

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

VOL. XXIV.—No. 268.]

FEBRUARY, 1920.

[PRICE 6d.

The Passage of the Motor Life-boat "Dunleary" from Cowes to Kingstown.

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THE passage of this boat from Cowes to Kingstown gave her a test to which Life-boats are not often subjected.

Many encounter much worse weather for short periods; few have had to contend with the severe gales which for a period of ten days followed in our wake. I use the words "followed in our wake" advisedly. If they had been head winds, apart from the great delays involved, what was mere discomfort for officers and men would have speedily developed into abject misery.

It speaks well for the machinery and hull that I have not a single mishap to chronicle, and not once during the whole time at sea were the engines stopped to make good defects—a thing which might reasonably be expected in a new boat. For this full credit must be given to Mr. Grant, Assistant Surveyor of Machinery. Assisted by Motor Mechanic Garner for part of the passage, and Motor Mechanic Magee for the remainder, his careful nursing of the engines achieved this striking success. For the rest Coxswain "Dan" Murphy handled the boat with the skill one would expect from so fine a type of Irish seaman, and was ably supported by a very excellent crew of five men belonging to Kingstown.

The total distance covered was just short of 500 miles, and the actual hours at sea 67, giving an average speed of 7.3 knots for the voyage.

The speed would have been greater but for the high seas and, more often than not, an adverse tide, with which we had to contend. A short winter's day—for the undesirability of navigation by night in a boat of this nature is obvious—does not permit of regulating one's departure to suit the tides. I therefore found it best practically to ignore them,

and to confine myself to an ecstatic murmur of, "Glory be to Allah!" if the tide was in our favour, and a subdued "Kismet!" if otherwise. This worked very well, and enabled one to keep cheerful under all conditions.

Our first day out from Cowes will live in my memory if only for the fact that it is the first time that I have seen an entire crew content—or, at any rate, resigned—to pass a whole day without eating. For myself, I fasted also, though I carried things a bit farther, for whereas the crew had a plus handicap of one breakfast, I had a minus handicap of the same as soon as we tasted the first of the gale!

One's pen is really inadequate to do full justice to the discomforts of a trip in an open boat with practically no cover, no means of cooking food, and fewer opportunities of eating it even if it could be cooked; and with, further, no space in which to take even the most restricted exercise. This latter made us feel the cold very much.

None the less, the experience was a most valuable one, and in a few months I shall possibly bring myself to believe that I enjoyed it. Never for one instant did the confidence of officers and men waver in the abilities of their boat, and the value of this can scarcely be over-estimated when one realizes that these same men are liable at any moment to be called out on an errand of mercy in equally bad, if not worse, weather.

A more detailed account of the cruise is appended hereto.

Wednesday, 10th December.

At 9 A.M. we cast off from the Pontoon Pier, West Cowes, and proceeded into the Solent for adjustment of compasses.

This was completed in under an hour, and the compass adjusters having been landed, we sailed at 10.30 A.M. The weather in the Solent was fine (though it looked threatening), and we made good progress under sail and motor. One of H.M. destroyers overhauling us at slow speed the following signals were exchanged:—

Dunleary.—Are you bound west. If so, we should be very grateful for a tow towards Weymouth.

T.B.D.—Much regret I am anchoring at Yarmouth.

Dunleary.—Thank you. We are bound Ireland. Would you like to change jobs?

T.B.D.—Nothing would please me better, I don't think.

As we cleared the Needles the wind was increasing rapidly, and in less than an hour we had a shrieking S.E. gale on our quarter. All other small vessels had run for shelter, but we decided to stand on for Weymouth—a decision which was the more easily arrived at through there being no shelter to run for nearer than Poole.

Off St. Alban's Head we got unaccountably mixed up in the race, and for an hour or two the waves were washing right over the boat. It repeatedly filled and, happily, as repeatedly emptied through the relieving ports, but every now and then we were standing up to our knees in water. The boat, however, behaved magnificently, and we won our way to Weymouth, arriving much bedraggled and very sorry for ourselves at 4.15 P.M.—a very quick run under the circumstances. Distance run, 42 miles. Average speed, 7.3 knots.

Thursday, 11th December.

The gale showed no signs of diminishing, so we stayed in the harbour. The needs of the men for board and lodging were attended to by the indefatigable Mr. Biggs, Manager of the Missions to Seamen, a staunch friend of the Life-boat. The crew left this excellent home very little the poorer in pocket, and each man the richer for a pair of warm socks or gloves. No praise is high enough for the admirable way in which the Mission at this and other

ports looked after our men, and the crew always made for them in preference to hotels or lodging-houses.

