

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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Annual Meeting.

THE ninety-third Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at the Mansion House, London, by kind permission of the Lord Mayor, on Tuesday, 17th April, 1917, at 3.30 P.M. H.R.H. The Duke of Connaught, K.G., presided, and amongst those present were:—The Lord Mayor (Sir William Dunn, Bart.), the Earl Waldegrave, P.C. (Chairman of the Institution), His Excellency the Swedish Minister (Count Wrangel), the Earl of Londesborough, K.C.V.O., the Lady Northcote, C.I., Admiral the Lord Beresford, G.C.B., G.C.V.O., the Ven. Archdeacon J. R. H. Becher, M.A., the Mayor of Bermondsey, Mr. Noel Buxton, Mr. John Carlbon (Swedish Consul at Grimsby), the Hon. George Colville, Sir William Corry, Bart., the Mayor of Ealing, Mr. Henry R. Fergus, Sir Robert U. Penrose Fitzgerald, Bart., Mr. John Bevell Fortescue, Maj.-Gen. Sir Coleridge Grove, K.C.B., Mr. Harry Hargood, Lady Jellicoe, Mr. Eugene F. Noel, Captain Robert Pitman, C.M.G., R.N., Vice-Admiral R. C. Prothero, C.B., M.V.O., Rear-Admiral Hector B. Stewart, the Lord Sydenham, G.C.S.I., G.C.M.G., the Deputy Master of the Trinity House (Captain Sir Herbert Acton Blake, K.C.V.O.), Mr. Alfred G. Topham, Mr. George F. Shee, M.A. (Secretary), and Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats).

The CHAIRMAN: Ladies and gentlemen, there are three rather important letters which I should like the Secretary to read. I think they will interest everybody present. (The Secretary read the following letters from the Archbishop of Canterbury, Admiral Sir John Jellicoe, and Sir Joseph Maclay, the Controller of Shipping).

Admiralty,
Jan. 27, 1917.

DEAR LORD WALDEGRAVE,
Thank you for your letter of January 25th. I appreciate the invitation to attend the

Annual General Meeting of the Royal National Life-Boat Institution, and hope that you will be kind enough to convey my thanks to the Committee, but I regret extremely that it is quite impossible for me to be present, as my time is so very fully occupied with public business, and it is out of the question my being able to get away any afternoon.

I well know the invaluable work of the Life-Boat Institution, and would have been glad to have added my meed of praise at the Meeting, and to have met some of the gallant men who have risked their lives for others—often in face of great peril—had circumstances allowed it.

Yours very truly,
(Signed) J. R. JELlicOE.

Lambeth Palace, S.E. 1.
13th March, 1917.

DEAR SIR,

It is a very keen disappointment to me that questions of health make it impossible for me to be present at your Annual Meeting at the Mansion House. I had looked forward to taking part in it this year and to expressing on behalf of thousands our sense of the inestimable value of Life-boat Service at the present time. Attention is concentrated just now upon the difficulties and perils of the seas, and not least upon dangers which beset sailors in the waters near our own shores. We know what has been the magnificent service rendered by our Life-boats and their brave crews during this last year, and we are correspondingly grateful.

Anything and everything that can be done at present for the safety and well-being of the dauntless sailors of our mercantile marine is a primary duty incumbent upon us all. The Royal National Life-Boat Institution is in the forefront therefore of our thoughts and interests.

God speed and prosper its work.

I am,
Yours very truly,
(Signed) RANDALL CANTUAR.

26th February, 1917.

MY LORD,

I greatly regret that I cannot attend the Annual Meeting of the Royal National Life-Boat Institution at the Mansion House on the 27th March, as my public duties absorb the whole of my time.

Had I been present I should have been glad of the opportunity of paying a tribute to the magnificent work which is carried out by the Institution, and which has been of the greatest



H.R.H. THE DUKE OF CONNAUGHT, K.G.

**Chairman at the Annual Meeting held at the Mansion House, April, 1917,
and President of Life-boat Day, 1917.**

[To face p. 183.]

advantage to the country through these trying days. My interest in the Life-boat Service is of many years' standing, and I have always emphasized the debt of the shipping community to the great Institution which is so intimately associated with our maritime life.

The close ties which link our Mercantile Marine with the Navy on the one hand and with the Life-boat Service on the other have been strengthened by the events of the great struggle through which we are passing, and I have been very glad to see that the services of the Life-boats, always valuable in the time of peace, have been even greater both in frequency and in character during the War.

The Institution is national in the truest sense of the word and is worthy of the most generous support of the country, and especially of the Shipping Community.

I remain, my lord,

Your obedient servant,

(Signed) J. P. MACLAY.

The Rt. Hon. The Earl Waldegrave, P.C., V.P.
Royal National Life-Boat Institution,
22, Charing Cross Road, W.C.

The CHAIRMAN: My Lords, my Lord Mayor, Ladies and Gentlemen, I should like first to express to you the very great honour I feel it for me to be your Chairman on this occasion. I can honestly say there is nobody who more fully recognizes the magnificent services of our Life-boats, and I am glad to have this opportunity of acting as Chairman, thereby to show you how very important I consider are these services rendered to the country, and how warmly I support this cause.

I must begin by expressing our great regret at the death of the Duke of Norfolk. He was one of the Vice-Presidents of the Institution, and one of his last public acts was to issue an appeal in Sussex for the Life-boat cause. I hope you will forgive me if I depart from the course I usually pursue, and allow me to read from a few notes which I hold in my hand. The reason I ask this is that I feel that I cannot otherwise adequately do justice to the many points that I should like to bring out; so I crave your indulgence if I read from my notes.

The most striking impression gathered from a study of the Report, which I suppose you have all with you, and a closer knowledge of Life-boat Service is that it is essentially a fighting Service. The men engaged in the heroic task of saving life on our storm-beaten coasts are men who have been trained through a long life of struggle with the elements to those qualities of courage, endurance and tenacity which are the indispensable equipment of a Life-boatman. But courage and tenacity are not enough. The highest skill and seamanship, and prompt action in circumstances of the utmost danger and difficulty are also essential to a Life-boatman, but above all to the Coxswain, who must also have those qualities of personal command which come from constant battling with the elements, enabling him to get the last ounce of energy out of a crew already worn out by exertions, such as those of the Cromer Life-

boat to the s.s. *Pyrin* and s.s. *Fernebo* on the 9th January.

The Life-boat Service is a fighting Service in more senses than one. The whole of our national organization has been tried by the fiery test of war, and while we point with pride to the glorious achievements of the Naval and Military Forces, and to the determination of the whole people to achieve complete victory in this tremendous struggle, we have been made aware of many points of weakness in organization, administration, and the general adaptation of national resources to national needs. The mobilization for war proved to be fraught with infinite difficulty for a nation, warlike indeed, in the highest sense, but not military in the meaning of the word which has made "militarism" the curse of Europe and the world. If we were to look, in time of peace, for an organization constantly mobilized for war, no better instance could be found than the Life-boat Service. Faced with the constant possibility of immediate service, and service which is of its nature hazardous and difficult, the Life-boats are ever ready to launch at the signal of danger, and their crews are prepared, at any moment of the day or night, to put to sea to the rescue of fellow-men in danger of shipwreck. Hence, too, we find the crews constantly trained, not only in virtue of their sea-faring life, but by the regular exercises carried out under inspectors. Their discipline is of the highest kind, that of men who voluntarily submit themselves to the leadership of one of their own comrades, and who, for the moment, become living instruments in his hands, inspired by their own generous eagerness to save, and by that spirit of self-sacrifice which is, perhaps, the noblest feature of the Life-boat Service, distinguishing it even among the many kinds of heroism which illustrate the story of the War to-day.

Nor does the analogy of a fighting Service end here. The Report shows that 16 gallant men sacrificed their lives in the year 1916 in the effort to save their fellow-men; but while we mourn their death, we take pride and joy in noting that the standard of heroism and achievement has never been higher in the history of nearly 100 years of Life-boat work, and that the record of lives saved in 1916 is actually greater than in any previous year in the annals of the Institution.

I am to have the pleasure presently of presenting some of the heroes of the Life-boat Service with the honorary awards so well earned, and we shall all join in doing them honour. But we must not forget that the organization, administration and management of this great Service could not be carried out with that high efficiency, of which the past records and the present Report give the fullest proof, were it not that you have in the Committee of Management a body of men, not only highly representative of the best elements in our public life, but of technical knowledge and long experience, and who willingly give a great deal of their time and energy to securing that the Life-boat Service shall be managed and equipped in a manner

commensurate with its great national importance. For if we ask men to risk their lives in one of the most dangerous services which exists, it is a solemn duty to provide them with the best means which science can devise and money buy. The Committee have ever had this object before them. The public may rest assured that even in the midst of this great War, and in the face of the manifold difficulties alluded to in the Report, the Committee will ever keep before them the ideal of securing for the Life-boats, Life-boat slipways, carriages, equipment and gear of all kinds of the very best material and the highest skill and workmanship. This means money. Here the public can and should help a Service which is proud to carry out its work without any subsidy from the State, and entirely on the basis of voluntary contributions. I regret to note that last year there was a loss of £37,000 in legacies. The Institution is justified in relying, to a considerable extent, on this source of revenue for a national work of a permanent and humane character. Therefore, such a loss calls for a special effort in order that donations and subscriptions may make up, as far as possible, the loss sustained, at a period which has cast, and is casting, heavy additional burdens on the Life-boat Service.

The Institution is organizing throughout the country a large number of Life-boat Days and street collections. I believe this Institution was one of the first to initiate this method. The Secretary informs me that a gratifying list has been received of cities and towns throughout the United Kingdom which have arranged to carry out a Life-boat Day. I am asked to state that Life-boat Day in London has been fixed for May 1st, and I am happy to know that a very strong Committee has been formed, with Lady Northcote at the head, which includes Mrs. Lloyd George, Lady Waldegrave, Lady Jellicoe, Lady Beatty, Lady Maclay and others. I understand that the Lord Mayor and most of his colleagues in the Metropolitan Boroughs have promised patronage and co-operation. I appeal very strongly to the women of London to come forward as *Dépôt Superintendents* and workers. There is nobody who could do it better than they, and, I am sure, with the many experiences we have had of flag days, we may hope that they will have a real success on this occasion.

The Life-boat Service is the natural corollary and humane outcome of our maritime life. The greatest maritime power in the world should have a great and well-organized Life-boat Service. It has been the model of the Life-boat Services for every other country. The founders of the Institution in 1824 laid it down that it was intended to be active in Peace and in War alike. The Life-boats have saved over 3,000 lives since the outbreak of War—in other words, the equivalent of three splendid battalions of the finest fighting material, nearly all men saved for Great Britain and her Allies; the rest for neutrals, such as those of Sweden and Norway.

But the intimate nature of the service rendered to the nation during the war is seen

in the fact that 845 persons have been rescued from H.M. ships and other vessels which have been mined, torpedoed, or otherwise in jeopardy through causes arising directly out of the War, and the Life-boats have been launched to casualties of this kind on 295 occasions.

This is an age in which innumerable claims are made on the generosity of the public, and the name of "War Charities" is legion. But the Life-Boat Institution may well claim a foremost place amid the great societies which are the outcome of the patriotism, public spirit and generosity of the people of these islands, and with a record of nearly 100 years of fruitful achievement, resulting in the saving of 54,800 lives, the Committee are fully entitled, even in the midst of this great War, to appeal for the support of a nation which can never be indifferent to a Service which embodies in so high a degree the courage, the endurance, and the humanity which are the national characteristics which we particularly cherish, which have stood us in such good stead in the ordeal through which we are passing to-day, and which give us, under Providence, the best hope of complete victory and enduring peace.

