

# THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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*NOTE.*—The Editor will be grateful to Hon. Secretaries, and other subscribers, for any really good photographs of wrecks, or Life-boats on service or exercise, for publication in the JOURNAL.

## The Life-boats and the War.

### THE KING'S APPRECIATION OF THE INSTITUTION'S WORK.

THE record of the Life-boat Services in 1916, and since the outbreak of War, having been laid before His Majesty the King, the following gracious expression of his appreciation has been received:—

BUCKINGHAM PALACE,

12th January, 1917.

DEAR SIR,

The King has learnt with much interest and satisfaction of the splendid work achieved by the ROYAL NATIONAL LIFE-BOAT INSTITUTION during the past year in saving upwards of 1,300 lives, and rescuing, since the outbreak of War, 750 from His Majesty's ships and other vessels lost by the action of mines and torpedoes and other causes arising directly out of the War.

At the same time His Majesty deplores the severe casualties among the men of the Life-boat Service in carrying out these heroic duties.

In congratulating the Institution on this record of service, the King regrets to hear that its income has been severely diminished in 1916.

Believe me,

Yours very truly,

(Signed) STAMFORDHAM.

GEORGE F. SHEE, Esq.,

*Secretary,*

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

## The Building of Life-boats.

We think that the public will be interested to learn something of the way in which the Institution deals with one of the most important branches of the great life-saving work entrusted to it. Few except technical experts can fully realize the perfection of workmanship and material which is demanded in the construction of Life-boats, but even the "man in the street" knows that they are the most perfect instruments for the saving of life from shipwreck which science has been able to devise and money can provide.

Nor would anything less be appropriate to the exceptional work which these boats are called upon to perform. Bismarck once said, in answer to the suggestion that, with first-class troops, inferior equipment did not matter very much, "I should count myself a criminal if I were to send such men out to fight without the very best that money can buy." We know, to our cost, that the founder of the German Empire carried out his views in the most thorough manner, and, early in the War, we recognized the absolute necessity of providing our gallant troops with the best equipment, munitions, guns, and the best protection against the devices of the enemy, which could possibly be obtained.

If that is the sound policy where it is a question of fighting the enemy, it is next with the saving of life by men who come forward of their own free will, assuredly the only possible policy in readiness to risk their lives to save others. We must see to it that the risk which they run, which is in any case bound to be great, is rendered as slight as possible by the perfection of the boats in which they are asked to carry out their heroic duty. This is the policy which the Committee of Management have kept steadily before them right through the history of the Institution, watching every step in the progress of science and always on the look-out for anything, whether it be material or new ideas, which could add to the qualities which have made our Life-boats the models of every Life-boat Society in the world.

It must sometimes have occurred to

thoughtful members of the public to ask the question: Does the Institution build its own Life-boats? If not, does it place them out to contractors all over the country, or does it employ one, and is the work supervised in order that the Committee may know that the Life-boats are, in material and workmanship, that perfect thing which they demand and for which the generous public supply the funds?

The present article answers these questions as fully and clearly as is possible within the limits of the LIFE-BOAT JOURNAL.

New Life-boats are continually being called for, to replace those worn out on service, and to supply new Stations. When providing these new boats, the Committee of Management of the Institution endeavour to improve every detail, from the experience gained by each boat in actual service, every detail being noted by the technical officers and the Consulting Naval Architect. One of the most important matters which they have to arrange, however, is the contract for the building of the Life-boats.

The history of Life-boat building for the Institution is long and varied, but one point has always been kept in view—namely, to get a first-class article on the best obtainable terms. In this endeavour many methods have been tried, although it is unnecessary to state all the experiences which have led to the adoption of the plan now in force.

It was previously the practice of the Institution to make a contract for building one or more boats with any establishment in the three kingdoms which was considered capable of turning out the work, and who submitted a favourable tender. This method was given a long and fair trial, being at one time considered the best way of attaining the object in view. But eventually it became evident that the system must break down, if it were to be carried out on anything like an economical basis.

It cannot be sufficiently emphasized that Life-boats are different from ordinary boats. In fact they are extremely complex, owing to the nature

of the work which they have to perform. Hence their construction requires far more attention than the master builder or his foreman can find time to give, engaged as they probably are on other work at the same time. Constant supervision is therefore required by an officer of the Institution, who knows the significance of every detail and fitting, and whose sole purpose is to secure the perfect article. Now, when Life-boats were under construction in different parts of the country, thorough supervision became impossible without causing constant and serious delays to the builder; or else the Institution's surveyors would have had to be increased in number, at great expense. Again, the time of the Chief Inspector of Life-boats and other officials was encroached on to such an extent by travelling about, that the work they could attend to became restricted and expenses were further increased.

On the other hand, there was the question of material. The quality of the timber used is of the utmost importance. It cannot be properly seasoned unless it lies in the builder's premises for a considerable time before being used. A large stock must therefore be kept; and this must be examined by the surveyor when purchased, and also when it is being cut up for the building of the boat. In many boats built under the distributed system, unsound or unseasoned material revealed itself, and the life of these boats was thereby reduced. It must be added that this question of timber becomes more serious every year, owing to the increasing difficulty of obtaining the proper quality.

Again, a very high degree of accuracy in construction is necessary, for there must be no deviation from form or weight, whereby self-righting or other qualities might be impaired. If the policy of "good enough" (a detestable phrase which we may hope that the War has killed) were once admitted, the life of a boat (and the lives of her crew) would be in jeopardy—an unstable thing, the sport of chance. When saving life under the exceptional conditions which these coast Life-boats have to contend with the best is also the most

economical in the end. With workmanship, therefore, as with material, the standard required can only be obtained as the result of the most careful and constant supervision.

There is little wonder, therefore, that the plan of distributed building ultimately broke down. When the boats were smaller and simpler, and there was not the same urgency for delivery, the difficulties were not so great; but it latterly became impossible to get everywhere the same standard of quality. And to increase the Institution's staff sufficiently to cope with the difficulties and the increased output was quite out of the question, as it would have meant a permanent burden of enormous additional expense.

The Committee were therefore forced to consider the whole question very carefully, and after much deliberation, they came to the conclusion that the only feasible plan to obtain the best results with a minimum expenditure was to concentrate the building. Thus the method at present in force was adopted, and for many years practically all the Institution's Life-boats were built by the Thames Ironworks Co., Ltd., at Blackwall.

The advantages anticipated by this method of concentration have been well proved in actual practice. The supervision was thorough, and was secured at much less cost. One good surveyor was able to do the work of all those required when the work was distributed—and able to do it far more efficiently. Everything was daily under his eye; and, when two or more boats were being built to the same design, the saving was found to be very great.

The worrying difficulties about getting good and properly seasoned timber were to a great extent solved. A large selected stock was always kept on the premises in process of seasoning—a stock such as no establishment building only one or two boats could be asked to keep. But when a dozen or more boats were building at one time, and all together, it worked out economically and well.

The economical advantage was enormous, too, in connexion with the Institution's designing department and the Chief Inspector's work, because they

were able to be in constant personal touch with the builders, instead of only paying occasional visits, and had no difficulty in undertaking an increased output.

In consequence, the same standard of excellence was obtained in the case of every boat built; and it has been clearly demonstrated that the life of the boats built under this concentrated system has been lengthened.

The Committee, therefore, are satisfied that the concentrated system, which they have tried for so many years, has proved a complete success both for excellence of production and minimum of cost. The terms they were able to arrange with the Thames Ironworks Co. were favourable, a percentage for profit being allowed to the firm on the cost of the work. The time sheets and all prices of materials, were systematically checked by the Institution surveyor and time-keeper, who were constantly on the premises.

Unfortunately for the Institution, the Thames Ironworks Co. gave up business a few years ago. But the concentrated system of building had proved so successful that it has been adhered to. In order to secure a wide field of selection a considerable number of the best building establishments in the country were invited to quote terms, and, from those who did so, Messrs. S. E. Saunders, Ltd., of Cowes, were selected, as being the most favourable. Later, in order to cope with the pressure for the delivery of boats, Messrs. Summers and Payne, Ltd., Southampton, were given a contract for a certain number of boats.

It may also be mentioned that when motors began to be installed in some of these Life-boats, the Committee first tried many different engines by good makers. Experience, however, soon taught the same lesson as in the case of the boats—concentration was the proper plan to adopt. And so practically all motors are now built to the Institution's own specification, which of necessity has many requirements totally different from those of standard practice. For building these motors, a favourable contract has been made with Messrs. J. Tylor and Sons, Ltd., who have produced excellent work.

Unfortunately, the War has hampered the building operations of the Institution. The Government can only allow a few boats to be constructed at present. Therefore, until the War is over, most of the building work has been brought to a standstill.

The policy of concentration has also been adopted by the Institution in other directions. The Store Yard, which belongs to the Institution and is situated at Poplar, has recently been enlarged and reorganised. There the reserve boats (a few of which must always be kept ready) are housed; also all the spare gear—in fact, every article which it may be necessary to despatch at a moment's notice to any part of the coast. For supplies such as paint, ropes, life-belts, sails, oars, and other items of gear, the Committee take yearly estimates from firms all over the country, and fix contracts accordingly. In fact, "efficiency with economy" is the motto of the Committee.

### A Fine Northumbrian Rescue.

THE fierce gales which are experienced on the Northumbrian coast from time to time cause a large number of casualties, and the brave Life-boatmen at Holy Island have a fine list of rescues standing to their credit.

Among them, one which was performed as recently as the 19th November, 1916, deserves special mention, more particularly on account of the persevering efforts made in face of great danger, and the skilful seamanship displayed, which resulted in fourteen

sailors being saved. They belonged to the Norwegian barque *Jolani*, of Gothenburg, which was wrecked on the Sunday afternoon.

She was observed at about 1.30 P.M. drifting dangerously near to Emmanuel Head, and the crew of the No. 1 Life-boat were assembled in readiness in case the vessel struck. The vessel, however, weathered this point, and the Coastguard in the neighbourhood of Goswick were advised that the barque might drive ashore at that place. At

2.40 the call came for the No. 2 Life-boat *Edward and Eliza*, and the men and horses necessary to launch the boat proceeded to the boathouse two and a half miles away. The Life-boat and men then proceeded to the wreck, the boat being transported on her carriage over sands churned up by the violence of the waves, a distance of five or six miles, during four miles of which all the men had to wade through water two and a half feet deep. Eventually they reached the vicinity of the wreck, which by this time had broken up, leaving only the stern out of the water, on which the crew of fourteen men had gathered.

The Life-boat was launched abreast of the wreck, which was drifting northward in a tremendous breaking sea, as an E.S.E. hurricane prevailed at the time. Again and again the Life-boat was flung ashore by the violence of the waves, but the crew and helpers persevered until the boat was got afloat. When this was accomplished, it was found that she was in the midst of dangerous floating wreckage, and the men were exhausted. She got sufficiently near the wreck, however, to enable the Coxswain, GEORGE CROMARTY, to assure the distressed seamen that a further attempt would be made to save them after the crew had had some rest and the tide

had turned. After an hour's rest, a further attempt was made to take off the unfortunate men, but owing to the quantity of wreckage it was impossible for the Life-boat to get alongside.

The Coxswain, however, succeeded in getting communication by means of the heaving cane and line, and by means of a lifebuoy attached to a rope the whole of the crew, fourteen in number, were saved. It was nearly midnight before the Life-boat got to the wreck, the night was very dark, a hurricane was blowing, the sea was extremely violent, and the whole operation was attended by great personal risk, the crew of the Boat being utterly exhausted by the time the rescue was effected. As soon as the men were saved, the Life-boat was beached, and the military authorities took charge of the shipwrecked men, while the Life-boatmen were given rest and refreshment at the Goswick Golf Club House. At daylight carts were borrowed, and the men were conveyed home to obtain change of clothing, etc. At mid-day on the Monday the crew and helpers returned to Cheswick, where the Life-boat had been beached, and the boat was taken back to her Station and made ready for further service should her help be required.

### Salcombe Life-boat Disaster.

Sunset and evening star,  
And one clear call for me!  
And may there be no moaning of the bar  
When I put out to sea.

\* \* \* \* \*

Twilight and evening bell,  
And after that the dark!  
And may there be no sadness of farewell  
When I embark;

For tho' from out our bourne of Time  
and place  
The flood may bear me far,  
I hope to see my Pilot face to face  
When I have crost the bar.

THE verses which Tennyson wrote at the beautiful little Devonshire village, where he had often watched the restless flood ebbing and flowing over the bar, have received a consecration in the supreme sacrifice made by gallant

Salcombe fishermen in their efforts to save life in the course of one of those furious gales which at times visit our southern coasts, and make the spot which called forth the poet's sweet and melancholy lines a scene of awful beauty, fit setting for a tragedy of the sea.

On the 27th October, 1916, a terrible disaster overtook the Salcombe Life-boat while she was crossing the bar on her return from service, and out of the crew of fifteen, thirteen were drowned, their bodies being cast up in the course of time, and receiving reverent burial in the spot which had so long been their home and the scene of their peaceful activities as boatmen and fishermen.

It was shortly before 6 o'clock in the morning of the 27th October when a message was received at Salcombe stating

that the schooner *Western Lass*, of Plymouth, was ashore and in need of assistance. A furious gale was raging and the sea on Salcombe Bar was awful. Without the slightest hesitation, however, Coxswain Distin launched the Life-boat *William and Emma*, and proceeded in the direction of the wreck. As she beat over the bar the Life-boat was anxiously watched by a large number of people who stood on the cliffs eager to see whether she could get through the huge breakers thundering over the bank. The gallant boat, however, fully justified the confidence of her Coxswain and crew, as, shaking herself free of breaker after breaker, she got out into the less dangerous waters beyond, and shaped her course for Prawle Point, where the unfortunate schooner had driven ashore. After the boat had started a further message reached Salcombe, reporting that the crew of the vessel had been rescued by the Prawle Life-saving Apparatus, but of course the Coxswain knew nothing of this. According to one of the survivors the boat reached the vessel under close-reefed sails, and found that her help was not wanted. She then started back for Salcombe. As she neared the land the sea got worse, and as they approached Salcombe some of the crew questioned the advisability of attempting to cross the bar. The Coxswain and the majority of the crew were, however, undaunted by the dangers which faced them, and shortly after 10 o'clock the boat headed for the broken water, the sail being taken down with the exception of the mizzen. It was apparently during this operation that the disaster occurred. For suddenly, to the horror of the on-lookers, the stern of the boat was caught by a huge wave and thrown into the air. Another sea turned her broadside on, and before anything could be done an overpowering sea completely capsized her. The Life-boat, being of the non-self-righting type known as the Liverpool class, was completely at the mercy of the waves, and in the awful conditions of weather it was quite impossible to

send any help from the shore to succour the men, some of whom were now seen to be clinging to the boat which was gradually drifting out to sea with the ebb tide. The news that the Life-boat had capsized spread rapidly, and a party of men with life-buoys, ropes, and other appliances hurried along the rugged coast to Limebury Point where, if anywhere, it was thought there might be a chance of giving aid should any of the men be washed ashore alive. Unfortunately two only survived their terrible experience, being thrown on to a rock some 40 feet or 50 feet from the shore, to which they were able to cling. Both men were much exhausted, but after many fruitless attempts a thin line was flung to them which they secured, and, later on, stimulants were sent to them across the broken water intervening which considerably revived them. Finally a larger line with life-buoys attached was got to them, and both men were eventually saved. They were at once taken to a farm, where the owners, Mr. and Mrs. Michelmores, did everything they could to alleviate their distress and care for them.