Friday, 12th December.

8.40 A.M.—Sailed. Wind S., force 4 to 6 (23 to 34 miles an hour), moderating considerably towards the afternoon, but leaving a heavy swell. Under sail throughout the passage to Dartmouth, which we reached at 4.20 P.M. Distance run, 52 miles. Average speed, 6.5 knots. An adverse tide.

Saturday, 13th December.

8.40 A.M.—Sailed. A head wind until past Start Point, when we made sail, the wind having by then shifted to S.W. and commenced to blow half a gale. Sea very rough, and passing showers of rain. However, we made good progress, and secured in the G.W.R. Docks, Plymouth, at 1.40 P.M. Distance run, 38 miles. Average speed, 7.6 knots.

Sunday, 14th December.

Spent an unsabbatical forenoon endeavouring to run 96 gallons of petrol to earth without success. A local dealer, however, came to our rescue, and by noon we had filled our tanks and were *en route* to Fowey. We again encountered a strong S.W. wind, which, however, counteracted an adverse tide, and we made harbour at 3 P.M. Distance run, 22 miles. Average speed, 7.3 knots.

Monday, 15th December.

The day broke fine, and enabled us to set out for Newlyn at 8 A.M. The wind had decreased to a force of about 3 (18 miles an hour), and a heavy swell was all that remained of the gale of the preceding day. Our enthusiasm was, however, considerably damped by a steady drizzle and a thick mist, which obscured the land and made our whereabouts a matter of conjecture. Happily it lifted in time to prevent us bumping the Manacles Buoy—the result of the combat would have been uncertain, with the betting slightly in favour of the Life-boat—and the rest of the run was completed without incident. Newlyn was reached at 3 P.M., and here Captain Bennetts, the local Honorary Secretary, had 96 gallons of petrol waiting for us.

Distance run, 50 miles. Average speed, 7.1 knots.

Tuesday, 16th December.

The trip round Land's End was the one to which we had looked forward with the least anticipation.

Visions of the naval motor launches at the mercy of the elements off Longships a few weeks previously would persist in obtruding themselves. One of the said visions materialised in the shape of a glimpse of a pathetic mass of matchwood as we passed out of Newlyn—all that remained of the "movie" launch, which had once been the pride and glory of a Lieutenant R.N.V.R.

However, "blessed is he who expecteth little," for the passage to Padstow was one of the best we did. A warm sun and light S.W. wind cheered us up more than a little, though, as on previous days, the heavy swell was very uncomfortable.

Leaving Newlyn at 8 A.M., we made Padstow at 3.45 P.M., and were skilfully piloted up its tortuous channels by the Coxswain of the Padstow Life-boat. Distance run, 60 miles. Average speed, 7.5 knots.

Wednesday, 17th December.

Sailed at 7 A.M. in a thick mist and drizzle. Wind S.W., force 4 to 5 (23 to 28 miles an hour). Sea somewhat rough. We shaped course direct for Milford, and were thus out of sight of land during the run.

However, we were lucky in making a good landfall, picking up St. Govans Lightship at about 3 P.M. 4.30 P.M. saw us safely moored off the little village of Angle, in Milford Haven. Distance run, 70 miles. Average speed, 7.7 knots.

Thursday, 18th December.

Got under way at 10 A.M., and proceeded to Pembroke Dockyard, where we embarked a fresh supply of petrol. By the time this was done it was too late to make a start, so we returned to Angle in readiness for an early morning start. The wind was, however, increasing rapidly, and by dark a strong W. gale was raging—a bad augury for the next day.

Friday, 19th December.

Our worst fears were realised when we woke up and observed immediately that the golden weathercock of the village church (which faced our hotel front) had blown down. Not that we needed it to discover from what direction the wind was blowing! A walk out to the cliffs overlooking St. Ann's Head satisfied us as to our wisdom in remaining in harbour; it was scarcely possible to stand upright. We therefore resigned ourselves to the inevitable, and as Angle in winter time is not exactly the place in which one would elect to spend even 24 hours, we made up our minds to leave the moment there was a lull. Officers and men lived together in the only hotel the village boasts; and it was fortunate that this particular day was the one day in the week that the local butcher opened his shop, otherwise the food situation would have become desperate instead of merely giving one cause for grave anxiety. The local Honorary Secretary, Mr. Gutch, came to the rescue of the officers, and we much appreciated his hospitality.