Ladies and gentlemen, I trust that the few words that I have read to you from these notes will have appealed to you. I think that anybody listening to the facts that I was able to mention here will say that I have proved my case. I only hope that, in however small a way, I may be able to help forward the interest in and support for this grand national Institution. I shall be amply repaid by knowing that I have been able to interest the people of this country in a Service which is probably amongst the first from one end of the Kingdom to the other.

I will now ask the Secretary to read the names of the President, Vice-Presidents, Treasurer, and other Members of the Committee of Management, and the Auditors for the ensuing year.

(The SECRETARY read the nominations.)

President.

His Grace the Duke of Northumberland, K.G.

Vice-Presidents.

His Grace the Archbishop of Canterbury, G.C.V.O.

His Grace the Duke of Leeds.

His Grace the Duke of Portland, K.G., G.C.V.O.

The Most Hon. the Marquis of Ailsa.

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

The Right Hon. the Earl of Rosebery, K.G., K.T.

The Right Hon. the Earl Waldegrave, P.C.

The Right Hon. the Earl of Plymouth, P.C., C.B.

The Right Hon. the Earl Brassey, G.C.B.

The Right Hon. the Lord Strathclyde, P.C., M.A., LL.D.

Sir Robert Uniacke Penrose Fitzgerald, Bart.

Sir Godfrey Baring, Bart, M.P.

Robert Birkbeck, Esq.

Eugene F. Noel, Esq.

Treasurer.

The Right Hon. the Earl of Harrowby.

Committee of Management.

The President.

The Vice-Presidents.

The Treasurer.

The Right Hon. the Earl Waldegrave, P.C.,
V.P., Chairman.

Sir Godfrey Baring, Bart., M.P., *V.P., Deputy-Chairman.*

The Right Hon. the Lord Airedale.

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

Frederick Cavendish Bentinck, Esq.

Admiral the Right Hon. the Lord Beresford,
G.C.B., G.C.V.O.

Capt. Charles J. P. Cave.

Kenneth M. Clarke, Esq.

Harold D. Clayton, Esq.

Major Sir Edward Feetham Coates, Bart.,
M.P.

The Hon. George Colville.

Sir William Corry, Bart.

Colonel William Elliot, C.B.

Henry R. Fergus, Esq.

John Bevill Fortescue, Esq.

Maj.-Gen. Sir Coleridge Grove, K.C.B.

The Right Hon. the Viscount Hambleden.

Harry Hargood, Esq.

Vice-Admiral Sir Colin Keppel, K.C.I.E.,
K.C.V.O., C.B., D.S.O.

Sir Horace Woodburn Kirby.

Brigadier-General Noel M. Lake, C.B.

Charles Livingston, Esq.

Commander Sir Harry Mainwaring, Bart.,
R.N.V.R.

Admiral of the Fleet Sir Gerard H. U. Noel,
G.C.B., K.C.M.G.

Capt. Robert Pitman, C.M.G., R.N.

Capt. George B. Preston.

Vice-Admiral Reginald Charles Prothero,
M.V.O., C.B.

Sir Boverton Redwood, Bart., F.R.S.

Engineer Rear-Admiral Charles Rudd.

The Right Hon. Walter Runciman, M.P.

Brigadier-General the Right Hon. John E.
Bernard Seely, D.S.O., M.P.

Rear-Admiral Hector B. Stewart.

The Right Hon. the Lord Sydenham, G.C.S.I.,
G.C.M.G., G.C.I.E., F.R.S.

The Admiral Commanding Coast Guard and
Reserves (Vice-Admiral The Hon. Sir
Somerset Arthur Gough-Calthorpe, K.C.B.,
C.V.O.).

The Deputy-Master of the Trinity House
(Captain Sir Herbert Acton Blake, K.C.V.O.).

The Hydrographer of the Admiralty (Rear-
Admiral John F. Parry, R.N.).

Alfred G. Topham, Esq.

Commander Francis Fitzpatrick Tower,
R.N.V.R.

Sir Philip Watts, K.C.B., F.R.S.

Commodore Sir Richard Henry Williams-
Bulkeley, Bart., R.N.R.

Auditors.

Messrs. Price, Waterhouse & Co.

The CHAIRMAN: These gentlemen have been
duly nominated and I declare them elected.

Before presenting the Gold Medal to

Coxswain Henry Blogg, of Cromer, I wish to refer to the presence of His Excellency the Swedish Minister, Count Wrangel, in this connection. We are very glad to have him with us. I understand that the Count desires to hand over to me a sum of money (£250) for the Coxswain and crew who saved the crew of the *Fernebo*.

COUNT WRANGEL: It is my very pleasing duty to hand over to your Royal Highness a cheque for £250, which the owners of the Swedish s.s. *Fernebo* wish to offer to the gallant crew of the Cromer Life-boat as a token of their gratitude for the rescue, under very difficult circumstances, of the Swedish ship *Fernebo*, which was lost off Cromer on the 9th January of this year. They also wish me to express their appreciation of the great courage and self-sacrifice displayed by the gallant Cromer Life-boatmen on that occasion. We Swedes, as a seafaring nation, are well aware of the enormous services rendered to the seafarers of all the world by your NATIONAL LIFE-BOAT INSTITUTION for nearly a century, and especially during the difficult times of our days, when so many new dangers, before unheard of, are every day and every hour and every minute threatening the sons of the sea. It is not only on behalf of the owners of the *Fernebo*, but of the whole Swedish nation, that I am glad to have this opportunity to convey a tribute of admiration and gratitude to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION for their magnificent work for the benefit of sailors of all nations.

The CHAIRMAN: The Institution has awarded a Gold Medal to the Coxswain and a Silver Medal to the second Coxswain. The service has a special interest, not only because of the magnificent courage and endurance shown by the crew, but because it is one of the many instances in which the soldiers have assisted in launching a Life-boat under very great difficulties. Hundreds of soldiers helped on this occasion, and also gave invaluable assistance in rescuing some of the men who were cast ashore. Private Stewart Holmes, of the Seaforth Highlanders, is awarded the Silver Medal for his efforts on this occasion. Unfortunately, the Institution has since learnt that another soldier, Private Sharpe, of the Army Service Corps, has developed paralysis as a result of his exposure in carrying on the same work of rescue. It is feared that there is little hope of his recovery. The Institution has granted him £100, and Mr. Carlbon, the Swedish Vice-Consul at Grimsby, has sent a donation of £25 for the same purpose, and has promised to obtain further assistance from Sweden. This is only one of the many instances in which the Life-boat has rescued the lives of neutrals, and the Norwegian Minister greatly regrets that he is prevented from being here to add his tribute to the services rendered to Norwegian vessels during the War.

The SECRETARY: The Gold Medal is awarded to Coxswain Henry Blogg, of Cromer, in recognition of the splendid services of the

Cromer Life-boat on the occasion of the wreck of the Swedish steamer *Fernebo* on the 9th January. This service was marked in a high degree by tenacity, physical endurance, unwavering courage and skilful seamanship. If any one of these qualities had been lacking, the crew of the wrecked vessel could not possibly have been saved. The *Fernebo* struck a mine during a terrific gale, and was blown in half. The Life-boat, which had only just returned from a service to the Greek vessel *Pyrin*, was promptly launched again. In spite of prodigious efforts it proved impossible to get beyond the breakers, and the boat was driven back to the shore. The rocket apparatus then made repeated efforts to reach the vessel, but in vain. Undaunted by their previous exertions, the crew launched once more, and after a fruitless attempt their dogged tenacity and endurance were finally crowned with success, and the whole of the crew of the *Fernebo*, 11 in number, were saved. The service was a gratifying example of the close and friendly co-operation which exists between the Naval and Military Forces and the Life-boat Service. Hundreds of soldiers assisted in the launch of the Life-boat, and many of them went into the breakers up to their waist and over in their efforts to rescue some of the crew who were cast ashore. Among the soldiers, Private Stewart Holmes distinguished himself, and was awarded the Silver Medal of the Institution. Coxswain Blogg's conduct throughout the four launches to the *Pyrin* and the *Fernebo* is a splendid example of the finest qualities which go to form the ideal Coxswain of a Life-boat crew, and there is no doubt that his leadership and dominating personality constituted the main-spring of action in this fine service.

(The CHAIRMAN then presented the Gold Medal to Coxswain Blogg.)

The SECRETARY: His Majesty the King of Norway has awarded a Silver Cup, bearing the inscription "For a Noble Deed," to John Bushell, of Blyth, in recognition of his conspicuous bravery and the fine conduct of his crew on the occasion of the wreck of the Norwegian barque *Auder* on the 28th February, 1916. The service was carried out in an E.S.E. gale and a very heavy sea. Five of the crew of the vessel were saved at the first launch. The Life-boat crew were too exhausted to make another attempt immediately, and bluejackets from H.M. Ships manned the Life-boat and made two gallant attempts to reach the vessel, but in vain. The Life-boatmen then decided to make a further attempt, and this proved successful, the remainder of the crew being saved. Coxswain Bushell was in charge of the Life-boat throughout.

(The CHAIRMAN then presented the Cup to Coxswain Bushell.)

The SECRETARY: The fine service performed by Coxswain John Holbrook, of Bembridge, resulted in 110 persons being saved. While the service was being performed a very heavy

sea was running, and the boat was constantly filled with water. After strenuous efforts the Life-boat got alongside, but whilst making a rope fast Coxswain Holbrook had his hand severely injured. In spite of this the work of rescue was proceeded with, and, in the course of four trips, the 110 persons were taken ashore in safety. During one of the trips the boat was driven on to the rocks and severely damaged, and when she put off on the fourth occasion she was in a water-logged condition.

(The CHAIRMAN then presented the medal to Coxswain John Holbrook.)

The SECRETARY: The Silver Medal is awarded to Coxswain James Cameron, of Peterhead, for the very fine service to a vessel belonging to our gallant Ally, Russia, which resulted in 60 persons being saved from the steamer *Kiev* on the 28th October, 1916. The service was carried out at night and proved extremely difficult and hazardous, demanding the exercise of the highest seamanship. All the rescued men had to be hauled through the water into the Life-boat. The service is a good instance of the value of Motor Life-boats, as the whole of the 60 persons were rescued by the Motor Life-boat in one trip.

(The CHAIRMAN then presented the medal to Coxswain James Cameron.)

The SECRETARY: His Royal Highness allows me to mention that the Committee have received a letter from the Russian Volunteer Fleet, from Petrograd, to this effect: "Dear Sirs,—The Board of the Russian Volunteer Fleet have commissioned me to tender you their most heartfelt thanks for services rendered by your Society's Life-boat in rescuing the officers and men of their s.s. *Kiev*, wrecked off Rattray Head last November. At the same time I have the pleasure to inform you that the Board have instructed their London Agents, Messrs. The Borneo Company, Limited, to remit you the sum of five hundred pounds in aid of your Society's funds."