Shortly after the accident occurred a Relief Fund was opened for the benefit of the dependent relatives, and widespread sympathy was aroused and found generous expression, for the Salcombe men were a splendid type of fisher-folk, simple, brave, honest, and self-respecting, and the crew was as good a one as could be found on the coast.

Besides defraying all the funeral and other incidental expenses the Institution at once contributed upwards of £2,200 to the fund, and the Committee showed their appreciation of the valuable and indefatigable assistance rendered by the Chairman (Dr. Cock) and the Hon. Secretary of the Branch (Mr. Charles Turner) by according them the Thanks of the Institution, inscribed on vellum and framed. They also recognized in a suitable manner the help given by Mr. and Mrs. Michelmores, and those who made efforts from the shore to save the men.

## A Magnificent Group of Services.

19th-21st November, 1916.

SELDOM, if ever, has there been concentrated within three days of Life-boat work a more splendid series of achievements than those which are briefly described below. They were characterised throughout by heroic effort in the face of insurmountable difficulties, by endurance in the midst of terrible conditions, by cool daring and skilful seamanship, and by a real love of humanity which sustained these efforts and eventually carried them to a triumphant success.

On Friday, the 17th November, a gale sprang up off the Kentish coast which is described as the worst known for many years past. The wind, blowing with almost hurricane force, produced mountainous seas on the Goodwin Sands, which seemed to be a seething mass of billows, breaking into volumes of water, which hurled their hundreds of tons like battering rams on this ancient anvil of the sea, on which so many gallant ships have been hammered to pieces.

At 8 P.M. on Sunday, the 19th November, when the gale was at its height, distress signals were observed on the Goodwin Sands, and, owing to the state of the tide, seven men were sent from Deal to Kingsdowne, and an unsuccessful attempt was made to launch that Life-boat.

At 10 P.M. the Deal Life-boat was launched, and reached the steamer, under storm sails, about midnight, in intense darkness and in blinding rain squalls. The anchor was let go, and the boat veered down to the vessel.

With great difficulty the whole crew of 30 men were got into the Life-boat, the operation being greatly assisted by the guardship, which threw her searchlight on the steamer, the first time on record that a rescue has been carried out under these conditions.

The vessel was the Italian steamer *Val Salice*, from Sunderland to Savona. The success of the rescue is described as little short of miraculous, as the seas at times lifted the Life-boat almost to the level of the steamer's mastheads,

and extraordinary difficulties were experienced in getting the crew into the boat, the men having to climb down the sides of the vessel on rope ladders, and being pulled aboard the Life-boat just at the right moment. The Coxswain eventually had to cut the cable, as it was impossible to recover the anchor, and the Life-boat reached Deal at 3 A.M. on the 20th November.

On the morning of the 20th, signals of distress were again seen from a large steamer which had gone aground on the Goodwins at 7 A.M., a little south of the *Val Salice*. The Deal Reserve boat was at once towed out to the sands, the weather being even worse than on the previous day. The anchor was dropped, and the Life-boat veered down to the vessel. Again and again the Coxswain tried to get alongside. Three times the Life-boat nearly capsized, and the fourth time she was thrown on her beam ends, the mast and sails going under water. As she righted herself the weight of water on the sail tore the mizzen mast and sail right out of her and carried away the thwart. Several of the men were injured, and the Coxswain was compelled to cut the cable and make for Deal, after the most gallant and strenuous efforts to rescue the crew of the steamer.

Meanwhile the Ramsgate Life-boat was engaged in an equally splendid but unsuccessful attempt to rescue this crew. Leaving Ramsgate at 10 A.M. in tow of the *Aid*, she reached the Goodwins at 11.30, and found a terrific sea on the sands. She at once let go her anchor and veered down, but could not reach the vessel. The Life-boat was constantly filled with water, and several times nearly capsized. One of the bollards was wrenched out of the boat, injuring two of the crew, and finally the cable parted and the Coxswain was compelled to return home, reaching harbour at about 4.30. Later on an urgent message was sent asking that another attempt should be made to save the crew of 52 of the *Sibiria*, her decks now being nearly under water.

Undaunted by their earlier tremendous efforts, the Life-boat crew again set out at 7.15 P.M., but on reaching the vessel at 9 P.M., the gale having somewhat moderated, they found that the whole crew had just been taken out by the Kingsdowne Life-boat.

This boat was launched at 7.10 P.M. with the greatest difficulty, the local crew being largely supplemented with men from Deal. She was towed to the sands, and then cast off to windward

of the *Sibiria*, the crew of which were all assembled on the bridge. The heavy seas broke over the vessel and poured into the Life-boat, which was swamped, two of the men being injured. Finally, with infinite difficulty, the crew of 52 men were taken into the Life-boat at 9 P.M. on the 20th November, and she reached Kingsdowne at 12.45 A.M. on the 21st with her precious freight of 68 men, 82 lives being thus rescued in twenty-four hours.

### A Motor Life-boat Achievement.

THE splendid services carried out by the crew of the Tynemouth Motor Life-boat *Henry Vernon*, on the occasion of the wreck of the hospital ship *Rohilla* off Whitby, in 1914, are probably still fresh in the memory of our readers, and the fine achievement during the gales of the 18th-21st November has added further lustre to the record of these brave men.

On the 18th November a fierce easterly gale sprang up, causing an exceedingly rough sea, while hail, sleet, and rain added to the wintry conditions. Between 8 and 9 A.M., on the 19th, the Norwegian mail steamer *Bessheim*, of Christiania, left the Tyne with passengers and general cargo, bound for Norway. She carried seventy-eight passengers and a crew of thirty-three, including seven stewardesses. When passing between the piers, tremendous seas struck her, and the vessel became unmanageable. Seeing that disaster was impending the signal for the Life-boat was fired, and the Motor Life-boat *Henry Vernon* at once put off, the local Shields boats also going out to render assistance.

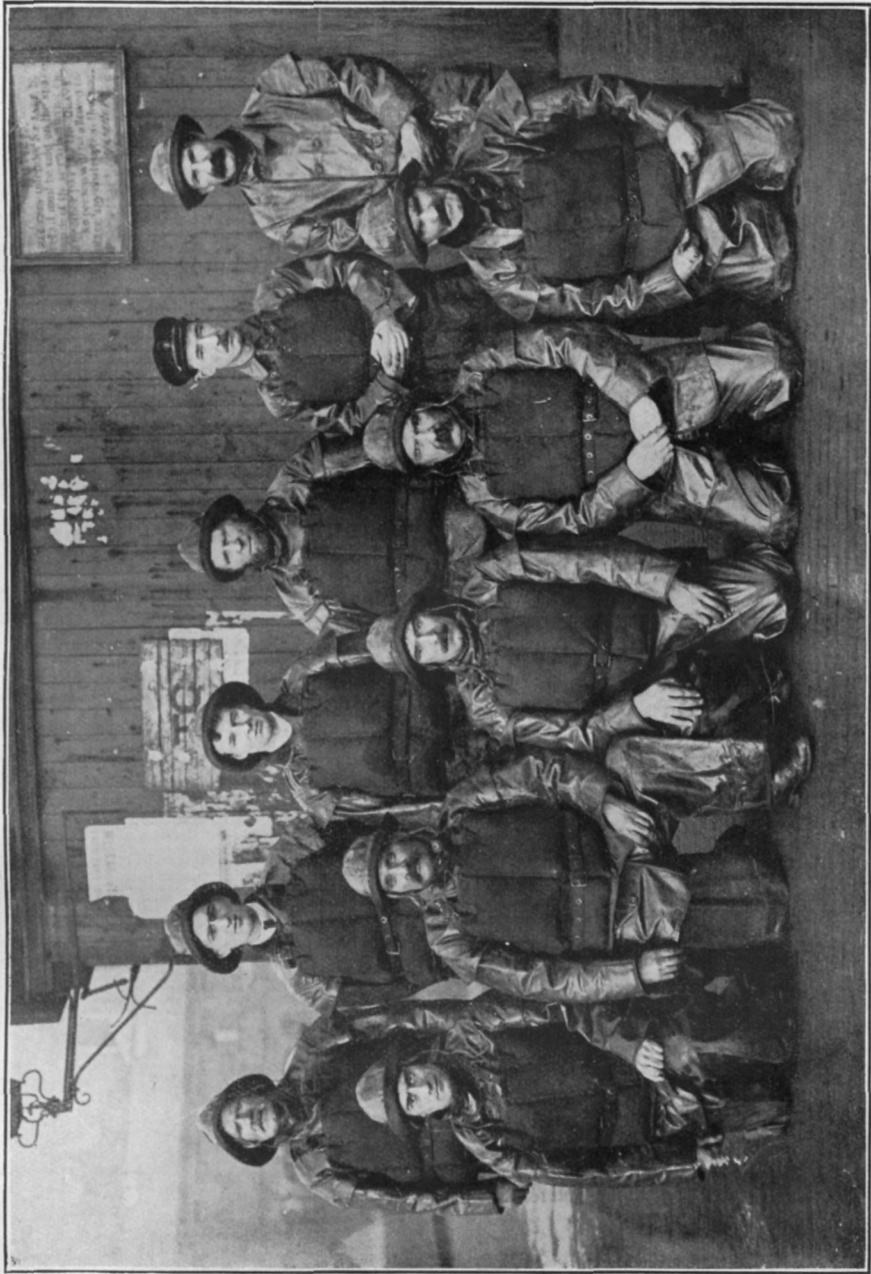
In the meantime the *Bessheim* had drifted on to the rocks and remained fast, but the *Henry Vernon* was on the spot by the time the vessel struck. Threading her way between the rocks, she went alongside the ship and brought off forty-eight persons, all passengers and stewardesses. A second trip was then made, and a further thirty-four persons were saved. On returning from the first trip the boat touched the rocks two or three times, but fortunately she

was not seriously damaged. As soon as the second batch of rescued people had been landed, the boat returned a third time and took off a further thirty-six, including all the remaining ship's crew. The whole of this time the gale was raging, and it is owing to the fine seamanship and skilful handling of the boat that the whole of the 118 were saved without mishap.

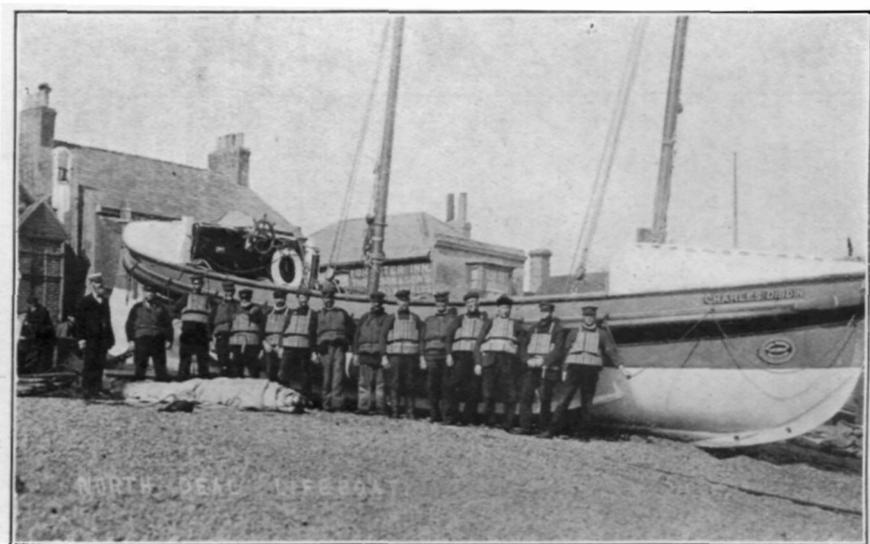
In the meantime tragic occurrences were taking place at Blyth. The s.s. *Muristan*, a steel steamer belonging to Swansea, while bound from the Tyne to Rouen, ran ashore in Blyth Bay. On the night of the 18th her steering-gear had been rendered useless, with the result that the vessel was driving helplessly before the gale, and finally became firmly embedded in the sand, head to sea. Big seas constantly swept the decks, and when day broke only the stem, the funnel, and the after-mast were occasionally visible. The vessel appeared doomed from the outset. Almost immediately after she struck, the captain and another member of the crew, supposed to be the chief officer, were washed overboard.

At daybreak several of the crew attempted to swim ashore, aided by life-belts, and three men were saved by the brave exertions of men who went into the boiling surf to save them. In the meanwhile every effort was made to render assistance to the unfortunate men still on board the vessel, but in the conditions of weather it was quite impossible for the pulling and sailing Life-boat stationed at Blyth to render assistance.

THE CREW OF THE TYNEMOUTH MOTOR LIFE-BOAT.



Left to right. Back row : SCARTH, T. W. G. SMITH (Assist. Motor Mechanic), J. S. BROWNLEE (Second Coxswain), ROBT. SMITH (Coxswain), F. G. HAMILTON (Motor Mechanic), CUMMINGS.  
Front row : BRAIRER KAY MILLARD (Rowman), BOYLE, MARTIN.



**CREW OF THE NORTH DEAL LIFE-BOAT.**

MR. J. PRIOR, the Secretary of the Branch, on the left.

*See page 157.*



**TYPES OF SOUTHWOLD LIFE-BOATMEN.**

CHARLES JARVIS,  
2nd Cox.

SAM MAY,  
Cox.

FRANK UPCRAFT,  
Bowman.

*See page 160.*

At 7.30 A.M. on the morning of Monday, the 20th November, the crew of the Tynemouth Motor Life-boat were assembled, as information of the wreck had reached the Coxswain, Robert Smith, and assistance had been asked for from Blyth. The sea, however, was so high at the time that nothing could be done. A little later further urgent messages were received, and shortly after 9 A.M. the Coxswain decided to make an attempt.