Saturday, 20th December.

We were all called at 5.30 A.M., and, after a hearty breakfast, had a depressing walk of about a mile, in pitch darkness, through muddy roads, along a muddy beach, and two muddy fields, before we came to the Life-boat house, off which our boat was lying. Various trifles delayed us, and it was 7 A.M. before we finally slipped our moorings and stood out to sea. We had a strong W.S.W. wind to flog against as far as Skomer Island, when we were able to haul off sufficiently to make sail and set course for Tuskar Rock. The high sea and strong wind moderated considerably as we closed the Irish coast, and after sighting Tuskar we got a good lee, completing the rest of the run to Wexford under ideal conditions. Off Rosslare Point we were met by the Coxswain' of the Wexford boat with a fresh supply of petrol; having embarked which we were piloted up to Wexford and secured for the night. Distance run, 70 miles. Average speed, 7 knots.

Sunday, 21st December.

Sailed from Wexford at 8.30 A.M. and ran up the Irish coast with a favourable tide and the inevitable W. wind, which now became our friend—for a while. As we drew near Wicklow Head, however, it had increased to a gale, and the last hour and a half of our run was only equalled by the trip to Weymouth for discomfort. Rounding the head we were face to face with a furious gale and short choppy seas which swept right over the boat, soaking us to the skin. No sail could be carried, and it took us an hour to do the two short miles from Wicklow Head to Wicklow. Sightseers ashore informed us that the boat was only occasionally visible in the spray which swept over her as high as the masthead. But all's well that ends well, and we tied up for the night in Wicklow at 3.30 P.M. Distance run, 50 miles. Average speed, 7.7 knots.

Monday, 22nd December.

Our last day's run was commenced at 8.30 A.M., and ended at 11 A.M. in Kingstown. The wind had dropped

considerably and rain took its place. The short run of 22 miles was completed in two and a half hours at an average speed of 8.8 knots.* Rounding the breakwater at 11 A.M. we made an unassuming entry into Kingstown harbour, there to be welcomed by Mr. Hargrave, our indefatigable Honorary Secretary.

Thus came to a successful conclusion an interesting if rather arduous trip.

Curiously enough, about two hours after our arrival, notice was brought that a small boat containing a man and a boy was in danger.

The crew had gone to a well-earned dinner, but at once returned and proceeded to man the boat. A few minutes later, however, it was reported that the boat had been rescued by an Irish Lights steam launch, so that an opportunity of inaugurating our arrival by performing a useful service was denied to us.

*As Mr. Grant remarked to me, "The old bus seems to realise she's nearly home." The more matter-of-fact Dan Murphy muttered something about the tide being in our favour, but personally I like to share the former's view.

The North Deal Life-boat in the Lord Mayor's Show.

Just a week before the Lord Mayor's Show in November last the North Deal Life-boats had carried out the very gallant rescues which are described on another page, when three vessels were in distress on the Goodwin Sands. It was felt to be most appropriate, with the story of these rescues fresh in the mind of the public, that the Coxswain and crew of the *Charles Dibdin* should take part in the procession. For the first time for four years it was a procession of peace,

a pageant of the League of Nations, and nothing could have brought home more forcibly to the people of London this truth, which all Life-boat workers wish to impress on others, that the end of the war has brought the Service no respite from its work or dangers, than the presence in the procession of these warriors of the Life-boats, who had come to it almost direct from a perilous rescue, in which several of them had been injured.

Torpedoed in a Heavy Gale.

THE following letter speaks for itself:—

Birmingham,
December 31st, 1919.

