

# THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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## Fishermen and the War.

"FISHERMEN are regarded as a reserve for the Navy." So runs a circular of the Board of Agriculture and Fisheries which, soon after the passing of the Military Service Act, was sent out to all seaports and fishing centres on our coasts. It goes on to explain that *bona fide* fishermen are exempt from military service under the Act, provided they enrol in what is known as Section "Y" of the Royal Naval Volunteer Reserve. Having done this they are free to pursue their ordinary occupation of "maintaining the fish food supply of the country" until they are needed for the Naval Service, when they will receive a fortnight's notice before being actually called up; "unless it should be declared at some future time that they are more urgently needed for service in the Army than for the Navy or the Fisheries."

So much for those fishermen who, in common with all their fellow-countrymen between the ages of eighteen and forty-one, became liable for service under the recent Act. Long, however, before this Act became law, long, indeed, before the necessity for compulsory national service had been generally recognised, a very large portion of this "reserve for the Navy" had already enrolled themselves for war work, and during the past two years these men have shown how admirably they are

qualified to fulfil this purpose by manning what Mr. Kipling has aptly named "The Fringes of the Fleet," that motley and innumerable host of trawlers, drifters, smacks, tugs, paddlers, excursion steamers, harbour boats, yachts, and other vessels, which are known officially as "auxiliaries," and which play no small part in maintaining "the security of such as pass on the seas upon their lawful occasions."

"Only those who brave its dangers  
Comprehend its mystery,"

and only those who have been brought up to brave its dangers in peace have been competent to put this knowledge of the mystery of the sea at the disposal of their country in war.

This is neither the time nor the place to attempt an account of what these men have accomplished, but when the full history of the Great War comes to be written, one of the most thrilling chapters will be that which tells the exploits of our fishermen. To those who are acquainted with the work of the Life-boat Service this account will come as no surprise, for they will recognise that the same qualities of skilful seamanship, reckless daring, and infinite resource which have made our fishermen the best Life-boatmen in the world, are just those which will serve the country in good stead in the hazardous occupation of war.

## Formby.

IN 1894 the Committee of Management decided to take over control, upkeep and maintenance of all the Life-boat stations in Liverpool Bay which had hitherto been under the management of the Mersey Dock Board, the latter corporation undertaking to pay an annual sum of £1,000 towards the cost. Formby was one of the stations thus taken over.

In 1895 the Committee decided to supply a new Life-boat for this station, which was forwarded in January, 1896.

The station is in a very isolated position, and launching is rendered difficult by the softness of the sand, which also shifts its position from time to time, causing accretion in some places and erosion in others. The coxswain lives at the boathouse, and the crew are much scattered. Up to

the commencement of the War the horses required for launching had been obtained from a contractor in the neighbourhood, but these horses having been requisitioned it would have been necessary to close the station had not General Sir D. Kinloch offered to place some of the military horses at the disposal of the Institution. We take the opportunity of expressing our thanks to General Sir D. Kinloch, while publishing an illustration showing the horses at work as voluntary war workers.

Since the station was taken over the coxswain's house has been rebuilt, and extensive alterations have been made to render the boathouse more efficient. The boat has been launched on 61 occasions, and has saved 27 lives.

## The Royal Navy and the Life-boats.

HAVING referred elsewhere to the very practical help rendered by the Military in assisting in the launch of the Formby Life-boat, we are very glad to be able to record that the Senior Service has not been behind in rendering help when help is wanted. The incident recorded below shows the anxiety of our brave blue-jackets to take their share in the humane work of life-saving.

