

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

VOL. XXIII.—No. 265.] 1ST AUGUST, 1918.

[PRICE 3d.

Annual Meeting.

THE ninety-fourth Annual General Meeting of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held at Caxton Hall, Westminster, on Friday, 26th April, 1918, at 3 P.M. The Right Hon. H. H. Asquith, K.C., M.P., presided, and amongst those present were:—The Earl Waldegrave, P.C. (Chairman of the Committee of Management), the Countess Waldegrave, Sir Godfrey Baring, Bart., M.P., V.P. (Deputy Chairman of the Committee of Management), Mrs. Asquith, Sir Edward Coates, Bart., M.P., Mr. F. Cavendish Bentinck, Mr. Robert Birkbeck, the Hon. George Colville, Sir Robert Edgecumbe, Mr. Henry R. Fergus, Sir Johnston Forbes-Robertson, Maj.-Gen. Sir Coleridge Grove, K.C.B., the Earl of Hardwicke, Sir Woodburn Kirby, Commander Sir Harry Mainwaring, Bart., R.N.V.R., Mr. H. F. Lancashire, Sir Robert Penrose FitzGerald, Bart., Lady Penrose FitzGerald, Sir Herbert Perrott, Bart., C.B., Capt. Robert Pitman, C.M.G., R.N., Engineer Rear-Admiral Charles Rudd, Rear-Admiral Hector B. Stewart, Commander Francis FitzPatrick Tower, R.N.V.R., Mr. Havelock Wilson, Mr. George F. Shee, M.A. (Secretary), Commander Thomas Holmes, R.N. (Chief Inspector of Life-boats), and Mr. P. W. Gidney (Assistant Secretary).

LORD WALDEGRAVE: Before Mr. Asquith opens the ordinary proceedings of our Annual Meeting I have to make an announcement which I think will give great satisfaction to everyone connected with THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, and that is that I have the permission of His Royal Highness the Prince of Wales to state that he has consented to become the President of the Institution after the conclusion of the war. His Royal Highness feels that while he is on active service abroad he would be unable to give any attention to the affairs of the Institution, so he prefers not to assume the office of President of the Institution at present. I trust that it

will not be long before he will be able to do so. His Royal Highness follows in the footsteps of his father and grandfather, who both served as Presidents of the Institution, and gives us another proof of the deep interest which the Royal family have always shown in the work of the Life-boats.

The CHAIRMAN: The Secretary will read a letter from Lord French.

The SECRETARY:

MY LORD,

It is with extreme regret that I find myself forced by pressure of official duties to cancel my engagement to be present at the Annual Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION on the 26th, when I was to propose a Resolution expressing the high appreciation of the meeting of the splendid services of the coxswains and crews of the Institution, and of the valuable help rendered by its local Committees and their workers throughout the United Kingdom. My regret is increased by the fact that I should have regarded it as a privilege to pay a personal tribute to the heroes whose humane services and achievements form a splendid page in our national annals. As Commander-in-Chief of the Home Forces, it has been a source of great satisfaction to me to learn from time to time that the men of the different battalions stationed on the coast have been able to give valuable help in launching life-boats in circumstances of special difficulty, and I can assure you, on behalf of the Army, that such help has been given with the utmost readiness to men whose courage, endurance and humanity have become proverbial. They possess in the highest degree precisely those qualities which will ensure us victory and an enduring peace. I have the honour to be, my Lord,

Your obedient servant,

FRENCH,

Field-Marshal, Commanding-in-Chief.

The CHAIRMAN: The Annual Report has been circulated, and I believe can be taken as read.

The CHAIRMAN: My Lords, ladies and gentlemen, my friend and colleague, Sir Godfrey Baring, asked me some months ago to take the chair at your Annual Meeting, and, subject to other exigencies, I had very great pleasure in complying with his invitation, and I am glad to find that nothing has prevented the fulfilment of that engagement.

We have all listened with very great gratification to the announcement that has been made by Lord Waldegrave, that His Royal Highness the Prince of Wales has consented, when the war comes to an end, to take the place of the President of your Institution. As Lord Waldegrave has said, he has an hereditary interest in the post which has been already held both by his father, our present King, and by his grandfather, King Edward VII.; and, ladies and gentlemen, I think it is fitting and appropriate that the Crown and the representatives of the Royal Family should show, as they always have shown since its first beginnings, their interest in this Society, which calls itself THE ROYAL NATIONAL LIFE-BOAT INSTITUTION; and I think it may claim the term "National" as part of its title by as good a right as probably any other society in the country, for it presents in its origin, in its operations, and in its methods, some of the most characteristic of our national qualities and habits. It has existed, I think, for very nearly a hundred years, and during the whole of that time, although it now administers an expenditure of something like £100,000 a year, so far as I am aware it has never received a half-penny of subsidy from the State. It has been an organisation purely voluntary in its character, and very wisely, if I may say so, acting by co-operation between a central body here and local branches in all parts of the country, who bring local knowledge and local experience to bear on the work. It has been a voluntarily organised Association for the saving of life from our shores. During that century, or nearly a century of its existence, it has by these voluntary efforts and energies encircled the coasts of these islands with Life-boat Stations and their necessary equipment. Still more remarkable (for the Stations and the Life-boats would be nothing without the men) is the fact that it has enlisted and keeps in existence and in activity a voluntary army of coxswains and crews, whose function is not to destroy but to save life. I do not suppose that in the annals of any army, or even of our own illustrious Navy, you would find a more splendid example both of corporate discipline and of individual heroism than amongst those who command and man our Life-boats. Even in those great forces of which we are so proud, now fighting for humanity, and the daily fortunes of whose struggles we follow with such strained and sympathetic interest—even there, as they themselves would be the first to acknowledge, they are only practising in other fields, and with the eyes of the world fixed upon them, the same qualities which these inconspicuous heroes, under conditions as strenuous, as arduous and as testing as can be conceived, are exhibiting year by year, in the saving of life on our coasts.

I see from the Report which we are adopting, that since the foundation of this Institution, I think in the year 1824, it has been instrumental in saving no less than 56,000 lives; and at the end of last year, the year 1917, it had at its disposal and under its

control a fleet of 261 Life-boats, of which 19 were motor Life-boats. I note that in passing, because I shall have a word to say about it in a moment. In this last year, the year 1917, the number of lives saved by Life-boats has been 1,156, and 192 by shore boats, or a total of 1,348. That is an actual record in the history of the Institution. Well, we in these days look upon all our institutions and activities naturally and necessarily in the light of the war, and from that point of view THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is playing a most honourable and a most effective part. Since the outbreak of the war to the 31st December, 1917, the total number of lives rescued has been 4,180, and included in that figure the lives rescued from war casualties are 1,372. Up to the same date nearly 150 vessels and boats (this is not lives; they are measured by a different calculus) have been saved, a fact which, as I need not point out to you, is of most material value from the point of view of the transport of our food supplies and our raw material. It is satisfactory to note that although since the war 4 Life-boats have been wrecked, in the year 1917 there was no loss of life among the Life-boat crews, a fact which speaks volumes for the discipline and the intelligence with which their operations have been conducted. During the winter months of the last year and the present year the Life-boats have been constantly launched to the succour of vessels mined or torpedoed, and I do not suppose there has ever been a time in our history when the provisions made by this Institution, both in material and in men, have been of more vital value to the country as a whole. In that connexion (I referred a moment or two ago to the growing use of motor Life-boats) it is important to remember the special difficulties to which the Institution has been exposed by the abnormal conditions of the last two or three years. Those conditions have operated in two distinct ways. In the first place it has been increasingly difficult to keep up and to increase the supply of motor Life-boats. As we all know, the most vital call upon the man-power of the country at the moment (it has been true now for eighteen months) is for the purposes of shipbuilding, not only for the Navy, but for making good the losses caused by the submarine and mine warfare among our mercantile marine, and of necessity even those who like this Institution are preferring claims (in our case for the construction of motor Life-boats) which would have been recognised under normal conditions as of prior urgency and even necessity, have had to some extent to postpone and defer them for the larger national claims. I believe, from what I read in the Report, that that, which is, after all, as we hope, a very temporary condition of things, is being provided for at the moment at any rate by pressing into the service motor-boats which, though not Life-boats in the full and complete sense of the term, are yet available at least as ancillary and auxiliary forces for the saving of life.

Now there is another, a second, and perhaps in some ways a still more important difficulty

with which the work of the Institution has had to contend, and that is the draining away, under the national call, of the men who under normal conditions would have manned and equipped and in some cases commanded the Life-boats. They have had to go into other forms of service, some into the Navy, some into the Mercantile Marine, and some into trawlers and drifters and other classes of small craft which we know, from what we have been reading the last few days, played such a magnificent part in our naval operations. I am told that the withdrawal of the younger members of the crews of the Life-boats have been upon so large a scale that the average age of the crews is now well over 50, while the work which they have to perform is more strenuous, more arduous, and more unremitting than at any previous time in the history of this Institution.

Well, ladies and gentlemen, these are facts which speak for themselves; they do not require to be adorned or embroidered with rhetoric. Even among the innumerable and sometimes competitive claims which the various exigencies of the war have advanced and pressed forward upon the charity and public spirit of the country, I venture to say that the claim of THE NATIONAL LIFE-BOAT INSTITUTION ought not to be forgotten. Both directly and indirectly, looking at matters as we necessarily have to do in these days from the point of view of the war alone, the maintenance of the full efficiency both of its fleet and of its crews is a matter of vital necessity to the country. The cost of a motor Life-boat is, I think, £5,000—prices have risen—and in order not only to provide such a boat, but what is equally important, to safeguard its future in the shape of a permanent endowment, the cost now amounts to over £11,000. Well, I daresay some of you lately have been reading the Budget with varied feelings of interest and apprehension, but when you come to deal with or to consider the stupendous figures which our National expenditure has now reached, when you reflect that, as we were told in the House of Commons last night, the annual expenditure of the Ministry of Munitions alone is over £600,000,000, a sum which very nearly equals the total capital of the whole national debt at the outbreak of the war, these comparatively modest claims of £5,000, £10,000 or £11,000 ought not to pass unheeded. It is very difficult to make up one's mind which among the many rival appeals to charity, philanthropy, and public spirit ought to take the first place, and I do not profess to be able to assign in any degree priority among them. But of this I am certain—that those who have money to spare, and the will to spend it in the manner they think best fitted to promote the common interest of the country and of the war, will realise that the claims of this Institution ought to take a very high place. I commenced by assuming the Report to have been adopted, and I now call on the Secretary to read the names of those who are to be elected to office, and (an equally interesting feature in our proceedings) the records of the deeds by which

the medals that are going to be awarded have been won.

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., 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.

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

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

Sir Robert Uniacke Penrose FitzGerald, Bart.

Sir Godfrey Baring, Bart., M.P.

Robert Birkbeck, 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.

Captain Charles J. P. Cave.

Kenneth M. Clark, 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 Beville Fortescue, Esq.

Major-General Sir Coleridge Grove, K.C.B.

The Right Hon. the Viscount Hambleden.