When the Motor boat arrived the *Muristan* was found lying head to sea, with only part of the bridge and the chart-house above water. The boat was taken close to the remains of the wreck, but no sign of life could be seen on board; it was afterwards ascertained that the remainder of the ship's crew were confined to the chart-house, and that any attempt on their part to go outside would inevitably have proved fatal. In any case, it would have been impossible for the Life-boat to effect any rescue, as the remains of the wreck were being swept by the broken water, with a large quantity of wreckage on her port side and stern. The services of the Life-boat in proceeding to Blyth appearing useless, the Coxswain decided to return to the Tyne, but after making out about half-a-mile into the open sea the boat was struck by a tremendous sea, and the engine stopped suddenly. The Coxswain at once anchored and set sail. With difficulty the engine was started, but stopped again, and he then decided to make for Blyth.

Meanwhile the engine was started again, and Blyth Harbour was made at noon, after a very severe buffeting. At about 3.15 P.M., when the tide had fallen somewhat, the Coastguard reported having seen signs of life on board, but the sea was too heavy and the risk too great for the Life-boat to make another attempt to reach the vessel, considering the amount of daylight left, and it was decided to postpone further operations until next morning. The attempt which had already been made required great pluck and skill to avoid disaster, as the sea was very wild, and the wreck, with the exception of the deck-house, was entirely submerged. In this connection, the manner in which

the motor man and his assistant helped with the stoppage of the engine deserves high praise, and, throughout, they displayed the greatest coolness. With the assistance of the Naval Authorities the engine of the boat was overhauled, and the Life-boatmen were well looked after for the night, being given food, shelter and dry clothing, and they thus obtained a thorough and much-needed rest.

At daybreak on Tuesday, the 21st November, the boat was manned again, and although a nasty sea was still running, she reached the *Muristan* without mishap. Waves were still breaking over the remains of the wreck, but the boat proceeded to the port side of the ship and rescued the whole of the survivors, sixteen in number, whom they brought into Blyth. The boat shortly afterwards left for her station, where she arrived at 10.30 A.M.

The sufferings of the shipwrecked men had been intense, but all of them, with the exception of one man, were in very fair condition, considering their plight since 1 A.M. on the previous Sunday morning. They had had nothing to drink since the Saturday, and the only food which they managed to get hold of was three bags of biscuits. Luckily there was a small store behind the chart-house, in which they got shelter, and in which they found some carrots, turnips, and potatoes, and by lying on the latter they were able to keep themselves just above water level, but they were all soaked through and through and badly chilled.

The work achieved by the motor boat was splendid, and it is reported that she was handled "magnificently," as there was not more than three boats' lengths between the foremast of the *Muristan*, which had "gone by the board" on the port side, and the wreckage, in which to manœuvre the Life-boat.

The Committee of the Institution, in appreciation of these fine services, bestowed the Silver Second Service Clasp on Coxswain Smith, and on Second Coxswain Brownlee, and voted them the Thanks of the Institution inscribed on vellum and framed, and gave all the men concerned additional monetary rewards.

## The Southwold Life-boats, 1840-1916.\*

By ERNEST R. COOPER, Hon. Secretary.

I REGRET that for many of the earlier years the Southwold Records are but scanty, and it is with some difficulty that I have been able to extract the facts now detailed from such books and documents as have come down to me. I sincerely trust that my successors will realize the great value of full and authentic accounts of proceedings and services connected with the Life-boats, so that the next traveller in the paths of local history may be able to do more justice to his theme.

The type of Life-boat most before the public eye around the coast, and in pictures and photographs, is the self-righting boat, with its high air-cases at the ends, low waist, and narrow section, and the popular idea of a service is one of these Life-boats being rowed against waves which fully justify the fishermen's somewhat exaggerated phrase, "steeple deep."

The self-righting boats have never enjoyed the confidence of the Solemen, who, after generations of bold work in their great beach yawls, prefer a big, beamy, heavily ballasted sailing-boat, rigged just like their own fishing punts, and with large sails, capable of driving them long distances to outlying sands, and in boats of this class the Southwold Life-boatmen have been away two or three days at times, and have gone as

\* This article is abridged from the fuller account given in Mr. Cooper's pamphlet "Seventy Years' Work of the Southwold Life-boats," price 1s., which we heartily recommend to our readers and to other Station Hon. Secretaries who may be led to follow his example in compiling a history of their station. Mr. Cooper, who has been Hon. Secretary since 1900, is Town Clerk of Southwold, has been Fire Brigade officer for twenty-two years, is at present Major in command of the 3rd Battalion Suffolk Volunteer Regiment and holds some ten other offices. He received the *Medaille de Sauvetage* from the French Government for his services in connexion with Life-boat work. Mr. Cooper is, thus, a shining example of the type of men whom the Institution is fortunate enough to secure as Hon. Secretaries of its stations and other branches. The fact is a tribute both to the fine public spirit of such men and to the attraction which the noble Life-boat Service exercises on them.

far as seventy miles from home with vessels in want of assistance.

The Southwold Life-boat Society was formed at a meeting convened by the following announcement:—

"The expediency of a Life-boat at the Port of Southwold having been made obvious, not only by frequent Wrecks on the Barnard Sand, of vessels to which no assistance can be given by the Pakefield or Lowestoft Life-boat, when the tide is ebbing and the wind adverse, but also by the recent loss of several lives from a vessel which foundered between Walberswick and Dunwich, a general meeting of the inhabitants of Southwold, and of the nobility, gentry, and others in its vicinity, will be held at the Town Hall on Friday, the 18th of December instant, at 2 o'clock in the afternoon, to take into consideration the means to be adopted to establish a Life-boat at the said Port.

"The Right Honourable the Earl of Stradbroke has obligingly consented to take the Chair.

"Southwold, 12th December, 1840."

At that meeting a start was made, Mr. Jas. Jermyn being appointed Secretary, and a subscription list was drawn up, the first Chairman to sign the minutes of the new society being Dr. Robert Wake, who was then Mayor, and had the year before published his contribution to local history, "Southwold and its Vicinity, Ancient and Modern."

The sum of £385 7s. 2d. was eventually raised, but without waiting for all the necessary funds, the Society at once ordered a Life-boat to be built by Teasdel, of Yarmouth. This boat was delivered in 1841, and was 40 feet long, adapted for both rowing and sailing, and cost £320.\* The total cost of boat, house, and outfit was just upon £400, so that, as is usual with charitable institutions even to this day, the Society started in debt.

This first boat was called the *Solebay*, but it appears that her establishment was not altogether approved of, for in March, 1842, the haul-off warp was cut, as the bill offering £10 reward states, "by some evil disposed person."

At first there were no means whatever of remunerating the men for any

\* The cost of a Norfolk and Suffolk boat to-day is about £2,400.—Ed.

services rendered, and the Rev. Henry Uthhoff, an old inhabitant of Southwold, and a member of the Committee, came forward with the following generous offer:—

“Southwold,  
“October 11th, 1844.

“I hereby pledge myself to pay to the crew of the Southwold Life-boat £5 upon their bringing in safety the first man they shall have actually saved by their exertions and services from admitted danger of otherwise perishing at sea by shipwreck.

“HENRY UTHHOFF.”

The first entry relating to a service is on the 21st November, 1844; no particulars of this wreck are recorded, but from an old subscription list I give the details of a service on the 1st July, 1845:—

“Several trawl boats had put to sea before daybreak for the purpose of catching soles. A violent storm came on from the S.W. which compelled them to make for home, but the sea came on so fast and had become so turbulent that it was impossible for many of them to reach the strand. Robert English, with his two sons, in their punt, attempted to beach his boat, but in so doing the boat was driven on a sandbank and upset. The sons of English were drowned, but the father seized two oars, with which he supported himself, and was then carried by the tide to sea. This occurred about 11 A.M., and was beheld by a great number of the visitors and inhabitants; English was occasionally seen in his awful situation by persons on the cliff, but at every moment was thought to be lost. The other trawl boat, the *Dart*, was however running from the southward before the wind, making for the beach, and the two men in her, seeing English's situation, made for him and succeeded in picking him up, and the manner in which they performed this is deserving of great praise. They then ran the trawl boat for the *Providence* pilot cutter which was riding out the storm at anchor in the Bay, but failing to reach her they let go her anchor as it seemed to be impossible for the boat to live in such a sea. Every exertion had been made by the crew of the Life-boat to launch her and they succeeded in doing so in a most admirable and gallant style. From the situation in which she was launched and the quarter from which the wind was blowing, it was impossible to near the trawl boat, yet with great dexterity she was brought, though at some distance astern of the trawl boat, in a direct line with her. A signal was then given from the Life-boat to the two men in the trawl boat to let slip from their anchor, which they did and were thus driven towards the Life-boat, from which communication was obtained by means of ropes through the activity and energy of the crew.”

The two little boys were twins about ten years old, and it is said they hung

on to their father's legs and nearly drowned him as well. In his struggles he kicked them off, for which involuntary act report says the mother never forgave him.

The names of the two men in the *Dart* were James May and John Bedingfield Hurr. James May was the father of the present Coxswain, Sam May. £21 19s 6d. was collected and divided amongst the men.

The Life-boats at Lowestoft and Pakefield were at that time maintained by the Suffolk Humane Society and the Norfolk boats by the Norfolk Shipwreck Association, whilst little Southwold had to provide and maintain its own boat under constant financial difficulties.

At daybreak on the 21st March, 1848, the watchers on our cliff observed a large brig aground on Sizewell Bank, a gale of wind blowing and a heavy sea breaking over the vessel. The Southwold Life-boat was immediately launched through the surf to their assistance, and when near the vessel picked up the whole crew of nine men, who had been compelled to abandon the vessel in the long boat, and were brought safely on shore by the Life-boat.

At 4 A.M. on the 4th December, 1848, during a sou'-westerly gale, the schooner *Ury*, of Sunderland, bound to Dunkirk with coal, struck on the Barnard, and at 8 A.M. she was observed from Kessingland dismasted. The men there tried to launch their yawl, but found too much sea, and a man was sent on horseback to Southwold. The Life-boat was launched and reached the wreck in about half-an-hour. She was on her broadside, with the decks blown out and a tremendous sea breaking over her. The Life-boat anchored to windward and, veering down, rescued a man fast to a rope amongst the wreckage. Another man was seen and ropes were thrown to him, but ineffectually, as he was in a state of insensibility. Thereupon John Fish, one of the Life-boatmen, got on to one of the masts which was floating attached to the wreck, and running along it succeeded in rescuing the man under circumstances of the greatest peril, having the utmost difficulty in breaking his grip of the rigging. During this service the Life-

boat struck heavily on the sand and was nearly swamped with water. The captain and two others had been drowned, and shortly after the rescue the wreck wholly disappeared.

The following letter was received by Benjamin Herrington, one of the Coxswains, from the rescued men:—

“Sunderland,  
“December 14th, 1848.

“DEAR FRIENDS,

“I have taken this favourable opportunity of writing to you these few lines hoping this will find you all in good health as leaves booth of us great deal better than we was, when we got home we was very stif with the bruises we had about us we arrived safe home the thursday night we have had a letter saying that the master is picked up his brother went away directly to see him buried if ever you go to lowstoft give our kind love to the landlord for his kindness to us I hope god will reward you all for your kindness toward us Give my kind love to that man that took me of the wreck, but not to him alone but to you all So no more at present but ever remain your wellwishers.

“CHARLES HOLLEY and  
JOHN COURTNELL.”

For this particularly gallant deed Lloyd's Committee voted £19 10s. to the Life-boat crew, £5 of which was for John Fish, and the Royal National Shipwreck Institution awarded him their Silver Medal.

On the 29th March, 1849, at a meeting of the Southwold Union Book Club, held at the Town Hall, a lecture on the Life-boat was delivered by Lieut. F. W. Ellis, R.N., the Hon. Secretary, to a crowded audience, many being unable to gain admittance. At the close of the lecture Mr. Ellis presented the medal to John Fish, a function which is reported to have been received “with a burst of applause long and loud.”

On the 5th December, 1849, the boat went off twice and rescued, first, six Southwold fishermen, and the second time, five Walberswick men from local fishing punts.

The *William Cook*, of Yarmouth, bound from Hartlepool to Ramsgate with coal, struck on the outer shoal abreast of the town on the 11th January, 1852, the wind blowing a gale from the south, with a heavy sea and thick with rain. The Life-boat was launched, and made four attempts to reach the vessel,

first with oars and then with sails. At the third attempt they succeeded in saving the master, but the fourth time the boat filled and the air tanks gave way, and she was obliged to come ashore. The remainder of the crew were saved by Manby's Life Gun apparatus, except one who was drowned by dropping from the bowsprit.

This year the *Solebay* was found to be in need of extensive repairs, and the Society, thinking it better to build a new boat on more improved principles than to repair her, opened a subscription list for a new boat. This list was headed by Miss Sheriffe and Sir Edward Gooch with £100 each and the Society immediately ordered a new boat to be built by Beeching, of Yarmouth, on the newest and most approved plan. She was constructed of oak on the same design as the boat which received the Duke of Northumberland's\* Prize of £100 at the Great Exhibition, and was the largest boat of her type, being 38 ft. long and 10 ft. beam and 4 ft. 4 in. deep. She rowed fourteen oars, had two lug sails and drew 21 in., with two tons of water ballast in an enclosed tank. She was a self-righting boat and cost £280 complete, being christened *Harriett*.

The *Harriett* was first launched on service on the 29th November, 1853, when, about 4 P.M., a brig was seen drifting towards the town in a strong gale at S.S.W., with a flag of distress in her rigging. The fishermen prepared to launch the *John Bull* yawl, but, the report says, “were deterred from doing so by a large body of females who, apprehensive of danger, created a panic.” The Life-boat was thereupon launched, it being then dark, and after an hour's struggle against sea and wind, reached the vessel to find her deserted, with the sea washing over her. It was then discovered that the crew had taken to the long boat, and the Life-boat, dropping astern, rescued the whole crew of nine men. The Life-boatmen tried to save the vessel, but presently she struck

\* Algernon, Duke of Northumberland, the “Sailor Duke,” became President of the Institution in 1851, and did an immense service in reviving the activity and efficiency of the Lifeboat Service.—Ed.

and became a total wreck. She proved to be the *Sheraton Grange*, from Sunderland to London with coal.

The Report concludes by the hope that "the present happy result will give the crew that confidence in their noble boat which she so well merits."

Unfortunately the hopes expressed by the newspaper and all interested in the Society were not realized, the crew expressing dissatisfaction as to the sailing and sea properties of the new boat, and eventually refusing to go off in the *Harriett*, whatever alterations might be made in her. At the same time, strangely enough, they declared themselves quite willing and ready to go off in the old boat, notwithstanding that she had been practically condemned.