DEAR SIRS,

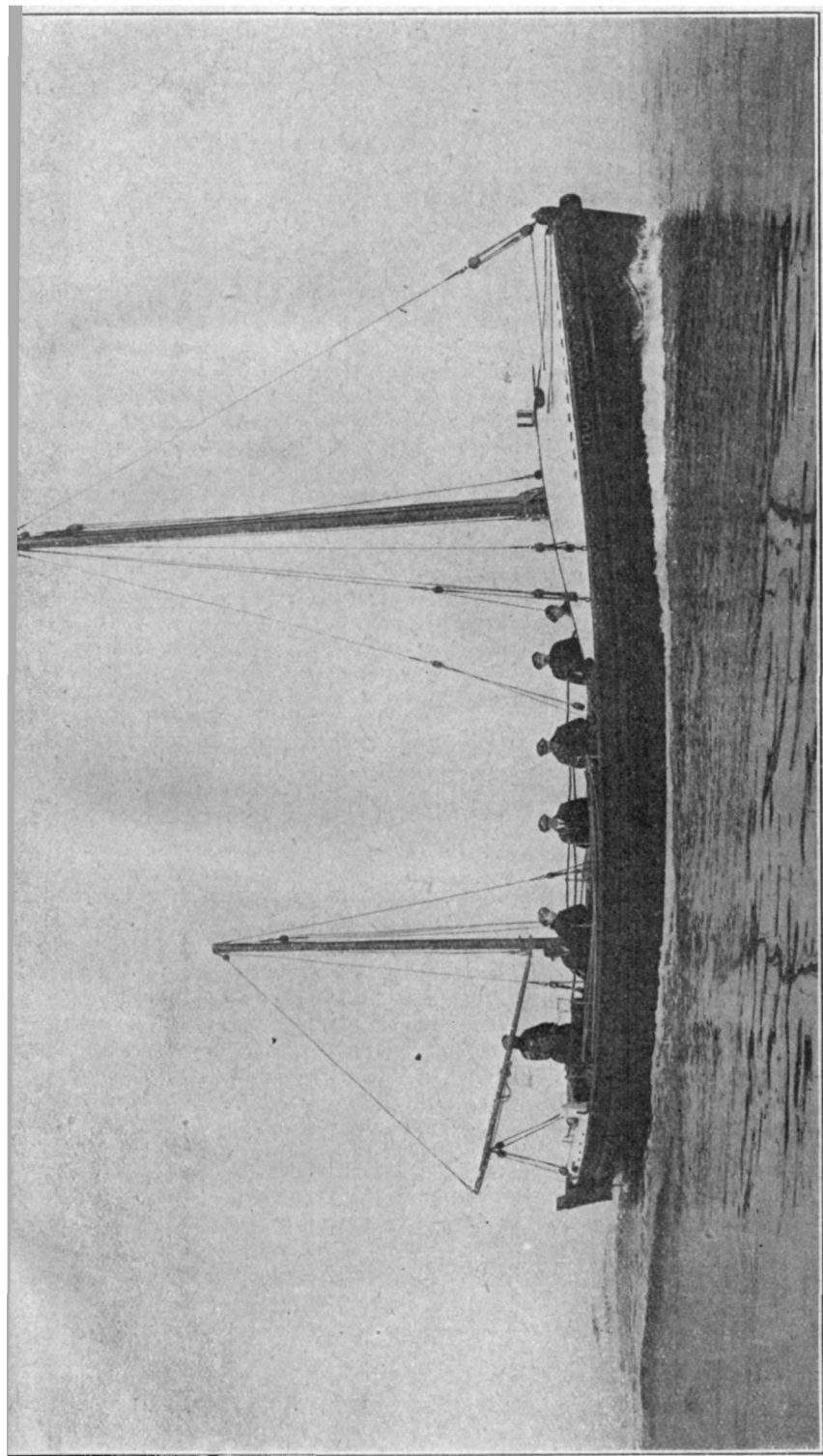
I have great pleasure in enclosing herewith £3 13s. for the funds of the Life-boat Institution, as a token of gratitude for the preservation of our dear son and brother, who was torpedoed during a heavy gale off Penzance on the night of December 28th, 1917, and was in an open boat for twelve hours, clad only in his sleeping-suit. He was mercifully restored to us from the very gate

of death, and we wish to show in a small measure our gratitude for his miraculous deliverance.