Coxswain George Cromarty, Holy Island. This was another case of a service to a Norwegian vessel, the barque *Jolani*, which was completely wrecked in November last. The Life-boat had to be transported on her carriage over sands churned up by the waves, and for four miles all the crew had to wade through water 2½ feet deep. When the boat finally reached the wreck the rescue was carried out at midnight in the teeth of a hurricane, and the work was one of extraordinary difficulty. Finally, however, the whole of the crew, fourteen in number, were rescued, the Life-boat Crew being utterly exhausted by their efforts.

(The CHAIRMAN then presented the medal to Coxswain George Cromarty.)

The SECRETARY: Coxswain Robert Smith, Tynemouth. The Tynemouth Motor Boat, which already has a splendid record of service, notably in connexion with the rescue of the doctors, nurses, and crew of the hospital ship *Rohilla*, added to her laurels by a splendid service to the Norwegian mail steamer *Bess-*

heim, which was wrecked off Tynemouth in a fierce easterly gale on the 18th November. In the course of three trips the Life-boat rescued 118 persons from the *Bessheim*. About the same time the steamer *Muristan* ran ashore in Blyth Bay, and the Blyth Life-boat could not put out in the face of an on-shore gale. The Tynemouth Life-boat was therefore notified, and launched early next morning. When she reached the vicinity of the wreck nobody could be seen on board, and, in the state of the sea, it was impossible to get quite close to the ship. The Life-boat therefore put into Blyth. It having been ascertained that there were still survivors on board, the Life-boat put off again at daybreak the next morning and succeeded in saving the sixteen men who had been on the wreck over three days. Coxswain Robert Smith, who received the Gold Medal in connexion with the service to the *Rohilla*, received the Silver Second Service Clasp on this occasion.

(The CHAIRMAN then presented the medal to Coxswain Robert Smith.)

The SECRETARY: Coxswain William Adams, Deal; Coxswain William Stanton, Deal Reserve Boat; Coxswain William Cooper, Ramsgate; and Coxswain James Pay, Kingsdowne. The group of services performed by the Deal Life-boats, the Ramsgate and Kingsdowne Life-boats off the Goodwin Sands during the period of the 19th-21st November stand out as splendid achievements even among the wonderful records of Life-boat deeds in connexion with the dreaded Goodwin Sands. A gale of almost hurricane force was blowing on the 19th November, when the Italian steamer *Val Salice* was driven on to the Goodwins, and the North Deal Life-boat reached her about midnight in intense darkness and blinding rain-storms. With the utmost difficulty the whole of the crew were saved, the operation being assisted by a searchlight, which was thrown on the steamer by the guard-ship. Early on the morning of the 20th, the steamer *Sibiria*, of New York, was also driven on to the sands, and the Reserve Deal Life-boat, with Coxswain Stanton in charge, was launched with the utmost difficulty. When the wreck was reached it proved impossible to get alongside, in spite of repeated efforts, the Life-boat being nearly capsized three times; the fourth time she was thrown on her beam ends, the mast and sails being under water. Several of the crew were injured, and the Coxswain was obliged to cut the cable and make for Deal. Meanwhile the Ramsgate Life-boat, under Coxswain Cooper, was engaged in an equally fine but equally unsuccessful attempt to save the crew. The Life-boat was constantly filled with water, and several times nearly capsized, two of the crew being injured. The Life-boat was compelled to return to Ramsgate, but at 7 P.M., in response to an urgent message asking for help, she was launched again and reached the *Sibiria*, but found that the whole crew of fifty-two men had just been saved by the Kingsdowne Life-boat, which had launched earlier, and had succeeded, in spite of tre-

mendous difficulties, in getting to the vessel. It is noteworthy that these services, coupled with those at Tynemouth and Holy Island, resulted in the saving of no less than 230 lives in the course of about thirty-six hours.

(The CHAIRMAN then presented the medals.)

The SECRETARY: The Venerable Archdeacon J. R. H. Becher, M.A. The Silver Medal was awarded to Archdeacon Becher for the courage, perseverance and initiative which he showed in connexion with the wreck of the s.s. *Alondra*, which was wrecked on the Kedge Rock, off Baltimore, Co. Cork, on the 29th December last. Sixteen men of the crew of the *Alondra* were drowned as the result of leaving the ship in one of the ship's boats. As soon as information of the casualty reached the shore, Archdeacon Becher, who is the Honorary Secretary of the Institution's Baltimore Branch, called for volunteers to launch a boat, and in this he attempted to make a landing on the Kedge Rock; but this proved impossible, and the boat was recalled by a signal to Baltimore. Meanwhile, some of the crew from the wreck had managed to get on to the island, and when this was seen, the boat again put off from the shore, but failed to reach the wreck, and as the night was closing in all attempts at further rescue had to be abandoned until the next morning. At daylight, Archdeacon Becher and others again put off to the island, taking with them some of the gear of the rocket apparatus, and about the same time two of H.M. Trawlers came to the assistance of the shipwrecked men, and established communication with the shore. Eventually, thanks to the efforts of Archdeacon Becher and the two naval officers, twenty-three men were saved, some of these having to be lowered sheer down the face of the cliff, 150 feet. Apart from the excellent services rendered by Archdeacon Becher, this case is of very special interest to the Institution. A splendid Motor Life-boat is under construction for Baltimore, and should have been at her station in January, 1916. In all human probability not only the sixteen lives which were lost on this occasion, but a considerable number which have been lost this winter off Baltimore, would have been saved had it been possible to secure the completion of the engines for this Motor Life-boat. The Committee of Management feel that they are hardly divulging a secret in stating that the Baltimore Life-boat is being presented by a Society to commemorate the safe return of His Royal Highness the Duke of Connaught from Canada, and that the boat will bear his name.

(The CHAIRMAN then presented the Medal to Archdeacon Becher.)

The CHAIRMAN: I will now call on Admiral Lord Beresford.

ADMIRAL LORD BERESFORD: Your Royal Highness, my Lord Mayor, my Lords, Ladies and Gentlemen, I have the honour to move the first resolution:—"That this meeting, fully recognizing the important services of the Royal National Life-Boat Institution in its national work of Life-Saving, desires to record

its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries."

The all-engrossing thought in everybody's mind at this moment is the circumstances connected with the War. Our hearts are full of respect, admiration, and affection for the unsurpassed gallantry of the Navy, the Mercantile Marine, and the Army. We know that numbers have been laying down their lives from day to day, from week to week, for nearly three years. And remember this, that every one of those men have had to face the sea before they got to their work. The perils of the sea are enormously increased now, not only the treacherous action of the sea in all times, but the perils of the sea by means of mines, submarines, and airships. Why I make mention of these points is to bring to your notice that the Life-boat and the Life-boat's crew are always ready to face perils from the sea and from the enemy, and to do their best to save lives. Since the War men belonging to the Services to the number of 890 have been saved by the crews of Life-boats, and those are men essentially belonging to the Services who have been going out to fight for you and their country who have been wrecked by the enemy, apart from the 3,000 lives which have been saved of people not belonging to the Services.

While we think of the heroism of the Services, we must not forget the glorious records of the Life-boats and the splendid services of the Coxswains and Crews, to which His Royal Highness has already referred. They are the embodiment of the best National Service that could be rendered to the Nation. The Life-boat Service makes a history of itself—a history of the sea that is all its own.

I have spoken of the services they have rendered to the naval and military forces. They also render services to shipping, and they also render services to humanity. With regard to saving ships, which they have had a large share in doing since the War, you must remember the position we are in at this moment, and how useful they have been in that direction. When you lose a ship, I do not think it is quite brought home to the public what the loss of that ship means. It is not only losing the ship; you have to remember that that ship cannot be replaced for a year, and during that time, at the most conservative estimate, she would import three cargoes of food into this country. Therefore, you lose those three cargoes of food through losing that ship. On many occasions the Life-boat crews have come to the rescue and they have saved that ship, and therefore have saved those three cargoes, which are all important for you at this moment, because our near danger, the danger we shall have to face—do not make any mistake about that—is the shortage of food in this country. If we rely upon our people, the pluck of our people, and trust to their honour to begin to save now, we

shall face that danger like we have faced many others in the past.

Your Royal Highness remarked on the twenty-one splendid boatmen who lost their lives. Since the War three boats have been lost in their efforts to save lives and ships. But the curious thing is that with the brilliant record which I have given you, and which His Royal Highness has given you, I find that the receipts are less this year by £21,000 than they were last year. We must all see what we can do to make up that deficit.

I should like to refer to the crews. You must remember the position of the crews at this moment is particularly hard. All the younger men have gone off to sea; most of them have gone perhaps into one of the finest Services that we are using at this moment—certainly nothing can beat it—I refer to the mine-sweepers. Those men hardly ever leave port without being almost certain that their ship will probably be blown up. Many of them have been blown up, and many of them have seen their mates blown into the air in pieces. What is the first thing they do? Though they may have been blown up in three separate ships, those men come back and sign on next day. I do not think I exaggerate—the Secretary will correct me if I do—I think you will find the average age of your Life-boat crews at this moment is about fifty, right through the coast. I say it is a credit to those men at that age that they should go out and face the amazing difficulties which they have to do. Of all the Institutions we have in this country, I think that the record of Life-boat crews and Life-boat work is almost the brightest. It certainly possesses all the characteristics of our fighting race. They are always fighting the elements; they are fighting for human life; they are fighting Nature, and they are fit company for our brothers of the sea and our brothers of the shore—our soldiers and sailors, who are proud of them. The Coxswains and Crews of our Life-boats represent the finest characteristics of the British race. You have got your cards: look at the faces of the men that you see on those cards! Why, they are enough to inspire confidence. Look at the grit and pluck and the great British characteristics in all those faces! No wonder we are proud of our Life-boat crews. They are always ready, they are always prepared. At any moment they may be called away to risk their lives—of their own free will, remember—to go out to save life. Perhaps it is the finest Service in the British Isles. They are always mobilised, they are always ready for active service. And remember this also, that it is different to the other Services. Whenever they are called upon they have got to go out on difficult, dangerous duty. They have to face hurricanes, they have to go out to a ship on a lee-shore; they have to pull out in the blinding surf of the mountainous seas, and blizzards, snow and hail, and more often than not that is done at night, when the perils of the sea are 40,000 times greater than they are by day. They have to surmount what appear to be insurmountable difficulties, and only seamen

can really appreciate what those men do—that is why we in the Navy honour and respect and reverence our Life-boat crews.

The Life-boat cause is unique: there is nothing like it. And remember this—it is so constantly employed, its deeds are so often in the papers that people are apt to forget it and think it is a sort of common-place. More particularly is that the case now, in the amazing events which are occurring in the War. All those who travel by the waters, no matter of what nation or in what ship, steam or sail, know if they get into difficulty off the British coast the Life-boat's crew are ready to go out and help them.

Now, how is all this efficiency brought about? First of all by the indomitable gallantry, the pluck and the grit of the Coxswains and the Crews themselves, but it is no use having all that chivalrous work unless the administration is good, unless the local authorities look after the men, look after their boats and are always ready, unless the Honorary Secretaries, the Honorary Treasurers and the Ladies' Auxiliaries help like all women do help when they make up their minds to do it.

I am not quite sure that the shipping interest fully pays its quota to this Institution. We must remember it is an Institution which works essentially in the shipping interest, and I do not think they have come forward as they should to support the Institution. The Navy supports the Institution most generously, but that is only natural, because of the sympathy between the Life-Boat Institution and the Royal Navy.