The Southwold Society then found themselves in a dilemma; they possessed two Life-boats, one considered unseaworthy, which the men were quite willing to use, and the other a brand-new self-righting boat of the latest type, which the men absolutely declined to go off in. Under these circumstances they took the wisest course possible, and applied to the ROYAL NATIONAL LIFE-BOAT INSTITUTION for advice and assistance. Correspondence and interviews took place, and ultimately the Institution offered to contribute £200 towards the building of a new boat, which should be satisfactory to the men, and to take over the Southwold Society with its assets and liabilities, provided the Local Committee would have the boat built and find the rest of the money locally.

This offer was considered at a General Meeting of the Southwold Life-boat Society on the 21st October, 1854, and was unanimously accepted.

After fourteen years, therefore, of very useful work, harassed throughout by impecuniosity, this gallant little pioneer Society made its bow and the Southwold Station became the Southwold Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and was endowed with fresh energy and better finances.

To comply with the rules of the Institution it was necessary to return the number of wrecks which had occurred in the Southwold District during the preceding six years, and this return sets

out the names of twenty vessels lost between March, 1848, and April, 1854.

On the 31st December, 1855, was delivered the first Life-boat built for Southwold through the Life-boat Institution. She was a non-self-righting boat, 40 ft. long, 11 ft. 6 in. beam and 3 ft. 11 in. deep amidships, built of oak by Beeching, of Yarmouth, at a cost of £215 without gear or outfit. She was also named the *Harriett*, and continued to do good service at Southwold until 1893.

The new *Harriett* and the old *Solebay* were what was known as the wet type of Life-boat. The former was filled with air-cases, except for a narrow compartment fore and aft in the middle of the boat; she had ten relieving tubes through the bottom, closed by 4-inch plugs when launched, but as soon as the boat was afloat these plugs were pulled up and the water flowed in all over the boat, and she floated on her air cases. Any water shipped overside displaced some of the water inside, which found its way out through the holes in the bottom, and thus relieved the boat. If the boat was filled with water she freed herself in thirty seconds. It will be obvious that this type of boat was completely waterlogged, and went *through* the waves rather than over them, so that they were very properly described as wet boats. The loose water also rushed from end to end of the well, and was a source of danger, as will be seen later on.

On the night of the 9th February, 1857, distress signals were seen and the Life-boat was launched in a moderate S.S.W. gale. She found the brig *Pensher*, from Sunderland for London, coal loaded. The captain said she had 7 feet of water in her and was sinking fast. Twenty men jumped on board and pumped her until she was got safely into Lowestoft harbour.

On Saturday, the 27th February, 1858, about 2 p.m., occurred a most lamentable accident, when three gentlemen were drowned through the capsizing of the Life-boat while returning from exercise. An eye-witness has told me it was a beautiful day, with a fresh breeze at E.N.E. and rather a rough sea, which caused the waves to break on the shoal; but it was not by any means bad for a

Life-boat. It appears that the crew had put in the plugs and baled and pumped most of the water out of her, leaving about 8 inches in. The Coxswain stated that he felt the rudder (which hung 2 feet below the keel) touch the ground, but there appears to be no doubt that the boat ran on a breaking sea on the shoal, which lifted her stern and shot what water there was all into her bows. The weight being then all forward she broached to, broadside on to the sea; the following sea broke over her and into her sails, and she went over on her side. She remained so about five minutes, but as soon as her masts touched the ground they broke off and she capsized completely, and so drifted ashore. The men were all thrown into the sea except one visitor, the Rev. Hodges, curate of Wangford, who was found under the boat with his legs entangled in the gear; the other two gentlemen, Capt. Ellis's son and a Mr. Ord, having no life-belts on, were drowned, but the Life-boatmen wearing belts were all saved, five by swimming to the shore and the others by the *Reliance* yawl which was launched for that purpose.

Full enquiries were made by Admiral McHardy and Capt. Ward of the Life-boat Institution, who entirely exonerated the local officials from any blame and gave it as their opinion that the accident was caused by the boat running too fast before a broken sea in shoal water, aided by the loose water ballast rushing to the bows, which they pointed out was one of the defects of that class of boats. Capt. Ward thought the Coxswain should have reduced sail before getting into broken water.

Readers who recollect the phraseology of that period will not be surprised to hear that "the sad event was improved by the Rev. J. Talbot Johnston, Rector of Beccles, on Sunday evening."

As a result of this accident various alterations were made in the *Harriett*, the chief being the making of bulkheads across the well, with solid chocks of wood weighted to the specific gravity of water, and the men appeared to have their confidence in the boat quite restored by these alterations, which were put to a severe test in the harbour on May 19th, when she refused to capsize

with thirty-two men standing on one gunwale, and thirty-six men hauling on a rope from the masthead.

The Life-boat, however, received a much severer test on the 17th September, 1859, when a message was received at night stating that a vessel was ashore at Misner Haven, it blowing a heavy gale at N. by W. The boat was launched at 10.30 P.M. and found the wreck about midnight, when with much difficulty they succeeded in saving the crew of ten men and the captain's wife, who was quite exhausted, landing them on Misner Beach at 1 o'clock in the morning. One man was drowned before the Life-boat arrived, and the whole crew must have had a terrible experience, as they were probably in the greatest peril and distress for some eight or nine hours. It was reported that the boat behaved nobly, being frequently buried in the surf, and the sea making a complete breach over the ship's masthead. When in the act of landing, a wave swept the Coxswain, John Cragie, overboard, but being a powerful man he hung on to the tiller and so was able to get on board again.

The vessel proved to be the Prussian brig *Lucinde*, belonging to Memel, of 318 tons burthen, bound to Rochester with sleepers.

John Cragie, who was acting Coxswain that night, was awarded the Institution's Silver Medal, and Benjamin Herrington received the Second Service Clasp, having earned the medal in 1853; in addition to this the Prussian Consul sent £30 for the crew, the Institution awarded double pay, £30, and a visitor collected a purse of £20 for them in London.

Another good service was rendered on the morning of the 28th January, 1862, when, after a blowing night, the men on look-out in the cliff houses observed a boat drifting outside the outer shoal; the Life-boat was launched at 7.30 A.M. and rescued the crew of five men and a dog from the boat of the Ipswich schooner *Princess Alice*, which, it appeared, had struck on Sizewell Bank about 1.30 A.M., and had almost immediately filled and sunk. The crew took to the boat and drifted through the night in the greatest danger until rescued.

During that summer a new House

was built on the South Denes in the present position and the Life-boat has not since then been kept in front of the town.

A distressing case occurred on the 13th January, 1866, when, about 11 A.M., a brig was observed running from the southward with an ensign in her rigging. The Life-boat crew was immediately summoned, but before they could get the boat off the brig struck on the inner shoal, opposite the town (the wind being south-west, a very heavy gale), and her masts immediately went overboard. The Life-boat crossed the shoal and let go her anchor to windward, but owing to the violence of the wind and sea, the anchor would not hold, and she missed the wreck; the Coxswain then recrossed the shoal and fifty men on the beach towed the boat up again into a position to reach the wreck. The close-reefed sails were then set, and the boat sailed off again outside the wreck and once more let go the anchor, veering away sixty or seventy fathoms of cable; again the anchor would not hold, and the Life-boat drove past the wreck a second time. Again the men on shore towed the Life-boat up to windward, and another anchor was put on board; the boat then sailed off the third time, and let go both anchors, the sea breaking clean over the Life-boat. She then veered down to the wreck, but by this time all the crew except one had been washed overboard and drowned. They hailed this survivor to go to the stern of the wreck so that they could rescue him, but while in the act of climbing on to the stern a sea carried him overboard. The cable was immediately cut in order to try and save him, but the poor fellow sank instantly, and the Life-boat was beached in front of the town, at 3 P.M., after four hours of the most strenuous efforts to save this distressed crew in a sea which the veteran Coxswain, Ben Herrington, declared was the heaviest he had ever been off in.

After this distressing event the Institution decided to place a small rowing carriage boat at Southwold, and a new house was built for its reception.

The surf boat sent to Southwold by the Institution was a self-righting carriage boat provided by a fund raised

by the "Quiver" Magazine, and appropriately named the *Quiver*.

On the 15th January, 1869, a man ran from Dunwich to Southwold, and informed the Coxswain that a boat was driving down from Dunwich with men in her. A strong gale was blowing with heavy sea, and the *Harriett* was launched after two unsuccessful attempts, and proceeded across the shoal, where she found a boat with the master and three men of the schooner *Lord Coke*, of Middlesbro', which had struck and sunk on Sizewell Bank that morning; the men were safely landed.

During this year it was announced by the Institution that the Coal Merchants of London had raised and presented to the Institution £700 to defray the cost of a Life-boat establishment, and that they had decided to take up as their Life-boat the large boat stationed at Southwold. The *Harriett* was thereupon re-christened, and received the somewhat prosaic title of the *Coal Exchange*, by which name she was known during the remainder of her career.

On the 6th November, 1871, a brigantine called the *Robert Cottle* came ashore opposite New York Cliff and went to pieces. Three men were saved, but several were drowned, and it was evidently a case in which the surf boat *Quiver* should have been used; but she was not launched, apparently in consequence of the Southwold men's rooted objection to a self-righting-boat.

One of the three saved from this wreck was a boy who came ashore on a plank, and in 1908 this boy came into the new harbour at Southwold as Capt. Fulcher, of the s.s. *Glencona*, and remarked that the last time he paid us a visit he came on a plank, and the whole population were out to receive him.

Notwithstanding the prejudice it does not appear that the *Quiver* was removed until 1882, but in the meantime she was launched on the 19th January, 1873, and was successful in saving the lives of eight men, the crew of the brig *Belle Isle*, of Shoreham, which stranded and sank near Misner.

On the 16th December, 1873, the *Coal Exchange* was launched to the

assistance of the Prussian schooner *David*, which was seen to have a flag in her rigging, and was successful in saving the vessel and six men and carrying her into Lowestoft.

The year 1874 appears to have been a record year for the number of lives saved by the Southwold boat, for on the 15th April, the *Coal Exchange* saved the crew of ten of the barque *Alma*, of Tonsberg, stranded on Sizewell Bank. The Thorpe self-righting boat *Ipswich* was launched, but was unable to do anything, and a messenger was sent to Southwold at midnight to say the Thorpe boat was missing. The *Coal Exchange* was launched, and at daybreak saved nine men and the pilot, the Thorpe boat saving the rest.

On the 21st October the Life-boat was launched and saved the crew of five of the schooner *Pandora*, of Portsmouth, sunk on the Barnard. No sooner had they rescued this crew than they saw a three-masted schooner strike close to them, viz., the *Glenville*, of London, with a crew of ten. The Southwold boat immediately proceeded to her assistance, and succeeded in getting the vessel off and into Lowestoft Harbour, where she sank.

On the 18th January, 1881, occurred the memorable easterly gale and blizzard, undoubtedly the heaviest within living memory; in the height of the gale a barque, the *Martina Maria*, was driven upon the shoal opposite Centre Cliff, and her masts very soon after went overside. The crew were seen hanging on, and their cries could be heard from the shore. The *Quiver* was got out, horses procured, and she was dragged up into the town in order to get on to the shore under the lee of the vessel, but before she could be got there the vessel went to pieces, and all the crew disappeared; three men were washed ashore in a terrible state, the sole survivors of the *Martina Maria*.

The beachmen and Coastguards showed great daring on this occasion in their efforts to save the survivors from the raging sea, as the following extract from a contemporary account will show.

"The first of the men to be cast ashore was a Dane, and many were they who got wet through in pulling him from the wash. Mr.

Smith, the Captain of the Brigade, was entangled with the lead line, but was happily rescued. The next poor sailor was close in, but was killed by a spar. Number three held on to an immense baulk, and was close on the breakers. Then occurred one of the most gallant acts ever recorded. Coastguard Sargeant boldly dashed through a mountainous wave to his rescue, but man and baulk swept over the bold fellow, whose daring had all but cost him his life, for when swept to the beach the beam was on his line and held him down. Dodd, his 'chum,' ran in, underhauled the line, and got out the half-drowned man, who was at it again; and when the fourth man came he was knocked down by a beam, but, undaunted, he was ever seeking a drowning man. Twice the latter appeared under the sea, and the third time Sargeant grasped him and held on. The man thus rescued was all but dead."

On the 4th April, 1882, the *Coal Exchange* rescued three men and a Southwold fishing-punt, and in December of that year the self-righting *Quiver* was replaced by a carriage-boat also named the *Quiver*, of the Norfolk and Suffolk type.

On the 2nd May, 1887, the Norwegian barque, *Nordhavet*, of Porzgrund, stranded on the shoal and Sam May brought nine of the crew ashore in his punt, the captain and two mates refusing to leave her. At midnight the *Quiver* Life-boat was launched and brought the captain and others ashore, it having in the meantime come on to blow.

On the 15th August, 1890, the *Quiver* assisted to save the brigantine *Vectis*, of Harwich, and her crew of five men, which was in difficulties off Dunwich in a strong gale at S.W.

On the 16th January, 1892, she rescued the crew of four in the local punt *Mary Ann*.

The 15th February, 1892, was marked by strenuous efforts to assist a vessel in distress, when, during a strong gale at S.E., a schooner was observed in the bay, and as it was considered impossible for her to get off the lee shore, the *Quiver* was brought out, horses were obtained, and she was taken through the town and kept abreast of the schooner along the shore and up on to Easton Cliff, over hedges and ditches for two miles, nearly to Easton Broad, when the captain, seeing it was impossible for him to get out of the bay, put his helm up

and ran the vessel ashore straight for the Life-boat, and the men were got ashore by ropes, so that the Life-boat was not required.

On the 27th December, 1896, the *Coal Exchange* was launched in a terrible gale and snowstorm and rescued four men of the schooner *Day Star*, of Ipswich, abreast of Sizewell Buildings. While at this wreck *Cragie* was again washed overboard, but his leg being entangled in some of the gear his comrades were able to haul him on board again without damage beyond the loss of his sou'-wester. This breeze put three vessels ashore in Sizewell Bay; the *Day Star*, all rescued; the *Magnet*, all drowned except one washed ashore alive; and the *Trixie V.*

This was the last successful service performed by the *Coal Exchange*, which was placed on the station on the 31st December, 1855, and had seen thirty-seven years of active service, during the course of which she had saved seventy-six lives.

The Institution having consulted the wishes of the men, ordered a new boat to be built of the Norfolk and Suffolk type, 44 ft. long and 13 ft. beam.

The new boat was built by Messrs. Beeching, of Yarmouth, and is of the improved Norfolk and Suffolk type, with confined water ballast and scuppers, as well as relieving valves. She is rigged like the former boats with dipping fore-lug and standing mizzen, and carries a crew of eighteen hands. She has turned out to be the finest boat of her type ever launched, easy to float off the beach, dry and fast and as stiff as a church at sea. After nearly twenty years' service, during which time she has performed some very heavy work, she still retains the confidence and admiration of the Solemen, and if she had only been built with centre-keels she would have been a perfect sailing Life-boat.

