-boat and Padstow Steam Tug assisted the motor schooner *Twee Ambt*, of Rotterdam, into harbour; Palling No. 2 Life-boat stood by and assisted the s.s. *Masnedsund*, of Sunderland; Ramsgate Life-boat assisted and stood by the sailing vessel *Duquesne*, of Nantes; and Rhoscolyn Life-boat saved the yacht *Undine* and her crew of two hands.

Voted £895 9s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Boulmer, Brixham, Campbeltown No. 1 (Motor), Donna Nook, Dunbar, Flamborough No. 1, Gorleston No. 1, Gorleston No. 2, Holy Island No. 2, Johnshaven, Lowestoft, Margate No. 2, Palling No. 2, Peterhead No. 1, Plymouth, Rhoscolyn, Seaton Carew, Southend-on-Sea, Stromness (Motor), Sennen Cove, St. Mary's (Motor), Torquay, Walton-on-the-Naze (Motor), and Weymouth.

The St. Mary's (Motor) Life-boat conveyed a sick man to Penzance from the Scilly Islands.

Granted £10 to a man for injury in the Life-boat service at Ilfracombe.

Decided to send a special Letter of Appreciation to the Honorary Secretary at Skateraw, commending the action of all concerned in the service launch of the Life-boat, on the night of the 21st October.

Also decided to send a Letter of Appreciation to the Weymouth Station, commending the zeal and efficiency displayed by the Coxswain and Crew on the occasion of a service launch on the 5th October.

Voted an additional monetary reward, and sent a Letter of Appreciation to the Crew and Helpers at Cresswell, in recognition of an arduous service on the night of the 21st October.

Voted the Thanks of the Institution inscribed on Vellum to Commander GEOFFREY H. FREYBERG, O.B.E., R.N., King's Harbour Master at Plymouth, and to Mr. W. J. WILLIAMS and Mr. J. HARVEY, Coxswain and Leading Stoker respectively, of the King's Harbour Master's steam launch, and granted monetary rewards to the crews of the steam launch and H.M. tug *Rover*, for their services in helping the Plymouth Life-boat on the occasion of the rescue of seventeen of the crew of the barquentine *Yvonne*, on the 3rd October.

Awarded an Aneroid Barometer, bearing a suitable inscription, to JAMES COLEMAN, and granted him and three other men the sum of £3 each for saving the motor boat *Aubrey*, which, with two occupants, had drifted into a

perilous position on some rocks near Hastings on the 30th September. The rescue was carried out at night, and was attended with considerable risk by reason of the dangerous position of the motor boat, rough sea, and a strong S.W. breeze.

Voted £3 to the owners of two cobles, which were engaged to stand by a trawler, when she stranded during a dense fog, on the 8th October at Staithes.

Voted £3 to JOHN BARBEARY for saving a small boat and her two occupants at Ilfracombe, on the 27th October. Also granted £1 2s. 9d. to two men who put off in a motor boat to help. At 7.30 P.M. a boat containing two amateur fishermen was seen to be in difficulties off Capstan Point, and Barbeary scrambled over the rocks and managed to board her. He succeeded in bringing into safety the boat and her two occupants, who were completely exhausted.

Friday, 17th December, 1920.

The Rt. Hon. the EARL WALDEGRAVE, P.C., in the Chair.

Reported the death of Mr. ROBERT BIRKBECK, who had been a Member of the Committee of Management of the Institution since 1884, and a Vice-President since 1915. Passed a vote of regret and condolence.

Reported the receipt of the following special contribution:—

ANONYMOUS (Donation) . . . £50 --
Suitably recognised the services of Mrs. Grainger for valuable work, extending over many years, in connexion with the Bradford Branch.

Paid £18,964 18s. 9d. for sundry charges in connexion with the construction of Life-boats, Life-boat Houses and Slipways, and the maintenance of the various Life-boat establishments.

Voted £564 11s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberystwyth . .	Ex-cruiser <i>Amethyst</i> . Landed 1.	
Cloughy . . .	S.S. <i>Scarpa</i> , of New- castle	30
Campbeltown No. 1 (Motor)	Ketch <i>Margaret Murray</i> , of Ayr. Landed 2.	
Cresswell . . .	Trawler <i>Cassandra</i> , of Hull. Stood by vessel.	
Eastbourne No. 2	Lighter <i>Creterampart</i> , of London. Stood by vessel.	
Fishguard . .	Motor schooner <i>Hermina</i> , of Rotter- dam	7
Greencastle . .	Canadian drifter <i>C.D. 37</i> . Stood by vessel.	
Holyhead No. 1 .	Schooner <i>Kate</i> , of London. Landed 5.	
Margate No. 2 .	Motor ketch <i>Garth- loch</i> , of Stockton. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Moelfre . . .	Schooner <i>Bidsie and Bell</i> , of Barrow. Landed 6.	
Newbiggin . .	Eleven fishing-cobles, of Newbiggin. Es- corted boats to harbour.	
Newhaven . .	Trawler <i>Fancy</i> , of Rye. Stood by vessel.	
Newhaven . .	Lighter <i>Creterampart</i> , of London. Stood by vessel.	
New Quay (Card.)	Ex-cruiser <i>Amethyst</i> . Landed 7.	
Spurn (Motor) .	<i>The Bull</i> Light-vessel. Rendered assistance.	
Whitby (Motor) .	Schooner <i>Cap Palos</i> , of Vancouver . . .	16

The Fraserburgh and Peterhead Motor Life-boats assisted to save the trawler *Brucklay*, of Aberdeen, and her crew of nine hands. The Holyhead Steam Life-boat rendered assistance to the schooner *Kate*, of London.

Voted £942 14s. 2d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aberystwyth, Bridlington, Donaghadee (Motor), Dover (Steam), Dunbar, Flamborough Nos. 1 and 2, Fishguard (Motor), Fraserburgh (Motor), Mevagissey, Newburgh, North Berwick, North Deal, North Sunderland, Palling No. 2, Penlee, Ramsgate, Rhoscolyn, Sennen Cove, Stromness (Motor), Southwold, Wells, Whitby No. 1, and Winterton Nos. 1 and 2.

Granted £35 17s. 6d. to men for injury in the Life-boat service at Blakeney and Eyemouth.

Voted the Gold Medal of the Institution to JOHN HOWELLS, Coxswain of the Fishguard Motor Life-boat; the Silver Medal of the Institution to THOMAS O. DAVIES, Second Coxswain, R. E. SIMPSON, Motor Mechanic, and T. HOLMES, Life-boat man; the Bronze Medal of the Institution to all the other members of the crew, and an additional monetary reward to each man, in recognition of an exceptionally gallant service when the Fishguard Life-boat rescued seven men from the motor schooner *Hermina*, of Rotterdam, which was totally wrecked, in a strong N. gale and tremendously heavy sea, on the night of the 3rd-4th December, 1920.

Granted an additional monetary reward to the crew of the Eastbourne No. 2 Life-boat for an arduous service on the 14th November, 1920.

Voted the Thanks of the Institution, inscribed on Vellum, to RICHARD EGLON, Coxswain of the Whitby Motor Life-boat, together with an additional monetary reward to him and to each of the crew, in recognition of their meritorious services in saving sixteen men from the schooner *Cap Palos*, of Vancouver, during severe weather, on the 15th November, 1920.