The Right Hon. the Earl of Hardwicke.

Harry Hargood, Esq.

Admiral the Right Hon. the Viscount Jellicoe of Scapa, G.C.B., O.M., G.C.V.O.

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

Sir Woodburn Kirby.

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

Herbert F. Lancashire, Esq.

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.

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

Captain 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, C.B., C.M.G., 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., G.B.E., F.R.S.
 The Admiral Commanding Coast Guard and
 Reserves (Vice-Admiral Sir Cecil F. Thursby,
 K.C.M.G.).
 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: I presume that all those names will be approved. There is one in particular which I noticed, as the Secretary read them, and which, I am sure, will receive a special measure of approval, because I believe it appears for the first time on the list, and that is the name of Lord Jellicoe, to whom this country is under as great a debt of gratitude as to any other living man.

(The presentation of medals then took place.)

The Silver Medal of the Institution was awarded to JAMES GILL, and the Bronze Medal of the Institution to R. J. TREBILCOCK, the Coxswain and Second Coxswain of the Newquay (Cornwall) Life-boat in the following circumstances:—

On the 17th December last a strong N.E. gale was blowing, with a heavy sea, and a steamer named the *Osten*, of Denmark, was observed drifting in a helpless condition. The weather had been wild throughout the previous night and the regular Coxswain of the Life-boat, who had recently been appointed, was of opinion that it would be impossible to launch the Life-boat as the gale was dead on to the slipway, one of the steepest on the coast. The ex-Coxswain of the boat, James Gill, however, appeared on the scene when the question of launching the boat was under discussion, and stated that he had been out in worse weather and offered to take charge of the boat on this occasion. Everything was at once prepared and the boat was lowered down the slipway. As she entered the water, and before she could gather way, she was struck by a sea and thrown on her beam ends. The boat at once righted herself, but a succession of heavy seas overpowered her, and she drifted into a position under the cliff. Before the crew could do anything to help themselves the boat was dashed on to the rocks and smashed to pieces.

Fortunately, the men were able to get a rope to the shore and the onlookers rushed to their assistance, and all the men were landed in a very exhausted condition. They had had a very narrow escape of losing their lives, and some of them being severely injured; but happily they all recovered from their very trying experience, although some of them were laid up for weeks.

In this case the regular Coxswain hesitated to put to sea, but the ex-Coxswain felt that the men on board the vessel required help, and, regardless of the danger run, he set an example of self-sacrifice which nearly cost him his life. In appreciation of his gallantry, the Committee have awarded him the Silver Medal of the Institution, and have also given to R. J. Trebilcock, the second Coxswain, who nobly seconded Gill's efforts, the Bronze Medal of the Institution. Trebilcock has also been promoted Coxswain on recognition of his action on this occasion.

The Silver Third Service Clasp was awarded to GEORGE J. GRIGSON, Coxswain of the Clacton Life-boat, and the Bronze Medal to JESSE SALMON, the Second Coxswain, for the following service:—

On the 27th-28th December, shortly before midnight, the Swedish Steamer *Iris*, whilst bound from Gothenburg to Rouen, stranded on the Longsand, and the *Albert Edward* promptly proceeded to her assistance. The weather was bitterly cold with snow squalls, with a very rough sea, and the wind was blowing a strong gale to the East. The vessel was found to have 11 feet of water in the engine room, and there was very little hope of her being got off the sands. The Master of the vessel, however, declined to leave his vessel, but during the day the weather became worse until the seas were washing the vessel fore and aft. The Master then reluctantly decided to leave the wreck. The work of rescue was effected with great difficulty and danger, the crew of the unfortunate vessel being obliged to jump into the Life-boat as opportunity offered. Clacton was not reached until 11.30 P.M., and, by that time, the whole of the crew were numbed from their 24 hours' exposure in the icy cold weather.

The Silver Medal was awarded to Coxswain WILLIAM HAMMOND, of the Walton Life-boat, and the Bronze Medal to Second Coxswain JOHN C. BYFORD, in recognition of a splendid service performed in rescuing 92 persons from the S.S. *Peregrine*, which also stranded on the Longsand. The Boat was called out at 10.30 P.M. on the 29th December, the weather being very much the same as it was in the Clacton case. When the Life-boat reached the vessel heavy seas were breaking over her, and six attempts were made before the Life-boat succeeded in getting alongside. All the boats had been washed away from the steamer with the exception of one, and this one the men on board were unable to lower into the sea. Without loss of time the whole of the passengers, 59 in number, who were mostly women and children, were taken into

the Life-boat, together with one of the crew, and conveyed to a Patrol Vessel which had come out to the vessel's assistance, but could not get near her on account of the dangerous sands. The operation was a most difficult one owing to the heavy seas and the intense darkness, but thanks to the skilful manner in which the Life-boat was handled, the work was accomplished without mishap. The Life-boat at once returned to the steamer, which in the meanwhile had parted amidships and become a total wreck, and as soon as it was possible the remainder of persons on board—32 in number, were saved. During this fine piece of rescue work the Life-boat was severely damaged.

In addition to letters expressing the gratitude of the Owners and the Captain of the vessel, an expression of appreciation was received from the Lords Commissioners of the Admiralty, who wrote stating they considered that great credit was due to the Life-boatmen for their gallant and successful work.

SIR EDWARD COATES: Mr. Chairman, my lords, ladies and gentlemen, I have the honour to propose the following resolution which should have been proposed by Lord French, but you have heard from the Chairman the reasons why he is unable to attend this afternoon. "That this Meeting, fully recognising the important services of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION in its national work of Life-saving, desires to record its hearty appreciation of the gallantry of the Coxswains and Crews of the Institution's Life-boats, and gratefully to acknowledge the valuable help rendered to the cause by the Local Committees, Honorary Secretaries, Honorary Treasurers, and Ladies' Auxiliaries," to which I should like to add the Staff of the Life-Boat Institution here in London. Well, my lords, ladies and gentlemen, I think that the resolution which I have the honour to propose is really a fitting framework to the very simple picture which we have just witnessed when the Chairman presented medals to these courageous and dauntless seamen. But, after all, the ceremony itself was a simple one, and, simple as it was, it was a real symbol of the simplicity and unaffected courage with which these men take their lives in their hands and go out to sea to rescue those who are in peril. I think that so far as they are concerned they only want three or four words. "Man the Life-boat" is enough for them. Be the weather fair or be it foul, sunshine or rain, whatever it may be, they throw that aside; they take to their boats and they battle with the elements in order that they may save the lives of those at sea.

Now we are an Institution for saving life, and we must all recognise that if we want to save life, life must be risked to do it; and we call upon these brave men to risk their lives, and they do risk their lives in order that they may save the lives of others. Now this we are proud as an Institution to know has been the tradition for nearly a hundred years, and ever since this Institution was started we have been always ready, always mobilised, in

peace or war at a moment's notice to take to sea to save life. There has been no preparation required. We have always been ready, and, as your Chairman said, dotted about our coasts we have these 261 Life-boats, each of those boats having its crew. But during the war, owing to the exigencies and requirements of our men to join the Navy and the minesweepers and other vocations necessary for the war, we have been obliged in some places to close the Life-boat stations. We have not had the men to man the Life-boat, and you can imagine the difficulty and anxiety which the Committees in the neighbourhood have had to undergo, knowing that possibly the Life-boat might be required, and that the men were not there to man her. Now, in the Report (I do not know whether it came before the Meeting last year) I have read a very marvellous and courageous act by the Cromer Life-boat in rescuing valuable lives from the *Pyrin* and the *Fernebo*. Though some of you may have heard of it, some may not. It is such a gallant deed that I would like to repeat it. These men (and our Chairman has spoken with regard to the average age of our men), over the age of 50, were called out in a great heavy north-east gale to go to a little ship which had stranded. Well, after a great deal of trouble they reached the ship, and they saved 16 lives; and as they rowed home another ship driving ashore in the neighbourhood ran on a mine and was blown, not to pieces, but in halves. The Life-boat crew landed their 16 men, and then they put out again in this raging sea, and they rowed towards the ship. They tried for an hour or more to reach her, but they could not do so; exhausted, they came back again. They tried again to reach her, and, exhausted, they came back again. The third time the same men tried again. This time they rowed to the ship, and they saved every soul on board. Well now, that is my idea of real pluck, and it is the pluck which we now read of day by day in that khaki line in France and Flanders. What are they doing but manning the life-boat? They are manning the life-boat to save the ship of State which has as its cargo the honour of this country and the freedom of the world; and those men fighting there are blood-brothers of this class of men which we have seen before us. Now, ladies and gentlemen, I am sure you will approve of an action which the Committee have taken with regard to our crews. You know the arduous and hazardous life they lead when they go out in our Life-boats. Unfortunately, in years past we have had serious losses. Men in the execution of their duty have unfortunately been drowned or killed, and then there have always been their relatives to consider. Up to recently it had always been our custom to make a grant of a lump sum to the widows and orphans; but we have realised that that really is not a wise proceeding. Experience has taught us that when we give a large sum of money to people who possibly are not accustomed to holding a large sum of money, instead of its being wisely and properly invested it has been possibly frittered away, and

has not done the real good that we ourselves intended when we made the presentation. We have now come to the conclusion that we will have a broad pension scheme for the widows and orphans of men who might unhappily be drowned in our service, and we have, therefore, instituted a pension scheme, founded on the Royal warrant for the Navy and Army, and we think that by doing that we are not only doing justice to the men in our employ, but we are really following out the dictates and desires of those who are our subscribers and supporters.

Now, ladies and gentlemen, I am glad to say that Life-boat Day last year was a very successful day for us in London, and that we collected a sum of something like £8,700. Still, the financial needs are very great, and, although as you will see by the accounts, a considerable sum of money has gone to the General Account, your Chairman has told you of calls which we shall have upon our pocket, upon our purse, upon our bank, if we want to keep abreast of the times and have enough motor-boats. Well, we do consider, after well thinking this matter over, that we must keep abreast of the times, and that we must have, when the war is over, a considerable fleet of motor-boats. I think it must appeal to all of you present here to-day that things are altering—things will never be the same after the war as they were before the war. We shall never go back to the old times. Now, let us take the question of the sea and THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. Before the war all that our Life-boat men had to do was to save life from near our coasts—wrecks, strandings, founderings—but science has developed during the war, and I do not doubt that after the war we shall not only have passengers on ships going across the sea as in olden times, but we shall have them passing under the sea in submarine vessels, and possibly over the sea in aeroplane passenger vessels. Now, that may come or it may not, but, at any rate, I use those examples rather to fortify me in asking for the support, not only of those whom I see before me to-day, but also of the whole of the country, to help the Committee to find the large sum of money necessary for this fleet of motor-boats, which your Chairman has mentioned. The sum of money that we shall require if we are to do this thing properly is between £350,000 and £400,000—a large sum of money, but it is a great object. Your Chairman has told you how necessary it is that we should have these boats for saving life around our shores. How many lives would have been saved now on the South Coast and on the East Coast had we had motor-boats? We only had 19. Now, if we had had motor-boats instead of rowing-boats our motor-boats would have gone to a torpedoed ship in the distance to save lives there, which, unfortunately, were lost because we could not get there soon enough. At any rate, we ask for your help. If I might make a suggestion, founded on what the Chairman has just said, many of us—I fear, alas! too many of us—have lost those near and dear to us in the war, and in many ways we would

like to commemorate them. And how can we do better than commemorate those who have lost their lives by some scheme of commemoration which may help others to save lives in the future? I would ask the public generally if they would take that into consideration. When they do wish to commemorate any dear one, or if a few families wish to commemorate many dear ones, they might think of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION and find us money for a motor-boat. I simply throw out that suggestion, ladies and gentlemen, in the hope that you may deem that I am justified in doing so.