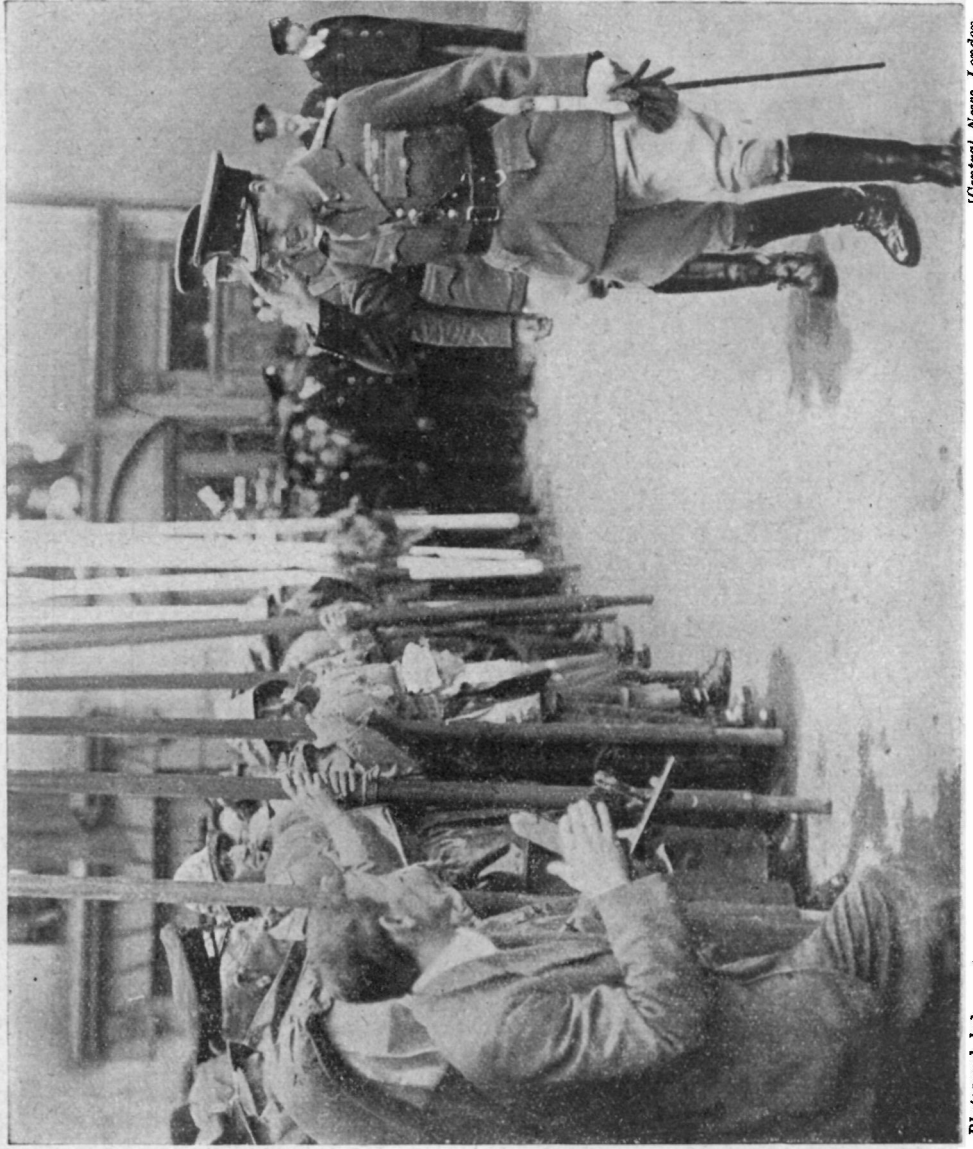
I may say that this is a two years' donation, as last year I did not know where to send it; but although we may not be able to send you a large donation every year, we intend to send you one, however small it may be, and keep a box for that purpose, which we shall open on the anniversary every year.

With all good wishes for your success in your good work,

Yours sincerely,
MR. AND MRS. J. LILE AND FAMILY.



**THE "DUNLEARY" (CIVIL SERVICE No. 6). PRESENTED BY THE CIVIL SERVICE LIFE-BOAT FUND.
A Non-self-righting Motor Life-boat of the Watson type (45 ft. by 12 ft. 6 in.). Fitted with a Taylor engine developing 60 B.H.P.**



[Central News, London.]

Photograph by

R.N.L.B.I. Headquarters' Staff in the War.

IN *The Life-Boat* for November, 1918, it was indicated that in due course an effort would be made to furnish some details regarding the war services rendered by members of the Institution's staff in the Great War. At that time—the month in which the Armistice was signed—it was naturally assumed that it would not be long before all officers and other ranks whose callings in civil life embraced work of first-rate national importance would be released to take up again the duties they had laid aside in response to the paramount needs of their country's defence. As a fact, however, even more than a year after the signing of the Armistice, there were still members of the Institution's staff whose release from service had not been obtained, despite the urgent representations that were made to the proper authorities. The claims of commerce and industry were, of course, of great importance, but it was natural to suppose that the claims of a great national life-saving society, such as THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, would certainly have received not less consideration than those of business firms and other concerns conducted for profit. In spite of this it was not until the end of 1919 that full details could be obtained of the war services of members of the Institution's staff. The record which follows is enough to show that the Institution's noble traditions of peace service have been well maintained during the war by those members of its staff who were eligible for service with His Majesty's armed forces, and the diversity of that service, rendered in many different parts of the world, makes it something of a microcosm of the work of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION itself.