I should like to say one word of the women. What we owe to the women in this War can never be repaid. They have laid themselves out, every class alike, to try and help the men. They have sent out their husbands, their brothers, their sons, and their lovers, and helped them to go out. When women take up anything there is nothing that can beat them; that is my experience. We ask the women to help us on the 1st of May to do what they can to get our funds into a more satisfactory position, and having asked them to do that, once they make up their minds to do it, they will do it, and I expect we shall have a very successful day on May the 1st.

I have the honour to move the first Resolution.

SIR ROBERT PENROSE FITZGERALD: In seconding the Resolution I shall not try to add one word to what the noble Lord who has just sat down has said to you. You heard what he said; if that will not rouse you to do your duty to the Life-Boat Institution, nothing will. Remember this: these men are the driving power at sea; you have got to find yours—the rowlocks and the stretchers; that is what drives the boat along, and she will not go without driving.

I second with pleasure the Resolution of thanks that we all feel to the ladies who do so much for the Life-Boat Institution—the Coxswains have been already thanked—and

to those local Secretaries who also have done so much to keep the boat afloat.

The Resolution was carried with acclamation.

The CHAIRMAN: I now call upon the Earl of Londesborough.

The EARL OF LONDESBOROUGH: Your Royal Highness, my Lord Mayor, ladies and gentlemen: The Resolution I have to propose is a purely formal one which has to be put to the meeting under the terms of the Charter. It is as follows: "That this Meeting do approve and ratify the sale to Mr. John Sinnott of the Life-boat House and Site at Cahore, County Wexford, which are no longer required for the purposes of the Institution."

We have all been asked to confine our remarks to as brief a period as possible, and therefore I will simply move that Resolution formally.

ARCHDEACON J. R. H. BECHER: Your Royal Highness, my Lord Mayor, my lords, ladies and gentlemen: I presume the reason I was asked to second this Resolution at all was because it has a Hibernian tinge about it, and it goes without saying—(for, like another man who followed the sea, my speech betrayeth me)—that I also am an Irishman. Englishmen have often found, and I am afraid they are finding it now, that Irish questions are strange, mysterious things, and when they interfere they frequently burn their fingers in attempting to handle them.

I suppose the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION thought that if there was going to be any trouble about this business they had better have an Irishman implicated in it. Well, there is not going to be any trouble, because this is a question of selling land, and not of buying it.

We have only got four minutes left, and I am not going to keep you much longer, but there are just one or two words I would like to say. The first is this: We have not got a Life-boat at the place that I come from because of the War, and we want one very badly there if we can have it. If you had seen as many dead bodies brought ashore as I have seen during the last two and a half dreadful years—if any of you had seen as many living men, thank God, coming ashore too in half sinking boats from torpedoed ships, I think you would come to the conclusion that we wanted a Life-boat badly in my part of the world.

There is just one other thing, and I have done. I am not a financier, we are not much used to money in Ireland. But you are a great many thousands of pounds short—at least, it seems to us in Ireland that you are an awful lot of money short this year. But, anyhow, remember it rests with the public to raise that money, and if it is raised, I am perfectly certain, from my experience of the Institution, that they will spend that money well, and I think I can answer for the crews of the Life-boats that they will attempt every time and will succeed all through in rescuing life when it is possible, and they will attempt it even when it is impossible, every time.

I have much pleasure in seconding the Resolution.

The Resolution was carried with acclamation.

THE LORD MAYOR: My Lords, ladies and gentlemen, I have the honour and pleasure to propose a Resolution which I know will be received with acclamation; it is: "That the best thanks of this Meeting be given to His Royal Highness the Duke of Connaught, K.G., for presiding over this the Ninety-third Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION."

This Institution is to be congratulated in having secured a national asset in the person of His Royal Highness to preside to-day. You know, in addition to his being a great and distinguished soldier, whose career has been before the public so long, and which we all respect and admire, in addition to that, he is now the President of the Royal Trinity House. The Royal Trinity House is an Institution 400 years old, and performs similar work to that which the ROYAL NATIONAL LIFE-BOAT INSTITUTION performs, in this way, that it provides lighthouses and beacons all over the rivers and seas of the Empire, and great experience and benefit has been derived from the work that has been done by the Trinity House.

Great work also has been done, as you know, by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and I agree with Lord Beresford when he said the shipping trade has not sufficiently recognised it. We in the City of London talk of our love for the sea and for our brave sailors, and for those who risk their lives for the benefit of their fellow-creatures, and I think that they should subscribe more liberally than they do at present to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. I hope my words, as Lord Mayor of London, will be carried to those gentlemen in the shipping industry.

In conjunction with my brother Mayors, we of the City of London are going to do all we can on the 1st of May, which is National Life-boat Day. It is very pleasant to me to note that that happens to be the birthday of His Royal Highness the Duke of Connaught, who, to show his appreciation for the work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, has handed us a cheque for £50.

Now if you appreciate, as I know you do, the occupancy of the Chair on this occasion by His Royal Highness, if you allow those gallant men to give up their lives for the benefit of humanity, if you have any appreciation for them, as I believe you have, then turn all your energy to the 1st of May and make it an unqualified success. That is the wish that I am sure will dominate all present here to-day.

I am sure the vote of thanks, which will be

seconded by the Earl Waldegrave, will receive your hearty support.

THE EARL WALDEGRAVE: My Lord Mayor, my Lords, ladies and gentlemen, I have great pleasure in seconding the vote of thanks to His Royal Highness. I fully appreciate, as I am sure you all do, the great honour His Royal Highness has done us by sparing the time among his many duties to come here and preside over this Meeting to-day. I am sure none present appreciate it more heartily than do those gallant men we are so glad to see here to-day, who have received their medals from his hands, which I am sure must have greatly enhanced their pleasure in receiving them. I may say it is only another proof of the great interest which the Royal Family have always displayed in the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Queen Victoria and King Edward were always most deeply interested in this work, and his present Most Gracious Majesty has followed in their footsteps. King Edward and King George, when Prince of Wales, were Presidents of the Institution, and I sincerely hope that after the War we may be honoured by having the present Prince of Wales, who is now so gallantly serving his country, as our President.

His Royal Highness has handed me this telegram, which I should like to read to you: "To His Royal Highness the Duke of Connaught. With best wishes for a successful meeting, I am contributing £20 to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.—Lister Brotherton." I will ask the Secretary to send a most cordial letter of thanks in answer to that.

I have much pleasure in seconding the Resolution.

The Resolution was carried with acclamation.

THE CHAIRMAN: My Lord Mayor and Lord Waldegrave, I thank you for the Resolution you have just proposed, and I thank you, ladies and gentlemen, for carrying it. I would wish particularly to thank the Lord Mayor of the City of London for having placed this hall at our disposal on this occasion, thus showing the great interest he, as chief magistrate of the City, takes in the great work being done by the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

May I, as Master of the Trinity House, assure him how very much I, and the Deputy-Master sitting behind me, appreciate the kind reference he made to the very heavy duties which have fallen upon the Trinity House during this great War. We have always been very proud of the position we hold, not only in the country, but in the City of London, and we very much appreciate the Lord Mayor's graceful allusion to the work we are doing at the present moment.

The Lowestoft Life-boat.

By Commander BASIL HALL, R.N.

LOWESTOFT, the most easterly point of these Islands, and consequently the nearest to the coast of our enemy, has had since the outbreak of the War more services to its credit than any other Life-boat Station in the United Kingdom, the boat having been launched no less than 26 times to vessels in distress, resulting in the saving of 117 lives. The following is a full list of these launches :—

		Lives Saved.
1914		
Oct. 15th . .	Belgian Fishing-boats O 52 and O 136	35
„ 21st . .	Trawler <i>Emmanuel</i> , of Lowestoft. Assisted to save vessel and	5
Nov. 11th . .	S.S. <i>Olga</i> , of Esbjerg. No service.	
„ 22nd . .	H.M. Mine-sweeper <i>Spider</i>	13
„ 22nd . .	H.M. Mine-sweeper <i>Condor</i>	9
„ 26th . .	S.S. <i>F. Stobart</i> , of Sun- derland. Stood by vessel.	
Dec. 11th . .	Naval Cutter. No service.	
„ 14th . .	Trawler <i>Boy Claude</i> , of Lowestoft	4
„ 31st . .	H.M. Mine-sweeper <i>Jay</i> . No service.	
1915.		
Feb. 2nd . .	Barge <i>Sirdar</i> , of Grays.	2
March 15th . .	S.S. <i>San Ricardo</i> , of London. No service.	
April 18th-20th	S.S. <i>Glen Park</i> , of Greenock. Assisted to save vessel.	
May 27th . .	H.M. Mine-sweeper <i>Canton</i> . Assisted to save vessel.	
Aug. 13th-14th	S.S. <i>Sverige</i> , of Gelfe	3
Oct. 27th, 28th, 29th.	S.S. <i>Gardépée</i> , of Cardiff. Assisted to save vessel and	22
Nov. 2nd . .	Motor Launch <i>Meg</i> , of Lowestoft. No service.	
„ 8th-10th.	S.S. <i>Loch Lomond</i> , of Dundee. Assisted to save vessel.	
„ 13th . .	H.M. Sloop <i>Mientje</i> . No service.	
„ 29th, 30th, Dec. 1st.	S.S. <i>Framfield</i> , of London. Assisted to save vessel and	24
Dec. 26th . .	S.S. <i>Wharfdale</i> , of Sun- derland. No service.	
1916.		
Feb. 23rd . .	Brigantine <i>Carmenta</i> . No service.	
March 29th . .	H.M. ——— Assisted to save vessel.	
„	H.M. ——— No service.	
July 10th . .	S.S. <i>Kara</i> , of London. Landed 21.	
Nov. 18th . .	H.M. ——— No service.	

How many of these may be considered "War Services," that is to say, as due directly to the incidence of the War,

it is not altogether possible to say, for when coasts are unlighted, landmarks removed, and channels altered, the mine and torpedo are not the only dangers which the mariner has to fear.

A full account of all these launches would obviously outrun the space at disposal, but one or two deserve more than a passing mention. The first of such was the direct result of "the tremulous misery of the rush for refuge," as a recent writer has called it, which followed on the siege and fall of Antwerp. Escaping by every possible means, many of the unfortunate people overflowed into the shipping off Ostend, and a large number packed on board the fleet of fishing-boats which makes this port their headquarters. Heading straight for the English coast the great majority of these frail craft succeeded in reaching Lowestoft in safety, but two stranded on the dangerous Newcome Sands lying off this port. Imagine the feeling of these poor refugees, torn at a moment's notice from their homes, with the horror of the German invasion and all which it connotes to a Belgian fresh in their minds, faced with this new terror of death by drowning within very view of the haven where they would be. What a welcome sight must the Life-boat have been to them!

It was not much more than a month afterwards, a month during which the Life-boat was not altogether idle, that a service was performed which is one of the finest recorded in the long and gallant history of the Lowestoft Station.

At 2.30 A.M. on the 22nd November, 1914, the Coastguard reported that a steamer had grounded on the beach and was making signals of distress. The Coxswain, John Swan, therefore assembled his crew and launched the Life-boat *Kentwell*. On nearing the vessel, which was H.M.S. *Spider*, engaged in mine-sweeping operations, the boat was veered down to her and the crew of thirteen hands were rescued.