Now, ladies and gentlemen, we want—and we always have wanted—that the Life-boat should be the light patrols of our Merchant Service—a link between our ships passing near our coasts and the shore, a link which will create confidence in the minds of our sailors, if they know that they are on a lee shore and things look black and bad, that they can just turn to our Institution and get our help and assistance. I am delighted to know that on my right-hand I have a colleague of mine from the House of Commons who will address you presently—Mr. Havelock Wilson; and, ladies and gentlemen, I have very much pleasure in placing before you the resolution which I have the honour to propose, and I hope you will kindly accept it.

SIR JOHNSTON FORBES-ROBERTSON: Mr. Asquith, ladies, my lords and gentlemen, it is my great privilege to second the resolution so eloquently put before you by the last speaker. In a sort of way I think perhaps I am entitled to have this honour, and the reason is that very many years ago, when I was a boy, it so came about that I found myself a member of a Life-boat crew off the coast of Cornwall, and I actually sat rowing, pulling a great sweep, with the type of men we have just seen—those six men that we have had the privilege of looking upon; and though my experience, my lords and gentlemen, was very small, still I realised to the full, I think, the terrors that these men daily face. I had some sort of idea of what our men go through on all our coasts. I was very proud, ladies and gentlemen, to be in that position, but I frankly tell you that I was in an awful funk. Well, now then, the question is the money. We have got to get the money, ladies and gentlemen, somehow. Heaven knows the calls upon us all are very hard at present. Daily we get appeals that we feel we must supply; we must help. But here is an Institution, which is second to none, that we have to subscribe to at various times. I can conceive only the wants and the desires, and the help that we must supply to our wounded and our Empire, as being superior to this wonderful Institution, which, as your Chairman has told you, has been going on now for nigh upon a hundred years. These are the backbone of our people. The British stock was shown you just now—the finest type of man—in those six men who came up and took the medals from our Chairman.

It seems to me that what the last speaker said about a memorial is most happy and

proper. Many, as he said, in our poor suffering country are under the shadow of a great sorrow—the loss of a son, a husband, or a father, who has fallen away. They want some symbol. The spirit yearns for some symbol, as human nature always does, and they seek that symbol in some painted light in some church, or some graceful monument by some distinguished sculptor. We are going to have a symbol very soon to our beloved Edith Cavell. These are great symbols, but as the last speaker pointed out to you, surely this is a better way to spend the money, if we want to make a memorial to our beloved dead, because, ladies and gentlemen, it is a live symbol, a live memorial, that is dancing upon the waves on our shores. It seems to me that it must be far more gratifying to those who can afford the money, to spend it on a boat, or part of a boat, than upon some stained glass, or monument, or cross, as the case may be. We must go out of this room, ladies and gentlemen, out into the highways and byways, and call out for help for this great Institution. Each one of us, if we go out with the determination that we shall get a few shillings, or a few pounds, as the case may be, will get it. We have only got to will it, ladies and gentlemen, as we pass out of this house, and we shall have it, and we shall have the money eventually for these motor-boats, which are so important. We, as the last speaker said, must advance with the times. Everything is increasing. All these wonderful inventions are doubtful advantages, I may say, but still we have to endure them; and therefore such an Institution as this Life-Boat Institution must embrace the music, so to speak, and must be prepared with the latest inventions and the latest appliances to save life at sea.

Now we have also to remember how much we owe to the honorary secretaries and the honorary treasurers all over this country. They are doing admirable work. Only a few people in their particular districts realise how they are devoting their lives to this splendid cause; and this company here should bear in mind and render thanks to these honorary secretaries and honorary treasurers; and we must also bear in mind that they are doubly hard worked, inasmuch as we can no longer send naval men to inspect the different stations and drill the men for their work at sea. Therefore, a great deal more trouble and anxiety falls upon these people, who give their services freely. Now, THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has been breeding all these years, as the last speaker told you, that splendid type of man, and we have seen six examples. They are the fine British stock. And it is not only the question of saving life at sea which is so important, but it is the question of instilling into the minds of our people the splendid character of these seamen, that their sons may follow them in the same way—that they may make fine stock, that they may remain a splendid breed, and that it should be that breed that is the life and soul of our Empire. That is the grit, ladies and gentlemen, of the British Empire and of all our Colonies. Although “we say it as shouldn’t,”

as the term goes, they are a splendid type of man, a splendid type of manhood, there is no question about it. Well, now, ladies and gentlemen, money is the great question. Money we must have, and therefore, as I said before, and I repeat it now, let us go out with a firm determination, with a will, all the time declaring that we will get this money, and we shall get it within the year. Of this I am persuaded.

I have great pleasure in seconding this resolution.

MR. HAVELOCK WILSON: My lords, ladies and gentlemen, it gives me great pleasure to be here to-day. I come representing 250,000 men of the Mercantile Marine. We want specially, sir, to tender our thanks to the Committee and the members of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION for what they have done for us in past years, and what I am sure they are going to do in future. Now, sir, you said in your address that the Institution has a just title to claim to be “National”; well, I go beyond that, sir. I think it has a just claim to say it is “International,” because when those hardy men of the coast see a ship in distress they do not inquire for one moment what is the nationality of the men on board; they simply go out to rescue life, regardless of nationality. That brings me to the one great point with regard to the men of the sea. A good many people do not understand what we call the brotherhood of the sea. Now you have a sample to-day in those men who come here modestly and receive their medals; they do not care much about what they have done. I do not suppose it troubled them a bit—they are used to it; but to us who fully recognise what it means, it was a great deal. You have in those men here a sample of all seafaring men. The same thing applies upon the wide and mighty ocean when ships are in distress. Men never inquire for one moment the nationality of the men who are in trouble. The great anxiety with them is to rescue, even at the risk and expense of their own lives. Well, I know of no Institution in this country which has done more good for the men of the sea than THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. It is always a grand thing—when you are on a lee shore and there is not much hope for you, the waves dashing round you, and the rocks on the lee side of you, and it looks pretty black—to suddenly remember that you are on a part of the coast where there is the kind of Life-boat men who do the deeds that have been referred to to-day, fellows that will go out and have a try, and if they do not get there, and are driven back by wind and wave, will have another try; there is the same result, and they go again. Now that is the true manhood and grit of the men of the sea; and it is always a satisfaction to those who travel the wide and mighty ocean to feel that if they get on the rock-bound shores of coasts like ours there are men on watch—men ready to give assistance and come to their rescue. Well, THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

has done magnificent work for nearly a hundred years now, and I am sure that in the near future, as has been well said by my friend, provision will have to be made for motor-boats. Considerable sums of money will be required to do that. We all know that to-day there are many appeals, and I think deserving appeals, for one thing or another, but I feel sure that the great British public, fully realising the great services that seamen have rendered to the British Empire, will not forget THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The CHAIRMAN: Ladies and gentlemen, you have heard the resolution moved and seconded. Those in favour will hold up their hands. On the contrary? Carried unanimously.

LORD WALDEGRAVE: My lords, ladies and gentlemen, after the many eloquent speeches you have heard, and as I have rather a bad cold, I hope you will not expect me to speak very long, but I have much pleasure in rising to move a very hearty vote of thanks to Mr. Asquith for kindly sparing the time to come and preside here to-day in this able manner. THE ROYAL NATIONAL LIFE-BOAT INSTITUTION is truly national, and we have no politics in our work. We have had as Presidents of our Annual Meetings leading statesmen of every type and class, and they have all taken the greatest interest in the work. I very much regret that Lord French has been unable, owing to his absence in Ireland, to be here to-day, a regret which, as you have heard from his letter, he most sincerely shares. I only hope that he will be with us next year. You have heard to-day, what you probably knew before, that our Life-boats have done much good work during the war in saving soldiers and seamen who have been in peril through the action of enemy submarines and mines. I only hope that when the war is over we may be permitted by the authorities to make public the details of those services in a more complete manner than we have been allowed to hitherto. You have heard that Lord Jellicoe has just joined our Committee, and I am sure that his qualities and knowledge will be most valuable to us. I know that he heartily appreciates the war services of our boats. The Institution has not done badly in the past year considering the times, but it may be hit hard in the future with increased taxation and the many worthy war appeals to which other speakers have alluded. I can only back up what has been said by Sir Edward Coates, Sir Johnston Forbes-Robertson, and others, and say that it behoves every friend of the Life-boats to do his utmost to obtain new subscribers to the cause. I think the suggestion of the motor-boat as a memorial is a most excellent one. It is always a pleasure to me to meet a British seaman of any rank, and, as Chairman of the Committee of Management, I cordially welcome, as I am sure you all do, the presence of some of the gallant men who have won medals in the past year. I know how pleased you are to see them coming here and

receiving their honours at the hands of Mr. Asquith before this distinguished assembly.

With these few remarks I beg to move a vote of thanks, and I ask Sir Godfrey Baring to second it.

Sir GODFREY BARING: Mr. Asquith, ladies, my lords and gentlemen, I have very great pleasure in seconding the vote of thanks which has been moved by Lord Waldegrave. Although I have for some long years past had the honour and privilege of supporting Mr. Asquith in a place not very far from this hall, under conditions rather more contentious and disagreeable, I have never yet had the opportunity of vocally taking part in moving the adoption of a vote of thanks to our honourable friend. I say "vocally" advisedly, because I have on countless occasions in the silence and solitude of my own heart moved, seconded and carried unanimously a vote of thanks to our Chairman to-day. We should wish to thank Mr. Asquith not only for the speech which he has made, but also for his presentation of those medals to the coxswains of the Life-boats. Sir Edward Coates, in his admirable speech, told you of the difficulties under which the Committee of Management are carrying on their work during the war. You will readily understand that one of the greatest of our difficulties has been to meet the serious drain upon our man-power resources—to use a fashionable expression—by the substitution of older men for the young men who have had to go to war work. I have heard with regard to my own age, to my sorrow and pain, the gibes that were hurled at the middle-aged in the House of Commons a short time ago in the discussion on the Man-Power Bill. One gentleman asked if it was "really proposed to put these old bones in the trenches?" And to my fevered imagination he seemed to indicate myself. Another honourable gentleman talked about "Conscripting these battalions of grandfathers." Well, I should have liked to have taken these detractors from the glories of middle-age to the beach at Cromer, when the wonderful service, which was described by Sir Edward Coates, took place—in fact, three separate services—by a crew whose ages averaged 55 years. I think that these detractors from middle-age would have found that those men, if they may have lost something in activity, have lost nothing in the matchless skill, undaunted courage, and cheerful self-sacrifice which animated them in their earlier years. Let us make no mistake. If the efficiency or the courage or the skill of our crews of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was ever to decrease, why, then, all our Vice-Presidents and our Committee of Management and our Governors would be a mere pretentious hypocrisy. But in the long record of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION—extending now for nearly a hundred years—these men have never failed in their duty in the past, and they will not fail in their duty in the future; and as long as men go down to the sea in ships, our Life-boat men will continue to do their duty; and it is because, sir, your words to-day have been

a reward to these men for their past services, an encouragement to them in the present, and an inspiration in the future, that the Governors of the Institution would wish to extend to you their most cordial and grateful thanks.