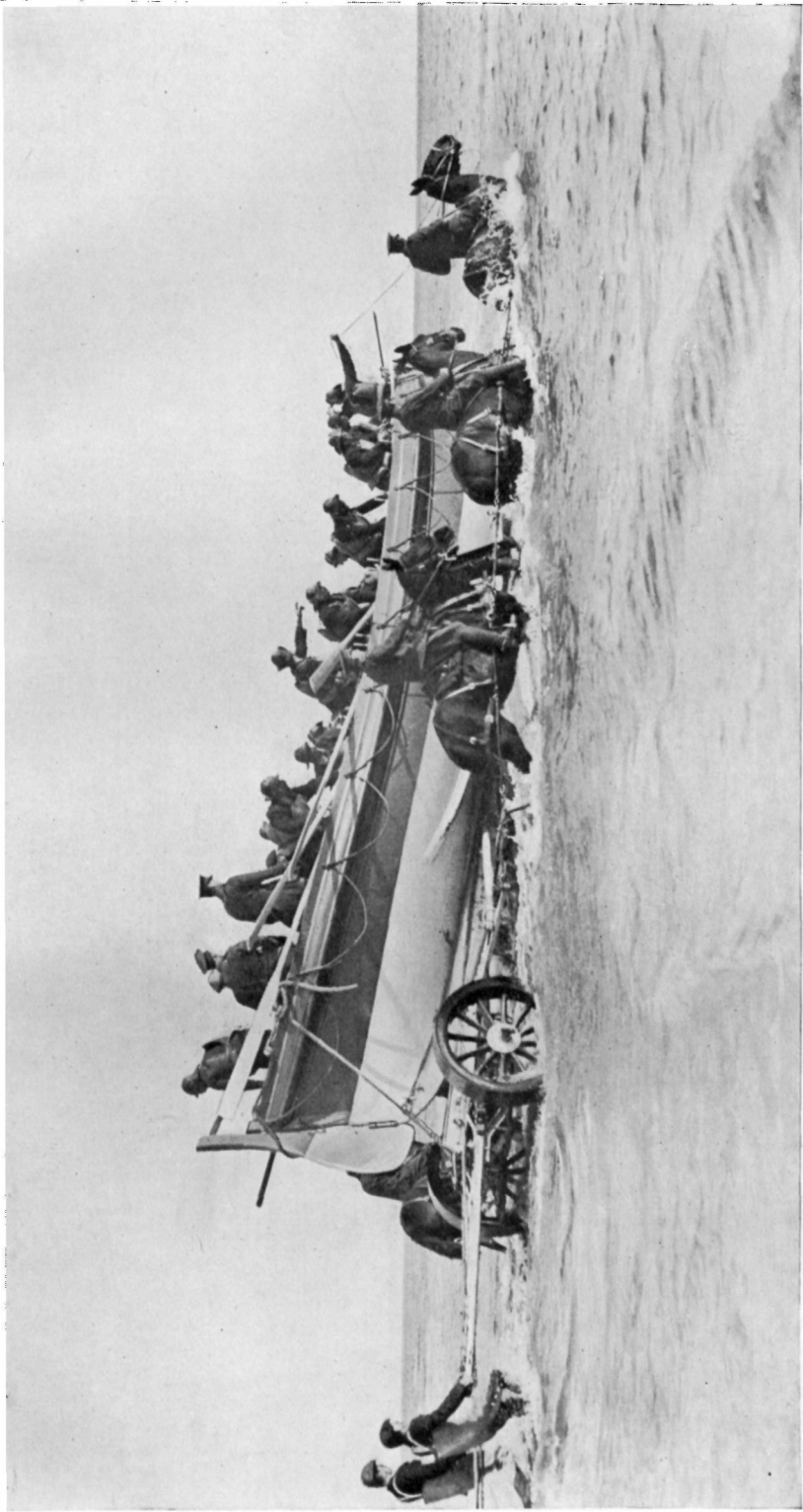
On the 28th February, the Norwegian barque *Auder*, of Brevik, was wrecked in Blyth Bay. The vessel, which was laden with a cargo of pit props, was bound to West Hartlepool, and after being carried out of her course by the severity of the storm, was driven almost helplessly before the E.S.E. gale. A very heavy sea was running, with tremendous breakers on the beach, while the weather, although clear, was very cold. The vessel was observed at about 6.30 A.M. driving before the storm, and in response to the assembly signal the crew of the Blyth Life-boat *Dash* were quickly assembled under Coxswain Bushel, and the men of the Life-saving Apparatus also turned out. The Rocket Apparatus was taken to the beach, but by that time the barque, with her decks awash, had grounded in Blyth Bay, and heavy seas began to

break over her. Several rockets were fired, but the barque lay too far from the shore for them to reach her, and it was found impossible to establish communication.

In the meantime the Life-boat was launched. Great difficulty was experienced in the boiling surf, and one of the crew was washed out of the boat, but he was subsequently rescued without mishap.

Although no time was being lost the crew of the vessel, realising that the rocket lines could not reach them, became anxious, and five of the men lowered the ship's boat and, at very great risk, commenced to pull for the shore. Fortunately the Life-boat had got clear by this time, and met them soon after they started on their perilous journey. She picked up the men and at once conveyed them to the shore. Owing to their strenuous struggle the Life-boatmen were exhausted, and although they knew that their fellow-beings were in jeopardy, they were unable to put off again to reach the wrecked vessel.