Reported that the Rhoscolyn (Anglesey) Life-boat was capsized on the 3rd December, after launching to the assistance of the s.s. *Timbo*, of Whitby. A whole N.W. by N. gale prevailed at the time, with a very heavy sea, and, unfortunately, Coxswain OWEN OWENS, WILLIAM THOMAS, EVAN HUGHES, RICHARD HUGHES, and OWEN JONES lost their lives.

Granted weekly pensions to the widows of OWEN OWENS and OWEN JONES; gave additional monetary rewards to each member of the crew; also sent a *Letter of Thanks*, together with a monetary reward to the pilots who gave valuable help at Llanddwyn, where the Life-boat was beached after the accident.

Directed that a letter be sent to the Clovelly Life-boat crew expressing the Committee's appreciation of their generous action in launching to assist their fellow fishermen, on the 18th November, and refusing any reward.

Directed that a Letter of Appreciation be sent to RICHARD PAYNE, Coxswain of the Newhaven Motor Life-boat, in recognition of the good judgment he displayed on the occasion of a service launch on the 15th November.

Directed that a Letter be sent to the crew of the Cloughey Life-boat expressing the Committee's appreciation of the rescue of thirty persons from the s.s. *Scarpa* on the 18th November. Also specially commending the services of Acting Coxswain ANDREW YOUNG.

Directed that a Letter be sent to Newburgh commending the Life-boat Crew and Helpers for their efforts to render assistance to a distressed vessel on the night of the 18th November.

Voted £7 17s. 6d. to seven men for putting off from Campbeltown in a motor boat, during a whole W.N.W. gale, and landing a man from the ketch *Margaret Murray*, on the 15th November. Earlier in the day the Life-boat had brought ashore the other two members of the crew, but at about 2 p.m. the remaining man, fearing that his anchor would not hold, put up signals of distress, in answer to which the men put off to his aid.

Voted £5 to five men for putting off from Port Isaac in a motor boat, on the 1st November, in response to signals of distress. Before they could reach the casualty, the Institution's Tug *Helen Peele* was able to render the necessary assistance.

Awards to Coxswains.

THE following awards were made to Coxswains during November and December, 1920, and January, 1921 :—

TO JAMES CHISHOLM, on his retirement after serving 28 years as Coxswain, and, previous to that, for 5 years as Second Coxswain of the St. Andrew's Life-boat, a pension.

TO THOMAS REES, on his retirement after serving 15 years as Coxswain of the Angle Life-boat, a Framed Certificate of Service and a pension.

TO WILLIAM EDWARD MITCHELL, on his retirement after serving 21 years as Coxswain of the Lizard Life-boat, a Framed Certificate of Service and a pension. Coxswain Mitchell was awarded the Silver Service Medal in 1907.

TO WILLIAM ADAMS, on his retirement after serving 13½ years as Coxswain of the North Deal Life-boat, a Framed Certificate of Service and a pension. Coxswain Adams was awarded the Silver Service Medal in 1916, the Second Service Clasp in the same year, and the Third Service Clasp in 1919. He was also presented, in 1920, with a Gold Watch and Chain by the President of the United States.

TO GEORGE LISLE, on his retirement after serving 22½ years as Coxswain of the Cullercoats Life-boat, a Framed Certificate of Service and a pension.

TO WILLIAM CROSS, on his retirement after serving 20 years as Coxswain of the New Brighton Life-boats, a Framed Certificate of Service and a pension.

TO JAMES MCCAULL, on his retirement after serving 18½ years as Coxswain, and, previous to that, 2 years as Second Coxswain, and 3 years as Bowman of the Troon Life-boat, a Framed Certificate of Service and a pension.

TO JAMES PAY, on his retirement after serving 10½ years as Coxswain, and, previous to that, 10 years as Second Coxswain, and 8½ years as Deputy Coxswain of the Kingsdowne Life-boat, a Framed Certificate of Service and a pension. Coxswain Pay was awarded the Silver Service Medal in 1916.

TO GEORGE LONG, on his retirement after serving 24 years as Coxswain, and, previous to that, 16 years as Second Coxswain of the Blakeney Life-boat, a Framed Certificate of Service and a pension.

TO SAMUEL UPPERTON, on his retirement after serving 6½ years as Coxswain of the Shoreham Life-boat, a gratuity.

Awards to Honorary Workers.

DURING November and December, 1920, and January, 1921, the following awards were made to Honorary Secretaries of Branches, and to other honorary workers in recognition of their services in the cause of the Institution :—

To ROBERT LEES, Esq., who has been Honorary Secretary of the Wicklow Branch for 20 years, the Record of Thanks and the Gold Pendant.

To Miss CALDER, who has organised Flag Days for many years at Kirkintilloch, the Record of Thanks and the Gold Brooch.

To Mrs. MAER, who has undertaken the door-to-door collection for many years at Lenzie, the Record of Thanks and the Gold Brooch.

To Mrs. WALLACE, who has been responsible for many years for the ladies' collecting in the Ayr District, the Record of Thanks and the Gold Brooch.

To Captain HENRY J. D. LAXTON, R.N., on his retirement after nearly 10 years' service as Honorary Secretary of the Bath Branch, the Record of Thanks and the Gold Pendant.

To JOHN McCLELLAND, Esq., who has been an active worker for the Dumbarton Branch for over a quarter of a century, a mounted

Aneroid, upon his retirement from the Honorary Treasurership.

To Mrs. GRAINGER, for valuable co-operation during many years at Bradford, the Record of Thanks and the Gold Brooch.

To A. E. INFIELD, Esq., on his retirement after 17 years as Honorary Secretary of the Eastbourne Branch, the Thanks of the Committee of Management inscribed on Vellum.

To G. C. CAIRD, Esq., on his retirement after 10 years as Honorary Secretary of the Clovelly Branch, the Thanks of the Committee of Management inscribed on Vellum.

To JOHN WATSON, Esq., on his retirement after 10 years as Honorary Secretary of the Banff and Macduff Branch, the Thanks of the Committee of Management inscribed on Vellum.

To THOMAS BRADLEY, Esq., who has been Honorary Secretary of the St. Anne's Branch for 30 years, a Framed Record of Thanks.

To Mrs. F. WILLIAMS, upon her retirement after 8 years as President of the Moseley District and Joint Honorary Secretary of the Birmingham Ladies' Committee, the Record of Thanks and the Gold Brooch. Mrs. Williams has also acted as Station Superintendent on Life-boat Days at Moseley for 20 years.

News from the Branches.

THE ten highest remittances received from Branches during the year 1st October, 1919, to 30th September, 1920, are as follows:—

	£.	s.	d.
City of London . . .	8,020	--	--
Liverpool	7,706	--	--
Bradford	5,958	--	--
Manchester	5,230	--	--
Glasgow	3,041	--	--
Leeds	2,020	--	--
Birmingham	1,969	--	--
Newcastle	1,878	--	--
Edinburgh	1,399	--	--
Sheffield	1,203	--	--

The sums received from Liverpool and Bradford include the special funds which, without diminishing their regular remittances, these two Branches are raising for the construction of Motor Life-boats; and the sum received from Newcastle includes a special donation of £500 from the Northumberland Lord-Lieutenant's War Distress Relief Fund, towards the cost of a Motor Life-boat for one of the Stations on the Northumbrian coast.