LORD WALDEGRAVE: Ladies and gentlemen, I have to put to you, "That the best thanks of this Meeting be given to the Right Hon. H. H. Asquith, K.C., M.P., for presiding over this Ninety-fourth Annual General Meeting of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION." Those in favour will please signify the same in the usual way. On the contrary? Carried unanimously.

THE CHAIRMAN: I am much obliged to you,

and my friend Sir Godfrey Baring, for the kind terms in which you have commended this Resolution to the Meeting, and to the Meeting for passing it. It has been a very great pleasure to me to have the opportunity of associating myself with the work of this Institution to-day; and I should like, if I may, in a final word, to commend the suggestion which was so eloquently pressed, amongst other speakers, by my friend Sir Johnston Forbes-Robertson, that no better memorial to those who have fallen in the war could be devised or carried out to commemorate the affection and gratitude of those who survive them than the provision and endowment of these appliances, not for the destruction, but for the saving of life. I thank you very much.

War Honours.

It is with great satisfaction that we record the fact that two old employees of the Institution have received distinction for good work in the field.

LIEUTENANT H. G. SPARY, who was a clerk in the Midland District Office, has been awarded the Military Cross for conspicuous bravery in the face of the enemy. After the lines had been

broken he entered the enemy lines and brought back valuable information and, although wounded, he for six days held his position with the few remaining men, and took three officers and forty-three men prisoners.

CORPORAL LEESON, late storekeeper in the Midland District Office, has won the Military Medal in Italy.

Obituary.

WE regret to report the death from wounds of **SERGEANT CHARLES DIXON,** assistant messenger at the house of the Institution. Sergeant Dixon was a Reservist of the Guards and was called up at the outbreak of war. He was twice wounded, the second injury

leading ultimately to the amputation of a leg. Septic poisoning subsequently developed and Sergeant Dixon succumbed to his injuries. He entered the service of the Institution in October, 1912, and, as indicated above, was called up for service on the 4th August, 1914.

Award by the King of Norway to the Tynemouth Life-boat Men.

It is very gratifying to be able to record that H.M. the King of Norway awarded a piece of silver plate to Robert Smith, the Coxswain of the Tynemouth Motor Life-boat *Henry Vernon*, and conferred Silver Medals and diplomas on the other members of the crew. Silver Medals and diplomas were also sent for the crew of the private Life-boat *Tom Perry*. The rewards given by His Majesty were in recognition of the splendid services rendered to the Norwegian steamer *Bessheim*, which

was wrecked at Tynemouth in a fierce easterly gale on the 18th November, 1916.

The vessel was bound to Norway with a general cargo, and carried seventy-eight passengers and a crew of thirty-three hands, including seven stewardesses. At the time of the rescue a gale was raging, but fortunately all those on board were saved without mishap. Full particulars of the service were given in the *Life-boat Journal* for February, 1917.

The Yarmouth Life-boats.

OFF the mouth of the River Yare, which divides the counties of Norfolk and Suffolk, and has given its name to the ancient seaport town of Yarmouth, stretch a series of sandbanks, such as the Scroby, the Cross Sand, and the Cockle, to name only a few of them. The proximity of these dangerous shoals, combined with the fact that the channel between them and the mainland is one of the most thronged sea highways of the world, leading as it does to the entrance of the great port of London, has rendered these narrow seas the most perilous to shipping in the whole kingdom, not even excepting the famous Goodwin Sands; and, as a consequence, the record of splendid rescues carried out by the Life-boats in this neighbourhood has not been eclipsed by any in all the gallant annals of the Life-boat service.

The three stations immediately concerned are Gorleston, Yarmouth, and Caister, and it is proposed to give a brief account of these stations in this and ensuing numbers of this JOURNAL.

The Record of Gorleston.

BEGINNING with the station farthest south, we find at what is now the actual mouth of the Yare, the town of Gorleston, or Yarmouth Haven, which boasts of a considerable antiquity, and many vicissitudes. The Haven itself, owing to the vagaries of the river, has changed its position many times, and much money in the past has been spent on reconstructing it, the material for which, on at least one occasion, was obtained by the demolition of one of the local churches! As long ago as 1560 the seventh haven was cut, of which it is recorded that in 1597 no less than 700 vessels were to be found within its confines at one time. How serious the need for a Life-boat must have been at that time, and how many lives were lost for want of one, can only be conjectured; but it is certain that no such thing existed, for it was not until the early years of last century that a more humane generation saw the necessity for providing some means of saving the lives of our sailors from shipwreck.

At what particular period the first Life-boat was sent to Gorleston is not recorded; but there was certainly a privately-owned boat there before the first branch of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION was formed in 1866, in which year a 33-foot surf-boat was sent down. This boat cost £219. The new Motor Life-boat which is now being built, and which it is hoped to place there directly after the War, will cost not much less than £5,000.

In 1878 that a request for a larger boat was made by the local boatmen, who pointed out "that from the convenience of launching into the river, the weatherly position in S.E. gales, and having tug-steamers near, which are always ready to tow them out, they consider they might in many cases render more speedy aid than any other boat."

What was true in 1878 is equally true now; and the weatherly position of Gorleston and the presence of tugs, combined, it should in fairness be added, with a particularly brave and skilful lot of boatmen, have indeed, during these forty years, proved the contention of the men that in many cases they might render "a more speedy aid than any other boat."

It was not, however, until 1883 that the first large sailing-boat was despatched to the station. She was named *Mark Lane*, having been subscribed for by members of the London Corn Exchange, a name which has since become famous in the history of the Life-boat service. This first *Mark Lane* was an old boat when she was sent to Gorleston, and in 1888 she was replaced by a new and altogether larger and more powerful boat, bearing the same name. This is the actual boat which is now approaching the end of an honourable career, having added more lustre to the story of life-saving at sea than any other Life-boat in the world. The crew themselves selected the type from a similar boat at Southport, and it is interesting to note that this is the earliest recorded occasion on which a deputation from a crew were sent to visit other stations in order to choose a new Life-boat, a practice which has

now become universal, and is, indeed, embodied in the regulations of the Institution.

A record of all the services of the Gorleston Life-boats would fill a volume, for they comprise no less than 479 launches, resulting in the saving of 836 lives and 67 vessels. Of these services, five in recent years stand out conspicuously as having in each case earned the Coxswain, Sidney Harris, the coveted honour of the Silver Medal of the Institution, so that he is the proud and unique possessor of no less than four clasps, in addition to the medal itself; and in 1914 he was selected for the American Cross of Honour, which is only awarded for very special and distinguished bravery in saving life at sea.

The first of these five awards was earned in February, 1905, for the rescue of the crew of the brig *Celerity*; the second in December of the same year, in connection with the wreck of the lugger *Fruitful*, of Wick, on the 10th November, when eight lives were

saved. The Third Service Clasp was added four years later, Harris having displayed great gallantry in saving the s.s. *Clunie*, of Aberdeen, and her crew of nine hands. The Fourth Service Clasp was awarded for a particularly fine service in August, 1912, to the s.s. *Egyptian*, to which the Life-boat made no less than four separate trips, resulting in the saving of her crew of thirty-one, including the captain's wife and child.

It is perhaps, however, the last service for which this award was made, resulting in the Fifth Service Clasp, which has added the greenest laurel to the brows of this hero of the sea, and has shed the greatest glory on the history of the Gorleston Life-boat Station. This was the rescue of the schooner *Dart* on the 29th March, 1916. This service deserves more than a passing mention, and although it has already been described at some length in the pages of this JOURNAL for May, 1916, it is proposed to close this article by a brief recapitulation of that account.

(To be continued.)

The Life-boat Service Abroad.

United States.

THIS service is, as our readers are aware, a State service, and is the only one entirely managed, administered and supported by the State, except the Danish Life-boat Service. In January, 1918, an important Act was passed which provides that the Coastguard "shall operate under the Treasury Department in time of peace, and operate as part of the Navy in time of war, or when the President shall so direct." Accordingly, on the declaration of war by the United States on the 6th April, 1917, the Coastguard passed from the Treasury to the Navy Department. Hence the Report for 1917 does not include those activities of the Coastguard connected with the naval operations subsequent to that date. Owing to the complicated nature of the work carried out by the United States Life-saving Service, which has of course been accentuated by its absorption into the larger sphere of naval operations, it is very difficult to trace precisely the number and the nature of the life-saving

operations proper. But it is stated that 2,153 lives were saved "or persons rescued from peril," and that vessels were assisted and lives saved in 1,584 instances. It is, however, impossible to ascertain how many "persons rescued from peril" were so rescued from vessels shipwrecked on the high seas which were assisted by the cruising vessels of the United States Coastguard, and how many were rescued from danger which was unconnected with shipwreck, such as being caught by the tide, stranded and in danger of death from starvation, or merely persons who were in a position of danger on board a vessel which was towed or assisted into safety by the efforts of the Coastguard service.

The figures with regard to the value of the property saved run into millions of dollars, while the nett expenditure amounts to something over £1,260,000. But, in view of the complicated nature of the service and of the costly vessels employed it is quite impossible to form any estimate of the comparative cost of

the United States Life-boat Service proper. We note that the service maintains 22 cruising cutters, 26 harbour cutters and 270 stations, most of which are provided with the rocket apparatus. We reproduce an illustration of a United States Life-boat being launched from a carriage.

Portugal.

INSTITUTO DE SOCORROS A NAUFRAGOS.

The report for 1914 and 1915, which has been delayed by circumstances over which the Society had no control, shows that 1,240 lives were saved by Life-boats and other means in the two years, and 182 vessels and boats were assisted. The Life-boats were launched 75 times, and the rocket apparatus was in use 33 times. The Society possesses 42 Life-boats, and the total number of lives saved since its foundation is 7,788; while the total number of vessels assisted is 1,275. The Society receives a Government subsidy of 4,000 milreis. The Report expresses regret at the diminution in the number of subscribers, and makes an earnest appeal for a wider measure of support.

Norway.

NORSK SELSKAB TIL SKIBBRUDNES REDNING.

The Society was founded in 1893, and owns 25 Life-boats.

In 1917 6 boats were saved, with 22 lives, and 1 vessel with 4 lives; while 506 boats and 35 vessels were "assisted." The total number of lives saved since the foundation of the Society is 2,268; while 594 boats and 44 ships have been saved. The Society receives a State subsidy of 35,000 kroner.