Shortly after the five men had been saved by the Life-boat, another member of the crew of the *Auder* determined to try and reach the shore by means of swimming. He therefore jumped into the water, and, after a very great



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**LAUNCH OF THE FORMBY LIFE-BOAT.**

**PRACTICE LAUNCH WITH HORSES LENT BY GENERAL SIR D. A. KINLOCH, BART., C.B., M.V.O.**

*Mr. W. Rees, Artist.*



struggle, succeeded in reaching the beach in an exhausted condition. He was immediately conveyed to hospital for attention. Another of the crew, observing the success of his comrade, also determined to try and get ashore, and he too, very fortunately, succeeded in his enterprise. There were, however, three men still on board, consisting of the captain, an able seaman and a boy. They were sheltering in the deck-house, and it was felt that efforts must be made to save them, but the Life-boatmen were too exhausted; and it was then that several men belonging to the Naval vessels, which were in Blyth Harbour at the time, came forward and volunteered to do what they could. The plucky blue-jackets could make very little progress, however, in spite of strenuous efforts, and eventually the boat was driven back, and the attempt had to be given up.

Undaunted by the non-success of their comrades, other blue-jackets made up a crew, and the boat put off a third time. Every nerve was strained to reach the vessel, but it was found impossible.

The fate of the three men on board thus became a matter of doubt. The barque was almost entirely smashed up, but fortunately the deck-house remained intact on the top of the wreckage. Seas swept over the wreck continually, and the beach became littered with timber. By this time the Life-boatmen, who had been obliged to rest, had recovered somewhat, and the Coxswain determined to put off a fourth time, and make a further effort to rescue the men.

Coxswain Bushel again took his place in the boat, and with practically the same crew as on the original journey, she started on her errand of mercy. According to a local report, in response to a call for assistance to launch the boat again, hundreds of sailors, soldiers, and civilians rushed into the sea, waist deep, and hauled the boat into deep water. After battling with the tremendous seas, the boat was then manœuvred into a suitable position for being veered down to the remains of the ship. An attempt to throw a line on board succeeded on the second occasion, and the Life-boat was ultimately secured to the wreck. It was the work of a few minutes to get the

three men on board the boat, and then the journey shorewards was commenced.

As the Life-boat approached the beach, willing helpers rushed into the sea to drag her ashore, and the shipwrecked seamen, who were more or less in a state of collapse from exhaustion, were carried from the boat and given every care.

The persevering efforts exhibited on this occasion, which eventually met with success, are deserving of very great credit, and the Committee of Management passed a special vote of thanks to the Coxswain—who went out in the boat on three out of the four occasions—and granted to him and to each of the regular members of the crew an additional monetary reward. Although the Institution was ready to reward all the men who had so gallantly attempted to rescue their fellow-beings, the officers and men of the Navy who had assisted, with characteristic public spirit, desired no recognition of their humane efforts. The Committee, however, felt that their services should be acknowledged, and therefore sent to each man a letter cordially thanking him for his courageous conduct, which was so unselfishly given without any hope of reward.

There is one very interesting feature about this service which will not escape the attention of experts in Life-boat matters. It will be noted that on two occasions crews of blue-jackets, inspired by the most splendid good will, and assuredly not lacking in thews and sinews, entirely failed to get near the wreck, and that eventually the original Life-boat crew, though utterly exhausted by their first effort, were able, after a good rest, to carry out the rescue of the men remaining on the wreck.

There could be no better proof of the value of the careful training of the Life-boat crews, which is secured by the frequent exercises carried out under the Regulations laid down by the Committee of Management. It is a fairly common fallacy that, given a number of men pulling a good oar and, of course, the courage to face any risk, it is easy enough to form a successful Life-boat crew. Nothing could be more erroneous, and the present case proves it, though it does not diminish by one jot or tittle the splendid conduct of the blue-jackets who volunteered to man the Life-boat.

## A Fine Cromer Service.

"'Tis not in mortals to command success," though none deserve it better than a Life-boat crew, battling with the elements for the lives of their fellow-men. It is our pride that in most cases the victory is with the Life-boat; but it cannot always be so, and the following case is one in which the most strenuous exertions of a fine crew only availed to save one of a ship's company of fourteen.