Cromer.

The Annual Meeting of the Branch was held on the 16th November last, Mr. D. Davison, J.P., the Chairman of the Committee, presiding. The Honorary Secretary, Mr. F. H. Barclay, J.P., presented a report, which showed that the work of the previous twelve months had been specially useful and successful. The number of launches on service—nine in all—had been much above the average; twenty-five lives had been saved and five vessels helped or saved. Financially, also, the year had been a great success. The total receipts were £389, and the total expenditure £276. There had been a balance in hand from the previous year, and the Branch was able to remit £100 to Headquarters—a record sum.

The sum collected at the Boat House, £105, was nearly double the previous year's; and there had been a record sale of picture postcards, the number being nearly 5,000.

The report, in fact, showed a great

increase in public interest in the Station, both among the townspeople and visitors, and it was decided that, for this reason, future Annual Meetings should be open to the general public. Coxswain Bloggs and his crew were specially thanked by the meeting for their gallantry and fine seamanship, and Mr. Barclay for his untiring attention to the work of the Station. The meeting also expressed its appreciation of the help which the Life-boat received from Commander Chichister, R.N., the Chief Officer Ranger, and from other members of the Coast-guard at Cromer.

Appledore.

The Annual Meeting of the Branch was held on the 25th November last, the President, the Rev. J. B. White, being in the chair. The report for the year ending the 30th September, 1920, showed that the Branch had raised a sum of £137, and had ended the year with a balance of £57. In presenting the report, Mr. Whitehead, the Honorary Secretary, said that for eight or nine years the Branch, although it had had two Life-boats to maintain, had been self-supporting. Mr. White was unanimously re-elected President, and Major-General Sir Robert Stewart, K.C.M.G., was elected a member of the Committee. Mr. Whitehead was cordially thanked for his work as Honorary Secretary, and was re-elected for his twentieth year of office.

Llandudno.

On the 17th November last, before a crowded audience, the Rev. John Raymond was presented with the Gold Pendant and the Record of Thanks, which had been awarded to him by the Committee of Management in recognition of his valuable co-operation for thirty years as Honorary Secretary to the Station. Dr. E. R. Woodhouse, the Chairman of the Urban District Council, presided, the presentation was made by Colonel the Hon. H. Lloyd Mostyn, J.P., and Commander Innes, R.N., the Inspector of Life-boats for the Western District, represented the Institution. Colonel Mostyn also presented Mr. and Mrs. Raymond with a Framed Address of Thanks and a cheque for £120 as a mark of the appreciation

of their friends in Llandudno. In making the presentation Colonel Mostyn spoke of the devoted way in which Mr. Raymond had worked, not only to keep the Station efficient, but also to develop its financial side. It was in this latter work that Mrs. Raymond had been of such great service. Whereas in 1890 the income of the Branch was only £28, in 1920 it was over £600, and Llandudno had been able to remit £500 to Headquarters. In returning thanks Mr. Raymond spoke of the zeal which the Local Committee had always shown in the work of the Station, and the great help which he had always received in collecting money not only from his wife and daughter, but also from the Ladies' Auxiliary and its President and Treasurer, Miss Barker.

Maryport.

On the 25th November last a meeting of the Branch was held, presided over by Colonel W. W. Wood, at which the late Honorary Secretary, Mr. Quintin Moore, was presented with the Thanks of the Committee of Management inscribed on Vellum, which had been awarded to him on his retirement after twenty-five years as Honorary Secretary. In making the presentation Colonel Wood spoke of the great developments which had been made in the work of the Branch during Mr. Quintin Moore's Secretaryship, and Lieutenant Hayes, R.N.R., the District Inspector, on behalf of the Committee of Management, spoke of the efficient way in which the Station had been administered by Mr. Quintin Moore, and of the tact and judgment which he had always shown in dealing with the crew. Since the Station was founded in 1865, 106 lives had been rescued from shipwreck.

Arbroath.

The Annual Meeting of the Branch was held on the 25th November last, the chair being taken by ex-Provost Rutherford Thomson. The annual report, presented by the Honorary Secretary and Treasurer, Mr. William Walker, showed that during the year the Branch had raised a sum of £35. The Chairman made an earnest appeal for increased subscriptions. The Earl of Northesk was re-elected Patron,

Provost A. C. Anderson, Chairman, and Mr. William Walker, Honorary Secretary and Treasurer.

Poole and Bournemouth.

The Annual Meeting of the Poole, Bournemouth, Wimborne and Christchurch Branch was held at the Guildhall, Poole, on the 29th November last, the Mayor of Poole (Mr. J. C. W. Julyan) in the chair. The report for the year, ending the 30th September, 1920, showed that the Branch had raised £750, and had remitted £700 to Headquarters. In presenting the report, Mr. Shave, the Honorary Secretary and Treasurer, spoke of the excellent work done by the Lady Collectors, and of the help which the Branch had received from the Bournemouth Section, and from its Honorary Secretary, Mr. C. Stacey Hall.

Lyme Regis.

The Annual Meeting of the Station was held on the 30th November last, and the report, which was adopted, showed that, including a balance of £69 from the previous year, the income for the year ending the 30th September was £101, while the expenditure for the year amounted to £57. The report also spoke with regret of the fact that Mr. H. O. Bickley, J.P., who for nearly twenty years had been associated with the work of the Branch, had now resigned his position as Chairman of the Branch, as he had left the town. Dr. H. J. Cooper was elected Chairman in his place.

Bangor.

The Annual Meeting of the Bangor Ladies' Auxiliary of the Anglesey Branch was held on the 16th December last, with Mr. Gower Griffiths in the chair. Eighteen collectors handed in their money, amounting to over £58. A vote of thanks was passed to the Honorary Secretary of the Auxiliary, Miss Ursula Hughes, for her untiring interest in the work.

Bradford.

The twenty-first Life-boat Matinée was held at the Alhambra on the 17th November last, being organised, as in previous years, by Mr. Francis Laidler, the Managing Director of the Alhambra. Mr. Laidler not only lent the theatre and arranged the performance, but paid

the expenses, so that the whole of the proceeds of the Matinée, amounting to £510, have gone to the funds of the Institution. In the interval of an excellent programme, an interesting ceremony, to celebrate the coming of age of the Matinée, took place. Sir William Priestley, the Chairman of the Committee, presided at it, supported by the Lord Mayor and Lady Mayoress and Sir Godfrey Baring, Bt., the Deputy Chairman of the Institution. A resolution, thanking all those who had contributed to the success of the Matinée, was proposed by the Lord Mayor and seconded by Sir Godfrey Baring, who at the same time presented Mr. Laidler with a silver model of a Life-boat, and the Thanks of the Committee of Management inscribed on Vellum, in recognition of the fact that through his generous efforts thousands of pounds had been obtained for the Life-boat Service.

Colwyn Bay.