Netherlands.

ZUID-HOLLANDSCHE MAATSCHAPPIJ TOT REDDING VAN SCHIPBREUKELINGEN.

The report for 1917 shows that the Society had 12 stations, with 2 steam life-boats, 2 motor life-boats, 5 life-boats, and 2 self-righting life-boats; also 7 line-throwing mortars and rocket apparatus. There were three launches in 1917, but no service was rendered. One of the cases was that of a British torpedo-boat which had been sunk by a submarine. The Report states that the interference with shipping has had a very serious effect on the finances of the Society, which again shows a loss as compared with the previous year. The

loss of contributions from shipping is put at 30 per cent. This is a point on which we have good reason to sympathize with our sister Society, as the loss of British shipping and the suspension of travelling and mail steamers caused a serious diminution in our revenue from these sources.

Denmark.

BERETNING OM DET DANSKE REDNINGS-VÆSENS VIRKSOMHED.

This service is, like that of the United States, entirely managed and administered by the State. In the year 1916-1917, 69 lives were saved by the Life-boats on eleven occasions, and 24 by the rocket apparatus on five occasions.

The total number of lives saved by the Life-boats since 1852 is 5,994, while the rocket apparatus has been the means of saving 3,513, being a total of 9,590. The State maintains 49 life-boats, including 1 motor-boat, which has been built according to the plans and specifications provided by the Royal National Life-Boat Institution.

Sweden.

"SÄLLSKAPET FÖR RÄDDNING AF SKEPPSBRUTNE."

The Society was established in 1906 and possesses 11 life-boats, including 4 motor life-boats. There are also 17 stations belonging to the State. No lives were saved in 1917. One hundred lives and 8 vessels have been saved since 1906. We publish a picture of the Patrol Life-boat which is constantly cruising in Swedish waters, and which has saved 3 boats and 7 lives.

Spain.

BOLETIN DE LA SOCIEDAD ESPAÑOLA DE SALVAMENTO DE NAUFRAGOS.

Founded in 1880.

The Report for the quarter ending June, 1918, shows that the total number of lives saved since 1880 by the material provided by the Society is now 1,463, while rewards have been given for the saving of 10,629 lives which have been saved by other means in the same period. The number of vessels assisted is 104. The quarterly Report refers to the saving of the crews of 3 vessels, including the British steamer *Isle of Jura*, which was torpedoed by a German submarine in April, 1917. The Society possesses 104 Life-boats.



SAIL DRILL WITH MOTOR LIFE-BOAT (U.S.A. LIFE-BOAT SERVICE).



"PATROL" LIFE-BOAT (SWEDISH LIFE-BOAT SERVICE).

[To face p. 234

The Southwold Life-boats, 1840-1916.

(Continued from "Life-Boat Journal," August, 1917, p. 198.)

By ERNEST R. COOPER, Hon. Secretary.

THE Second Coxswain, who is also a harbour pilot, was put aboard with three men, and they tried to get the vessel* to the harbour, but the tide and wind set her into Dunwich Bight close to the shore; at one time it looked like the barge going ashore, and the Life-boat stood by to take the people out. However, the wind eastered a little and she was able to claw off the lee shore, weathering Thorpe Ness about a quarter of a mile; the captain then asked the men to take him to Harwich, and they proceeded through a heavy sea until about 2 A.M., when they sighted the Cork Light, the Life-boat running alongside under bare poles. At this juncture the wind flew off from the N.N.W., making it quite impossible to get the barge into Harwich, and the captain said they must go to Faversham, where the vessel was bound. Accordingly she was accompanied all the way to Faversham, in Kent, by the Life-boat, and anchored there in safety about 4 P.M. next day. All hands had a good rest that night, and left about 2 P.M. the following day in a strong wind at south for the homeward journey of about seventy miles. The boat arrived safely in Southwold harbour about 2 A.M. on Christmas morning, after an absence of fifty-five hours, and the waits went down to the harbour to give them a Christmas welcome, singing carols as the boat came in.

The Committee considered this an unusually good service and the Institution endorsed this by awarding S. May a framed Certificate of Service and a handsome pair of Binoculars.

In the meantime, however, between the saving of the *Beryl* and the presentation, occurred on the 17th January, 1912, a very heavy gale at S.E. by E., during the height of which, viz., at about 4 P.M., information was received from the Coastguard that a schooner was ashore at Misner with the crew in the rigging. The *Alfred Corry* was launched in record time, towed down to the pier head, and sailed out in a most

splendid manner through a very heavy sea; in about an hour she was at the wreck, just after dark, and let go the anchor to veer down. But the sea was tremendous, and no sooner did she come to her anchor than the cable snapped, and the Life-boat was in the greatest danger of being swept ashore; but with incredible smartness sail was set again, and the boat sailed off to sea and round outside the vessel, finally letting go the second anchor inside the ship and taking out the crew of four men and the captain's wife from the lee quarter; the Life-boat was then sailed back and into the harbour by soon after 7.30 P.M., having been six miles out and six miles home in a very heavy gale, and taken out a crew, in little over three hours. The Life-boat was thrown against the North Pier by a heavy sea when entering the harbour, but fortunately no very serious damage was sustained.

While the *Alfred Corry* was away tremendous excitement was aroused in the town by a large Norwegian barque coming ashore about 7 P.M., exactly opposite the lighthouse. The Life-boat gun was immediately fired, the *Rescue* quickly got out, and dragged by hand up the hill to the Grand Hotel, where she was got over the breakwater and afterwards launched from the carriage near the Steamboat Pier, a heavy sea breaking on the shoal at the time. Contrary to orders the men put the boat's mast on shore, so that they could row better, and when, owing to an error of judgment, they missed the wreck, they were unable to fetch her again against tide and sea, and were obliged to anchor and wait. Had the mast been on board they could have sailed back into position again. Meantime, the Rocket Brigade had fired several rockets over the vessel, and eventually getting communication, the whole crew of nine were saved by the apparatus, and the Life-boat came ashore at the Gunhill about 10 P.M. This barque was the *Idun* of Christianssand, which became a total wreck.

* The barge *Beryl*, 22nd December, 1911.

The schooner whose crew were saved by the *Alfred Corry* was the *Voorwaarts*, of Groningen, in Holland, bound from Emden to Southampton. This rescue took place almost at the exact spot where, fifty-three years before, the *Harriett* rescued the crew and the captain's wife of the Prussian brig *Lucinde*.

The Netherlands Government, in recognition of this most meritorious service, awarded a Silver Medal to the Coxswain, and Bronze Medals to the remainder of the crew who risked their lives on that terrible night.

Early in the morning of the 18th January, 1912, snow came on, and during the worst of it a third vessel, the smack *Olive*, of Ramsgate, was driven ashore within a quarter-of-a-mile of the *Voorwaarts*. Owing to the snow-storm, however, she was not observed, but the sea washed her up so high that very soon the crew were able to drop off the bowsprit on to the shore, where they were discovered in the morning. Not since the *Daystar* service in 1886 had three vessels been ashore in Sole Bay at one time, and the 17th-18th January, 1912, will long be remembered in the ancient Borough.

At about noon on the 11th September, 1912, a vessel was observed off Southwold with a considerable list, and a signal of distress in her rigging. As a N.N.E. gale was blowing with a heavy swell, and the crew could be seen working hard at the pumps, it was decided to launch the No. 2 Life-boat *Rescue*. When the Life-boat reached the vessel the master stated that he required help as his vessel was making a lot of water, after encountering a gale in the North Sea. Eight Life-boatmen were put on board to navigate the vessel and man the pumps, and with the boat in close attendance they succeeded in getting the vessel safely into harbour, where they pumped her dry. The vessel was the brigantine *George Casson*, of Carnarvon; she carried a crew of six men, and was bound from Fredrikstad to Menai Bridge with a cargo of timber.

On the 5th February, 1915, the ketch *Zenobia*, of London, whilst bound from Sunderland to London with a cargo of bottles, was overtaken by a S.S.E. gale

when riding abreast Southwold Harbour. At the time the master was alone on board, the two hands having landed earlier in the day and being unable to get back. As the sea was much too heavy for an ordinary boat to attempt to put to sea the Life-boat *Rescue* was launched and subsequently assisted the ketch into harbour.

Again on the 18th July, 1915, an explosion was observed at about 8 A.M., on a large steamer, and it was reported that she had been torpedoed. As some of the crew were observed leaving the vessel in the ship's boats, the Life-boat was not immediately launched, but the vessel was kept under observation. Later, when it was seen that the vessel was lower in the water, the Life-boat was launched. Her services were engaged and, by the united efforts of the Life-boatmen and tugs, the ship was eventually refloated and towed into Sheerness, accompanied by a naval escort. The ship was the s.s. *Batoum*, of Swansea, carrying a crew of thirty-three men, and loaded with oil fuel. Six men had been killed by the explosion.

And lastly, just after daybreak on the 12th November, 1915, a schooner-rigged vessel was observed coming in from the eastward in a strong S.E. by E. wind. From time to time she was lost sight of in the rain and squalls, and at about 10.30 A.M. she could no longer be seen from Southwold. As a result of enquiries by telephone it was found that she was in a dangerous position near the Sizewell Bank, and the Life-boat *Alfred Corry* was launched. When the Life-boat reached the ship, which proved to be the brigantine *John*, of Grimsby, the captain reported that he had been aground, but on letting go his anchor the vessel swung clear. The Life-boatmen were engaged, and eventually the vessel was saved.

From 1840 to the present time the Southwold Life-boats have saved 148 lives and 18 vessels, besides assisting others, and, although this may not compare with many Stations, it must be borne in mind that Southwold lies in a hollow of a wide open bay, so that the greater part of the traffic passes several miles out to sea and there is nothing in these days of steam to bring

vessels into the bay. But on the other hand let it not be forgotten that many of the services have been performed miles from home, amidst dangerous sandbanks, after launching from a beach exposed in certain winds to the full force of a 300-mile fetch, and that for over seventy-five years the Southwold men have been ready and willing to hazard their lives with the object of saving and assisting fellow creatures in distress.

The Institution is considering the question of placing a Motor Life-boat at Southwold in place of the *Alfred Corry*. Whatever may be done about this I am quite sure that, when the time comes, the Southwold men will part with their *Alfred Corry* with the sincerest regret, and in order that her name and design may be kept alive, I have had a model of her made, which is placed in Southwold Church as a permanent memento of the boat and a token of the gratitude of the men for their safe return from many perilous voyages, undertaken in this noble boat in response to the call of those in peril on the sea.*

The Institution is represented by a

* We warmly recommend Mr. Cooper's action to other Hon. Secretaries of Station Branches.—Ed.

Local Committee, elected each year by the subscribers to the branch, and the committee appoints the secretary, coxswains, and other officials, and has full control over the boats. Over all, the Headquarters' Staff in London watches with paternal care, and from that source the branches receive the most broad-minded, kindly, generous treatment, no reasonable request ever being refused, and no expense spared to keep the stations efficient and to remunerate the men liberally for their services, whether successful or unsuccessful, and to compensate them for injuries sustained while engaged on Life-boat work. No more worthy object for charitable support can be found than the Life-Boat Institution.