Heavy seas were breaking over the vessel, and it was necessary for the Life-boat to go into broken water to take the men off. At the time of

the rescue a strong easterly wind was blowing. Later in the day the Life-boat was again called out, as a steamer was again seen to strike the Newcome Sands. When she reached the sands she found the steam trawler *Condor*, of Grimsby, aground. This vessel also had been engaged in mine-sweeping operations. The crew of nine hands had taken refuge in the rigging and, owing to the tremendous seas which were breaking over the vessel, the work of rescue was rendered hazardous. The boat was veered down, but was obliged to haul away again after each man from the vessel's rigging dropped into the Life-boat, the operation being repeated until the whole nine men had been saved. Owing to the position of the trawler the Life-boat was constantly swept by heavy seas, and swung to windward of the vessel, with the result that she struck the wreck five times and was damaged, but fortunately not seriously. This service was a very arduous and meritorious one, and the splendid seamanship displayed by Coxswain Swan in the management of his boat elicited the

greatest praise from the thousands of spectators who lined the beach, and especially from the seamen among them. One of these, the Senior Naval Officer of the Base, heartily congratulated the Coxswain, and subsequently wrote a letter to the Institution, from which the following is an extract:—

"I have very much pleasure in telling you that I consider the work done by the Lowestoft Life-boat on the 22nd inst., whilst saving the crew of the *Condor*, was a very fine piece of work. There was a very nasty sea running, and the Coxswain got his boat as close to the wreck as possible with the greatest skill, and had he been ten minutes later, I have no doubt that practically all the crew would have been drowned, as the vessel turned practically over immediately after the crew had been taken off. I watched the whole operations through a powerful glass only about half a mile away (as we all did). I

sent for the Coxswain of the Life-boat afterwards, and congratulated him on his fine work, and I certainly think the case well-deserving of a medal.

"In addition to this service, the Life-boat also saved the crew of the *Spider* in the early morning of the same day, but this was not attended with anything like the same risk as in the case of the *Condor*.

"I have always been an admirer of the Life-boat service, and am now doubly so."

In recognition of the gallantry displayed on this occasion, the Committee of Management bestowed the Silver Medal on Coxswain Swan, and granted to each member of the crew an additional pecuniary award.

Passing over nearly a year, in which the Lowestoft Life-boat was by no means entirely inactive, we come to three remarkable cases, in all of which the Life-boat made four separate and distinct trips to the vessel in distress. These are the *Gardépée*, the *Loch Lomond*, and the *Framfield*. In all three cases the efforts of the Life-boatmen resulted in the saving of the vessels themselves, as well as their crews, which, though altogether subsidiary "to the preservation of life from shipwreck," for which the Insti-



JOHN SWAN,
Coxswain of the Lowestoft Life-boat.

stitution is granted its Royal Charter, is undeniably a welcome service to the State at the present juncture. The last-mentioned of these is notable as the first recorded occasion on which a Life-boat service was performed in the rays of a powerful electric searchlight, an adjunct which did much to enable the crew on a pitch dark night, thick with rain and in a very heavy sea, to lay their boat near enough to the vessel to rescue the crew of 24 and bring them safely into harbour. Such a use of electric searchlight has since then been successfully repeated in the case of the splendid service of the Cromer Life-boat to the s.s. *Fernebo* on the 9th-10th Jan. last, a full account of which is given in the February Journal.

Wexford Station.

THE COXSWAIN has received the following letter from one of the men rescued from the wreck of the *William and Michael*:—

SKULMARTIN LT. SHIP,
BALLYWALTER, CO. DOWN.
19th July '17.

DEAR MR. WICKHAM & CREW,

I take the pleasure of writing you those few lines hoping they will find you all in the best of good health.

Mr. Wickham I cannot thank you and your crew too much for the risk you run in saving me and the two Furlongs life from being drowned on Wexford dogger bank on the evening of the 28th June '17.

Mr. Wickham although we seen you coming to our assistance we had not the least opinion of you taking us off the wreck as the sea was so rough on the bank. I am almost sure that only for you coming so quickly to our assist-

ance we would have been drowned in twenty minutes after you taking us off as our boat was almost full of water and beginning to go to pieces. I have been in small boats and vessels since I was 14 year old, and I understand a little about small boats, but I could not believe a small boat could be handled like you handled her that evening.

I had given up all hope of being saved. Mr. Wickham I am almost very sorry that I am not in a position that I could compensate you and your crew, but should I ever be, I shall never forget you, as there is no money could compensate you in the risk you run in saving life.

Trusting your Life-Boat Institution will be so kind, and take your case into consideration, I will bring this to a close, wishing to be remembered to your crew,

I remain,

Forever yours sincerely,

(Signed) G. WILLIAMS.

Three Good Life-boat Services.

Eyemouth.—Shortly before noon on the 6th March, when a whole S.S.E. gale was blowing, the Coastguard reported that a vessel was in distress off St. Abbs Head, and in urgent need of assistance. The Eyemouth Life-boat *Anne Frances* was promptly manned, and the boat proceeded in a very heavy sea towards the vessel indicated. She proved to be the schooner *Livlig*, of Norway, carrying a cargo of pit props, and eventually she became a total wreck.

After an hour's hard work the Life-boatmen succeeded in getting alongside. The vessel was on her beam ends, and the crew of seven hands were taking refuge in the rigging, but as the Life-boat approached her she fortunately righted. Even so considerable difficulty was experienced in rescuing the men on board, who were somewhat exhausted. Seven men, including the captain, were saved, but one man was washed overboard and drowned before the arrival of the Life-boat.

Owing to the direction and force of the wind Coxswain Miller knew it would be impossible to get back to Eyemouth. He therefore decided to take the shipwrecked men to the Firth of Forth. This journey was a perilous one, and both the Life-boatmen and the crew they had rescued had a very

trying experience. Time after time the Life-boat was swept from end to end by heavy seas, and when the boat, after many hours at sea, reached Granton, the men were numbed and exhausted from cold and exposure. When they landed the Naval Authorities took charge of the Life-boat and attended to the men's immediate necessities. They then proceeded to Leith, where they spent the night, and next day returned to Eyemouth by train. When the weather moderated they once more returned to Granton, and took the boat back to her station. In this case the boat was handled with considerable skill by the Coxswain, and a very good service was performed in unusually bad weather, and the Committee decided to mark their appreciation of the good work by bestowing the Bronze Medal of the Institution upon the Coxswain, William Miller, and by giving him and each of the other members of the crew an additional monetary reward.

Hythe.—The ketch *Mazeppa*, of Harwich, a small vessel of seventy-two tons, came to anchor in Hythe Bay about midnight on the 1-2nd April. At about 2.30 A.M. the vessel dragged her anchors and drifted towards the shore,

and the master, realising the danger, made signals of distress. In response the Life-boat *Mayer de Rothschild* was launched. The vessel had been kept under observation, as it was feared that she would come to grief in the prevailing gale, and directly the signals of distress were made the boat proceeded to her assistance. It was, however, only with considerable difficulty that the boat reached the ketch. Endeavours were made to save the crew of two hands by throwing ropes on board, and one man who jumped into the sea with the rope attached was successfully hauled into the Life-boat. Before the other man could be taken off the Life-boat had to stand clear of the wreck as the dangerous seas made it impossible to remain near her. The Life-boat veered down to the ketch a second time, and this time the other man aboard was also saved, by being dragged through the sea into safety. As soon as the man had been picked up, the Life-boat's cable was cut, in order to get her clear of the wreck, and she then returned ashore. This service was admirably carried out in very rough weather, and the Committee of Management awarded the Bronze Medal to Coxswain Dearman, and gave him and each of the other members of the crew an additional reward. They also gave the Bronze Medal to Wright Griggs, an ex-Second Coxswain, who volunteered to go out on this occasion and act as Second Coxswain, the regular man having refused to put to sea.

Peterhead.—At 2 o'clock in the morning of the 2nd April Coxswain Cameron received a telephone message from the Coastguards stating that some vessels were firing rockets and burning flares in South Bay for assistance as they were in distress. A strong E.S.E. gale was blowing with a very heavy sea, and the weather was very cold with snow showers. The Coxswain proceeded to the Life-boat house, and, on arrival, found that there were sufficient men there to man the boat. She was launched, and by this time it had been discovered that two large

steamers were ashore in the bay. The boat was manoeuvred until she was in a suitable position to anchor, and was veered down to one of the stranded vessels. Just as she was about to effect communication by means of a rope the engine suddenly stopped owing to water having got into the motor compartment. The boat was shipping tremendous seas at the time, and it was quite impossible to open the hatches as the boat was being filled time after time. She commenced to bump on the rocks, and it became necessary to hoist her masts and sails in order to prevent her being wrecked. By this means she was got clear of the heavy breaking seas, and it was decided to return to harbour under sail in order to put the engine in working order. This was done, and the boat returned once more to the distressed vessels. This was accomplished without any mishap, and the whole of the crew of one of the vessels, twenty-one in number, were landed in safety. The Life-boat then returned to the second vessel, but only five men elected to be landed, the others refusing to leave their vessel.

Next day it was reported by telephone that the remainder of the crew, who were still on board the second vessel, were in danger, and the Life-boat was dispatched to save them. The boat was worked down under the lee of the vessel and took off the men, fifteen in number. She then proceeded ashore through very heavy seas, which continually broke on board. While the Life-boat was being launched on the first occasion she shipped a very heavy sea, and two of the crew were so badly hurt that it was necessary for them to have medical attention. Both the vessels from which the crews were saved were in the Government Service, and were bound at the time to Cromarty Firth with a cargo of coal. In recognition of the skill displayed upon this occasion by the Coxswain and the crew of the Life-boat the Committee of Management awarded the Bronze Medal to Coxswain Cameron, and granted him and each of the crew an additional monetary reward.

Selsey Station.

AFTER forty years' service in the Life-boat, during twenty of which he was Coxswain, Mr. Thos. Sparshott has retired with the Institution's pension. On 25th July a meeting was held in the Selsey Life-boat House, at which the retiring Coxswain was presented with the parchment "Certificate of Services," the presentation being made on behalf of the Institution by Mr. K. Foote,

Acting Deputy Chief Inspector, who referred to the fact that Mr. Sparshott had been out to 24 wrecks and had assisted at the saving of 110 lives. After the presentation, the Rev. K. H. MacDermott, Hon. Sec. Selsey Life-boat, handed to Mr. Sparshott a cheque for over £9, which had been subscribed locally as a slight recognition of his attention to his duties for so long a period.

The Southwold Life-boats, 1840-1916

(Continued from page 167).

By ERNEST R. COOPER, Hon. Secretary.

ANOTHER distressing wreck occurred just to the north of the town, on Sunday morning, the 13th January, 1895, when, after a heavy S.E. by S. gale all night with snow squalls, the brig *James and Eleanor*, of Shields, was seen at daybreak aground on the shoal, with a fearful sea breaking over her. The *Alfred Corry* was launched at 7.30 A.M. and reached the wreck in half-an-hour, finding the crew in the fore rigging. The anchor was let go, and as the boat was veering down the ship's foremast went overboard, carrying the crew with it. One man was rescued, and the cable was then slipped, and the boat sailed into the raffle and rescued another man; one of the crew had hold of a third man but could not break his hold, and while trying to get him the grapnel gave way and the Life-boat was driven broadside on to the beach. Two other men were rescued from the shore, but the captain and two others were dead when they were washed ashore. So heavy was the sea that by nine o'clock that morning the brig was all to matchwood and her planking was washing along in front of the town.