This boat was formally handed over on Easter Monday, 1893, and was christened *Alfred Corry*. Being somewhat larger than the *Coal Exchange*, it

was found necessary to enlarge the house, which was done at a cost of £143.

The *Alfred Corry* cost £800, or more than thrice as much as the *Coal Exchange*.

The new boat was not long on her station before her services were required, for on the 21st November, 1893, the Coxswain being informed that a vessel was drifting about in a S.S.E. direction with no sails set, he launched at 9 A.M. in a strong gale at N.E., and proceeded to the wreck, arriving about 12.30 P.M. She was about eighteen miles from the land, and was found to be the Norwegian barque *Alpha*. She had been on the Leman and Ower Sands, and abandoned by her crew, and was then in tow of two fishing-smacks. The Life-boat assisted to get the vessel into the neighbourhood of Harwich, and returned home at 4 P.M. on the 23rd, having been absent fifty-five hours.

The 24th October, 1894, was a memorable day at Southwold, it blowing a strong gale at S. by E., with very heavy sea and rain, when at 6.30 A.M. it was reported that a vessel was flying signals of distress off Dunwich. The *Alfred Corry* was launched at once and found the vessel to be the Norwegian barque *Nina*, of Christiania, which had been in collision and was abandoned.

Ten Southwold men were put on board, who let go the anchors and commenced to stow the sails, but she dragged in until she struck, and commenced to break up. The Southwold Life-boat then took the men off, and landed at Southwold about 3 P.M. The vessel went to the main, where she immediately broke up, and her cargo of firewood strewed the shore for a couple of miles.

In the meantime, at 12.30 P.M., a large beach yawl was seen running past the town showing signals of distress. The *Quiver* was immediately launched, and found the yawl unmanageable and half full of water. The five men were taken into the Life-boat, which towed the yawl to Lowestoft.

(To be continued.)

## A Gallant Service of the Cromer Life-boat.

To the Editor,

THE LIFE-BOAT JOURNAL.

SIR,—As I was an eye-witness of them, I think it may be of interest to you to have a narrative from myself of the events which led up to what I have no hesitation in calling one of the most gallant rescues in the annals of the Life-boat Service.

The small Greek steamer *Pyrin* had been observed all night riding out the heavy north-easterly gale in the open roadstead off this town, and when morning broke on the 9th January she appeared to be labouring very heavily at her anchor, up to which she was attempting to steam. Shortly after 11 A.M. she hoisted the International code signal: C.M.—“Am drifting, require assistance.” The Life-boat signal was immediately fired, and the crew assembled. By this time it was blowing a strong gale from the N.E. with a force of at least 9 in the squalls, and a very heavy sea was making home on the beach. The launch was a particularly difficult one owing to the presence of a “low,” rising to a shallow bank, over which the carriage had to be taken before deep water could be reached. Thanks, however, to a huge crowd of willing soldiers, many of whom did not hesitate to go into the water up to their waists and even further, this difficulty was surmounted, and the boat was got safely afloat about 11.40 A.M.

Then began a long tussle with the heavy breaking seas, during which the boat was drifted by wind and tide fully a mile to the westward, narrowly missing the end of the pier, a wooden structure running out some 500 feet into the sea a quarter of a mile west of the station. At last, however, she succeeded in making sufficient offing to set sail, and it was then a comparatively simple matter to beat up for the distressed vessel, which she reached about 2 P.M., and landed the whole crew of sixteen about 3.

It was just as she was reaching the shore that an explosion took place on board the s.s. *Fernebo*, bursting one of the boilers. The terrific force of it broke the vessel clean in half, and the remarkable spectacle was presented of

the two halves of the vessel separating and floating off independently, without either of them listing or even settling at all in the water, a fact which was due to her being loaded high with timber.

The Life-boatmen were much exhausted after their long struggle, especially those older members who at the present time form so large a proportion of the crew; but messages having been received from the two neighbouring stations, Palling and Sheringham, that neither Life-boat was able to launch, they pluckily determined to make another attempt, and the boat was once more launched. For half an hour they strove in vain to get beyond the breakers, but were eventually beaten back to the shore.

During this attempt a small boat which had left the *Fernebo* with six hands on board was capsized in the surf, but all the occupants were safely landed by soldiers and others, one of the former, Private Stewart Holmes of the 2/4 Seaforth Highlanders, behaving in a particularly brave manner, and narrowly escaping with his own life in his efforts at rescue.

By this time the two halves of the vessel had approached the shore, and about 5 P.M. they stranded, the after end with the crew on board abreast of a long wooden groyne which runs some 400 feet into the sea just east of the Coastguard Station, and the foremost end half a mile further east.

The rocket apparatus, which had already been got into place, immediately began to get communication with the after half; but owing to the force of the wind and the comparative smallness of the target, line after line was fired in vain. At this time the operations were much assisted by powerful search-lights sent to the scene by neighbouring military authorities, one being thrown on each half of the vessel.

When the twelfth rocket had been fired, shortly after 9 o'clock, the Coxswain consulted me about making another attempt with the Life-Boat. I gave my consent with some reluctance, as I feared the crew had not sufficiently recovered from their earlier exertions;

however, they themselves were eager to make the attempt, and the boat was launched about 9.30 P.M.

For half an hour these splendid men made the most gallant attempt to reach the vessel—over and over again the boat was swept back into the shallow water inshore, but each time they succeeded in keeping her head on to the sea and pulling her out again into the deeper water about halfway between the ship and the shore. Bathed in the brilliant beam of the searchlight, one moment standing on end as she mounted the crest of a huge breaker, at another with her nose buried in the trough of the sea, or completely lost to sight as a sea broke right over her, the Life-boat made a sight which will never be forgotten by the hundreds of spell-bound spectators who lined the beach. I myself would not have believed it possible for even a strong and young crew to do so much with this heavy boat. It was not till five oars had been broken and three more washed ashore, whilst the boat was approaching dangerously near the end of the groyne already mentioned, that the Coxswain gave up, and allowed his boat to come to the shore.

The attempt having failed, more rockets and dry lines were sent for from a neighbouring station, and it was intended to have another try with the apparatus as soon as the tide had receded a little and it became possible to move it further down the beach and nearer to the wreck.

But the Life-boatmen would not wait for this. Nothing daunted, they decided to make another attempt as soon as they had rested a little and spare oars

had been procured. Once more the boat was launched, once more the hard struggle began, this time to end in success, and the Life-boat returned to the shore with the crew of eleven men, which it was then stated were the whole complement.

In estimating the merit of this service, it is necessary to bear in mind the age of the men who performed it. The flower of the Cromer fishermen have gone to serve their country elsewhere, and with three exceptions the men who formed the crew were all over military age; more than one, indeed, was approaching the age of seventy, and I suppose the average age of the crew was at least fifty.

In conclusion, I am particularly anxious to call your attention to the share borne by the Coxswain of the Life-boat, HENRY BLOGG. More even than is usually the case, it is thanks to him that this fine service was possible. Without for a moment detracting from the part played by the rest of the crew, I feel bound to say that I believe, and I know the Hon. Secretary believes, that without him a crew could not have been got to take the boat off during the afternoon and evening of the day in question. It was his own remarkable personality and really great qualities of leadership which magnetised tired and somewhat dispirited men into launching, and when the boat was launched it was the consummate skill with which he managed her and the encouragement he gave his crew which brought their efforts to such a successful conclusion.

Your obedient servant,

BASIL HALL,

Commander, R.N.

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

Friday, 7th July, 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, General Purposes, 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.—Stornoway, Longhope, Stromness, Stronsay, Thurso, Hr na, Ackergill, Wick, Lossiemouth, and Buckie.

Eastern District.—Cromer and Winterton.

Southern District.—Salcombe, Hope Cove, Looe, Polkerris, and Falmouth.

Western District.—Little Haven, St. Davids, Fishguard, Cardigan, New Quay (Card.), Aberystwith, Aberdovey, Barmouth, Criccieth, Pwllheli, Abersoch, Porthdinllaen, Rhosneigr, Rhoscolyn, Cemlyn, Cemaes, Bull Bay, Moelfre, Llandudno, Llanddulas, Rhyl, and Point of Ayr.

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.
Mrs. ELLEN M. JENKINS (additional donation)	100	—	—
ARTHUR W. YOUNG, Esq. (donation)	50	—	—
Co-operative Wholesale Society (subscription)	21	—	—
Newcastle-on-Tyne Trinity House (subscription)	10	10	—
J. ALLEYNE CAMPBELL, Esq. (donation)	10	—	—
Miss Dow (subscription)	10	—	—
The Rt. Hon. LORD NEWLANDS (subscription)	10	—	—
Oceanic Steam Navigation Co., proportion of amount collected on White Star Steamers (collection)	10	—	—
Miss FELIX SMITH (subscription and special donation)	10	—	—
Miss SUSAN STAVELY (donation)	10	—	—
C. E. SWAN, Esq. (subscription)	10	—	—
A. J. TURNER, Esq., M.B. (donation)	10	—	—

—To be severally thanked.

Specially recognized the good services, extending over many years, of Mr. W. J. OLIVER and Mr. J. Y. LOCKHARD, Hon. Secretaries of the Sunderland and Kirkcaldy Branches respectively.

Paid £10,380 10s. 9d. for sundry charges in connection with the maintenance of the various Life-boat establishments.

Voted £54 19s. 10d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Eastbourne	A boat . . . . .	1
North	No. 2	
Sunderland	— stood by vessel.	

Clacton-on-Sea Life-boat rescued three persons and saved a vessel; also assisted to save the s.s. *Gorliz*, of Bilbao, and twenty-four persons; Southend-on-Sea rendered assistance to the schooner *Francis and Jane*, of Harwich.

Also voted £4 2s. 6d. to pay the expenses of the Dungeness No. 1 Life-boat, no service having been rendered.

Voted £66 16s. 4d. to men injured in the Life-boat services at Kingstown, Port Eynon, and Walton-on-the-Naze.

Voted the Silver Medal of the Institution, together with the sum of £10, to ROBERT LEMON, in recognition of his very gallant services in attempting to save the crew of the s.s. *Corsewell*, of Glasgow, which was wrecked at Bannmouth on the 9th April. Lemon, who is a professional diver, was engaged in salvaging another vessel in the vicinity and, on observing the vessel in distress, put off in his motor boat with two local men. After the boat had proceeded a short distance, these men insisted upon returning ashore. Lemon then went off

alone and succeeded in getting alongside the *Corsewell*, but a heavy sea broke over the boat, breaking the rope which had been made fast. The boat filled and her engines stopped, but fortunately Lemon was able to get on to another wreck, where he remained until rescued by the Portrush Life-boat. As a result of his brave action, Lemon lost his boat and gear, and a fund was opened locally to recoup him for his loss, and the amount contributed by the Institution was sent to this fund.

Voted £1 to four men for putting off in a boat and, at slight risk, saving two men whose boat was capsized off Aranmore on the 3rd June.

Voted £1 10s. to W. STEPHEN, Coxswain of the Montrose Life-boat, and 15s. to each of three other men for their services in putting off in a motor boat and saving one of the occupants of an aeroplane which had fallen into the sea about one mile north of Montrose on the 17th June. When the boat reached the spot it was found that the man, who was strapped to the aeroplane, had had his leg broken and was helpless. Stephen therefore jumped into the water, got him clear of the aeroplane and assisted him towards the motor boat, when they were both lifted on board. The other occupant of the machine, although injured in the fall, managed to swim ashore.

Friday, 28th July, 1916.

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

Read and confirmed the minutes of the previous meeting.

Read and confirmed the minutes of the Building, General Purposes, 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.—Banff, Fraserburgh, Peterhead, Port Erroll, Newburgh, and Stonehaven.

Southern District.—St. Peter Port.

Western District.—Clovelly, Ilfracombe, Lynmouth, Minehead, Watchet, Burnham, Weston-super-Mare, Barry Dock, Mumbles, Ferryside, Tenby and Angle.

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

	£.	s.	d.
THE THORNGATE TRUSTEES . . . . .	80	—	—

—To be thanked.

Paid £7,459 18s. 10d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £70 4s. 10d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Filey . . .	S.S. <i>Alfa</i> , of Copenhagen . . .	16
Gorleston No. 1.	S.S. <i>Seacornel</i> , of Philadelphia . . .	23
Lowestoft . . .	S.S. <i>Kara</i> , of London. Landed 21.	
North Deal . . .	S.S. <i>Marques di Urquijo</i> , of Bilbao. Stood by vessel.	

Gorleston No. 1 Life-boat assisted to save s.s. *La France*, of Kragero, and 16 persons.

Also voted £78 9s. 2d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Caister No. 1, Eastbourne No. 2, Gorleston No. 1, Newhaven (Motor), Polkerris.

Awarded the Thanks of the Institution on vellum to WALTER STOCK, in recognition of his meritorious services in rescuing, single-handed and at great risk, eight of the crew of the s.s. *Astrologer*, of Leith, which struck a mine and immediately sank off Lowestoft, on the 26th June.

Ordered a letter of thanks to be sent to JOHN BROWN, pilot, for his services on the 12th July, in rescuing one of the crew of the pilot boat *Iolanthe*, of Bristol, who was knocked overboard when assisting to hoist the sail. The boat was being towed out of Ilfracombe Harbour by Brown when the accident occurred. Brown incurred no risk, but his promptitude probably saved the man.

#### Friday, 8th September, 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, General Purposes, 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.—Berwick-on-Tweed, Gourdon, Johnshaven, Montrose, Arbroath, Broughty Ferry, St. Andrews, Crail, Anstruther, Buckhaven, North Berwick, Dunbar, Skateraw, St. Abbs, Eyemouth, and Stornoway.

Eastern District.—Aldeburgh.

Southern District.—Margate, Ramsgate, North Deal, Kingsdowne, Folkestone, Hythe, Weymouth and St. Helier.

Western District.—Penzance, Penlee, Sen-nen Cove, St. Mary's, St. Agnes, St. Ives, Hayle, Padstow, Port Isaac, Bude, Appledore, Holyhead and Beaumaris.

Irish District.—Courtown, Cahore, Wexford, Rosslare Harbour and Kilmore.

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:—

	£.	s.	d.
S. C. KIRBY, Esq. (new donation)	20	-	-
EDWARD MACBEAN, Esq., F.R.G.S. (new donation)		10	10
THE MARCHIONESS OF BRISTOL (new donation)	5	-	-

—To be severally thanked.