At a Special Meeting of subscribers and workers, held on the 13th November last, Mr. Thomas E. Purdy, J.P., was presented with the Record of Thanks and the Gold Pendant which had been awarded him by the Committee of Management in recognition of his valuable co-operation in the work of the Institution. For a number of years Mr. Purdy has been Honorary Secretary of the Branch, and before that he was connected with the work of the Institution in Manchester. When he became the Honorary Secretary, the Branch was raising a little over £100 a year, while in 1920 it remitted £350 to Headquarters. In making the presentation, Councillor David Gamble, J.P., the President of the Branch, proposed the following resolution, which was unanimously passed: "That this meeting, representing the subscribers to and workers for the Colwyn Bay and District Branch of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, desires to place on record its high appreciation of the services rendered by Mr. Thomas E. Purdy, J.P., as Honorary Secretary of the Branch for many years, and trusts he may long be spared to continue his greatly valued public work." In returning thanks Mr. Purdy spoke of the help which he

received from a very large band of workers, Annual Subscribers, Hotels and Boarding-houses, Places of Amusement, and the Press. In fact, the whole town had co-operated with him in raising money for the Life-boat Service.

Southampton.

The Annual Meeting of the Branch was held on the 16th December last, the chair being taken by the Mayor (Councillor H. Blatch). Mr. Ingoldly, the Honorary Secretary, presented a report which showed that for the year ending the 30th September, 1920, the Branch had raised a sum of over £650, of which it had remitted over £589 to Headquarters. The officers were re-elected *en bloc*, Mrs. Walker and Miss Vokes being added to the Committee, while the Mayoress was elected President of the Ladies' Auxiliary, and Mrs. F. Murray a Vice President. It was also decided to invite Lord Montagu of Beaulieu to join the Committee, and he has since consented to do so.

Lincoln.

The Annual Meeting of the Branch was held on the 7th December last, the chair being taken by Mr. William Cottam, the Chairman and Honorary Treasurer of the Branch. The Balance Sheet showed that the year ending the 30th September, 1920, had been very satisfactory, a sum of £210 having been remitted to Headquarters. The Assistant Secretary, Mr. E. W. Potts, gave the meeting an account of the developments which had been made during the year in the work of Life-Saving.

Newcastle-on-Tyne.

The Annual Meeting of the Branch was held on the 24th November last, the chair being taken by the Duke of Northumberland, who is President of the Branch and a member of the Committee of Management. This is the first Annual Meeting since a separate Branch was formed, Newcastle previously having been part of the Tyne-mouth Branch. The report, which was presented by Miss Irene N. Ward, the Assistant Honorary Secretary, showed that the formation of a separate New-

castle Branch had been amply justified. During the year ending the 30th September, 1920, the total receipts, including a special donation of £500 from the Northumberland War Distress Relief Fund, was £1,886, while in previous years Newcastle's contributions to the Life-boat Service had only amounted to about £200.

In moving the adoption of the report the Duke of Northumberland said that he thought it reflected the greatest credit on all concerned that nine times as much had been raised as in previous years. At the same time—bearing in mind that Newcastle was a shipping community—he did not think that more had been contributed than they might reasonably expect, and he looked forward to see the work of the Branch still further developed in the future. The Duke and Duchess of Northumberland were re-elected Presidents, the Lord Mayor and Lady Mayoress Vice-Presidents, Lady Montgomery Chairman, and Mrs. Mein Honorary Treasurer, while Miss Ward was elected Honorary Secretary in place of Mrs. Ornsby, whose resignation was accepted with regret.

Northampton.

The Annual Meeting of the Branch was held in the Town Hall on the 1st December last, with the Mayor (Councillor W. Harvey Reeves) in the chair. Mr. Goldsmith, the Honorary Treasurer, submitted the balance sheet, which showed that for the year ending the 30th September, 1920, the Branch had raised a sum of £529, and had remitted £525 to Headquarters. Special reference was made to the country collectors, who had brought in £164 against £34 in the previous year. In moving the adoption of the balance sheet, the Mayor said that, in spite of the criticisms which had been made, he considered that Flag-Days were an excellent way of raising money, and it was decided that, if permission were given, a Life-boat Day should be held in 1921. On the motion of Mr. F. O. Roberts, M.P., Joint-Assistant Secretary to the Branch, a vote of thanks was passed to the ladies who had helped during 1920.

Bath.

The Annual Meeting of the Branch was held on the 24th November last, the chair being taken by Commander Target, R.N. In presenting the report for the year ending the 30th September, 1920, Captain Laxton, the Honorary Secretary and Treasurer, said that the Branch had had one of the most successful years in its history. It had raised a sum of £342. The expenses had amounted to less than £5, and the sum of £334 had been remitted to Headquarters. The report made special reference to the work of Mrs. Allon Tucker, who had again organised the Life-boat Day, which had raised a sum of £145. Captain Laxton announced that, after holding the post of Honorary Secretary for over ten years, he had decided to resign, but hoped still to work for the Branch as its Honorary Treasurer. A vote of thanks to Captain Laxton for his valuable services to the Life-boat Cause was unanimously passed, and Miss Olive Tucker was elected Honorary Secretary in his place. It is announced elsewhere that the Committee of Management have awarded Captain Laxton the Record of Thanks and the Gold Pendant in recognition of his valuable services to the Institution.

Robin Hood's Bay.

On the 30th November last, before a large audience, Coxswain William Storm was presented with the Certificate of Service, which the Committee of Management had awarded him, together with a pension, on his retirement after twelve years service as Coxswain, preceded by nineteen years as Second Coxswain. Altogether he had been connected with the Life-boat Service for thirty-five years. Mr. W. A. Smith, the Chairman of the Committee, presided, and the presentation was made by Commander Carver, R.N.R., the Inspector of Life-boats for the Eastern District. At the same time Mrs. Storm was presented with a silver candlestick by Mrs. Beverhondt, while the Honorary Secretary of the Station, the Rev. J. W. E. Walker, presented Coxswain Storm with an oil painting of the Robin Hood's Bay Life-boat going to the rescue of the five-masted schooner the *Cap Palos* of Van-

couver on the 29th October, 1919, this being one of the last services in which he had taken part.* The Honorary Secretary asked the Coxswain to accept this picture "in memory of the time they had spent together in the service of the Institution." Mr. William Storm has been succeeded as Coxswain by his brother, Mr. Thomas Storm.

Birmingham.

A Special Meeting of the Branch was held on the 6th December, at which the Lord Mayor (Alderman W. A. Cadbury) presided, accompanied by the Lady Mayoress, and supported by the Countess of Plymouth and by Sir Godfrey Baring, Bt., the Deputy-Chairman of the Institution. The Lord Mayor made a special appeal for funds. He pointed out how strong a claim the Life-boat Service had on the help of all Birmingham citizens, since so much of the city's prosperity depended on its overseas trade. By the Special Effort in 1920 Birmingham had raised the sum of £1,420, which worked out at about one penny per head for every adult of the population. Manchester, on the other hand, had raised over £2,000 by its Special Effort. The Lord Mayor concluded by saying that he felt sure that when the needs of the Service were realised there would be a very generous response,

His appeal was supported by Lady Plymouth and by Sir Godfrey Baring. Lady Plymouth said that she was glad that the street collection had been increased. At the same time she felt sure that the sum could be made still larger, and that if, in the house-to-house collection, every ward had its president and every street its collector, it would be possible to raise another £500. Sir Godfrey Baring appealed for still more generous support on the ground of the Service's splendid record in the past, and the growing cost of maintaining it.

Whitby.