It was not possible for those offering themselves for service in the war to pick and choose the exact form of service they would render, or even to ensure that their capabilities should be fully used. The point to be remembered with satisfaction is that the members of the staff who were eligible gave themselves freely to their country's

service in a great national emergency, seeking no personal advantage, shirking no risk or hardship, and making no reservations by reason of whatever special training and abilities they possessed. Full advantage was undoubtedly taken by the authorities of the qualifications of some, whilst in other, less fortunate, cases men with special qualifications for valuable forms of war service found themselves set to tasks which would have been as well performed by men who had not their training. Theirs not to reason why, but cheerfully and tirelessly to give to the limit of their capacity, whatever the service indicated, and no matter what the rank it carried with it. And that is precisely what these members of the staff of THE ROYAL NATIONAL LIFE-BOAT INSTITUTION did in their war service. Whether as private or field-marshal, no man can do more, and no Life-boat man has done less.

I. Captain HOWARD F. J. ROWLEY, C.B.E., R.N., then Deputy Chief Inspector of Life-boats, received his call on the outbreak of war, and from the beginning was entrusted with the very important task of establishing a Naval Base at Inverness, and dealing with the distribution of officers and ratings, mails and stores to the Grand Fleet in the North of Scotland. At different later stages he was appointed Senior Naval Officer, Divisional Naval Transport Officer, and Naval Representative for the North of Scotland Special Military Area. Apart from the fact that it was heavy and unremitting, the work involved by these appointments demanded the exercise of great skill in organization, combined with complete mastery of varied and complex detail. Its importance for the welfare, and indeed the working efficiency of the Grand Fleet, could not easily be exaggerated. Joining up as Commander, Captain Rowley shortly afterwards received a step in rank, as Acting Captain, in which rank he was presently confirmed. He continued to serve right up till April, 1919, and upon demobilization the special value of his services was

recognised by the award to him of the C.B.E. This officer's war service thus proved in every way a fitting prelude to his promotion as Chief Inspector of Life-boats.

2. Commander H. G. INNES, R.N., now Deputy Chief Inspector of Life-boats, was called up on the outbreak of war. He served as First Lieutenant on board H.M.S. *Amphitrite* in the Atlantic, where she was engaged in convoy work, in searching neutral vessels, and in the hunt for armed merchant cruisers. He then took command of H.M.S. *Circe*, a mine-sweeping gunboat, in the North Sea, and was promoted Acting Commander in September, 1915. Later, he served as Assistant to the Senior Naval Officer and Extended Defence Officer, Cromarty, and was promoted to the rank of Commander on the Retired List in August, 1916. He served until the end of the war, and was demobilized in 1919.

3. Captain CHARLES H. FORBES, R.N., District Inspector for the Northern District, was also called up at the outbreak of war, and posted to Portsmouth, where he was placed in charge of the auxiliary service there, that is to say, of merchant ships serving with stores and munitions for the fleet. He held this post until January, 1917, when he was transferred to the charge of the transport, still at Portsmouth, an onerous post which included the shipping of guns and tanks across the Channel. In January, 1918, Captain Forbes went to Salonika as D.N.T.O., and did not return to England until a year later. Mentioned several times in despatches, Captain Forbes was promoted to the rank of Post Captain, at the end of 1918, and was awarded the C.B.E. Climatic and other conditions in the Salonika theatre of war were far from favourable, and unfortunately led to a breakdown in health. This compelled Captain Forbes to relinquish his appointment under the Institution, and, we regret to state, resulted in a grave illness, which finally culminated in Captain Forbes's death.

4. Commander W. G. RIGG, D.S.O., R.N., District Inspector for the Eastern District, was called up at the outbreak of war, and, as was indicated in the

November, 1918 issue of *The Life-Boat*, was awarded the D.S.O. for his gallant service while in command of mine sweepers in the Dover Patrol. Later on he was transferred to the Inland Water and Transport Service, and appointed Naval Adviser to the Officer in Charge of the great Naval Transport establishment at Richborough, the famous "mystery port" of the war. In connexion with his very important duties here he was given the rank of Colonel, R.E., and on demobilization he joined a commercial undertaking in which his energy and ability are likely to prove of great value.