During terrible weather on the Norfolk coast on the 13th and 14th January, the steamer *Havfru*, of Christiania, whilst bound from Goole to Amsterdam with a cargo of coal, was totally wrecked on the Hasboro' Sands, with a sad loss of life. The vessel was observed by the Life-boatmen on the look-out at Palling, but the tide was very high, and in the exceptionally heavy seas it was impossible to launch their boat. A message was sent through to Cromer reporting that a vessel was on the sands, and the crew of the Life-boat *Louisa Hartwell* were summoned, but such a tremendous sea was running there also that no succour could be sent from the shore. The Life-boat crew "stood by" throughout the day in the hope that the weather would moderate, but as darkness came on, the gale increased and the seas became worse than ever. It was, therefore, decided to wait until daybreak before making a further attempt to launch. The gale continued through the night. As daylight approached it began to abate, and as it was thought possible that some of the crew of the ill-fated vessel had survived that terrible night it was decided to launch the boat. Even then the task which the Cromer Life-boatmen undertook was no mean one. It was only after considerable difficulty that the *Louisa Hartwell* was got afloat. The tide was coming in, and although the sea was nothing like so high as on the previous day there were heavy breakers, and the helpers were obliged to go waist-deep into the water to assist to get the boat clear. The boat made straight for the Hasboro' Light-vessel for the purpose of obtaining further information, but the Master of the

Light-vessel informed Coxswain Blogg that he had seen nothing of any wreck, nor any signals of distress.

Undeterred by this lack of information the Life-boatmen decided to search the sands, and about three hours after they left Cromer they sighted the mast of a vessel with a man still on it. The hull of the vessel was completely submerged, and some difficulty was experienced in approaching the wreck. This was overcome, and the survivor was eventually taken off in a very exhausted condition. His hands and feet were terribly swollen, he having been lashed to the mast for the previous thirty-six hours under most painful conditions of cold and exposure.

When he had sufficiently recovered he told the Coxswain that the remainder of the crew, thirteen in number, had been washed off the wreck at different times the previous day, the last man dropping from the rigging at 9 p.m. on the previous night. He also stated that after the vessel stranded, attempts were made to get the ship's boats afloat, but they were quickly smashed up, and it became necessary for the men to take refuge in the rigging. Before the Life-boat reached the vessel she had broken in half, but fortunately the mast on which the man took refuge did not go by the board. As soon as the man had been rescued the Life-boat made for Cromer, being picked up by a collier, which towed her part of the way towards the shore. Once ashore, the man was taken with all speed to the Cromer Cottage Hospital where, with wounded soldiers in neighbouring cots, he was interviewed by the representative of the *Eastern Daily Press*, and the following is an extract of the account which appeared in that paper:—

"He was in wonderfully good condition, and though a Dane he was able to speak fairly good English. He said his name was Niels Nielson, a single man, and aged twenty-three, hailing from Copenhagen, and that he was donkeyman on the wrecked vessel, the steamship *Havfru*, registered at Christiania, tonnage 860. She had

fourteen souls all told on board, including Captain Berg, and three of them were Russians, two Dutchmen, two Swedes, a Dane, a Spaniard, and the rest Norwegians.

"Nielson said their last port of call was Hull, which was left at eight o'clock on Wednesday morning. The same night, about ten o'clock, the vessel struck on the Hasboro' Sands, and it was quickly recognised in the increasingly bad weather that her fate was sealed. An attempt was made to launch a small boat, but the terrible seas quickly smashed it to pieces, and the

three men who were in it were thrown into the water. Two were dragged back to the ship, and the other was quickly carried away and drowned. During

Wednesday night the waves washed away several of the crew, but on Thursday morning the second engineer

managed to jump into a boat, cut the rope that fastened it to the ship, and get away. When the last was seen of him the frail little craft was nearly full of water, and Nielson considers it could not have lived for long.

"At last all that were left alive were the captain, chief mate, two sailors, and himself, and when the ship went in two a tremendous sea washed away all but Nielson and a sailor. These two hung on to

the rigging of the mainmast, but at nine o'clock on Friday morning the sailor could last out no longer and he fell into the sea. Nielson must be



Photo by]

[A. J. Rogers.