The Framed Certificate of Service which, with a pension and a special grant, had been awarded by the Committee of Management to Coxswain Thomas Langlands after forty-three

* An account of the later adventures of this unfortunate vessel will be found on page 126.

years service as Coxswain, was presented to him before a large audience at the Coliseum on the 12th December last. The presentation was made by the Rev. the Marquis of Normanby, who described some of the famous rescues in which Coxswain Langlands had taken part, while Mr. E. H. Johnson, the District Organising Secretary for the North of England, recalled that Langlands had won both the Gold and Silver Service Medals of the Institution.

Port of Liverpool.

The Annual Meeting of the Branch and of its Ladies' Auxiliary was held on the 6th January. In the absence of the Lord Mayor, the chair was taken by Mr. Harold D. Bateson, the Deputy Chairman, and among those present were the Lady Mayoress, Sir Godfrey Baring, Bt., Deputy Chairman of the Committee of Management of the Institution and other well-known people.

The report for the year was presented to the meeting, and in seconding its adoption, Colonel H. Concanon, O.B.E., pointed out that in 1918 the Branch had raised £3,114; in the nine months' year of 1919, £5,498; and in the full year ending the 30th September, 1920, no less a sum than £10,310, these last two years including the money raised by the Special Motor Life-boat Appeal.*

In proposing a vote of thanks to the Ladies' Auxiliary for the splendid work which they had done, Sir Godfrey Baring said that the Institution expected a great deal from such a Branch as the Port of Liverpool, but what had been done during 1920 had exceeded all expectations. In seconding the vote, Mr. S. S. Jerrett, the Chairman of the New Brighton Committee, said, that every pound of the £1,700 which the Ladies' Auxiliary had raised meant, on an average, calls at forty houses, so that the total collected in this way was the result of between 65,000 and 70,000 calls. The ladies who had made this enormous number of personal visits were the best missionaries that the Institution could have. They were rousing the community to an intelligent appreciation of the work of the Service. The Officers and Committee were re-elected.

A Life-boat Branch at Oldham.

An Extraordinary General Meeting of the officers, committee, and subscribers of the Oldham Life-boat Fund, was held on the 5th January. Councillor William Buckley was in the Chair, and Sir Godfrey Baring, Bt., the Deputy-Chairman of the Institution, was present. The Oldham Fund was started in 1891, £700 was raised, and the object of the meeting was to close the Fund, in order that in its place an Oldham Branch of the Institution might be formed. The Honorary Secretary of the Fund, Mr. Edward Dean, presented a report which showed that the sum of £240 had been collected during 1920, and that there was invested capital amounting to £1,050. It was decided that the whole of the Fund should be handed over to the Institution, that all subscribers should be urged to continue their subscriptions, and that the Mayor should be asked to convene a public meeting in order that an Oldham Branch of the Institution might immediately be formed.

Sir Godfrey Baring said that when the present Oldham Life-boat was withdrawn, he thought there would very soon be an Oldham Motor Life-boat, and that this boat would very possibly be placed at some Station on the Lancashire coast. Sir Godfrey also proposed a vote of thanks to the officers and committee of the Fund, and to all who had helped to place and maintain the Oldham Life-boat at Abersoch.

On the 24th January a Public Meeting was held, at which the Mayor presided, and the new Branch was formed. The Mayor and Mayoress were elected as Presidents; Mr. E. T. Parkes, Honorary Treasurer; and Mr. Edward Dean, Honorary Secretary. A Ladies' Auxiliary was also formed, and it was decided to ask each of the Oldham Spinning Companies to contribute two guineas a year, to organise collections in the workshops and mills, and to hold a Life-boat Day. The Oldham Life-boat Fund was raised from less than 100 firms and individuals, but the new Branch hopes to extend its appeal very widely among Oldham's population of nearly 150,000 inhabitants.

* See "Notes and News," page 118.

Services of the Life-boats of the Institution during 1920.



1920.	Time of Launching.		Lives saved.
Jan. 2.	11. - p.m.	S.S. <i>Valur</i> , of Reikjavic. St. Ives Life-boat saved vessel and . . .	14
„ 3.	1.45 a.m.	Ketch <i>Emma Louise</i> , of Newport. Appledore No. 1 Life-boat saved . . .	4
„ 5.	10.30 a.m.	Barge <i>Scotia</i> , of London. North Deal Life-boat saved	2
		Barge <i>Cambria</i> , of London. North Deal Life-boat saved	2
		Ketch <i>Nellie</i> , of Littlehampton. North Deal Life-boat saved	3
„ 5.	2.45 p.m.	Yawl <i>Zanita</i> , of Guernsey. Exmouth Life-boat saved vessel and . . .	4
„ 8.	1.10 a.m.	H.M. tug <i>Dromedary</i> . Clacton-on-Sea Life-boat saved	18
„ 8.	9.25 a.m.	Schooner <i>Dundarg</i> , of Padstow. Llandudno Life-boat saved	5
„ 8.	10. - a.m.	Ketch <i>Gelasena</i> , of Southampton. Dungeness No. 1 Life-boat saved . . .	4
„ 8.	11.45 a.m.	Schooner <i>Fairy Maid</i> , of Padstow. Rhoscolyn Life-boat saved	3
„ 8.	12.30 p.m.	Barque <i>Paul</i> , of Pori. Spurn Life-boat stood by and assisted to save vessel.	
„ 10.	9.30 a.m.	Schooner <i>Monte Grande</i> , of Havre. Selsey Life-boat stood by vessel.	
„ 10.	10.50 a.m.	Schooner <i>Monte Grande</i> , of Havre. Hayling Island Life-boat saved	15
„ 10.	1.45 p.m.	Schooner <i>Jane and Ann</i> , of Carnarvon. Beaumaris Life-boat saved	1
„ 10.	9.30 p.m.	Schooner <i>Barleux</i> . Barry Dock Life-boat rendered assistance.	
„ 11.	1. - p.m.	Schooner <i>Jane and Ann</i> , of Carnarvon. Llandudno Life-boat landed 4.	
„ 11.	7. - p.m.	Ketch <i>Boys' Friend</i> , of Grimsby. Margate No. 2 Life-boat saved	4
„ 11.	7.30 p.m.	Barge <i>Irex</i> , of Rochester. Southend-on-Sea Life-boat landed 2.	
„ 11.	8.30 p.m.	Schooner <i>Dundarg</i> , of Padstow. Llandudno Life-boat landed 5.	
„ 12.	3. - p.m.	S.S. <i>Rio Negro</i> , of London. Barmouth Life-boat rendered assistance.	
„ 13.	12.15 a.m.	S.S. <i>Storaker</i> , of Christiania. Brixham Life-boat assisted to save vessel.	
„ 14.	10.25 p.m.	Steam trawler <i>Lanercost</i> , of Fleetwood. Campbeltown No. 1 Life-boat rendered assistance.	
„ 17.	12.15 p.m.	S.S. <i>Ramna</i> , of Leith. Dungeness No. 2 Life-boat rendered assistance.	
„ 17.	2.30 p.m.	Ketch <i>Reliance</i> , of Douglas. Moelfre Life-boat saved	3
„ 21.	12. - noon.	S.S. <i>Dorothy Talbot</i> , of London. Whitby No. 2 Life-boat landed 11.	
„ 27.	12. - noon.	Seven fishing-vessels of Montrose. Montrose No. 1 Life-boat stood by vessels.	
„ 27.	2. - p.m.	Two fishing-cobles of Flamborough. Flamborough No. 1 Life-boat stood by cobles.	
„ 27.	4. - p.m.	Motor fishing-vessels of Bridlington. Bridlington Life-boat stood by vessels.	
„ 27.	6.20 p.m.	S.S. <i>Ulster</i> , of Aberdeen. Stromness Life-boat landed 10 and assisted to save vessel.	