5. Captain BASIL HALL, R.N., the District Inspector for the Southern District, was called up in November, 1914, and appointed to the "Special Service Squadron," familiarly known as the "Dummy Squadron," because it was composed of merchant vessels cleverly disguised to look like men-of-war. The duty of these vessels was to act as decoys to the enemy's fleet, and in this, in a number of cases, they were very successful. Captain Hall served altogether in three of the fourteen ships of the squadron, and in April, 1915, was promoted to Commander. When the squadron was paid off he was appointed Coast-Watching Officer for the Norfolk and Suffolk coast, and, on Armistice Day, was promoted to the rank of Captain "for services rendered during the war."

6. Commander EDWARD D. DRURY, O.B.E., R.N.R., the District Inspector for the Western District, was called up in 1914, as Lieutenant, R.N.R., and served in the Black Sea, in Syrian waters, Gallipoli, the Grecian Archipelago, Gibraltar, Constantinople, and the Sea of Azoff. In June, 1917, he was promoted Commander, R.N.R., and was given command of the *Empress*, one of the first of the sea-plane ships. For his excellent services he was twice mentioned in despatches, and received the O.B.E. He has now been transferred to the Northern District as Inspector of Life-boats.

7. Commander P. F. M. FELLOWES, D.S.O., R.N., the District Organizing Secretary for the South of England,

had previously been invalided out of the Navy owing to a serious accident which had resulted in permanent lameness. He was eager, however, to place his services at the disposal of the Admiralty, and, in due course, was appointed Inspector of Steel. Some months later he joined the Royal Naval Air Service, and was placed in charge of the armament of naval aircraft, at the Admiralty. Subsequently, he succeeded in going on active service as an airplane Observer, and while serving in this capacity he was shot down, off Zeebrugge, picked up by the enemy, and kept a prisoner of war in Germany until after the Armistice. Commander Fellowes has now permanently joined the Royal Air Force; but we may be sure that he will remain a sympathetic friend of the Life-boat Service. His former colleagues and his many friends in the Southern District will read with interest this brief outline of his war service, as they will rejoice in his fortunate escape from death at Zeebrugge, and his well-earned award of the D.S.O.

8. Major A. C. CUST, District Organizing Secretary for Greater London, was, on the outbreak of war, called up as Captain, and joined the dépôt of his old regiment, the Somerset Light Infantry, at Taunton. In 1915 he was appointed Assistant Provost Marshal to the 14th Light Division, later on to the 9th Corps, and, finally, to the 15th Corps. After acting for some months as Town Major at Arras, he received an appointment at the War Office, which he eventually resigned to take up an important post in connection with the Ministry of Agriculture. Meantime, by the death of his brother, the late Mr. H. C. Cust, Major Cust has become the heir to the Barony of Brownlow, the present holder of which, Earl Brownlow, has always been a constant friend and supporter of the Life-boat cause.

9. Lieut.-Colonel A. S. MURRAY, O.B.E., District Organizing Secretary for Greater London, who had served as a regular in the South African War and been wounded at Diamond Hill, re-joined his old regiment, the Sherwood Foresters, as Captain on the outbreak

of war, and was appointed Major to the 9th Battalion (K.I.). He served with it in the Gallipoli Peninsular from the 1st July, 1915, to the 23rd August, being mentioned in dispatches. He was severely wounded at Suvla Bay and invalided home. On leaving hospital and returning to light duty he was appointed to the command of the 6th Reserve Battalion of the North Staffordshire Regiment, and promoted Lieut.-Colonel in January, 1916. Later in the same year he took command of the 4th Reserve Battalion Leicestershire Regiment, and in July, 1918, became Commandant of the Officers' Command Dépôt at Ripon. In April, 1919, he was released, at his own request, to take up the appointment under the Institution which he now holds, and was awarded the O.B.E. (Military Division) for his services.