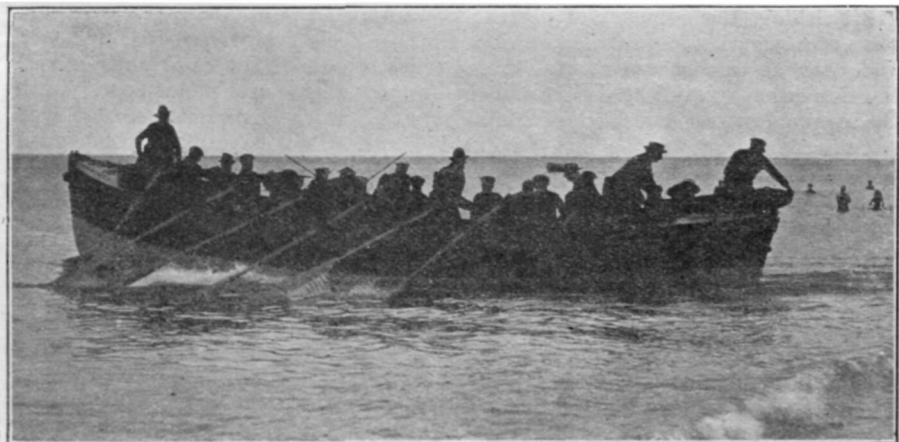
**COXSWAIN HENRY G. BLOGG.**

Photo by]

[A. J. Rogers.

**THE CROMER LIFE-BOAT.**

possessed of wonderful vitality, for when the Cromer Life-boat at last came on the scene he was able to climb down the rigging unaided.

\* \* \* \* \*

"It appears that the Cromer Life-boat, when homeward bound, was taken in tow off Palling by a collier, whose captain, curiously enough, was a native of Palling.

\* \* \* \* \*

"When at last she was in the Life-boat house, Sir T. F. Victor Buxton

climbed into her and expressed cordial thanks to all who had assisted in the launching and beaching of the craft. All agreed, he said, that the people who had done the most splendid work that day were the Life-boatmen. Cromer was proud of them, and especially their Coxswain, and he called for three hearty cheers for them. These were given with great heartiness, with another for Sir Victor, who is the new president of the Cromer branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION."

## The Life-boat Service Abroad.

### UNITED STATES.

THE Annual Report for the United States Coastguard for the year ending 30th June, 1915, indicates a new arrangement by which, in accordance with the passage of the Coastguard Act, the principal activities of the Revenue Cutter Service and the Life Saving Service are dealt with separately from the financial standpoint, although, apparently, they both share in the work of life-saving. The present Report shows that 1,507 lives were saved "or persons rescued from peril" in the year under review. It is, however, very difficult for a British chronicler to be quite sure where the work of the Revenue Cutters ends and that of the Life-Saving Service begins, the whole of the work being so much concerned with the control of smuggling, illicit fishing, the removal of obstructions to navigation and salvage service.

So far as can be ascertained from the somewhat complicated details of the Appropriations and Cost of Maintenance, the cost of the Life-Saving Service for the year was \$2,406,000, or about £480,000, a figure which is significant of the heavy expenditure necessarily involved where the Life-boat Service is maintained and administered by the Government. The cost of the Service maintained by the Institution amounts to about £112,000 a year; but it must be remembered that the United States Life-Saving Service includes the provision of the rocket-apparatus which, in this country, is maintained by the Board of Trade.

### THE NETHERLANDS.

The Annual Report of the Noord-en Zuid-Hollandsche Reddingmatschappij for 1915 states that the Society, which was founded in 1824, now has 34 Life-boats, two of which are motor-boats, and 20 rocket apparatus stations. More than 4,500 lives have been saved by the Society.

### SPAIN.

The Journal of the Spanish Life-boat Society for the quarter ending 30th June, 1916, shows that the number of persons saved by the Life-boats and Rocket Apparatus of this Society since its foundation in 1880 is 1,408, while 9,749 persons have been saved by other means, rewards being given by the Society in all these cases. In addition 103 vessels have been saved by the Society.

The Society now has 45 Life-boats, which are all of the self-righting type. Two of them are motor-boats, with engines which give a speed of 8 to 9 knots. Two have been condemned as unfit for service, while 4 new ones have been built.

### SWEDEN.

The Report of the Swedish "Sällskapet för Rädning af Skeppsbrutne" for 1915 shows that during that year the Life-boats were launched on seven occasions. On one of these the Life-boat brought ashore the crew of a steamer which had been torpedoed, the crew having succeeded in reaching Björn Lighthouse in their own boats.



The new Station on Gottske Sandon apparatus has also been installed at has been provided with a rocket appa- Björnnabbery. ratus and one boat, with a second boat The Society was founded in 1907. to follow as soon as the first; which In addition to the 7 Life-boats main- is of a new type, has been proved tained by the Society there are 12 to be satisfactory. A new rocket belonging to the Government.