When stormy winds do blow and wild seas sweep round our Island Home, think of our merchant seamen carrying on the trade of this vast empire at the risk of their lives, and of the hardy amphibious men who man the Life-boats and who are on the alert day and night to render service to those in peril on the sea. Few can help in this noble work by their personal exertions, but all can assist by subscribing to the funds of the great Institution which organizes and maintains the finest Life-boat Service in the world.

Summary of the Meetings of the Committee of Management.

Friday, 11th January, 1918.

SIR GODFREY BARING, BART., M.P., V.P.,
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

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

Northern District.—St. Andrews, Crail, Anstruther, Buckhaven, North Berwick, Skateraw, Dunbar, St. Abbs, Eyemouth, Berwick-on-Tweed, and Holy Island No. 2.

Southern District.—Southend-on-Sea, and Worthing.

Eastern District.—Pakefield, Sheringham, Cromer, Kessingland Nos. 1 and 2, Southwold No. 1, Palling Nos. 1 and 2, Skegness, Donna Nook, and Grimsby Dock.

Western District.—Rhyl, Point of Ayr, Llandulas, Llandudno, Porthdillaen, Criccieth, Abersoch, Pwllheli, Aberdovey, and Barmouth.

Irish District.—Ramsey, Peel, Port Erin, Castletown, Port St. Mary, and Douglas.

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.
CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESQUE BARRATT, Esq. On account of Civil Ser- vice Life-boats).	500	-	-
COVENT GARDEN LIFE-BOAT FUND	100	-	-
I. O. OF ODDFELLOWS (MANCHESTER UNITY):—			
Subscription	£50	-	-
Donations	3	13	-
		53	13
JOSEPH CULLINGWORTH, Esq.	52	10	-
M. H. R.	50	-	-
ARTHUR G. ROBY, Esq.	50	-	-
M. W.	25	-	-
MISS E. METCALFE	25	-	-

—To be thanked.

Paid £6,122 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £414 2s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed		2
Clacton-on-Sea	S.S. <i>Iris</i> , of Helsingborg	23
Cromer	Motor Fishing-boat <i>Admiral Jellicoe</i> , of Yarmouth. Stood by boat.	
Margate No. 1	Barge <i>Ernest Piper</i> , of London	3
	Barge <i>Harriett</i> , of Faversham	2
	Barge <i>Vampire</i> , of London. Saved vessel and	3
	Motor Ketch <i>Pionier</i> , of Ostend	6
Montrose No. 1	Motor Fishing-boat <i>Lord Kitchener</i> , of Montrose. Assisted to save vessel and	2
Newbiggin	A Steamer	14
Newhaven	A Steamer. Stood by vessel.	
North Deal	Barges <i>Scud</i> , <i>Ethel Ada</i> , <i>Corsair</i> , <i>Cambria</i> , and <i>Western Belle</i> . (3 from each vessel)	15
North Sunderland	Fishing-boat <i>Beautiful Star</i> . Remained in attendance.	
Ramsey	S.S. <i>Castlerock</i> , of Belfast. Stood by vessel.	
Staithes	S.S. <i>Eros</i> , of London. Landed 19.	
Teesmouth.	S.S. <i>Eidsiva</i>	20
Walton-on-Naze	S.S. <i>Peregrine</i> , of London	92
Wexford	Schooner <i>Northern Light</i> , of Wexford	4
Whitby No. 2	S.S. <i>Venetia</i> , of Glasgow	8

The Cromer Life-boat rendered assistance to the s.s. *Polcrea*, of London.

Also voted £684 8s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Aldeburgh, Ardrossan, Ballycotton, Brancaster, Brighton, Brixham, Cadgwith, Cemlyn, Crail, Cullercoats, Dunbar, Gorleston No. 1, Holyhead (Steam), Holy Island No. 1, The Lizard, Mablethorpe, Margate No. 1, Mevagissey, Newquay (Corn.), North Sunderland, Padstow No. 2, Palling Nos. 1 and 2, Penlee, Port Isaac, St. Agnes, St. Ives, Sennen Cove, Sheringham, Skegness, and Tynemouth.

Granted £39 18s. 6d. to men for injury in the Life-boat service at Ilfracombe, St. Annes, and Tramore.

Voted the Silver Medal of the Institution to ex-Coxswain J. GILL, and the Bronze Medal to the Second Coxswain of the Newquay (Corn.) Life-boat, and an additional monetary reward to them and to each of the crew, for a gallant attempt to go to the assistance of the s.s. *Osten*, of Denmark, on the 17th December. Immediately after launching, the Life-boat was overpowered by a succession of heavy seas, driven on to the rocks, and dashed to pieces.

Also voted an Aneroid Barometer, mounted on a shield and bearing a suitable inscription, to the Hon. Secretary, and directed that a special Letter of Thanks be sent to the Launching Sub-Committee of the Branch for their efforts on the occasion.

Voted the Silver Third Service Clasp to the Coxswain, and the Bronze Medal to the Second Coxswain of the Clacton-on-Sea Life-boat, also an additional monetary reward to them and to each member of the crew, in recognition of their good work in rescuing the crew of twenty-three hands of the Swedish steamer *Iris*, wrecked on the Longsand, in a strong Easterly gale, on the 27th-28th December.

Voted the Silver Medal of the Institution to the Coxswain, and the Bronze Medal to the Second Coxswain of the Walton-on-Naze Life-boat, also an additional monetary reward to them and to each member of the crew, in recognition of their exceptionally good work in rescuing ninety-two persons, many of whom were women and children, from the s.s. *Peregrine*, of London, wrecked on the Longsand, in a moderate gale and very heavy sea, on the night of the 28th-29th December.

Voted additional monetary rewards, in recognition of their arduous services, to the crews of the North Deal and Teesmouth Life-boats; and sent a special Letter of Thanks, in appreciation of his efforts, to the Honorary Secretary of the latter boat.

Voted £3 to four men at Cullercoats for saving, at considerable risk, one of two men whose coble had capsized in the early morning of the 12th November. The salvors were proceeding to sea when they heard cries, and they found the capsized fishing-coble amongst the rocks. One of the crew had already perished, and much difficulty was experienced in getting the other man into the coble.

Voted £6 to three men at Pwllheli for saving, on the 9th October, twenty-one persons from a ship's life-boat belonging to the s.s. *Memphian*, which had been torpedoed the previous day. A moderate West gale was blowing with a rough sea, and the men were in an exhausted condition when picked up. Whilst the boat was being towed into safety the tow rope broke, and one of the salvors was hurt. Owing to their humane conduct in saving the men, the salvors lost their night's fishing, and the Committee granted them a sum of £10 towards their loss.

Voted £6 to ten men, forming the crew of the yawl *Odd Fellows*, and the tug *Yare*, for saving, on the 26th December, five men of the

s.s. *Ida*, of Glasgow, whose boat had capsized in the breakers off Gorleston harbour. The yawl was putting to sea at the time of the accident, and at once proceeded in tow of the tug to the assistance of the men. They succeeded in picking up five men, but the Master was unfortunately drowned.

Friday, 8th February, 1918.

Mr. ROBERT BIRKBECK, 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 Special Sub-Committees, and ordered that their recommendations be carried into effect.

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

Northern District.—Holy Island, North Sunderland, Boulmer, Alnmouth, Hauxley, Cresswell, Newbiggin, and Cromarty.

Southern District.—Nil.

Eastern District.—Cromer, Yarmouth, Gorleston Nos. 1 and 2, Lowestoft, Pakefield, Caister Nos. 1 and 2, Winterton Nos. 1 and 2, Hasborough, Brancaster, Hunstanton, Kessingland No. 2, Hornsea, Spurn, Easington, Bridlington, Flamboro Nos. 1 and 2, Filey, Scarborough, Whitby Nos. 1 and 2, Uppang, and Robin Hood's Bay.

Western District.—Holyhead No. 1, and Holyhead No. 2.

Irish District.—Arklow, Courtown, Rosslare Harbour, Kilmore, Wexford, Dunmore East, Tramore, and Fenit.

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:—

ANONYMOUS.	Further on ac. for	£.	s.	d.
	a New Motor-boat	500	-	-
ANONYMOUS		50	-	-
F. A. RICHARDS, Esq.	(new sub- scription)	50	-	-
W. S. BRADSTREET, Esq.		25	-	-
Miss R. M. HAMMERTON		20	-	-

—To be thanked.

Paid £5,302 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £244 13s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Fishing-boat <i>Maggie Ann Bruce</i> , of Arbroath. Rendered assistance.	
Blakeney	S.S. <i>General Havelock</i> , of Newcastle	16
"	A steamer	14
Cullercoats	Fishing-cobles. Stood by boats.	

Life-boat.	Vessel.	Lives Saved.
Fraserburgh	A steamer. Rendered assistance.	
Hauxley	A steamer. Rendered assistance.	
North Deal	A tug and 3 barges. Stood by vessels.	
North Sunderland.	A steamer	14
Robin Hood's Bay S.S.	<i>Torquay</i> , of Dartmouth. Landed 17.	
Whitby No. 2.	S.S. <i>Portaferry</i> , of Glasgow	8

Ramsgate Life-boat saved fourteen from a tug, and the Spurn Life-boat assisted to save the steam trawler *Crystal*, of Hull.

Also voted £670 12s. 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:—Aldeburgh No. 1, Berwick-on-Tweed, Blyth, Boulmer, Coverack, Cromer, Donaghadee, Donna Nook, Dunbar, Gorleston No. 1, Holy Island No. 1, The Lizard, Lossiemouth, Lowestoft, Lyme Regis, Mevagissey, Newhaven, North Deal, North Deal (Reserve), Palling No. 1, Ramsey, Ramsgate, Runswick, Ryde, Rye Harbour, Southend-on-Sea, Teesmouth, Tynemouth, Walton-on-Naze, Wells, and Winterton No. 1.

Granted £45 15s. 6d. to men for injury in the Life-boat service at Newquay (Corn.) and Ryde.

Voted £6 10s. 10d. to cover the expenses of Motor Fishing-boats at Hauxley and Mevagissey, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted additional monetary rewards in recognition of their arduous services to the crews of the Blakeney, Cromer, and North Sunderland Life-boats, and also a special grant to the Motor Mechanic at Fraserburgh, whose presence of mind and prompt action saved the Life-boat from serious damage on the occasion of a launch on the 12th January.

Reported that a letter had been received from the Lords Commissioners of the Admiralty expressing their appreciation of the gallant rescue of the passengers and crew by the Walton-on-the-Naze Life-boat on the 29th December last; also a letter from the Board of Trade conveying, through the Consul General for Belgium, the thanks of the Belgian passengers who were saved on that occasion.