1920.	Time of Launching.		Lives saved.
Jan. 28.	7. - a.m.	S.S. <i>Hazelmoor</i> , of Newcastle. Ardrossan Life-boat rendered assistance and landed 28.	
„ 29.	2.15 a.m.	Ketch <i>Hettie</i> , of Ramsgate. Ramsgate Life-boat rendered assistance.	
„ 29.	2.15 p.m.	Five fishing-vessels of Montrose. Montrose No. 1 Life-boat stood by vessels.	
„ 29.	2.15 p.m.	Two fishing-boats of Gourdon. Gourdon Life-boat rendered assistance.	
„ 29.	2.25 p.m.	Motor fishing-boat <i>Lily</i> , of Banff. Fraserburgh Life-boat saved .	3
„ 29.	3. - p.m.	Fishing-boats of Gourdon and Ferryden. Johnshaven Life-boat stood by boats.	
„ 29.	3.15 p.m.	Several fishing-boats. Fraserburgh Life-boat rendered assistance.	
„ 30.	7. - a.m.	Admiralty motor boat <i>Nobles</i> . Peterhead No. 2 Life-boat saved boat and	2
Feb. 18.	6. - a.m.	Trawler <i>K. M. Hardy</i> , of Aberdeen, and H.M. destroyer <i>V. 46</i> . Peterhead No. 2 Life-boat rendered assistance.	
„ 25.	5.30 p.m.	Smack <i>Emblem</i> , of Ramsgate. Caister No. 1 Life-boat rendered assistance.	
„ 28.	12.30 p.m.	A fishing-boat, of Port Patrick. Port Patrick Life-boat escorted boat to harbour.	
Mch. 3.	11. - p.m.	Steam tug <i>Saint Kayne</i> , of London. Whitby (Motor) and Whitby No. 2 Life-boats rendered assistance.	
„ 6.	8.30 p.m.	S.S. <i>Bratto</i> , of Newcastle. Padstow No. 2 Life-boat and Steam Tug saved vessel.	
„ 7.	7.40 p.m.	H.M. steam drifter <i>Retriever II</i> . Lowestoft Life-boat rendered assistance.	
„ 8.	5.50 p.m.	Bishop Rock Lighthouse. St. Mary's Life-boat landed 1 from lighthouse.	
„ 12.	2.15 p.m.	Ketch <i>William and Leigh</i> , of Campbeltown. Campbeltown No. 1 Life-boat saved	4
„ 12.	5.30 p.m.	Schooner <i>Venus</i> , of Port St. Mary. Kirkcudbright Life-boat landed 4 (also a dog).	
„ 14.	9.40 p.m.	Ketch <i>Fern</i> , of Hull. Gorleston No. 1 Life-boat landed 3.	
„ 15.	3.30 p.m.	Motor fishing-yawl <i>Sunshine</i> , of Arbroath. Arbroath Life-boat rendered assistance.	
„ 26.	9. - a.m.	Pilot-boat <i>S. Geo. Homfrey</i> , of Newport. Tenby Life-boat saved vessel and	3
„ 26.	9.55 p.m.	Ketch <i>Esther</i> , of Beaumaris. Beaumaris Life-boat stood by vessel and landed 1.	
„ 27.	Midnight.	Ketch <i>Esther</i> , of Beaumaris. Beaumaris Life-boat landed 2.	
„ 28.	1. - a.m.	Ketch <i>St. Leonard</i> , of Fecamp. Falmouth Life-boat stood by vessel and rendered assistance.	
„ 28.	4.30 a.m.	Schooner <i>The Gardner Williams</i> , of London. Holyhead No. 1 (Steam) Life-boat stood by and assisted to save vessel.	
„ 29.	6.30 a.m.	Schooner <i>Adrien Badin</i> , of Marseilles. Cresswell Life-boat rendered assistance.	
„ 29.	10. - p.m.	S.S. <i>Saint Simon</i> , of Havre. North Deal Life-boat stood by vessel.	
„ 31.	8.15 a.m.	Fishing-coble <i>Follow Me</i> , of Newbiggin. Newbiggin Life-boat saved	3
Apl. 2.	1.15 a.m.	Schooner <i>Fleur de France</i> , of Fecamp. Mumbles Life-boat stood by vessel and rendered assistance.	
„ 2.	10.45 p.m.	Tug <i>Solonge</i> , of Havre. Seaham Lifeboat saved	14
„ 3.	1.15 a.m.	Lighter <i>Vivarais</i> , of Havre. Seaham Life-boat stood by vessel.	
„ 3.	3.30 a.m.	S.S. <i>Britannia</i> , of Sunderland. Robin Hood's Bay Life-boat saved	16
„ 3.	11.58 p.m.	S.S. <i>Malabar</i> , of Newcastle. Skateraw Life-boat saved	24
„ 11.	1. 5 a.m.	Pilot-cutter <i>Day Dream</i> , of Dundee. Broughty Ferry Life-boat saved	6
„ 11.	5.10 p.m.	Barque <i>Cito</i> , of Kopervik. Scarborough Life-boat saved vessel and	10
„ 12.	7.30 a.m.	Barque <i>Pierre Antonine</i> , of Nantes. Worthing Life-boat assisted to save vessel.	
„ 13.	12.15 p.m.	Seven fishing-cobles of Newbiggin. Newbiggin Life-boat stood by cobles.	
„ 15.	3.50 p.m.	Trawler <i>Renown</i> , of Brixham. Torquay Life-boat stood by vessel.	
„ 20.	9.20 a.m.	French ketch <i>Philomène</i> . Newquay (Corn.) Life-boat saved . .	5