Paid £10,999 11s. 2d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £98 6s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cromer . . .	S.S. <i>Mitcham</i> . . .	22
Dunbar . . .	Rendered assistance.	
Saltburn . . .	A Government vessel. Stood by vessel.	
Wexford . . .	Motor ketch <i>Heather Belle</i> , of Barnstaple . . .	3
Wexford . . .	Assisted vessel.	

Eastbourne No. 2 Life-boat assisted s.s. *Chiria*, and Palling No. 1 Life-boat saved s.s. *Carolus*, of Gothenburg.

Also voted £162 9s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 1, Cadgwith, Cromer, Fleetwood, Gorleston No. 2, Groomsport, Hauxley, Holy Island No. 2, The Lizard, North Deal and Palling No. 1.

Reported that the American Cross of Honour had been awarded to Major H. BURTON, R.E., Honorary Superintendent of the Tynemouth Motor Life-boat, his name having been submitted by the Institution to the Board of Directors as a recipient for the honour. The Cross is bestowed biennially upon the person who, in the opinion of the Committee of Management of the Institution, has rendered the most heroic service in life-saving during the previous two years, and Major Burton's conduct on the occasion of the wreck of the hospital ship *Rohilla*, off Whitby, on the 30th October, 1914, was deemed worthy of the Cross.

Voted an additional reward to the crew and helpers of the Cromer Life-boat for a very good service to the s.s. *Mitcham*, of London, on the 30th August. The service was performed in an easterly gale and very heavy sea, and to effect the launch of the boat it was necessary for the launchers to go into the water up to their waists.

Voted £24 15s. to men injured in the Life-boat Service at Blackpool and Lowestoft.

Voted £4 10s. to three men for putting off in a canoe and saving three persons whose boat was capsized in a sudden squall in Greatman's Bay, Co. Galway, on the 13th June. When the salvors reached the drowning men, they found that it was impossible to take them on board on account of the frailty of the canoe. One of the salvors,

therefore, supported them in the water and by skilful management the canoe was got ashore.

**Friday, 13th October, 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, General Purposes, 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.**—Holy Island Nos. 1 and 2, North Sunderland, Boulmer, Alnmouth, Hauxley, Cresswell, and Newbiggin.

**Southern District.**—Walton-on-the-Naze, Cambridge, Brooke, Totland Bay, and Swanage.

**Western District.**—Fishguard.

**Irish District.**—Poolbeg, Wicklow, Arklow, Cahore, Dunmore East, Tramore, Helvick Head, Youghal, Ballycotton, Queenstown, Courtnacsherry, and Fenit.

Reported that Mr. J. H. BURTON, Chairman of the Anglesey Branch, had inspected the Bull Bay Station.

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.
The Executors and Trustees of ARCHIBALD NICOL MACNICOLL (deceased) (donation)	100	-	-
Anonymous (new donation)	50	-	-
THE LADY LAURA RIDDING (new donation)	5	-	-

—To be severally thanked.

Recognized the valued co-operation of Mr. J. R. BARKER at Rugby.

Reported the despatch to her Station of the new Wells Life-boat.

Decided to close the Cahore (Co. Wexford) Life-boat Station.

Paid £9,698 5s. 4d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £163 15s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat	Vessel.	Lives saved.
Caister No. 1	A vessel. Stood by vessel.	
Donaghadee	S.S. <i>Cliffmore</i> , of Belfast. Stood by vessel.	
Holyhead No. 1 (Steam)	Schooner <i>Janie</i> , of Padstow	4
Holy Island No. 1	S.S. <i>Cydonia</i> , of North Shields. Rendered assistance and saved.	29
Ilfracombe	Schooner <i>Mary Orr</i> , of Glasgow	4

Life-boat	Vessel.	Lives saved
Newbiggin	S.S. <i>Bella</i> , of Sweden. Stood by vessel.	
Newbiggin	S.S. <i>T.J.R.</i> , of Stockholm. Assisted vessel.	
Padstow No. 2	Trawler <i>Endeavour</i> , of Ramsgate	3
Peterhead No. 2	Schooner <i>Annie</i> , of Shields. Rendered assistance.	
Wexford	Steam Tug <i>Egad</i> , of Liverpool. Stood by vessel.	

North Sunderland Life-boat assisted to save a vessel.

Also voted £176 18s. 8d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Dunbar, Flamborough No. 1, Groomsport, Holy Island No. 1, Palling No. 1, Penlee, Peterhead No. 2, St. Abbs (Motor), St. Davids, Scarborough, Stromness, Teesmouth, Walton-on-the-Naze, Whitburn.

Voted £2 10s. to four men for putting off in a boat and saving four persons from the sailing-boat *Ju-Ju*, which was drifting out to sea in an unmanageable and sinking condition, off Youghal, on the 5th September. When the salvors reached the boat she was leaking badly, and had it not been for their timely assistance, she would undoubtedly have been lost and the occupants drowned.

Voted £7 to fourteen members of the Gorleston Life-boat crew for putting off in a yawl on the 11th September, and saving two men from the shrimper *Curlew*, of Yarmouth, which grounded while going into harbour. The boat commenced to fill with water quickly, and the men were in imminent danger when rescued by the salvors.

Voted £1 to the Coxswain and Second Coxswain of the Walton-on-the-Naze Life-boat for putting off in a small boat on the 13th September and saving two persons from the dinghy *Minnie*, which was in difficulties, off Walton.

Granted 5s. to a man for putting off in a boat and picking up a boy who had fallen overboard from a boat when entering Ilfracombe Harbour at about 10 p.m. on the 14th August.

Voted £3 to four men for putting off in a boat and rescuing one of two persons off Abersoch on the 26th September. Unfortunately one of the occupants of the boat was drowned before the salvors could reach her. When they were returning ashore from the rescue their own boat was capsized, but happily they succeeded in getting ashore in safety.

Voted £1 2s. 6d. to three men for putting off in a boat at North Sunderland and assisting twelve men in two boats belonging to the Swedish ship *Bengula*. The men were seen making for the harbour after their vessel had been shelled by a German submarine many

hours previously, and the salvors took the boats in tow and brought them into harbour.

**Thursday, 2nd November, 1916.**

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

Special Meeting in connexion with the Salcombe Lifeboat Disaster on the 27th October.

Passed a vote of deep sympathy with the relatives of the men who lost their lives, and decided to refer the question of the Institution's contribution to the local fund to the Wreck and Reward Sub-Committee.

**Friday, 10th November, 1916.**

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

Read and confirmed the minutes of the two previous meetings.

Read and confirmed the minutes of the Building, General Purposes, 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:—

Eastern District:—Staithe, Runswick, Uppang, Whitby, Robin Hood's Bay, Scarborough, Hunstanton, Brancaster, Blakeney, Sheringham, Cromer, and Caister.

Southern District:—Southend-on-Sea and Poole.

Irish District:—Portrush, Groomsport, Donaghadee, Cloughey, Newcastle (Dun.), Greenore, Blackrock, Clogher Head, Drogheda, Skerries, Howth, Kingstown, Aranmore, and Greencastle.

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.
ROWLAND LOWE, Esq., of Michigan, U.S.A. (new donation) . . . . .	30 - -

—To be thanked.

Suitably recognized the services of Mr. WILLIAM ASTLE RYAN, who after twenty-two years' service as Hon. Secretary, had retired owing to the closing of the station.

Reported the dispatch to her station of the new Rye Harbour Life-boat.

Paid £8,169 6s. 4d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 326l. 5s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . . . . .	A vessel. Stood by vessel.	6
	A boat of a vessel . . . . .	6

Life-boat.	Vessel.	Lives saved.
Arbroath . . . . .	Fishing-boats of Arbroath. Stood by fishing-boats.	
Cullercoats . . . . .	S.S. <i>Sjovik</i> , of Sweden. Stood by vessel.	
Eastbourne No. 2 . . . . .	S.S. <i>Alaunia</i> of Liverpool and a Patrol boat . . . . .	8
Longhope . . . . .	Schooner <i>Fulton</i> , of Marstal. Stood by vessel.	
Montrose No. 1 . . . . .	Eight fishing-vessels. Remained in attendance.	
Newcastle (Co. Down) . . . . .	S.S. <i>Plasma</i> , of Glasgow . . . . .	8
Newhaven (Motor) . . . . .	S.S. <i>Alaunia</i> , of Liverpool . . . . .	6
	Also landed 20.	
N. Sunderland . . . . .	S.S. <i>Tredegar Hall</i> , of London. Stood by vessel.	
Padstow No. 2 . . . . .	Ketch <i>Arethusa</i> , of Lowestoft . . . . .	3
Poole . . . . .	A vessel . . . . .	2
Port St. Mary . . . . .	Fishing-boat <i>Maud</i> . . . . .	7

Gorleston No. 1 Life-boat rendered assistance to the s.s. *John O' Scott*, of Newcastle; Kingsdowne Life-boat saved barge *Abner*, of London, and 2 lives; Peterhead No. 2 Life-boat assisted to save a trawler; Ramsgate Life-boat saved barge *Circe*, of London, and 3 lives.

Voted £476 12s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Barry Dock, Brighton, Brixham, Bude, Cloughey, Cromer, Donaghadee, Gorleston No. 1, Hoylake, New Brighton (Steam), Newhaven (Motor), North Deal and Kingsdowne, North Deal, Palling, Peterhead No. 2 (Motor), Plymouth, Porthdinllaen, Porthleven, Rhoscolyn, Rosslare Harbour, Shoreham, Southend-on-Sea, Swanage, The Mumbles.

Voted £2,163 to the Fund being raised locally for the benefit of the dependent relatives of the men who lost their lives in the Salcombe Life-boat disaster on the 27th October, £75 having been already forwarded for their immediate necessities. The money to be allocated as indicated by the Committee of Management.

Accorded the Thanks of the Institution inscribed on vellum and framed to DR. COCK, the Chairman, and to MR. C. E. TURNER, the Hon. Secretary of the Branch, for their valuable help on this sad occasion.

Decided to cordially thank Mr. and Mrs. MICHELMORE, of Rickham, who took charge of the two survivors, and to recognize their kindness in a suitable manner.

Voted £13 5s. to be divided among persons who rendered valuable assistance on this occasion.

Awarded the Silver Medal of the Institution, together with an additional monetary reward, to the Coxswain of the Peterhead Motor Life-boat in recognition of his services in saving seventy-four persons from the s.s. *Kiev*, of Odessa, on the 28th October. Also voted an additional monetary reward to each of the members of the crew.

Ordered a Special Letter of Thanks to be sent to Mr. S. H. EASTERBROOK, and awarded him an Aneroid Barometer mounted on a shield, in recognition of his services in going into the water with a line attached to him, and, with the assistance of another man, saving one of the crew of the ketch *Girl Edith*, which was wrecked at Corlyn's Head, Torquay, on the 27th October.

Ordered a Special Letter of Thanks to be sent to Mr. J. A. GARDINER, Hon. Secretary of the Campbeltown Branch of the Institution, and to Mr. WILLIAM SMALL, Senior, Assistant Surveyor of Motors, for their services in putting off in a boat and rendering assistance to the schooner *Mary Anne Mandall*, in a strong southerly gale and a very heavy sea. Also voted £5 to five men who manned the skiff in which they put off; and awarded £5 to the crew of a patrol boat which towed the skiff on this occasion.

Voted £2 10s. to the master and crew of the tug *George Jewson*, for saving the crew of three hands of the fishing-boat *Defender*, of Yarmouth, which had had her sails blown away, and was dragging her anchors, in a strong S.S.E. breeze and a heavy sea.

Voted £3 to three men for saving, at considerable risk, three men from the ketch *Susannah*, which sank off the dock entrance at Cardiff, in a S.S.E. gale, on the 27th October. It was only after repeated efforts that the sailors succeeded in rescuing the men, who had taken to the rigging.

**Friday, 8th December, 1916.**

ROBERT BIRKBECK, Esq., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

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

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

Eastern District.—Filey, Flamborough, Bridlington, Hornsea, Easington, Spurn, Grimsby, Donna Nook, Mablethorpe, and Skegness.

Southern District.—Worthing.

Irish District.—Hilbre Island, Hoylake, New Brighton, Formby, Lytham, St. Anne's, Blackpool, Fleetwood, Ramsey, Douglas,

Castletown, Port St. Mary, Port Erin, and Peel.

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:—

Gift from the Estate of E. J. WILLIAMS, late of Salcombe, to be devoted to the replacing of the Life-boat at Salcombe	£	s.	d.
Commonwealth and Dominion Line, Ltd. (special donation)	1,000	-	-
R. & W. HAWTHORN, LESLIE & Co., LTD. (new annual subscription)	210	-	-
	20	-	-

—To be severally thanked.

Paid £5,745 13s. 10d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted 727l. 10s. 11d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Angle (Res.)	Ketch <i>New Design</i> , of Bridgewater	3
	Ketch <i>Foam</i> , of Bideford	3
Clogher Head	Fishing-boat <i>Fairy Bank</i> , of Kilkeel. Assisted to save vessel and . . . . .	4
Crail . . . . .	A vessel . . . . .	10
Falmouth . . . . .	A vessel . . . . .	19
Filey . . . . .	Twenty-one fishing-cobles of Filey. Stood by cobles.	
	Coble <i>Marguerite</i> , of Filey . . . . .	3
Gourdon . . . . .	Schooner <i>Zwallow</i> , of Zerneuzen. Stood by vessel.	
Gorleston No. 1	A vessel . . . . .	5
	A barge . . . . .	3
	A barge . . . . .	3
Holy Island No. 2	Barque <i>Jolani</i> , of Ahus	14
Hunstanton . . . . .	Took a doctor to a vessel.	
Ilfracombe . . . . .	Three herring-boats, <i>Dora</i> , <i>Beatrice Mary</i> and <i>Victoria</i> . Saved three boats and . . . . .	6
Kingsdowne . . . . .	S.S. <i>Sibiria</i> , of New York . . . . .	52
Moelfre . . . . .	A small boat of s.s. <i>Mona</i> , of Liverpool . . . . .	8
Montrose No. 2	Schooner <i>Heistad</i> , of Norway . . . . .	7
	Schooner <i>H. C. Grube</i> , of Marstal . . . . .	6
Newbiggin . . . . .	Thirteen cobles. Remained in attendance.	
Newquay (Card.)	Fishing-boat <i>Gwen</i> , of Newquay . . . . .	
North Deal . . . . .	S.S. <i>Val Salice</i> , of Genoa. Rendered assistance . . . . .	30
	Schooner <i>Mary Watkinson</i> , of Barrow . . . . .	5

Life-boat.	Vessel.	Lives saved.
North Deal	S.S. <i>Petra</i> , of Bergen. Assisted to save vessel.	
Skerries	Schooner <i>Village Belle</i> , of Dublin	4
St. Agnes (Scilly)	S.S. <i>Sola</i> , of Stavanger	13
Sunderland	S.S. <i>Prince Town</i> . Stood by vessel.	
The Mumbles	Sailing - vessel <i>Jeune France</i> . Landed 7.	
Tynemouth	S.S. <i>Bessheim</i> , of Chris- tiana	118
	S.S. <i>Muristan</i> , of Swan- sea	16
Weymouth	Barque <i>Gladys</i> , of Bris- tol. Landed 20. Barque <i>Celticburn</i> , of Greenock. Landed 28.	
Whitby No. 1.	Steam Trawler <i>Eagle</i> , of Grimsby. Landed 9.	