Voted £6 to six men for putting off from Mevagissey in two Motor Fishing-boats, in a moderate gale and rough sea, and saving nine men in a ship's boat belonging to the s.s. *Almond Branch*, which had been torpedoed on the 27th November last. Twenty-six other men belonging to the crew were picked up by a Patrol-boat before the Motor Fishing-boat arrived on the scene. A moderate N.W. gale was blowing at the time, and the sea was rough.

Directed that a special Letter of Thanks be sent to WILLIAM BRIGGS, Skipper, R.N.R., for putting off and saving one of three persons

from a ferry-boat which capsized off Poole, in a rough sea, on the 9th December; also granted a reward of 10s. to a lad named RANDALL, who assisted in the rescue.

Voted £12 10s. to eight men who, at considerable risk, succeeded in saving six men from the sailing-ship *Figaro*, of Dunkirk, which had stranded off Pembrey, in very stormy weather, on the 18th January. The vessel stranded at 6.30 a.m., and the salvors, on hearing of the casualty, at once proceeded to the scene, a distance of a mile. By wading into the sea they succeeded in effecting communication with the vessel and saved the six men on board. The weather during the night had been very stormy, with S.S.W. wind, and the vessel became a total wreck. After the reward had been forwarded the salvors wrote expressing their thanks for what the Institution had done, but stated that they did not desire to accept any reward.

Friday, 8th March, 1918.

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 Special Sub-Committees, and ordered that their recommendations be carried into effect.

The Committee learnt with regret the death of the Rt. Hon. the EARL BRASSEY, G.C.B., who had been a Vice-President of the Institution since 1890, and sent a letter of condolence to his family.

Accepted the resignation, on account of ill-health, of Commander EDWIN A. DAY, R.N., temporary District Inspector of Life-boats.

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

J. H. BURTON, Esq., Beaumaris.
H. BIRRELL, Esq., Crail.
T. SYMES, Esq., Littlehampton.
C. A. HAY, Esq., Lossiemouth.
H. J. BRACEY, Esq., Yarmouth.

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

Southern District.—Newhaven, Hastings, Eastbourne No. 1, Eastbourne No. 2, Brighton, and Hove.

Eastern District.—Sheringham, Sunderland, Whitburn, Seaham, Teesmouth, Redcar, Hartlepool No. 2, Hartlepool No. 3, Seaton Carew, Saltburn, Staithes, and Runswick.

Western District.—Newquay (Cardigan), Fishguard, Cardigan, St. David's, Little Haven, Tenby, Angle, Ferryside, The Mumbles, Barry Dock, Weston-Super-Mare, Burnham, and Minehead.

Irish District.—Courtmacsherry, Queens-town, Ballycotton, Youghal, Helvick Head,

Wicklow, Skerries, Howth, Newcastle, Donaghadee, Groomsport, Cloughy, Portrush, and Greencastle.

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

Reported the receipt of the following special contributions:—

	£.	s.	d.
ANONYMOUS (National War Bonds)	200	-	8
ANONYMOUS, "W."	50	-	-
ANONYMOUS. Further on account for a new Motor-boat	50	-	-

—To be thanked.

Paid £10,607 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £120 11s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Folkestone	Inner Gate Lightship. Stood by Lightship.	
Holyhead (Steam)	A Steamer. Rendered assistance.	
"	Schooner <i>Baltic</i> , of Liverpool. Landed 4.	
"	Schooner <i>Ellwood</i> , of Dublin.	4
Port Patrick	S.S. <i>Dolphin</i> , of London. Rendered assistance.	
Redcar	A vessel. Landed 1 and assisted to save vessel.	
Sennen Cove	S.S. <i>Beaumaris</i> , of London	18
Southport	S.S. <i>Chrysopolis</i> , of Genoa	42
Tynemouth	Tug <i>Hugh Bourne</i> , of South Shields	4
Whitby No. 2	S.S. <i>Spurt</i> , of Christiania	3

Barmouth Life-boat saved the schooner *John Ewing*, of Cardigan; the Clovelly Life-boat assisted to save the schooner *Emily*, of Padstow, and four lives; the Cromer Life-boat assisted to save the motor barge *Innisbeg*, of Hull, and five lives; the Cullercoats Life-boat saved a steamer; the Dungeness No. 2 Life-boat assisted to save the s.s. *Mogador*, of Casa Blanca; and the Holyhead Steam Life-boat rendered assistance to the schooner *Welsh Belle*, of Falmouth.

Also voted £542 17s. 8d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Abersoch, Aldeburgh No. 1, Brixham, Cardigan, Coverack, Cromer, Folkestone, Hastings, Holy Island No. 1, North Sunderland, Peel, Penlee, Port Logan, Robin Hood's Bay, Rye Harbour, St. David's, Sennen Cove, Skateraw, Southwold No. 1, Teesmouth, Tenby, Tynemouth, and Whitehaven.

Granted £13 10s. to a man for illness as a result of exposure on service in the Life-boat at Sennen Cove.

Voted £46 8s. 2d. to cover the expenses of Motor Fishing-boats at Dungeness, Exmouth, Gourdon, Hastings, Hauxley, Holy Island,

Mevagissey, Padstow, and Whitburn, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted the Silver Medal of the Institution to ARTHUR RUDDOCK, Skipper, R.N.R., and the thanks of the Institution, inscribed on vellum, to ALBERT COLLIER and JOHN COULTHARD, Seamen, R.N.R., together with the sum of £5 to each of the men for their gallantry in putting off in a 14-foot dinghy from the steam drifter *Heather Bell*, in a whole E. gale and very heavy sea, and rescuing the crew of four men of the s.s. *Dragon*, which had stranded off Whiting Bay, Isle of Arran, on the 16th December. When the salvors reached the vessel the crew had taken to the rigging, and their rescue was only effected with great difficulty. As the sea was too heavy for the dinghy to return to the *Heather Bell*, she ran for the shore, where the rescued men were landed.

Also directed that a special Letter of Thanks be sent to Lieut. SMITH, R.N.R., who was in charge of the Drifters, for promptly dispatching the steam drifter *Heather Bell*, and proceeding to the scene of the wreck in her.

Voted £3 to six men in two cobs for saving, on the 20th February, twenty-four men from two ship's boats belonging to a steamer which had been torpedoed off Flamborough the previous night. The cobs fell in with the ship's boats about 6 A.M. and took them into safety. One of the boats, which contained fourteen men, had 2 feet of water in her, and the men were in a very bad state.

Friday, 12th April, 1918.

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.—Port Patrick, and Port Logan.

Southern District.—Shoreham, Selsey and Bognor, Littlehampton, Hayling Island, Southsea, Ryde, Brooke, Totland Bay and Bembridge, Porthleven, Coverack, Porthoustock, Cadgwith, and The Lizard.

Eastern District.—Pakefield, Brancaster, Aldeburgh No. 1, and Aldeburgh No. 2.

Western District.—Watchet, Ilfracombe, Lynmouth, Clovelly, Appledore No. 1, Appledore No. 2, Bude, Port Isaac, Padstow No. 1, Padstow No. 2, Hayle, St. Mary's, St. Agnes, Sennen Cove, St. Ives, Penlee, Rhyl, Point of Ayr, Llanddulas, Cemlyn, Cemaes, Rhoscelyn, Rhosneigr, Bull Bay, Moelfre, Beaumaris, Criccieth, Porthdinllaen and Abersoch.

Irish District.—Aranmore, Blackrock, Greenore, Clogher Head, Drogheda, Kings-

town, Poolbeg, Hoylake, Hilbre Island, New Brighton No. 1, New Brighton No. 2, and Formby.

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

Reported the receipt of the following special contributions:—

	£.	s.	d.
Mrs. KATE LOWE. Further on account of Tynemouth Motor Life-boat	1,000	-	-
ANCIENT ORDER OF FORESTERS FRIENDLY SOCIETY	100	-	-
Mrs. MACANDREW	50	-	-

—To be thanked.

Paid £9,152 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £252 12s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No. 1	Schooner <i>Volant</i> , of Belfast	4
Barmouth	Sailing Ship <i>John G. Walters</i> , of Nova Scotia. Stood by vessel and rendered assistance.	
Donaghadee	Ketch <i>Pride of Mourne</i> , of Kilkeel. Stood by vessel.	
Gorleston No. 1	S.S. <i>Eastward</i> , of Hull	12
The Lizard	S.S. <i>Corous</i> , of Swansea	9
Lyme Regis	S.S. <i>Gay-Gitano</i> , of Cardiff	5
Margate No. 1	Barge <i>Alice</i> , of Rochester	3
Newbiggin	Fishing cobs. Remained in attendance.	
North Deal	Barge <i>Novato</i> , of Harwich	2
"	Schooner <i>Dracona</i> , of Hull	3
" (Reserve)	Barges <i>Diamond</i> , <i>Counieas</i> , <i>Britannic</i> , <i>Western Belle</i> , and <i>Britisher</i>	16
Whitby No. 2	S.S. <i>Nordstrand</i> , of London	23

Appledore No. 1 Life-boat assisted to save the ketch *H. F. Bolt*, of Appledore; the Newbiggin Life-boat assisted to save a vessel; the North Deal Life-boat assisted to save the ketch *Boy's Friend* and four lives; and the Tenby Life-boat assisted to save the motor ketch *Annie*, of Cardigan.

Also voted £445 2s. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Aldeburgh No. 1, Appledore No. 2, Blakeney, Caister No. 1, Castletown, Cromarty, Dunbar, Flamborough No. 1, Hastings, Holyhead (Steam), Kingsdowne, Margate No. 1, North Deal, Point of Ayr, Porthoustock, Port St. Mary, Ramsey, Ramsgate, Rhyl, St. Peter Port, Seaham,

Sheringham, Tynemouth, and Walton-on-Naze.

Granted £75 16s. 6d. to men for injury in the Life-boat service at Blackpool, Blakeney, Llandudno, Lowestoft, Newquay (Corn.), Southwold, and Tynemouth.

Voted additional monetary rewards to the crews of the Appledore No. 1, North Deal and North Deal Reserve Life-boats in recognition of arduous services during the past month.

Voted £58 10s. 10d. to cover the expenses of Motor Fishing-boats at Arbroath, Cadgwith, Gourdon, Newquay (Corn.), Padstow, St Agnes, and Whitby, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted £5 to JAMES HAMMOND and five other men for putting off in a skiff in a heavy off-shore gale from Dalkey, co. Dublin, to the assistance of the fishing-boat *Lizzie*, and her crew of two hands, which was in danger of being swept out to sea on the 9th February. The salvors, after nearly two hours' hard work, succeeded in putting two men on board the *Lizzie*, which was half full of water, and got her into safety.

Voted £2 5s. to J. DONALDSON and three other men, forming the crew of the fishing-boat *Children's Friend*, for saving two men from a seaplane which, through a breakdown of machinery, came down off Skateraw, in a choppy sea, on the 20th February.

Voted £7 10s. to ten men belonging to H.M. tug *H. S. 21*, for saving three lives from the schooner *Eliza and Alice*, of Grimsby, which, immediately after the rescue had been effected, foundered off Deal, in very bad weather, on the 2nd March.