On the 31st March, 1898, John Cragie, on his retirement, was presented with the Institution's Third Service Clasp and a Certificate of Service awarded for his long and faithful service of fifty years, in which period he had been twenty-one years Second Coxswain and nineteen years First Coxswain, entitling him to a pension of £12 per annum. Cragie died in November, 1903.

The brigantine *Economy*, of Harwich, was seen trying to beat out of the bay at daybreak on the 28th December, 1899. There being a strong gale at S.E. by S., she tacked off Dunwich, and was going off to sea well when, about eleven o'clock, her fore-topmast carried away and she began to drive rapidly to leeward. The *Alfred Corry* was quickly launched, and getting a rope ahead endeavoured to save the vessel, but the rope broke, and as she seemed doomed to go ashore the Coxswain, took the crew of four off with great difficulty, and the *Economy*, going ashore at Covehithe Ness, became a total wreck in a very short time.

In 1897 the second *Quiver* was condemned, and a new boat was built at Lowestoft by Reynolds, in accordance with the views of the men, out of funds provided by the will of Mr. J. B. Barkworth, the brother of a former member of the Southwold Committee. This boat is of the Norfolk and Suffolk type, 32 ft. long and 9 ft. beam, and was exhibited by the Institution at the Jubilee Exhibition in London in 1897. She was christened *Rescue* on the 7th September, 1897, and performed her first service on the 9th June, 1904, when she was launched about 11 P.M., and rescued the crew of three in the local punt *Rapid*, being unable to find the little boat, however, until 2.30 next morning.

In 1900 Mr. John Sinclair, who had been Secretary for twenty-five years, resigned office owing to increasing age, and

was presented with a Resolution of Thanks from the Institution, specially signed by H.R.H. the Prince of Wales, as President.

In 1903 the Dunwich Station was closed and the boat removed, there not being sufficient men at Dunwich to work her, and Southwold is now the Southwold and Dunwich Branch. The Thorpe Boat had been removed some years earlier, so that Aldeburgh is now the nearest station to Southwold on the south.

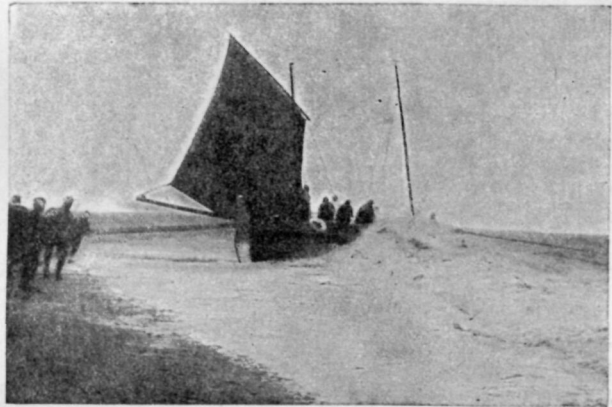
In 1904 the sea attacked the Life-boat houses, the front of the houses were undermined, and the *Alfred Corry* had to be taken out. The Institution closed-piled the front at a cost of £160, and this, with the extension of the piers in 1907, saved the houses from a similar fate to that of the Old House under North Cliff.

At daylight on the 27th November, 1905, the Coastguard reported something ashore at Covehithe, and as soon as it was light enough the masts of a sunken vessel could be seen with a glass. The *Alfred Corry* was launched at 7.30 A.M., the wind then being W.S.W.,

a moderate gale and sea after a heavy gale at S.S.W. most of the night. The wreck was reached at 8 A.M., when it was seen to be a smack completely sunk, with the crew hanging on to the fore-mast-head in the greatest peril, as the vessel rolled from side to side in the swell. The cries of these poor fellows as the Life-boat approached were most piteous, and not an instant was lost in laying the boat alongside the mast, whence the men dropped into her without difficulty. They turned out to be four men of the French trawler, *Joseph et Yvonne*, of Dunquerque, which had struck on the Barnard about four o'clock in the morning and sunk in deep water inside the sand. Some of the men were only partly dressed, as they turned out when she struck and had suffered much

from exposure in their desperate position. The Covehithe Rocket Brigade had got a line fast and had saved a boy, when the Apparatus got foul and they could not work it again. In 1908 the French Government awarded Silver Medals and Diplomas to the two Coxswains and the Secretary, and Bronze Medals and Diplomas to the rest of the crew in respect of this service. These awards were presented at a public meeting held on the 29th October, 1908.

In 1906, the Institution sent down an experimental set of Life-belts made of kapok, a substance like cotton, which comes from the Malay Peninsula, and is obtained from the seed pods of the *Eriodendron Anfractuosum*; it is



LAUNCHING THE "ALFRED CORRY."

more buoyant than cork, and the belts are warmer and much more comfortable than the old style.

On Sunday evening, the 8th March, 1908, a ketch, mistaking the new Harbour Works for Lowestoft, got on the Hayle Sand, nearly opposite the Life-boat houses, and immediately put out a flare, although the weather was not bad. The *Rescue* was launched in charge of the Second Coxswain, Charles Jarvis, the Coxswain, Sam May, being at home ill; the vessel was got off and taken to Lowestoft by Life-boatmen, the Life-boat returning ashore.

The first service from the new harbour occurred on the 8th December, 1908, when the spritsail barge *Maria*, of Rochester, while running into the harbour in a moderate S.S.W. gale, got into

difficulties, and let go her anchor in between the pier heads; the ebb tide drove her out again and into broken water behind the North Pier head, where the anchor held, but the sea was breaking over her. The *Alfred Corry* was launched about 4 P.M. and, sailing out, took off the two men in a very few minutes, returning at once into the harbour.

On the 28th October, 1909, the *Alfred Corry* was launched at 7.45 A.M. for a steamer showing urgent signals, with a moderate gale at E.N.E.; she proved to be the s.s. *Hermina*, of Rotterdam, bound to Dieppe with coal, and, her steering gear having collapsed, the captain engaged the Life-boat to assist him to Harwich.

On the 24th January, 1910, the *Alfred Corry* was launched about 3 A.M. to the assistance of the smack *Integrity*, of Lowestoft, ashore near Covehithe in

moderate weather. The Life-boat carried out two anchors, and when a tug arrived assisted to get her off and into Lowestoft about 9 o'clock in the morning.

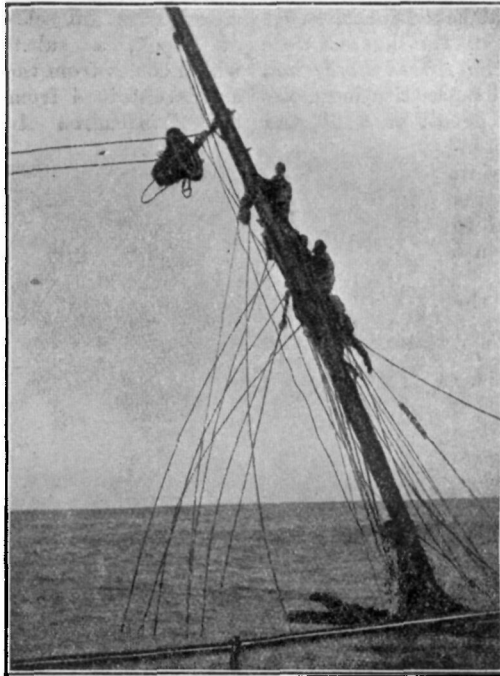
An instance of the affection and strong sense of duty which attaches to the Life-boat Service in Southwold was displayed in the case of a veteran of over seventy who, while on his death-bed, conceived the idea that the Life-boat was going off; he at once got up and demanded his clothes, so that he could go to help launch the boat, and

was only persuaded to return to bed when assured by some of his people that the weather had come so thick with snow they had given it up; a few hours later he passed away, and his Life-boat service was finished for good.

The winter of 1911-12 was a record one for the Southwold Life-boats, they being off six times on service, saving three crews, one vessel and a boat.

The first service was on the 4th October, 1911, about 7 P.M., when the *Alfred Corry* went out and saved a fisherman and a visitor from Kessingland who had been after herring in a small boat and were almost exhausted, there being a fresh breeze with squalls and a rough sea.

The next effective service occurred on the 22nd December, 1911, when several barges ran into the harbour for shelter from a rising S. gale, and after dark flares were seen opposite the harbour from a vessel in diffi-



THE CREW OF "JOSEPH ET YVONNE."

Taken from the Life-boat.

culties or wanting a pilot. It being much too bad for any boat to get out, it was decided to launch the Life-boat, which was accordingly done at 7 P.M. The wind and rain being then very bad and dead into the harbour, the Life-boat had to be tracked down to the pier head and just succeeded in getting clear of the South Pier. She found the vessel to be the barge *Beryl*, of Faversham, anxious to get into Southwold for shelter.

(To be continued.)

Summary of the Meetings of the Committee of Management.

Friday, 12th January, 1917.

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, Wreck and Reward and Organization 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.—Whitehaven.

Eastern District.—Cambois, Blyth, Whitburn, Sunderland, Seaham, Hartlepool Nos. 1, 2, and 3, Seaton Carew, Teesmouth, Redcar, Saltburn, Staithes, Hasborough, Palling Nos. 1 and 2, Winterton Nos. 1 and 2, Lowestoft, Pakefield, Kessingland Nos. 1 and 2, and Southwold Nos. 1 and 2.

Southern District.—Harwich, Clacton-on-Sea, New Romney, Dungeness Nos. 1 and 2, and Hope Cove.

Western District.—Barry Dock, Aberystwith, Aberdovey, Barmouth, Criccieth, Pwllheli, Abersoch, and Porthdinllaen.

Reported that the States of Guernsey had taken over the management of the St. Peter Port Life-boat 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.
HER MAJESTY THE QUEEN (new donation)	5	-	-
Civil Service Life-boat Fund (per W. FORTESCUE BARRATT, Esq.)			
Repayment of Rewards to Crews of Civil Service Boats during part of 1916	£356	8	6
Maintenance of Civil Service Boats	606	6	11
	962	15	5
Oldham Life-boat Fund (per Messrs. COWPER and DEAN) towards cost of maintenance of Oldham Life-boat stationed at Abersoch	£100	-	-
Special donation	50	-	-
	150	-	-
Covent Garden Life-boat Fund (per BERT. J. MONRO, Esq.) towards cost of maintenance of Covent Garden Life-boat stationed at Caister	54	15	1
Men of the Royal Naval Depot, Crystal Palace (per Commodore Sir R. H. WILLIAMS-BULKELEY, Bt., R.N.R.)	50	-	-
Major S. TIMMINS (new donation)	50	-	-

—To be severally thanked.

Paid £7,368 10s. 1d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £173 2s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Kilmore	S.S. <i>Lennox</i> , of Leith	45
Boulmer	S.S. <i>Gustaf Adolf</i> , of Gothenburg. Stood by vessel.	
Cullercoats	A vessel	18
Cromer	Fishing-lugger <i>Chieftain</i>	3
Cloughy	S.S. <i>Benshaw</i> , of Cardiff. Landed 20.	
Spurn	S.S. <i>Laxton</i> , of Goole. Landed 7.	
Whitburn	Fishing-coble <i>Elba</i> , of Whitburn. Remained in attendance.	