## A Tribute from the Mercantile Marine.

EXTRACT FROM A LETTER FROM THE IMPERIAL MERCHANT SERVICE GUILD.

To The Secretary, Royal National Life-Boat Institution.

15th June, 1916.

DEAR SIR,

“

I have the pleasure to inform you that the Management Committee, having regard to the most valuable work done by your Institution, have now decided to increase their annual subscription to Five Guineas.....

”

Yours faithfully,

(Signed) T. W. MOORE, Hon. Lieut., R.N.R.,  
Secretary.

## Summary of the Meetings of the Committee of Management.

Friday, 14th April, 1916.

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

Read and confirmed the minutes of the previous meeting.

Read and confirmed the minutes of the Building, Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

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

Northern District.—Cambois, Blyth, Cultercoats and Tynemouth.

Eastern District.—Whitby, Spurn, Donna Nook, Mablethorpe and Skegness.

Southern District.—Lyme Regis, Exmouth, Teignmouth, Torquay, Brixham, Yealm River and Plymouth.

Irish District.—Newcastle (Co. Down), Greenore, Blackrock, Clogher Head, Drogheda, Skerries, Wicklow, Arklow, Courtown, Cahore, Tramore, Dunmore East, Helvick Head, Youghal, Ballycotton, Queenstown, Courtnacsherry and Fenit.

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

Appointed Mr. NEVILLE P. EDWARDS Organizing Secretary for the South-Eastern District of the Southern area.

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

	£.	s.	d.
Miss EDITH M. CORDEUX . . . . .	100	-	-
H.M.S. <i>Macedonia</i> . . . . .	25	-	-
J. TODHUNTER, Esq. . . . .	10	10	-
“G.” . . . .	10	-	-
Miss A. THOMAS. . . . .	10	-	-

—To be severally thanked.

Paid £10,828 3s. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £655 14s. 2d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blyth . . .	Barque <i>Auder</i> , of Brevik	8
Burnham . . .	Ketch <i>Marie Eugenie</i> , of Bridgwater . . .	2
Clogher Head . . .	Ship <i>Isle of Arran</i> , of Glasgow. Landed 18.	
Cromer . . .	Schooner <i>Ann</i> , of Goole	5
Cullercoats . . .	S.S. <i>Rhodesian</i> , of Newcastle . . . . .	25
Eastbourne No. 2	4 Admiralty Motor Launches. Rendered assistance.	
Flamborough No. 2	S.S. <i>Mary</i> , of Riga . . .	18
Gorleston No. 1	S.S. <i>San Nazario</i> , of London. Stood by vessel.	
Gorleston No. 1	H.M. Drifter ———. Landed 8 men from a steamer.	
Gorleston No. 1	Schooner <i>Dart</i> , of Jersey . . . . .	4
Holy Island . . .	Schooner <i>Ellen</i> , of Halmstad . . . . .	6
Hornsea . . .	S.S. <i>King's Lynn</i> , of Swansea . . . . .	11
Margate No. 2 . . .	Schooner <i>Faithlie</i> , of Faversham . . . . .	6
	Ketch <i>Tartar</i> . . . . .	3
Palling No. 1 . . .	Ketch <i>Katharina</i> , of London . . . . .	5
Redcar . . .	Steam-trawler <i>Lord Cecil</i> , of Grimsby . . .	7
Skateraw . . .	Ketch <i>Spartan</i> , of Montrose . . . . .	4
Southend-on-Sea	Barge <i>Victoria</i> , of Ipswich. Rendered assistance.	
Teesmouth . . .	Barque <i>Charlotte</i> . . . . .	12
Walton-on-the-Naze (Motor)	Schooner <i>Adolf</i> , of London . . . . .	4
Weston-super-Mare	Ketches <i>Ark</i> , <i>Edith</i> , and <i>Palace</i> . . . . .	9

Cromer Life-boat assisted to save the s.s. *Lady Londonderry*, of Sunderland; Dunmore East Motor Life-boat rescued 4 persons and saved motor barge *Useful*, of Waterford; Lowestoft Life-boat assisted to save H.M. Mine-Sweeper —; and Sheringham Life-boat assisted to save the s.s. *Rhenania*, C.T. 5.

Also voted £649 -s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Ayr, Berwick-on-Tweed, Bridlington, Clogher Head, Crail, Cromarty, Drogheda, Dunbar, Filey, Girvan, Gorleston Nos. 1 and 2, Harwich (steam), Lowestoft, Mablethorpe, Margate No. 2,

North Deal, Padstow No. 2, Penlee, Peterhead, Polkerris, Poole, Portrush, Ramsey, Ramsgate, Scarborough, Southwold No. 1, Spurn, Troon, Tynemouth (Motor), Whitby No. 1, Whitby No. 2.