North Deal Life-boat saved barge *Trojan*, of Grays, and rescued two; Ramsgate Life-boat saved seven lives from the schooner *Girl of the Period*, of Faversham; also assisted to save s.s. *Petra*, of Bergen; and Whitby No. 2 Life-boat assisted to save steam trawler *Eagle*, of Grimsby.

Also voted £808 4s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Arbroath, Barry Dock, Beaumaris (Motor), Boulmer, Brighton, Brixham, Broughty Ferry (Motor), Cloughy, Donaghadee (Motor), Dunbar, Exmouth, Falmouth, Gorleston No. 2, Hunstanton, Ilfracombe, Kingsdowne, Lowestoft, Montrose No. 2, Newcastle (Co. Down), Newhaven (Motor), North Deal, Palling No. 2, Plymouth, Port Erin, Port St. Mary, Ramsgate, Rosslare Harbour, Selsey, Shoreham, Skegness, St. Agnes (Scilly), St. Andrews, St. Mary's (Scilly), St. Peter Port, The Lizard, The Mumbles, Teignmouth, Tenby, Totland Bay, Walton-on-the-Naze, Wexford, and Winterton No. 2.

Voted £71 14s. 9d. to defray the funeral expenses of some of the men who lost their lives in the Salcombe Life-boat disaster on the 27th October.

Voted £3 10s. to seven men for saving four of the crew of the s.s. *Tridonia*, which was totally wrecked in Oxwich Bay, near Port Eynon, on the 30th October.

Voted additional rewards in recognition of their arduous services to the crews of the Brixham, Exmouth and Teignmouth Life-boats, and sent letters expressing appreciation, of the efforts made by the crews of the two latter boats.

Voted the Silver Medal to the Coxswain, and the Thanks of the Institution on vellum to the Second Coxswain of the Holy Island No. 1 Life-boat, together with an extra monetary reward to them and to each of the crew, for their services to the barque *Jolani*, of Ahus, on the 18th November. The

service was performed on a very dark night in an E.S.E. hurricane and a very heavy sea, and resulted in 14 lives being saved.

Voted the Silver Medal of the Institution to the Coxswain and to the Second Coxswain of the North Deal (Reserve) Boat, and an additional monetary reward to them and to each of the crew, in recognition of their persistent efforts in face of great danger, to rescue the crew of the s.s. *Sibiria*, of New York, which was wrecked on the Goodwin Sands in very bad weather on the 20th November.

Also voted the Silver Medal to the Coxswain of the Ramsgate boat in recognition of the strenuous efforts made by that crew on the same occasion.

Also the Silver Medal to the Coxswain, and the Thanks of the Institution on vellum to the Second Coxswain of the Kingsdowne Life-boat, and an additional monetary reward to them and to each of the crew, for rescuing the crew of the above vessel.

Voted the Thanks of the Institution inscribed on vellum to the Coxswain and Second Coxswain of the North Deal Life-boat, together with an additional monetary reward to them and to each of the crew, in recognition of their services in rescuing the crew of thirty hands of the s.s. *Val Salice*, which was wrecked on the Goodwin Sands on the 19-20th November.

Voted the Silver Second Service Clasp of the Institution to the Coxswain and to the Second Coxswain of the Tynemouth Motor Life-boat, together with an additional monetary reward to them and to each of the crew, for their gallant services in rescuing, on the 21st November, sixteen of the crew of the s.s. *Muristan*, which was wrecked off Blyth on the 19th November in a strong easterly gale and a very heavy sea.

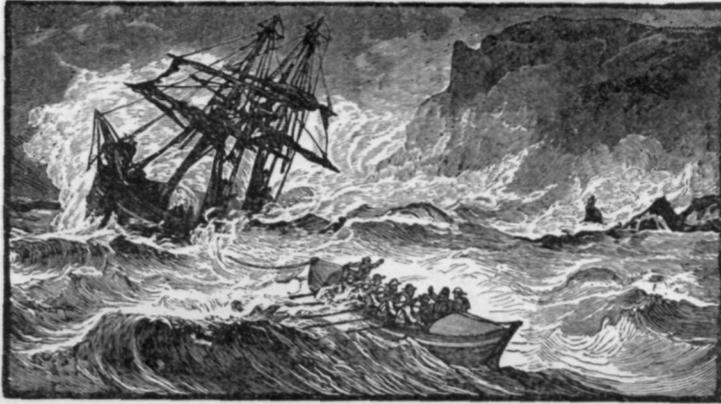
Voted the Thanks of the Institution inscribed on vellum to the Coxswain and Second Coxswain of the Tynemouth Motor Life-boat, together with an additional monetary reward to them and to each of the crew, for their services in rescuing 118 persons from the s.s. *Bessheim*, of Christiania, which was wrecked in a whole easterly gale and a very heavy sea, on the 19th November.

Voted an Aneroid Barometer mounted on a shield and bearing a suitable inscription to Mr. ROBERT HASTINGS, in recognition of his services in volunteering and going out in the Newcastle (Co. Down) Life-boat on the occasion of the rescue of the crew of the s.s. *Plasma* on the 27th October.

Voted £3 to four men at Llandudno for saving three men from a boat which was in distress in a moderate gale and a choppy sea on the 15th November.

Voted £2 10s. to five men of the pilot boat *Stork* for saving four of the crew of the ketch *Sabine*, of Treguier, which stranded in a rough sea at Guernsey on the 27th October.

*Services of the Life-boats of the Institution during 1916.*



1916.	Time of Launching.			Lives saved.
Jan. 1.	10.25 p.m.	S.S. <i>Honor Storey</i> , of Chester Flat <i>John and William</i> , of Chester . . . . .	} Point of Ayr Life-boat landed 21 men from the S.S. <i>Ince- more</i> , of Liverpool.	
„ 2.	1.35 a.m.	Schooner <i>Spica</i> , of Riga.	North Sunderland Life-boat saved . . .	6
„ 4.	9.30 a.m.	S.S. <i>Dagrun</i> , of Christiania.	Ardrossan Life-boat saved . . . .	17
„ 6.	12.15 p.m.	S.S. <i>Camille</i> , of Southampton.	Palling No. 2 Life-boat saved . . .	14
„ 6.	2.15 p.m.	Five fishing-cobles of Newbiggin.	Newbiggin Life-boat rendered assistance.	
„ 7- 8.	4.45 p.m.	S.S. <i>Zeeland</i> , of Rotterdam.	Harwich Life-boat assisted to save vessel.	
„ 10- 11.	10.45 p.m.	S.S. <i>Parklands</i> , of West Hartlepool.	Spurn Life-boat rendered assistance.	
„ 11.	4.20 p.m.	Coble <i>Bessie Lisle</i> , of Cullercoats.	Cullercoats Life-boat saved boat and . . . . .	4
„ 12.	12.20 p.m.	A small boat of Wicklow.	Wicklow Life-boat saved boat and . . .	2
„ 13.	9.30 a.m.	S.S. <i>Ashtree</i> , of Cardiff.	Thurso Life-boat saved vessel and . . .	18
„ 13.	3.30 p.m.	S.S. <i>Inna</i> , of Stenkjaer.	Peterhead No. 2 Life-boat saved vessel and	10
„ 13-14	11.15 p.m.	A vessel.	Southend-on-Sea Life-boat stood by vessel.	
„ 14.	8.25 a.m.	S.S. <i>Havfru</i> , of Christiania.	Cromer Life-boat saved . . . . .	1
„ 15.	7.55 a.m.	S.S. <i>Devereux</i> , of London.	Caister No. 1 Life-boat stood by vessel.	
„ 19-20	2.15 p.m.	S.S. <i>Potosi</i> , of Liverpool.	North Deal Life-boat } Assisted to save	
„ 19-20	2.30 p.m.	S.S. <i>Potosi</i> , of Liverpool.	Ramsgate Life-boat } vessel and . . .	50
„ 19.	2.27 p.m.	A vessel.	Palling No. 2 Life-boat stood by vessel.	
„ 19.	3.30 p.m.	S.S. <i>Dagrun</i> , of Christiania.	Ardrossan Life-boat rescued . . . .	19
„ 21.	8.30 p.m.	S.S. <i>Cholmley</i> , of Leith.	Margate No. 2 Life-boat stood by vessel.	
„ 22.	7.40 a.m.	S.S. <i>City of York</i> , of Glasgow.	North Deal Life-boat rendered assistance.	
Feb. 3.	9. - a.m.	—	Bembridge Life-boat saved . . . . . (Also 1 dog and 1 cat.)	110
„ 3.	2. - p.m.	Schooner <i>Orphan Girl</i> , of Arklow.	Wicklow Life-boat rescued . . . .	4
„ 3.	3.15 p.m.	Schooner <i>A. Hastings</i> , of Dundalk.	Moelfre Life-boat rescued . . . . (Also a dog.)	3
„ 3.	4.45 p.m.	Schooner <i>Elizabeth Alice</i> , of Plymouth.	Wicklow Life-boat rescued	4
„ 3.	6.40 p.m.	Ketch <i>Lady of the Lake</i> , of Appledore.	Moelfre Life-boat rescued	3
„ 3.	7.30 p.m.	Schooner <i>Winifred</i> , of Inverness.	Holyhead No. 1 Life-boat rescued	4
„ 4.	10. - a.m.	Schooner <i>Winifred</i> , of Inverness.	Holyhead No. 1 Life-boat rendered assistance.	

1916.	Time of Launching.		Lives saved.
Feb. 3-4.	9.30 p.m.	S.S. <i>Elsiston</i> , of Glasgow. Ardrossan Life-boat landed 6.	
" 4.	6. - a.m.	S.S. <i>De la Pole</i> . North Deal Life-boat saved . . . . .	11
" 4.	8.20 a.m.	Barque <i>Souvenir</i> , of Tvedestrand. Brooke Life-boat saved . . . . .	8
" 10.	7.35 p.m.	Ketch <i>St. Austell</i> , of Barnstaple. Appledore No. 1 Life-boat landed 3.	
" 10.	midnight	S.S. <i>Winston</i> , of Glasgow. Robin Hood's Bay Life-boat assisted to save vessel.	
" 11.			
" 15.	6.15 p.m.	Trawler <i>Louisa</i> of Ramsgate. Padstow No. 1 Life-boat assisted to save vessel and . . . . .	4
" 16.	7.45 a.m.	Ketch <i>Susannah</i> , of Belfast. Cloughy Life-boat saved . . . . .	3
" 16.	10. - a.m.	A fishing-boat. Moelfre Life-boat rescued . . . . .	2
" 17.	11. - p.m.	S.S. <i>San Nazario</i> , of London. Gorleston No. 1 Life-boat stood by vessel.	
" 23.	1.30 p.m.	Schooner <i>Bess Mitchell</i> , of Goole. North Deal Life-boat assisted to save vessel and landed 6.	
" 24.			
" 24.	7.30 a.m.	Barque <i>Charlotte</i> , of Brevik. Teesmouth Life-boat saved . . . . .	12
" 24.	10.15 a.m.	Barque <i>Robertsfors</i> , of Mariehamn. Hartlepool No. 2 Life-boat saved	12
" 24.	10.12 p.m.	Steamer <i>Uller</i> , of Bergen. Sheringham Life-boat remained in attendance.	
" 26.	1.30 p.m.	Schooner <i>Bogatyr</i> , of Copenhagen. Skegness Life-boat saved . . . . .	3
" 27.	2.30 p.m.	Schooner <i>Ruth</i> , of Halmstad. Berwick-on-Tweed Life-boat saved . . . . .	5
" 28.	5.30 a.m.	A vessel. Fraserburgh Life-boat landed 17.	
" 28.	7. - a.m.	Barque <i>Auder</i> , of Brevik. Blyth Life-boat saved . . . . .	8
" 29.	3. - p.m.	S.S. <i>Baltic</i> , of Grimsby. Flamborough No. 1 Life-boat saved . . . . .	7
Mch. 1.	3.50 a.m.	A vessel. Filey Life-boat saved . . . . .	10
" 2.	1.30 a.m.	S.S. <i>Mary</i> , of Riga. Flamborough No. 2 Life-boat saved . . . . .	18
" 7.	4.10 p.m.	Ketch <i>Katherina</i> , of London. Palling No. 1 Life-boat saved . . . . .	5
" 7.	7.15 p.m.	Motor Barge <i>Useful</i> , of Waterford. Dunmore East Life-boat saved barge and . . . . .	4
" 9.	4.25 a.m.	Schooner <i>Ellen</i> , of Halmstad. Holy Island No. 1 Life-boat saved	6
" 11.	1.30 p.m.	Ship <i>Isle of Arran</i> , of Glasgow. Clogher Head Life-boat landed 18.	
" 12.	8.30 a.m.	Steam Trawler <i>Lord Cecil</i> , of Grimsby. Redcar Life-boat saved . . . . .	7
" 14.	12.45 p.m.	Four Motor Launches. Eastbourne No. 2 Life-boat rendered assistance.	
" 16-	8.56 a.m.	S.S. <i>Lady Londonderry</i> , of Sunderland. Cromer Life-boat assisted to save vessel.	
" 17.			
" 16.	11. - a.m.	S.S. <i>Rhenania</i> , C.T. 5. Sheringham Life-boat assisted to save vessel.	
" 20.	3.15 a.m.	S.S. <i>Rhodesian</i> , of Newcastle. Cullercoats Life-boat saved . . . . .	25
" 20.	12.10 p.m.	Two boats of s.s. <i>King's Lynn</i> , of Swansea. Hornsea Life-boat saved . . . . .	11
" 26.	8.10 a.m.	Ketch <i>Spartan</i> , of Montrose. Skateraw Life-boat saved . . . . .	4
" 27-	10.15 p.m.	Sailing barge <i>Victoria</i> , of Ipswich. Southend-on-Sea Life-boat rendered assistance.	
" 28.			
" 28.	3.30 a.m.	A schooner. Mumbles Life-boat stood by vessel.	
" 28.	6.40 a.m.	A drifter. Gorleston No. 1 Life-boat landed 8 from steamer.	
" 28.	8. - a.m.	Ketch <i>Marie Eugenie</i> , of Bridgwater. Burnham Life-boat saved . . . . .	2
" 28.	9. - a.m.	—— Lowestoft Life-boat assisted to save vessel.	
" 28.	1.55 p.m.	Schooner <i>Ann</i> , of Goole. Cromer Life-boat saved . . . . .	5
" 28.	3.15 p.m.	Ketch <i>Ark</i> , of Gloucester. Weston-super-Mare Life-boat rescued . . . . .	3
" 28.		Ketch <i>Edith</i> , of Bridgwater. Weston-super-Mare Life-boat rescued	3
" 28.		Ketch <i>Palace</i> , of Bridgwater. Weston-super-Mare Life-boat rescued	3
" 28-29.	10.12 p.m.	Schooner <i>Adolph</i> , of London. Walton-on-the-Naze Life-boat saved	4
" 29.	2.50 a.m.	Schooner <i>Dart</i> , of Jersey. Gorleston No. 1 Life-boat saved . . . . .	4
" 29.	5.20 a.m.	Schooner <i>Faithlie</i> , of Faversham. Margate No. 2 Life-boat saved . . . . .	6
" 29.		Ketch <i>Tartar</i> , of London. Margate No. 2 Life-boat saved . . . . .	3