Voted £9 to the Master and crew of four hands of the tug *George Jewson*, for saving twenty-one lives from the s.s. *Geneva*, of Leith, which stranded after a collision, and subsequently became a total loss off Gorleston, on the 4th March. The *George Jewson*, with the help of other tugs, towed the vessel off the beach and anchored her near the S.W. Scroby Buoy. It was then discovered that the vessel was leaking badly, and for five hours pumping operations were carried out, but the leak increased and the weather became worse. The boats of the sinking vessel were smashed and useless, so the captain of the tug skillfully manoeuvred his vessel close enough to the *Geneva* to enable the men on board to jump from one vessel to the other. The work of rescue occupied six hours. Considerable risk was run of losing the tug and her crew.

Friday, 10th May, 1918.

The Rt. Hon. the EARL WALDEGRAVE, P.C., V.P., was unanimously elected Chairman, and Sir GODFREY BARING, Bart., M.P., Deputy Chairman of the Institution, for the ensuing year.

Lord WALDEGRAVE having taken the Chair, the members of the Sub-Committees were elected for the current year.

Reported the death of Mr. EUGENE F. NOEL, a Vice-President of the Institution since 1914, and a member of the Committee of Management since 1868. A letter of condolence was sent to his family.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance, and Correspondence, and Wreck and Reward Sub-Committees, and ordered that their recommendations should be carried into effect.

Read the reports of the Acting Deputy Chief Inspector and the District Inspectors on their visits to the following Stations:—

Eastern District.—Whitburn, and Sunderland.

Southern District.—Mevagissey, Falmouth, Polkerris, Plymouth, Yealm River, Looe, Torquay, Teignmouth, Exmouth, Brixham, and Paignton.

Western District.—Newquay (Corn.), Pwllheli, Aberdovey, Barmouth, Fleetwood, Lytham, St. Annes, and Blackpool.

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

Reported the receipt of the following special contributions:—

	£.	s.	d.
Mrs. I. E. GARDNER	100	-	-
REGINALD S. WIGRAM, Esq.	25	-	-

—To be thanked.

Paid £6,247 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £174 9s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Anstruther	S.S. <i>Marsden</i> , of Newcastle. Landed 23.	
Hastings	S.S. <i>Broderick</i> , of London	13
Scarborough	Ketch <i>Scoonieburn</i> , of Methil	4
Sheringham	S.S. <i>Alice Taylor</i> , of Dundee	18

Also voted £141 11s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Blakeney, Cromer, Donaghadee, Dunbar, Filey, North Deal, Padstow No. 2, Palling No. 1, Salcombe, Seaham, Sennen Cove, Sheringham, Teemouth, Wells, and Winterton No. 1.

Granted £2 10s. to a man injured in the Life-boat service at Sheringham.

Voted £41 12s. to cover the expenses of Motor Fishing-boats at Anstruther, Cadgwith, Exmouth, Montrose, St. Ives, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted £4 to four men at St. Ives (Corn.) for putting off on the 7th January in a Motor

Fishing-boat, in a very heavy N.E. gale and heavy sea, to the assistance of a boat, with seven men in her, belonging to H.M. salvage tug *Epic*. The salvors succeeded in towing the boat, which was being driven rapidly to the rocks, into safety, thereby saving the men's lives.

Voted £6 15s. to seven men for saving a man from a salmon-coble which capsized off Whitehills, near Banff, on the 23rd March. Nothing was known of the accident until the coble grounded with a man clinging to her. Two men had been drowned, and a fourth man was found clinging to some outlying rocks in great peril. Two of the salvors jumped into the water with a rope, swam to the rock, and supported the endangered man until further help arrived, when he was safely landed. A Motor Fishing-boat at Banff proceeded to the scene of the disaster, but did not arrive until after the survivors had been rescued.

Voted £1 10s. to two men for putting off from Whithorn in a small fishing-boat and piloting in two ship's boats containing forty-seven men on the 28th March. The boats belonged to the s.s. *Inkost*, of Aberdeen, which had been torpedoed, and the action of the salvors was very useful, as the men in the boats were unacquainted with the coast.

Voted £2 to four men for putting off in a boat from Robin Hood's Bay and rescuing five of the crew of the motor fishing-boat *Botha* on the 28th March. The *Botha* sank and the crew took to their punt, from which they were picked up by the salvors.

Voted 15s. to two men for putting off from Cullercoats in a small boat, on the 6th April, and saving two men from a seaplane which had fallen into the sea. When the salvors reached the seaplane they found the two occupants in the water up to their waists, and they brought them into safety.

Voted £1 to two men for putting off from Lowestoft in a motor-boat, on the 13th April, and saving four men from a small boat belonging to the fishing-smack *Ruth*, of Lowestoft. The men when picked up were in a state of exhaustion, having been adrift for several hours.

Directed that special Letters of Thanks be sent to three officers, and voted £5 5s. to seven N.C.O.'s and privates of the 14th South Lancs. Regiment, for their services in assisting to save the crew of the ketch *Mountaineer*, of Kirkwall, which stranded one and a half miles from Winterton on the 14th April. A strong gale was blowing, with a very heavy sea on the beach, and the weather was very cold and thick. Second Coxswain HAYLETT, of Winterton, went into the water up to his armpits and was able to establish communication with the vessel by means of a rope, and, with the assistance of the men above referred to, the crew of six hands were rescued from the wrecked vessel.

Friday, 24th May, 1918.

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

Special meeting, at which it was reported that the President, His Grace the DUKE OF NORTHUMBERLAND, K.G., died on the 14th May, 1918. He had been President of the Institution since 1911. Passed the following Vote of Condolence:—

"That this Committee, in recording the lamented decease of their President, His Grace HENRY GEORGE PERCY, DUKE OF NORTHUMBERLAND, K.G., tender their sincere sympathy and condolence to his son, Alan Ian Percy, 8th Duke of Northumberland, and desire to place on their Minutes an acknowledgment of the services rendered to the Life-boat cause by their late President, who held that office since 1911, and who thus maintained the long-standing connexion between the Dukes of Northumberland and the national and philanthropic objects of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, a connexion dating back to the earliest days of the Life-boat Service, and, so far as the Institution itself is concerned, to the year 1852, when the 4th Duke of Northumberland was its President."

Also reported the death of Admiral of the Fleet Sir GERARD H. U. NOEL, G.C.B., K.C.M.G., who had been a member of the Committee of Management since 1908, and passed a Vote of Condolence with his family.

Friday, 7th June, 1918.

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

Read and confirmed the minutes of the two previous meetings.

Also 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 Acting Deputy Chief Inspector and the District Inspectors on their visits to the following Stations:—

Northern District.—Whitehaven, Maryport, Piel (Barrow), Southport, Ramsey, Port Erin, Port St. Mary, Castletown, Douglas, and Peel.

Eastern District.—Walton-on-the-Naze, and Clacton-on-Sea.

Southern District.—Rye Harbour, Dungeess Nos. 1 and 2, New Romney, Eastbourne Nos. 1 and 2, Salcombe, Hope Cove, Southampton, and Weymouth.

Irish District.—Arklow, Courtown, Kilmore, Rosslare Harbour, Wexford, Dunmore East, Tramore, and Kilmore.

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

Reported the death of Mr. J. W. ALEXANDER, on the 20th May, who had been honorary Secretary of the Newcastle (Co. Down) Branch since May, 1903.

Reported that Major AUSTIN GRAHAM, who had been Honorary Secretary of the Saltburn-on-Sea Branch since June, 1913, was "killed on service" in May.

Reported the receipt of the following special contributions:—

	£.	s.	d.
Mrs. KATE LOWE. Balance of the cost of the Motor Life-boat Henry Frederick Swan, stationed at Tynemouth . . .	1,901	-	-

—To be thanked.

Paid £6,276 for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £113 15s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.		Lives saved.
Aldeburgh No. 2	An aeroplane.	Assisted to save aeroplane and . . .	1
Crail	S.S. <i>Windy</i> , of Newcastle		20
Hartlepool No. 3	A vessel.	Attempted to save vessel.	
Newbiggin . .	A vessel.	Stood by vessel.	
Newquay, Corn.	S.S. <i>War Grange</i> , of London.	Stood by vessel.	
Palling No. 1 .	Smack <i>Mognolia</i> , of Lowestoft.	Stood by vessel.	
Walton-on-Naze	A vessel.	Saved vessel and	3

Also voted £167 7s. 8d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view of assisting persons on vessels in distress:—Courtmacsherry, Eastbourne No. 2, New Romney, Padstow No. 1, Port Erin, Port Logan, Port Patrick, St. David's, Scarborough, and Winterton No. 1.

Granted £7 to men for injury in the Life-boat service at Gorleston and Torquay.

Voted £70 7s. 4d. to cover the expenses of Motor Fishing-boats at Exmouth, Montrose, Newquay (Corn.), Padstow, Port Erin, Port Isaac, Portrush, Ramsey, Stonehaven, and Wells, which were launched for the purpose of rendering assistance to vessels mined or torpedoed.

Voted £1 to two men for saving a man from a hydroplane which came down near Hornsea, on the 20th March. The salvors put off in a

cable, and were able to bring the man and the hydroplane to the shore.

Voted 15s. to two men at Hornsea for bringing back a boat which had been used for life-saving, and which had been left by the salvors some distance from its station, on the 26th March.

Voted £1 2s. 6d. to three men for rescuing the pilot and observer of an aeroplane which had fallen into the sea, on the 15th May. On the accident being observed the salvors promptly launched a small boat, rowing against a strong ebb tide, and in twenty-two minutes from the time the machine fell they rescued the two men, who were swimming about, the aeroplane having sunk.

Voted £3 15s. to six men for putting off from Robin Hood's Bay and rescuing nineteen men from a ship's boat belonging to the s.s. *Naparina*, of Karlshamn, which had been torpedoed, on the 10th May. The salvors launched two shore boats in response to signals of distress, and, on reaching the ship's boat, which was in danger of going on the rocks in the darkness, they took the crew on board and safely landed them. A moderate breeze was blowing with a moderate sea.

Voted 15s. to two men at Swanage for putting off in a boat, on the 26th May, to render assistance to the crew of an unknown vessel which had been torpedoed and sunk. The survivors, however, landed in the ship's boats.

Voted £2 to E. FAIR (a deaf and dumb fisherman) and his son, aged 16, for their services on the 20th April. The boat was caught in an off-shore squall near Hastings, and the two men were getting exhausted, when they saw another small boat with three soldiers in her. This boat was being swept out to sea, and the men in her were quite exhausted. The salvors, notwithstanding their own condition and the risk involved, proceeded to them, and succeeded in towing the boat to Bexhill, where the men were landed.

Voted £2 10s. to five men at Trevoise Head for rendering assistance to a ship's boat, containing six men, belonging to the s.s. *Mejford*, of Bergen, on the 23rd May. The boat was seen approaching the headland, and the salvors, by means of flags, directed it to the only safe landing-place. They then went down the cliff, and assisted the shipwrecked men, who were more or less exhausted with wet and cold, out of the boat and up the steep cliff, and, later, they were successful in salving the boat.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st August, 1919.