The Ramsgate Life-boat was also launched.

Voted a Silver Fifth Service Clasp to COXSUAIN SYDNEY H. HARRIS, of the Gorleston No. 1 Life-boat, and a Medal to EDWARD BENSLEY, in recognition of their gallant services in rescuing four men from the schooner *Dart*, of Jersey, which was totally wrecked on the 29th March. Also voted the Thanks of the Institution on vellum to WILLIAM NEWSON, for his meritorious conduct on the above occasion, and voted the whole of the crew of the Life-boat, including the men mentioned above, an additional monetary reward.

Voted the Silver Medal of the Institution to BENJAMIN JACOBS, Coxswain of the Brooke Life-boat, in recognition of his gallant services in saving ten men of the crew of the barque *Souvenir*, which was totally wrecked off Brook, on the 3rd February. Also voted the Thanks of the Institution on vellum to the Second Coxswain, and granted him and each of the members of the crew an additional monetary reward.

Ordered a special letter of thanks to be sent to Mr. McMorris, Hon. Secretary of the Portrush Branch, and awarded him an Aneroid Barometer, in recognition of his valuable services on the occasion of the wreck of H.M. Mine-sweeper *Grateful*, near Tor Head, on the 26th March. Also awarded the Thanks of the Institution inscribed on vellum to Dr. PORTER, and sent a special letter of thanks to Mr. CHALMERS, for their valuable assistance on this occasion.

Granted additional monetary rewards to the crews of the Bridlington and Gorleston Life-boats for their arduous services in very rough weather during the previous month.

Ordered a special letter of thanks to be sent to the Commander of the troops stationed at Teesmouth for the valuable assistance given on the occasion of the wreck of the barque *Charlotte*, on the 24th February.

Awarded the Thanks of the Institution inscribed on vellum to Coxswain BUSHEL, together with an additional monetary reward to him and to other members of the Life-boat crew, for their meritorious conduct and persistent efforts, which eventually resulted in the rescue of the crew of the barque *Auder*, of Brevik, which was wrecked on the 28th February. The Life-boat made four separate attempts to reach the vessel. On two occasions she was manned by men of the Royal Navy who volunteered, and a special letter of thanks was sent to each of the officers and men, twenty-three in number.

Sent a letter of thanks to the Hon. Secretary of the Dunbar Branch, for his zealous services on the occasion of the stranding of a Norwegian steamer on May Island on the

19th March. The Hon. Secretary remained at the Life-boat station practically all night. Also thanked the Coastguard officer for his valuable co-operation.

Voted £41 8s. 6d. to men injured in the Life-boat services at Blackpool, Kingsdowne, Port Eynon and Robin Hood's Bay.

Voted £2 to four men for putting off in a boat and saving the crew of three hands of the schooner *Ceacilie*, which was totally wrecked off Stonehaven on the 19th January.

Voted £1 for petrol consumed by a Motor-boat in rendering assistance to the brigantine *Geraldine* at Guernsey, on the 5th February.

**Friday, 5th May, 1916.**

Sir GODFREY BARING, Bart., M.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

Read and confirmed the minutes of the Building, Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

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

Northern District.—Cromarty.

Eastern District.—Wells.

Southern District.—Newhaven and Eastbourne.

Western District.—Maryport and Whitehaven.

Irish District.—Hilbre Island, Hoylake, New Brighton, Formby, Ramsey, Peel, Portrush, Howth, Poolbeg and Kingstown.

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

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

"BATH" (Anonymous), additional donation	£.	s.	d.
	1000	-	-
Mrs. G. C. CUMMING (donation)	25	-	-
Mrs. E. M. ROLSTON (donation)	10	-	-
St. ALBAN'S, HOLBORN, SUNDAY SCHOOL (collection)	8	10	-

—To be severally thanked.

Paid £5,990 1s. 4d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £55 10s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Mumbles . . .	A schooner. Stood by vessel.	
Padstow No. 1	Ketch <i>Gen</i> , of Ramsgate. Assisted to save vessel and . . .	5
Ramsey . . .	Brigantine <i>Malpas Belle</i> , of Truro . . .	6

Rye Harbour Life-boat rendered assistance to the s.s. *Kirrawood*, of Middlesborough.