Whitburn Life-boat rendered assistance to s.s. *Vale*, of Norway; Whitby No. 2 Life-boat stood by s.s. *Hedworth*, of Sunderland; and North Deal Life-boat stood by s.s. *Kingswood*, of Middlesbrough.

Also voted £626 14s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Blackrock, Blyth, Buckie, Cromer, Dunbar, Eastbourne No. 2, Gorleston No. 1, Groomsport, Hastings, Hayling Island, Hilbre Island, Hope Cove, Hoylake, Hunstanton, Kingsdowne, Lowestoft, Montrose No. 1, New Brighton (steam), North Deal, North Sunderland, Padstow (tug), Pakefield, Palling No. 1, Palling No. 2, Port Logan, Rosslare Harbour, St. Helier, Sunderland, Totland Bay (steam), Wells, Whitby No. 2, and Winterton.

Reported that the French Republic had awarded the crew of the Donaghadee Life-boat Silver Medals and Diplomas, in recognition of their services in saving the crew of the ketch *Cyrano*, of Brest, on the 12th November, 1915.

Voted the Silver Second Service Clasp of the Institution to the Coxswain of the North Deal Life-boat, in recognition of the rescue of the crew of the s.s. *Val Salice*, which was wrecked on the Goodwin Sands on the 19th November, 1916.

Also voted the Silver Medal to the Second Coxswain of the Ramsgate Life-boat in recognition of his strenuous efforts to rescue the crew of the s.s. *Sibiria*, of New York, which was wrecked on the Goodwin Sands on the 20th November, 1916.

Voted the Thanks of the Institution, inscribed on Vellum, to the Coxswain and to three other members of the crew, of the Kilmore Life-boat, together with an additional monetary reward to them and to each of the crew, for their services in rescuing the crew of the s.s. *Lennox*, of Leith, on the 1st January, 1917.

Also sent a Letter of Thanks to the Coast-guard officer for the great assistance he rendered on this occasion.

Voted £15 13s. to defray the funeral expenses of some of the men who lost their lives in the Salcombe Life-boat disaster on the 27th October, 1916.

Granted £70 18s. to men injured in the Life-boat service at Kingsdowne, Kingstown, Lowestoft, North Deal, Ramsgate, and St. Anne's.

Voted £2 to four men for putting off in a boat and saving the crew of six hands of a small boat off Scarborough, on the 28th December, 1916.

Awarded the Silver Medal to the Venerable Archdeacon JOHN H. R. BECHER, Honorary Secretary of the Baltimore Branch, in recognition of his services in assisting to save part of the crew of the s.s. *Alondra*, off Baltimore, on the 29th December, 1916.

Also awarded the Silver Medal to two Naval Officers for their conduct on this occasion, and awarded an Aneroid Barometer to a fisherman and £47 to forty other men who participated in the rescue.

Voted the Silver Medal of the Institution to JOHN DALY, TIM DALY, MICHAEL CADOGAN, and TIM CADOGAN, together with a monetary reward to each of them, for their services in saving, at great personal risk, part of the crew of the s.s. *Nestorian*, which was wrecked at Cape Clear Island on the 2nd January, 1917.

Also presented a Binocular Glass to C. CADOGAN, and presented him and two other men with pecuniary rewards.

A Special Letter of Thanks was sent to the Venerable Archdeacon BECHER for his assistance on the same occasion.

Friday, 9th February, 1917.

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:—

Eastern District.—Cullercoats, Tynemouth, Uppang, Robin Hood's Bay, Bridlington, Wells, Blakeney, Cromer, Winterton Nos. 1 and 2, and Caister Nos. 1 and 2.

Southern District.—Brighton.

Western District.—Ilfracombe, Lynmouth, Minehead, Watchet, Burnham, Weston-super-Mare, The Mumbles, Ferryside, Tenby, Angle, Little Haven, St. David's, Fishguard, Cardigan and New Quay (Card.).

Mr. J. H. BURTON, Chairman of the Anglesey Branch, also inspected the Bull Bay Station.

Decided that the Life-boat stationed at Brixham should in future be known as the "Brixham and Paignton Life-boat," and the Boat at Poole as the "Poole and Bourne-mouth" Life-boat.

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 contribution since the previous meeting:—

	£.	s.	d.
HIS MAJESTY THE KING (sub- scription)	21	-	-
General Steam Navigation Co., Ltd. (donation)	105	-	-

—To be severally thanked.

Paid £6,347 17s. 1d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £280 6s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Cromer	S.S. <i>Fernebo</i> , of Christinehamn	11
North Deal	Barge <i>Alert</i> , of Ipswich	3
Hasborough	S.S. <i>Edenwood</i>	15
Newbiggin	Twelve fishing-cobles of Newbiggin. Stood by cobles.	
Lynmouth	S.S. <i>Baron Ogilvy</i> , of Ardrossan. Stood by vessel.	

Also voted £539 5s. 10d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Arbroath, Berwick-on-Tweed, Broughty Ferry, Buckie, Bull Bay, Caister, Clacton-on-Sea, Crail, Cromer, Donaghadee, Flamborough No. 1, Flamborough No. 2, Gorleston No. 1, Hasborough, Helvick Head, Holy Island No. 1, Margate No. 1, North Sunderland, Padstow (Tug), Palling No. 1, Porthleven, St. Andrews, St. Ives, St. Mary's (Scilly), Sheringham, Skegness, Teesmouth, Torquay, and Walton-on-the-Naze.

Voted the Gold Medal and an additional reward of £2 to HENRY BLOGG, Coxswain of the Cromer Life-boat, and the Silver Medal and £2 extra to the Acting Second Coxswain in recognition of their gallant services to the s.s. *Fernebo*, which struck a mine and broke completely in half on the 9th January.

Also awarded an additional reward of £2 to each of the other thirteen members of the crew who went out three times; £1 10s. each extra to five men who went out twice; and £1 each extra to two men who went out once.

Also voted the Silver Medal and £2 to Private STEWART HOLMES, of the 2/4 Seaforth Highlanders, for his gallant effort in wading into the surf to rescue men from the boat belonging to the s.s. *Fernebo*.

A Special Letter of Thanks was sent to the Military Authorities at Cromer expressing the Institution's appreciation of the valuable

services rendered by the soldiers in assisting to save life and in launching the Life-boat.

Also to the Station Officer of Coastguard for his assistance on this occasion.

Also to Commander HALL, R.N., who was in charge of all the operations.

Voted an additional reward of 10s. to each of the crew of the Cromer Life-boat, for a good service in very bad weather on the 9th January, which resulted in the saving of sixteen lives from the s.s. *Pyrin*.

Voted an additional reward of 10s. to each of the crew of the St. Ives Life-boat, for a good service on the 10th January, to the schooner *Lottie*, of Padstow.

A Special Letter was sent to the Honorary Secretary at Lynmouth Life-boat Station conveying the Institution's thanks to the women who assisted to launch the Life-boat on the 22nd January.

Granted £15 8s. to a man, who was injured in the Deal (Reserve) Life-boat, on the 21st November, 1916.

Voted £1 to a fisherman who, in addition to those awarded last month, had taken part in the rescue of the crew of the s.s. *Alondra*, of Baltimore, on the 29th December, 1916.

Voted £3 to six men for putting off in the tug *Dispatch*, of Lowestoft, and saving two men from the shrimp boat *Margaret and Elizabeth*, which had had her sails blown away and was driving on the beach on the 9th January. A strong N.E. breeze was blowing with a very heavy sea when the tug saved the endangered men.

Voted £6 15s. to nine men for putting off from Spittal in a coble and saving fourteen persons, including two women, from a boat belonging to the s.s. *Skordal*, of Christiania. The boat was seen making for the shore and was in great danger as she was nearing broken water.

Friday, 9th March, 1917.

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:—

Southern District.—Hayling Island, Ryde, Selsey, Southsea, Littlehampton, Shoreham, and Hastings.

Eastern District.—Gorleston.

Northern District.—Cromarty, Ayr, Troon, Girvan, and Ardrossan.

Western District.—Clovelly, Appledore Nos. 1 and 2, Bude, St. Ives, Hayle, Newquay (Cornwall), Point of Ayr, Rhyl, Llanddulas,

Llandudno, Cemaes, Cemaes, Rhoscolyn, and Rhosneigr.

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

The Committee decided to institute a Bronze Medal, to be awarded to crews of Life-boats and others in recognition of conspicuous gallantry in life-saving.

Specially recognized the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—

The Rev. IRVINE CRAWSHAW, M.A., Holy Island.

RALPH RUTHERFORD, Esq., Newbiggin.

C. POWELL, Esq., Grangemouth.

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

ARTHUR C. NICHOLSON, Esq. (new donation) £. s. d. 50 - -

Paid £6,046 7s. 11d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £234 3s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Eastbourne No. 2	S.S. <i>F. D. Lambert</i> , of Sunderland. Landed 4.	
Clovelly . . .	S.S. <i>Ville de Bayonne</i> , of La Rochelle 20	
Fishguard (Motor)	S.S. <i>Leysian</i> , of Liverpool. Landed 39.	
Port St. Mary.	S.S. <i>Lady Plymouth</i> , of Cardiff. Landed 26.	
Spurn	A vessel. Rendered assistance.	
St. Agnes . . .	7 Dutch and 1 Norwegian steamers 47 (Also saved 3 boats.)	
Filey	Steam Trawler <i>Cetus</i> . Stood by vessel.	
Brooke	Ketch <i>Mientje</i> , of London. Landed 5.	
Sennen Cove .	A Seaplane. Saved Seaplane and 1	
Flamborough	S.S. <i>Appollonia</i> 7 No. 2	

Brixham Life-boat saved the s.s. *Eftichia Vergotti*; North Sunderland Life-boat landed five persons from the s.s. *Porhleven*, of Aberdeen, and saved the vessel; and Poole Life-boat rendered assistance to the ketch *Boary*, of Ipswich.

Also voted £654 6s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Angle, Arbroath, Ballycotton, Brighton, Donaghadee, Dunbar, Eastbourne No. 2, Filey, Flamborough No. 1, Hastings, Helvick Head, Holy Island No. 1, Montrose No. 1, North Sunderland, Padstow (Tug), Palling No. 1, Penlee, Port St. Mary, Ramsey, Robin Hood's Bay, St. Davids, St. Ives, St. Mary's, Selsey, Sennen Cove, Skateraw, Teignmouth, and Youghal.

Reported that His Majesty the King of Norway had awarded a Silver Cup to the Coxswain, and Silver Medals and Diplomas to each of the crew, of the Blyth Life-boat, in recognition of their services in rescuing part of the crew of the Norwegian barque *Auder*, of Blyth, on the 28th February, 1916.

Granted £26 to D. PRITCHARD, who was injured in the Kingsdowne Life-boat on the 19th November, 1916.

Also granted a further sum of £10 to the survivors of the *Indian Chief* rescue.

Granted £3 15s. to five men for putting off in a motor boat and saving two persons from a seaplane which had fallen into the sea about five miles from St. Andrews on the 31st January. The men were found clinging to the wreckage of the seaplane, and the prompt action of the salvors undoubtedly saved them from being drowned. Also granted 5s. for the petrol consumed.

Friday, 30th March, 1917.

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:—

Southern District.—Yealm River.

Eastern District.—Aldeburgh.

Western District.—Bull Bay, Moelfre, Holyhead No. 1., Holyhead No. 2, Beaumaris, Penzance, Penlee, St. Agnes, St. Mary's, Sennen Cove, St. Ives.