1920.	Time of Launching.		Lives saved.
Apl. 20.	12.10 p.m.	Ketch <i>Toney</i> , of Treguier. Tenby Life-boat rescued	4
„ 20.	5. - p.m.	Schooner <i>Bayonnaise</i> , of Benic. Mumbles Life-boat rescued	5
„ 20.	7. - p.m.	Schooner <i>Harbinger</i> , of Fecamp. Mumbles Life-boat rendered assistance.	
„ 21.	8.45 a.m.	Four cobs of Cullercoats. Cullercoats Life-boat stood by cobs.	
„ 21.	9.15 p.m.	Danish schooner <i>Mathilda</i> . Whitby No. 2 Life-boat saved	1
„ 30.	11. - a.m.	Six fishing-boats of Whitby. Whitby No. 2 Life-boat escorted boats to harbour.	
May 4.	11. - p.m.	Steam trawler <i>Ronso</i> , of Grimsby. Spurn Life-boat stood by vessel.	
„ 12.	9.47 a.m.	Steam trawler <i>James Christopher</i> , of London. Baltimore Life-boat stood by vessel.	
„ 13.	1.51 p.m.	Mussel-boat <i>The Joyce</i> , of Tayport. Broughty Ferry Life-boat saved boat and	1
„ 18.	11.25 p.m.	Ketch <i>Wellington</i> , of London. Spurn Life-boat saved vessel and	3
„ 22.	7. - p.m.	A yacht of Birkenhead. New Brighton Boarding-boat landed 4.	
„ 23.	4.30 a.m.	S.S. <i>Lurcher</i> , of Glasgow. Port Patrick Life-boat landed 36.	
„ 23.	6.30 a.m.	S.S. <i>Kurmark</i> , of London. New Brighton No. 2 (Steam) Life-boat landed 9.	
„ 23.	6.10 p.m.	A pleasure-boat and a small motor boat. Swanage Life-boat saved boats and	4
„ 23.	11. - p.m.	Steam trawler <i>Perseverant</i> , of Boulogne. Ramsgate Life-boat assisted to save vessel.	
„ 27.	11.30 a.m.	S.S. <i>Graciana</i> , of West Hartlepool. North Sunderland Life-boat stood by vessel.	
„ 28.	1. - a.m.	S.S. <i>Thora Fredrikke</i> , of Porsgrund. Rye Harbour Life-boat stood by vessel.	
„ 29.	10.25 p.m.	S.S. <i>Teeswood</i> , of Middlesbrough. Staithes Life-boat stood by vessel.	
June 4.	10.10 a.m.	Motor boat <i>Sister Jane</i> , of Cromer. Southwold Life-boat saved boat and	2
„ 7.	6.15 p.m.	S.S. <i>Turmoil</i> , of London. North Deal (Reserve) Life-boat stood by vessel.	
„ 12.	9. - p.m.	Tug <i>Robert Forest</i> , of Grimsby. Spurn Boarding-boat saved	2
„ 13.	2.45 a.m.	Ketch <i>Arkley</i> , of Liverpool. Blyth Life-boat landed 6.	
„ 20.	5.35 p.m.	S.S. <i>Plumleaf</i> , of London. Hayling Island Life-boat stood by vessel.	
„ 20.	10. - p.m.	Yacht <i>Magnolia</i> , of Southampton. Criccieth Life-boat saved	3
July 10.	1.50 p.m.	Trawler <i>Sidney and Ethel</i> , of Lowestoft. Lowestoft Life-boat saved	2
„ 20.	2.30 p.m.	S.S. <i>Gadir</i> , of Bilbao. Ferryside Life-boat assisted vessel.	
„ 23.	2. - p.m.	S.S. <i>Thomond</i> , of Milford. Wexford Life-boat stood by vessel.	
„ 23.	4.35 p.m.	Motor boat <i>Shamrock II.</i> , of Worthing. Worthing Life-boat saved	2
„ 26.	7. - a.m.	S.S. <i>Mayals</i> , of Swansea. Appledore Life-boat saved	10
„ 27.	3. - p.m.	Motor pleasure-boat <i>Edward Henry</i> , of Bolton. Whitby (Motor) Life-boat saved boat and	4
„ 28.	4.25 p.m.	S.S. <i>Dimitrios</i> . Newhaven Life-boat assisted to save vessel and	10
Aug. 9.	1.30 p.m.	Schooner <i>Nada Jelena</i> , of Bakar. Newhaven Life-boat assisted to save vessel and	7
„ 10.	6. - p.m.	Ketch <i>Amazon</i> , of Barnstaple. Appledore Life-boat landed 3.	
„ 20.	1.30 p.m.	S.S. <i>Bavaria</i> , of Cologne. Cromer Life-boat rendered assistance.	
„ 21.	11.15 p.m.	S.S. <i>La Marguerite</i> , of Liverpool. New Brighton No. 2 (Steam) Life-boat stood by vessel.	
Sept. 2.	6. - p.m.	S.S. <i>George Fisher</i> , of London. Caister No. 1 Life-boat saved	7
„ 6.	1.35 a.m.	Motor launch <i>Dot</i> . Cromer Life-boat saved	2
„ 14.	4.10 p.m.	Fishing-boat <i>Carry Me Safe</i> , of Porthdinllaen. Porthdinllaen Life-boat saved	1
„ 17.	6. - a.m.	S.S. <i>Warita</i> , of Chester. Fleetwood Life-boat stood by vessel.	
„ 18.	7.50 a.m.	Ketch <i>Garson</i> , of Yarmouth. Aldeburgh No. 1 Life-boat assisted to save vessel and	3
„ 22.	5.45 a.m.	Motor fishing-boat <i>Our Boys</i> , of Porthleven. Sennen Cove Life-boat saved	5