Also voted £59 5s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Donaghadee (Motor), Formby, Gorleston No. 1, Holy Island, Kessingland No. 1, North Sunderland, Padstow (Steam Tug) and Sennen Cove.

Voted a further sum of £50 to the men of the Ramsgate Life-boat who participated in the rescue of the crew of the *Indian Chief* in 1881.

Voted £4 7s. for expenses of Second Coxswain Jamieson, of Berwick-on-Tweed, in attending Annual Meeting.

Voted £7 19s. to Coxswain Holbrook, of the Bembridge Life-boat, for injuries sustained on service on the 3rd February.

**Friday, 2nd June, 1916.**

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

Read and confirmed the minutes of the previous meeting.

Read and confirmed the minutes of the Building, Finance and Correspondence, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.\*

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

Northern District.—Balcary, Kirkcudbright, Whithorn, Port Logan, Port Patrick, Ballantrae, Girvan, Ayr, Troon, Ardrossan, Campbeltown, Southend (Cantyre) and Machrihanish.

Eastern District.—Gorleston.

Southern District.—Mevagissey, Porthoustock, Coverack, Cadgwith, the Lizard and Porthleven.

Irish District.—Southport, Lytham, St. Anne's, Blackpool, Fleetwood, Piel (Barrow), Douglas, Castletown, Port St. Mary and Port Erin.

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

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

	£.	s.	d.
"ANONYMOUS" (donation)	75	-	-
MISS MARPLES (donation)	25	-	-
MISS A. MARPLES (donation)	25	-	-
"C."	15	-	-
JOHN HENDERSON, Esq.	10	10	-
WM. MURRAY, Esq.	10	10	-
MRS. WARREN GROSSE	10	10	-
"A Silver Wedding Present"	5	-	-

—To be severally thanked.

\* Decided that, in future, the Finance and Correspondence Sub-Committee be known as the General Purposes Sub-Committee.

Paid £6,669 4s. 3d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £70 12s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hunstanton	Ketch <i>Panther</i> , of Goole Schooner <i>Pursuit</i> , of London. Rendered assistance.	4
North Sunderland	Barquentine <i>Rosa</i> , of Larne	8
Palling No. 1	Smack <i>Endeavour</i> , of Lowestoft. Stood by vessel.	

Clacton-on-Sea Life-boat assisted to save the barge *Evening*, of Rochester; Lossiemouth Life-boat assisted to save the Patrol-boat *Iva*, of Macduff; Porthleven Life-boat rendered assistance to the s.s. *St. Gothard*, of Glasgow.

Also voted £173 1s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Barry, Bull Bay, Cloughy, Dunbar, Dunmore East, Fenit, Gorleston No. 1, Holyhead No. 2, Mumbles, Padstow (Steam Tug), Sennen Cove, Skegness, St. Agnes, Stornoway, Whitby No. 2.

Voted an Aneroid Barometer, bearing a suitable inscription, to Mr. W. PHILLIPS for assisting to save part of the crew of the barque *Inveresk*, which was driven ashore near Kingstown on the night of the 12th November. The vessel grounded in a whole N.N.E. gale and very heavy sea, and the crew took to one

of the ship's boats. When this boat was approaching the shore she struck the rocks and capsized, but Mr. Phillips had in the meanwhile observed her, and when the boat approached the shore with several men clinging to her, he went into the water up to his waist and dragged the boat towards the sandy beach. With the aid of other men he succeeded in bringing ten of the eleven occupants of the boat into safety. Afterwards he rendered valuable assistance in resuscitating them.

Voted 12s. 6d. to five men for putting off in a boat and saving a man whose boat was drifting out to sea off Watchet in a strong W.N.W. breeze and rough sea. Had it not been for the timely help the man would probably have been drowned, as he had only one oar in the boat.

Voted £1 10s. to three men for putting off in a boat in an E. by N. breeze and rough sea, and rescuing two persons from a rock which was surrounded by the tide in Popple Cove, near Ilfracombe.

Voted £1 10s. to three men for putting off in a boat and saving six persons who were in danger of having their boats swamped when fishing off Brighton on the 4th May. The S.S.W. wind increased and became squally, and with the rising sea the endangered men were unable to return ashore.

Voted £1 to two men for putting off in a boat and saving two persons who, when leaving Teignmouth Harbour, had their boat carried out by the strong ebb tide into the broken water on the bar. The salvors incurred moderate risk, and their timely aid undoubtedly saved the men, as they were quite exhausted when they were picked up.

## NOTICE.

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