Northern District.—Port Patrick, Ballantrae, Port Logan, Kircudbright, Balcary, Whithorn, Campbeltown No. 1, Southend (Cantyre), Machrihanish.

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

ARTHUR SCHOLEFIELD, Esq., per £ s. d.
the Duke of Northumberland
(new donation) 100 - -

Paid £7,247 1s. 4d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £157 9s. 3d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Port St. Mary	S.S. <i>Lady Plymouth</i> , of Cardiff	36
North Deal	A vessel	3
Clovelly	Schooner <i>Carry Harvey</i> , of Plymouth	5
Folkestone	A Lightship. Stood by and rendered assistance.	
St. Agnes	S.S. <i>Alonquin</i> , of New York. Landed 26.	
Caister No. 1	A vessel. Stood by and assisted vessel.	

Also voted £213 8s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Barry Dock, Bridlington, Brixham, Dunbar, Hoylake, The Lizard, New Brighton, Newcastle (Co. Down), Robin Hood's Bay, Scarborough, Selsey, Sennen Cove, Teesmouth, Tynemouth (Motor), Whitburn, Whitby Nos. 1 and 2, and Youghal.

Voted the Bronze Medal to twelve men who manned the Cromer Life-boat on three occasions when she was launched to the s.s. *Fernebo*, on the 9th January, 1917, in addition to the previous launch to the s.s. *Pyrin*.

Also awarded the Thanks of the Institution, inscribed on Vellum, to six men who put off to the *Pyrin*, and were amongst the crew on two of the launches to the *Fernebo*.

Awarded the Bronze Medal, together with an additional monetary reward, to WILLIAM MILLER, Coxswain of the Eyemouth Life-boat, in recognition of his services in rescuing the crew of the schooner *Living* on the 6-7th March, 1917.

Also granted an additional monetary reward to each of the other members of the crew, and sent a Letter of Thanks to the Senior Naval Officer at Granton for the kindness shown to the Life-boatmen after they landed at that place. In this case a whole gale from S.S.E. was blowing with a very heavy sea, and the Life-boatmen were exposed to the weather for a large number of hours.

Presented a Binocular Glass to Mr. JOSEPH COOPER, a member of the Local Committee at Robin Hood's Bay, who had rendered valuable assistance in connexion with the Life-boat service at that place.

Voted a compassionate grant of £100 to a soldier named Sharpe, who became paralyzed after rendering a great deal of assistance as a launcher, at Cromer on the 9th January, in connexion with the wreck of the s.s. *Fernebo*.

Granted a weekly allowance to WILLIAM YATES, who was severely injured whilst assisting to launch the St. Anne's Life-boat in August last.

Also granted £3 to the Second Coxswain of the Scarborough Life-boat, who was injured on the 4th March, 1917.

Voted £2 to eight men for putting off in a motor boat for the purpose of assisting a seaplane, which was in distress off Sennen Cove on the 18th February, 1917.

Friday, 11th May, 1917.

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.—North Sunderland, Port Erroll, Peterhead, Newburgh, Fraserburgh, Banff and Macduff, Buckie, Lossiemouth, Thurso, Ackergill, Huna, Wick, Campbeltown, and St. Abb's.

Southern District.—Eastbourne, Rye Harbour, Newhaven, Totland Bay, Brooke, Bembridge, Swanage, Poole, Weymouth, Lyme Regis, Torquay, Teignmouth, Exmouth, Brixham, Hope Cove, Plymouth, Looe, Falmouth, Polkerris, and Mevagissey.

Western District.—Padstow, Port Isaac, HIlbre Island, Hoylake, New Brighton, and Formby.

Irish District.—Arklow, Courtown, Kilmore, Rosslare Harbour, Dunmore East, Tramore, Fenit (Tralee), Courtmacsherry, Ballycotton, Queenstown, Youghal.

Reported that Mr. J. H. BURTON, Chairman of the Anglesey Branch, had inspected the Rhoscolyn, Rhosneigr and Moelfre Stations.

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.
H.M. THE KING (in connexion with Life-boat Day)	300	--	--
H.R.H. THE DUKE OF CONNAUGHT (in connexion with Life-boat Day)	100	--	--
The British Sailors' Relief Fund of Canada	4,000	--	--
Miss JULIET RECKITT (on account)	1,000	--	--
Ancient Order of Foresters' Friendly Society	145	--	--
HERBERT SAMUELSON, Esq.	100	--	--
Anonymous	60	--	--
LADY MACLAY	50	--	--
LORD AIREDALE	50	--	--
ROBERT CORRY, Esq.	25	--	--
LADY WERNHER	25	--	--
Sir PHILIP WATTS, K.C.B.	25	--	--
Commander Sir CHAS. CUST, K.C.V.O., R.N.	25	--	--
Major Sir COLERIDGE GROVE, K.C.B.	21	--	--
Captain J. W. W. MARTYR, Natal	20	--	--
L. BROTHERTON, Esq.	20	--	--
J. H. LOVE, Esq.	20	--	--
Miss M. P. MONRO	20	--	--
Vice-Admiral Sir SOMERSET A. GOUGH - CALTHORPE, K.C.B., C.V.O.	10	--	--

—To be severally thanked.

Paid £6,649 16s. 3d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £212 3s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bridlington	Three motor fishing-boats. Remained in attendance.	

Life-boat.	Vessel.	Lives saved.
Brixham	S.S. <i>Medina</i> , of Greenock. Landed 33.	
Caister No. 1.	A Lowestoft smack. Stood by vessel.	
Eastbourne No. 2	S.S. <i>Mexico</i> , of Liverpool. Stood by vessel.	
Montrose No. 1	Boats of s.s. <i>Egenaes</i> , of Stavanger	7
Montrose No. 1	Motor-boat <i>Aurora</i>	7
Padstow No. 1	S.S.F. <i>Heredia</i> , of Christiania	5
Peterhead	A vessel	15

The Penlee Life-boat assisted the s.s. *West Wales*, of Cardiff.

Also voted £437 8s. 2d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Arklow, Berwick-on-Tweed, Boulmer, Brixham, Cadgwith, Clovelly, Douglas, Dunbar, Eyemouth, Hasborough, Helvick Head, Hope Cove, Hoylake, New Brighton No. 2, Newhaven, North Sunderland, Padstow No. 1, Pakefield, Palling No. 2, Peterhead No. 2, St. Abbs, St. Agnes, Salcombe, Spurn Head, Torquay, Tynemouth, and Wexford.

Voted the Bronze Medal to the Coxswain of the Hythe Life-boat, together with an additional monetary reward to him and to each of the crew, for a very good service resulting in the saving of two persons from the ketch *Mazeppa*, of Harwich.

Voted the Bronze Medal to the Coxswain of the Peterhead Life-boat, and an additional monetary reward of £1 to him and to each of the crew, in recognition of their gallant services on the 2nd April, in rescuing twenty-six lives from two vessels, in a strong E. by S. gale.

Also an additional reward of £1 to the motor mechanic.

Voted additional monetary rewards in recognition of their arduous services on the 17th April, to the crew of the Southend-on-Sea Life-boat.

Ordered a Special Letter of Thanks to be sent expressing the appreciation of the Committee of the action of all concerned at St. Abbs on the occasion of the s.s. *Ringholme*, of Bergen, being torpedoed on the 20th April.

Also awarded £2 to four men belonging to the motor boat *Five Sisters*, in recognition of their services on the above occasion.

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

Granted £48 -s. 6d. to men injured in the Life-boat Service at Blackpool, Lowestoft, Peterhead, Ramsgate, Scarborough, and Teignmouth.

Voted £1 10s. to four men for saving four other men from the schooner *William Martyr*, of Barnstaple, which had been sunk about twenty miles from Youghal on the

16th March. When the men were picked up they were suffering a great deal from cold and exposure.

Voted £1 17s. 6d. to five men for putting off in a boat and saving the crew of four hands of the *Polly*, of Wicklow, which capsized off the harbour in a strong N.W. breeze and a moderate sea, on the 25th March.

Also voted 12s. 6d. to five other men who put off in another boat for the purpose of saving the endangered men.

Voted £4 10s. to six Life-boatmen of Eastbourne for putting off in a motor-boat in answer to guns on the 25th March. The weather was thick at the time, and the men were unable to find any vessel in distress. Also paid 11s. for petrol consumed.

Voted £4 10s. to nine men for putting off in a boat to a steamer which sunk off Berwick-on-Tweed on the 14th April. The steamer had been blown up, but the salvors succeeded in picking up one man, who was floating on the wreckage. Unfortunately, no sign could be found of any other survivors.

Also sent a Letter of Thanks to the Honorary Secretary of the Branch for his action on this occasion.

Friday, 8th June, 1917.

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.—Stronsay, Longhope, Stromness, Stornoway, Holy Island, Newbiggin, and Cambois.

Southern District.—Southend-on-Sea, New Romney, Dungeness, Folkestone, Hythe, The Lizard, Coverack, Cadgwith, Porthoustock, Porthleven, Salcombe, St. Helier, and St. Peter Port.

Western District.—Rhyl, Criccieth, Abersoch, Porthdinllaen, Pwllheli, Barmouth, and Aberdovey.

Irish District.—Helvick Head, Wexford, Wicklow, Poolbeg, Skerries, Howth, Kingstown, Groomsport, and Portrush.

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

Voted the Thanks of the Institution on vellum to the following Honorary Secretaries of Branches on their resignation:—Admiral CLAUDE BUCKLE, Sir JOHN FRANKLIN (Spilsby), Captain H. E. INSKIP (Ramsgate), W. W. PAYNE, Esq. (Southsea), Lieutenant J. O. WILLIAMS (Aldeburgh).

Paid £3,421 11s. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £118 3s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ballycotton	S.S. <i>Iodes</i> , of Middlesborough	2
Falmouth	S.S. <i>Petingaudet</i> , of London. Remained in attendance.	
Filey	Seventeen fishing-cobles. Stood by cobles.	
Flamborough No. 1.	A fishing-boat of Hull. Stood by boat.	
Kessingland No. 1.	Ketch <i>William Frederick</i> , of Liverpool. Stood by vessel.	
St. Abbs	S.S. <i>Kitty</i> , of Grimsby	10
Scarborough	Cobles <i>Elsie</i> and <i>Irene</i> , of Scarborough. Saved two cobles and	4
Seaham	Fishing-boat <i>Cornucopia</i> , of Easington	5
Teignmouth	S.S. <i>Galicia</i> , of Liverpool. Assisted to save	53

Caister No. 1 Life-boat assisted to save schooner *Surprize*, of Arbroath.

Also voted £154 6s. 3d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Brixham, Donaghadee, Eyemouth, Filey, Ilfracombe, Montrose No. 2, Padstow No. 2, Penlee, Whitburn, and Whithy No. 2.

Voted the Bronze Medal to ex-Second Coxswain of the Hythe Life-boat, who volunteered and went out on service on the 2nd April.

Granted £3 3s. to D. PRITCHARD for medical attendance, who was injured on service on November 20th, 1916.

Voted £6 to six men for putting off in the fishing-boat *Families Pride* to the assistance of the s.s. *Odeuse*, which had been attacked and sunk by a German submarine off St. Abbs, on the 4th May, 1917. There was a moderate breeze and fairly heavy swell at the time, but the chief risk of the salvors was owing to the close proximity of the German submarine.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1918.