1920.	Time of Launching.		Lives saved.
Sept. 23.	12.15 p.m.	Steam drifter <i>Bien Venu</i> , of Lowestoft. Palling No. 1 Life-boat saved	10
„ 23.	11.35 p.m.	S.S. <i>Admiral Keyes</i> , of London. Caister No. 1 Life-boat saved vessel and	7
„ 24-26.	8.10 p.m.	Motor schooner <i>Danefolk</i> , of Copenhagen. Cromer and Palling No. 2 Life-boats assisted to save vessel and	23
„ 26.	5. 5 p.m.	Motor boat <i>The Dyak</i> , of Littlehampton. Eastbourne No. 2 Life-boat saved	2
„ 30.	1.30 p.m.	Yacht <i>Undine</i> . Rhoscolyn Life-boat saved vessel and	2
„ 30.	1.30 p.m.	A fishing-coble of Newbiggin. Newbiggin Life-boat saved coble and	3
„ 30.	3. - p.m.	Tug <i>J. P. Rennoldson</i> , of Middlesbrough, and two hoppers. Teesmouth Life-boat saved	8
Oct. 1.	3.22 p.m.	Rowing boat <i>Ellen</i> , of Clacton. Clacton-on-Sea Life-boat saved boat and	3
„ 2.	10.15 a.m.	S.S. <i>Albano</i> , of Hull. Lowestoft Life-boat rendered assistance.	
„ 3.	1. - p.m.	Schooner <i>Isafjord</i> , of Kopervik. Mumbles Life-boat landed 2.	
„ 3.	9.40 p.m.	Barquentine <i>Yvonne</i> , of Marseilles. Plymouth Life-boat saved	17
„ 5.	9.10 a.m.	Tender to H.M.S. <i>Warspite</i> . Weymouth Life-boat stood by vessel.	
„ 9.	7.50 a.m.	S.S. <i>Masnedsund</i> , of Sunderland. Hasborough and Palling No. 2 Life-boats stood by and assisted vessel.	
„ 10-11.	7.40 a.m.	Three-masted sailing vessel <i>Duquesne</i> , of Nantes. Ramsgate Life-boat assisted and stood by vessel.	
„ 10-14.	8.15 a.m.	S.S. <i>Inverawe</i> , of Leith. Cromer and Palling No. 2 Life-boats stood by and assisted to save vessel.	
„ 12.	10. - p.m.	Steam trawler <i>Chamberlain</i> , of Granton. Skateraw Life-boat stood by vessel.	
„ 14.	5.35 a.m.	H.M. tug <i>St. Olaves</i> . Dover Steam Life-boat stood by vessel. Fishing-boat <i>Mary</i> , of Dover. Dover Steam Life-boat saved	1
„ 14.	4.30 p.m.	Tug <i>Cretewheel</i> . Newbiggin Life-boat landed 3.	
„ 17.	12.15 p.m.	Motor fishing-cobles <i>Geoffrey</i> , <i>Sceptre</i> , and <i>Gloria</i> , of Scarborough. Scarborough Life-boat stood by and escorted boats to harbour.	
„ 19.	12.15 a.m.	Barge <i>Flower of Essex</i> , of Harwich. Margate No. 2 Life-boat stood by vessel.	
„ 21.	4.30 a.m.	Motor ketch <i>Sheila Margaret</i> , of Southampton. Lyme Regis Life-boat stood by and assisted vessel.	
„ 21.	7.25 p.m.	Steam trawler <i>C. S. D.</i> , of North Shields. Cresswell Life-boat saved	8
„ 25.	8.45 p.m.	Smack <i>Uncle Dick</i> , of Rye. Lowestoft Life-boat stood by and assisted to save vessel.	
„ 31.	9.30 a.m.	Ex-German submarine <i>V 3</i> . Angle Life-boat assisted vessel to harbour.	
„ 31.	5. - p.m.	Schooner <i>Bidsie and Bell</i> , of Barrow. Moelfre Life-boat landed 6.	
Nov. 1.	7.25 a.m.	Ketch <i>Lothair</i> , of Rye. Walton-on-the-Naze Life-boat saved	4
„ 1.	9. - a.m.	Motor schooner <i>Twee Ambt</i> , of Rotterdam. Padstow Tug and No. 2 Life-boat assisted vessel into harbour.	
„ 6.	9.30 a.m.	St. Mary's Life-boat took a sick man to Penzance.	
„ 8.	9.20 p.m.	Canadian steam drifter <i>C. D. 37</i> . Greencastle Life-boat stood by vessel.	
„ 10.	2.20 p.m.	Trawler <i>Fancy</i> , of Rye. Newhaven Life-boat stood by vessel.	
„ 15.	3.30 a.m.	Schooner <i>Cap Palos</i> , of Vancouver. Whitby Motor Life-boat saved	16
„ 15.	7.10 a.m.	Lighter <i>Creterampart</i> , of London. Eastbourne No. 2 and Newhaven Life-boats stood by vessel.	
„ 15.	10.25 a.m.	Ketch <i>Margaret Murray</i> , of Ayr. Campbeltown No. 1 Life-boat landed 2.	
„ 15.	12.30 p.m.	Motor ketch <i>Garthloch</i> , of Stockton. Margate No. 2 Life-boat stood by vessel.	
„ 16.	8.30 a.m.	Ex-cruiser <i>Amethyst</i> . New Quay (Card.) Life-boat landed 7.	
„ 18.	8.20 a.m.	S.S. <i>Scarpa</i> , of Newcastle. Cloughey Life-boat saved	30
„ 18.	12.55 p.m.	Ex-cruiser <i>Amethyst</i> . Aberystwyth Life-boat landed 1.	
„ 19.	11. - a.m.	Bull Light Vessel. Spurn Life-boat rendered assistance.	

1920.	Time of Launching.		Lives saved.
Nov. 21.	5. - a.m.	Trawler <i>Brucklay</i> , of Aberdeen. Peterhead No. 2 and Fraserburgh Life-boats assisted to save vessel and	9
„ 23.	6.30 a.m.	Trawler <i>Cassandra</i> , of Hull. Cresswell Life-boat stood by vessel.	
„ 24.	5.35 a.m.	Steam trawler <i>Fleetwood</i> , of Grimsby. Gorleston No. 1 Life-boat saved	9
„ 24.	10.30 a.m.	Eleven fishing-cobles of Newbiggin. Newbiggin Life-boat escorted boats to harbour.	
Dec. 2.	1.20 a.m.	S.S. <i>Hathor</i> , of Hamburg. St. Mary's Life-boat saved	24
„ 3.	8.30 a.m.	Three-masted schooner <i>Julia Maria</i> , of Riga. Spurn Life-boat assisted and stood by vessel.	
„ 3.	9.35 a.m.	S.S. <i>Thrushfield</i> , of Londonderry. Donaghadee Life-boat assisted vessel and landed 3.	
„ 3.	2.30 p.m.	S.S. <i>Molbaeck</i> , of Preston. St. Annes-on-Sea Life-boat stood by vessel.	
„ 3-4.	4.50 p.m.	Schooner <i>Kate</i> , of London. Holyhead No. 1 Steam Life-boat rendered assistance and landed 5. (Five trips.)	
„ 3.	7.15 p.m.	Motor schooner <i>Hermina</i> , of Rotterdam. Fishguard Life-boat saved	7
„ 4.	4.30 a.m.	Motor barge <i>Moultonian</i> , of Littlehampton. Margate No. 2 Life-boat stood by and assisted vessel.	
„ 4.	8.10 a.m.	A floating crane of Invergordon. Peterhead No. 2 Life-boat stood by vessel.	
„ 4.	2. - p.m.	S.S. <i>Graff Waldersee</i> , of London. Southend-on-Sea Life-boat rendered assistance.	
„ 4.	3.50 p.m.	Barque <i>Killoran</i> , of Glasgow. Hoylake Life-boat stood by and assisted vessel.	
„ 4.	10.45 p.m.	Ketch <i>Fearless</i> , of Ipswich. Margate No. 1 Life-boat landed 4.	
„ 5.	4.30 p.m.	S.S. <i>Taff</i> , of Southampton. Wexford Life-boat saved	7
„ 16.	4. - a.m.	S.S. <i>San Fernando</i> , of Rouen. Dungeness No. 1 Life-boat stood by vessel.	
„ 16.	8.30 p.m.	S.S. <i>Iceland</i> , of Stryno. Flamborough No. 2 Life-boat stood by vessel.	
„ 16.	11.45 p.m.	S.S. <i>Limehouse</i> , of London. Clacton-on-Sea Life-boat stood by and assisted vessel.	
„ 18-21.	4. - a.m.	S.S. <i>Limehouse</i> , of London. Clacton-on-Sea Life-boat stood by and assisted vessel.	
„ 21.	9. - a.m.	Barquentine <i>Fredensborg</i> , of Korsör. Johnshaven Life-boat saved	7
„ 21.	1. - p.m.	S.S. <i>Freddiesmith</i> , of Cardiff. Porthdinllaen Life-boat stood by and assisted vessel. (Two trips.)	
„ 26.	9.10 p.m.	S.S. <i>Eem</i> , of Holland. Berwick-on-Tweed Life-boat stood by vessel.	
„ 30.	9. - p.m.	Motor yawls <i>Sunbeam</i> and <i>Pioneer</i> , of Arbroath. Arbroath Life-boat stood by and assisted boats.	
„ 30.	12.10 p.m.	Barge <i>Hesper</i> , of Harwich. Caister No. 1 Life-boat saved vessel and	4
„ 30-31.	11.45 p.m.	Steam trawler <i>Current</i> , of North Shields. Tynemouth Life-boat assisted vessel.	

Total lives saved by the Life-boats in 1920, in addition to 30 vessels and boats 451

Life-boats also landed 162 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. 133

Total for 1920 584