1916.	Time of Launching.		Lives saved.
Apl. 9.	11.10 a.m.	S.S. <i>Corsewall</i> , of Glasgow, and a motor boat. Portrush Life-boat saved . . . . .	10
„ 17.	5. - a.m.	S.S. <i>Kirwood</i> , of Middlesbrough. Rye Harbour Life-boat rendered assistance.	
„ 20.	12.45 p.m.	Ketch <i>Gem</i> , of Ramsgate. Padstow No. 1 Life-boat assisted to save vessel and . . . . .	5
„ 25.	6.20 a.m.	Brigantine <i>Malpas Belle</i> , of Truro. Ramsey Life-boat rescued .	6
May 6.	3. - a.m.	Barquentine <i>Rosa</i> , of Larna. North Sunderland Life-boat saved .	8
„ 6.	3.15 a.m.	Schooner <i>Theodor</i> , C.S. 73. Sheringham Life-boat assisted to save vessel and . . . . .	7
„ 9.	12. 5 a.m.	Ketch <i>Panther</i> , of Goole. Hunstanton Life-boat saved . . . .	4
		Schooner <i>Pursuit</i> , of London. Hunstanton Life-boat rendered assistance.	
„ 9.	3.50 p.m.	Barge <i>Evening</i> , of Rochester. Clacton-on-Sea Life-boat saved vessel and . . . . .	2
„ 14.	5.25 a.m.	Smack <i>Endeavour</i> , of Lowestoft. Palling No. 1 Life-boat stood by vessel.	
„ 16.	6.50 a.m.	S.S. <i>St. Gothard</i> , of Glasgow. Porthleven Life-boat assisted to save vessel.	
„ 19.	9.40 a.m.	A vessel, of Macduff. Lossiemouth Life-boat assisted to save vessel.	
June 3.	8.55 p.m.	— Clacton-on-Sea Life-boat saved vessel and . . . . .	3
„ 4.	4.20 p.m.	Schooner <i>Francis and Jane</i> , of Harwich. Southend-on-Sea Life-boat rendered assistance.	
„ 4-7.	8.55 p.m.	S.S. <i>Gorliz</i> , of Bilbao. Clacton-on-Sea Life-boat assisted to save vessel and . . . . .	24
„ 5.	4.10 a.m.	S.S. <i>La France</i> , of Kragero. Gorleston No. 1 Life-boat assisted to save vessel and . . . . .	16
„ 18.	6.35 a.m.	S.S. <i>Seacornel</i> , of Philadelphia. Gorleston No. 1 Life-boat saved .	28
„ 27.	4.45 p.m.	— North Sunderland Life-boat stood by vessel.	
July 7-8.	8.15 p.m.	S.S. <i>Marques de Urquijo</i> . North Deal Reserve Life-boat stood by vessel.	
„ 10.	7.30 p.m.	S.S. <i>Kara</i> , of London. Lowestoft Life-boat landed 21.	
„ 13.	6.50 a.m.	S.S. <i>Alfa</i> , of Copenhagen. Filey Life-boat saved . . . . .	16
Aug. 1.	1. - a.m.	S.S. <i>Carolus</i> , of Gothenburg. Palling No. 1 Life-boat saved vessel.	
„ 4.	8.30 a.m.	S.S. <i>Chiria</i> . Eastbourne No. 2 Life-boat assisted vessel.	
„ 5.	4.30 a.m.	Government vessel <i>Earl of Powis</i> , of Granton, Scotland. Saltburn-by-the-Sea Life-boat stood by vessel.	
„ 22-23.	1 - p.m.	Motor Ketch <i>Heather Bell</i> , of Barnstaple. Wexford Life-boat saved	3
„ 28.	9.40 p.m.	— Dunbar Life-boat assisted ship.	
„ 29.	3. - p.m.	A vessel. Wexford Life-boat assisted vessel.	
„ 30.	1.40 a.m.	S.S. <i>Mitcham</i> , of London. Cromer Life-boat saved . . . . .	22
Sept. 5.	12.30 a.m.	S.S. <i>Gustav Vigeland</i> , of Bergen. North Sunderland Life-boat saved	12
„ 5.	2.30 a.m.	S.S. <i>Gustav Vigeland</i> , of Bergen. Holy Island No. 1 Life-boat saved (And a dog.)	9
„ 8.	10.15 a.m.	S.S. <i>Bella</i> , of Sweden. Newbiggin Life-boat stood by vessel.	
„ 13.	10.45 a.m.	A vessel. Caister No. 1 Life-boat stood by vessel.	
„ 13.	11.45 a.m.	Steam Tug <i>Egad</i> , of Liverpool. Wexford Life-boat stood by vessel.	
„ 16-17.	9.50 p.m.	A vessel. North Sunderland Life-boat assisted to save vessel.	
„ 19.	1.16 a.m.	Schooner <i>Janie</i> , of Padstow. Holyhead Steam Life-boat saved .	4
„ 19.	9.30 p.m.	Ketch <i>Endeavour</i> , of Ramsgate. Padstow No. 1 Life-boat saved .	3
„ 19.	1.55 p.m.	Schooner <i>Mary Orr</i> , of Glasgow. Ilfracombe Life-boat rescued .	4
„ 27-28	9.29 p.m.	S.S. <i>Cliffmore</i> , of Belfast. Donaghadee Life-boat stood by vessel.	

1916.	Time of Launching.		Lives saved.
Sept. 28.	9.55 p.m.	S.S. ———, of North Shields. Holy Island No. 1 Life-boat saved (And 2 cats.)	29
„ 29.	7. - a.m.	S.S. ———, of North Shields. Holy Island No. 1 Life-boat rendered assistance.	
Oct. 3.	1. - a.m.	Schooner <i>Annie</i> , of Shields. Peterhead No. 2 Life-boat rendered assistance.	
„ 4.	11.45 p.m.	A trawler. Peterhead No. 2 Life-boat assisted to save vessel.	
„ 5.	5.15 a.m.	S.S. <i>T. J. R.</i> , of Stockholm. Newbiggin Life-boat assisted vessel.	
„ 11.	12.10 p.m.	Fishing-boat <i>Maud</i> . Port St. Mary Life-boat saved . . . . .	2
„ 14.	8.45 a.m.	Eight fishing-vessels. Montrose No. 1 Life-boat remained in attendance.	
„ 14.	9. - a.m.	Fishing-boats of Arbroath. Arbroath Life-boat stood by boats.	
„ 15.	3.40 p.m.	Schooner <i>Fulton</i> , of Marstal. Longhope Life-boat stood by vessel.	
„ 18-19.	6.30 p.m.	S.S. <i>Sjovik</i> , of Nanokoping, Sweden. Cullercoats Life-boat stood by vessel.	
„ 19.	5.15 a.m.	Cunard Liner <i>Alaunia</i> , of Liverpool. Eastbourne No. 2 Life-boat rescued 8 of the crew of a patrol boat . . . . .	8
„ 19.	5.50 a.m.	Cunard Liner <i>Alaunia</i> , of Liverpool. Newhaven Motor Life-boat landed 20 and saved . . . . .	6
„ 21-22.	1. - p.m.	A vessel. Teignmouth Life-boat rendered assistance.	
„ 22.	7.55 a.m.	A vessel. Poole Life-boat saved . . . . .	7
„ 24.	1.28 p.m.	S.S. <i>John O'Scott</i> . Gorleston No. 1 Life-boat rendered assistance.	
„ 26.	8.30 a.m.	S.S. <i>Tredegar Hall</i> , of London. North Sunderland Life-boat stood by vessel.	
„ 26.	8.40 a.m.	S.S. <i>Sola</i> , of Stavanger. St. Agnes Life-boat saved . . . . .	13
„ 27.	9. - a.m.	Barge <i>Circe</i> , of London. Ramsgate Life-boat saved vessel and . . .	3
„ 27.	10.45 a.m.	Barge <i>Abner</i> , of London. Kingsdowne Life-boat saved vessel and . . .	2
„ 27.	12.30 p.m.	S.S. <i>Plasma</i> , of Glasgow. Newcastle (Co. Down) Life-boat saved . . .	8
„ 28.	7.45 p.m.	S.S. <i>Kiev</i> , of Odessa. Peterhead No. 2 (Motor) Life-boat saved . . .	74
„ 29.	7.30 p.m.	Ketch <i>Arethusa</i> , of Lowestoft. Padstow No. 2 Life-boat saved . . .	3
„ 30.	1. - p.m.	A boat of a vessel. Abersoch Life-boat rescued . . . . . ——— Abersoch Life-boat stood by vessel.	6
Nov. 3.	8. - a.m.	Three herring-boats, <i>Beatrice Mary</i> , <i>Victoria</i> , and <i>Dora</i> . Ilfracombe Life-boat saved 3 boats and . . . . .	6
„ 3.	10. - a.m.	Thirteen cobsles, of Newbiggin. Newbiggin Life-boat remained in attendance.	
„ 3.	10.30 a.m.	Fishing-boat <i>Gwen</i> , of Newquay. Newquay (Card.) Life-boat rendered assistance.	
„ 3.	11.40 a.m.	A vessel. Falmouth Life-boat saved . . . . .	19
„ 5.	10.40 a.m.	French schooner <i>St. Paul</i> . Exmouth Life-boat rendered assistance.	
„ 5.	6.30 a.m.	A vessel. Crail Life-boat saved . . . . .	10
„ 5-6.	1.30 p.m.	Schooner <i>Mary Watkinson</i> , of Barrow. North Deal Life-boat saved (And a dog.)	5
„ 5-6.	3. - p.m.	Barge <i>Germanic</i> , of Grays. North Deal (Reserve) Life-boat rendered assistance.	
„ 15.	11.16 p.m.	A boat. Gorleston No. 1 Life-boat saved . . . . .	5
		A barge. Gorleston No. 1 Life-boat saved . . . . .	3
		A barge. Gorleston No. 1 Life-boat saved . . . . .	3
„ 16.	10. - a.m.	Fishing-coble <i>Marguerite</i> , of Filey. Filey Life-boat saved . . . . .	3
		Twenty-one fishing-cobles of Filey. Filey Life-boat stood by cobles.	
„ 17.	10.15 a.m.	A boat of the s.s. <i>Mona</i> , of Liverpool. Moelfre Life-boat saved . . .	9
„ 17.	11. - a.m.	Schooner <i>Village Belle</i> , of Dublin. Skerries Life-boat rescued . . .	4

1916.	Time of Launching.		Lives saved.
Nov. 17.	2.30 p.m.	Ketch <i>New Design</i> , of Bridgwater. Angle Life-boat saved . . . . .	3
		Ketch <i>Foam</i> , of Bideford. Angle Life-boat saved . . . . .	3
„ 18.	7. - a.m.	Barque <i>Celticburn</i> , of Greenock. Weymouth Life-boat landed 23. Barque <i>Gladys</i> , of Bristol. Weymouth Life-boat landed 20.	
„ 18.	9.15 a.m.	Sailing-vessel <i>Jeune France</i> . Mumbles Life-boat landed 7.	
„ 18.	11. 8 p.m.	A vessel. Hunstanton Life-boat took a doctor to a vessel.	
„ 18.	3.30 p.m.	Schooner <i>Girl of the Period</i> , of Faversham. Ramsgate Life-boat saved. . . . .	7
„ 19.	8.30 a.m.	S.S. <i>Bessheim</i> , of Christiania. Tynemouth Motor Life-boat saved .	118
„ 21.	7.30 a.m.	S.S. <i>Muristan</i> , of Swansea. Tynemouth Motor Life-boat saved .	16
„ 23-	12.15 a.m.	Barge <i>Trojan</i> , of Grays. North Deal Life-boat saved barge and	
24.		rescued . . . . .	2
„ 24.	3. - p.m.	S.S. <i>Petra</i> , of Bergen. North Deal Life-boat saved . . . . .	22
„ 24-25.	3.15 p.m.	S.S. <i>Petra</i> , of Bergen. Ramsgate Life-boat assisted to save vessel.	
„ 25.	6. - p.m.	Fishing-boat <i>Fairy Bank</i> , of Kilkeel. Clogher Head Life-boat assisted to save vessel and . . . . .	4
„ 28.	9.45 a.m.	S.S. <i>Prince Town</i> . Sunderland Life-boat stood by vessel.	
Dec. 9.	11. - a.m.	S.S. <i>Gustaf Adolf</i> , of Gothenburg. Boulmer Life-boat stood by vessel.	
„ 9.	3.30 a.m.	S.S. <i>Vale</i> , of Norway. Whitburn Life-boat rendered assistance.	
„ 11-	11.30 p.m.	S.S. <i>Hedworth</i> , of Sunderland. Whitby No. 2 Life-boat stood by	
12.		vessel.	
„ 18.	3.30 a.m.	S.S. <i>Benshaw</i> , of Cardiff. Cloughy Life-boat landed 20.	
„ 19.	6.55 p.m.	— Cullercoats Life-boat rescued . . . . .	18
„ 21.	6.22 p.m.	Fishing-lugger <i>Chieftain</i> . Cromer Life-boat saved . . . . .	3
„ 24.	11.15 a.m.	Fishing-coble <i>Ella</i> , of Whitburn. Whitburn Life-boat remained in attendance.	
„ 28.	1.35 p.m.	S.S. <i>Laxton</i> , of Goole. Spurn Life-boat landed 7.	

**Total lives saved by the Life-boats in 1916, in addition to 33 vessels and boats . . . . . 1,185**

**Life-boats also landed 132 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. . . . . 116**

**Total for 1916 . . . . . 1,301**

## NOTICE.

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