10. Major CYCIL H. MAPLESON obtained a Commission as Lieutenant at the beginning of the war, after a brief course in an Officers' Training Corps, and was posted to the Ordnance. Most of his war service was done in the East; and the consistent efficiency with which his duties were discharged is shown by the fact that in 1919 he was appointed an Assistant Director at G.H.Q., Baghdad, with the rank of Major. As he is medically advised that life in the East will be better for his health than a return to England, Major Mapleson is resigning his post with the Institution, but his colleagues will follow the further career of this successful young officer with interest and good wishes.

11. Major HENRY WALLINGTON, Assistant District Organizing Secretary for London, obtained a commission at the beginning of the war, after a brief course in an Officers' Training Corps, and was posted to the Ordnance. He went later to Egypt, and eventually was promoted to the rank of Major. He has now resigned his post with the Institution, in order to remain in the Army.

12. Mr. J. S. P. GRANT, Deputy Assistant Surveyor of Machinery, joined up in September, 1914, as a private in the Mechanical Transport Section of the R.A.S.C., and in due course was

promoted to the rank of Corporal. His service was in France, and his training and experience in civilian life made his work of the greatest value to the *Mechanical Transport*. It is one of the many anomalies of the war that a man of Mr. Grant's educational and expert training should have been allowed to remain in the ranks, when his qualifications would have been of tenfold value had he served as a commissioned officer.

13. Mr. S. BONE, the present Resident Assistant Surveyor of Life-boats, though highly qualified for the appointment which he held before the war, and in spite of several rejections by the medical authorities, made repeated efforts to join the fighting forces, and succeeded, towards the end of 1916, in enlisting as a private in the R.A.S.C. He served through the remainder of the war, and was promoted to the rank of Corporal, despite the fact that he had no opportunity of using his special training and abilities.

14. Mr. W. PAYNE joined the 2/3 County of London Yeomanry (Sharpshooters), and became an Instructor in Lewis and Hotchkiss guns. Early in 1917 he transferred to the Machine Gun Corps Cavalry, and went to Mesopotamia with the 25th Machine Gun Squadron. He was promoted Acting Lance-Corporal in charge of a gun and detachment, and took part in the operations on the Euphrates in 1917-18, and in the Tigris operations in 1918. Hardly any member of the staff saw more varied and active service than Mr. Payne, and readers of *The Life-Boat* will remember his very entertaining letters, written from Mesopotamia, which appeared in the issue for November, 1918. After seeing so much hard service, it was the worst of luck that Mr. Payne should have been sent from Mosul to India after the signing of the Armistice, and that he should not reach home and get his release until December, 1919.

15. Mr. RICHARD CHARLES BAVERSTOCK was rejected on medical grounds. In December, 1915, he attested under the Derby scheme and on the 24th April, 1916, was called up for service as a Com-

pany Accountant. He was promoted to the rank of Lance-Corporal, and served until November, 1917, when he was discharged from the Army as being, on account of ill-health, no longer fit for military service.

16. Mr. C. H. SCOFFIELD tried to enlist at the beginning of the war, but was rejected on medical grounds, and only after several attempts succeeded, in March, 1917, in joining the Motor Transport Section of the R.A.S.C., with which he served in France until the end of the war.

17. Mr. D. W. NISBETT, joined the 2/3 County of London Yeomanry as a trooper, and in due course earned promotion to the rank of Corporal. He transferred to the Pay Corps in August, 1918, and served there until demobilised in March 1919.

18. Mr. L. F. GILDING, who is employed at the Storeyard, enlisted in the 25th (Cyclist) Battalion London Regiment on the 9th December, 1914. He was on coast defence until the beginning of 1916, when his battalion went to India. There he saw service in the Waziristan summer campaign in 1917, in the fighting with the Afghans in 1919, when he took part in the relief of Thal Fort, and was present at the Amritsar Riots. It was not until December, 1919, that he reached home again.

19. Mr. GEORGE R. SMITH joined the R.A.S.C. in November, 1915, as a Technical Storekeeper in Mechanical Transport, and eventually won promotion to the rank of a First-class Warrant Officer, as Machinist Sergeant-Major, before being invalided out of the service, in which his work had been very satisfactory throughout.

20. Mr. H. G. GILDING enlisted as a trooper in the *Middlesex Hussars*, and later was sent to Ireland. He became a Sergeant-Instructor in Physical Training and Bayonet Fighting, and in spite of several applications to be sent overseas he was retained with his drafting unit as an instructor.

21. Mr. JAMES EDWARD MARTIN, the late Chief Rigger, was a First-class Petty Officer, and had already seen

twenty-four years' service. He was called up on the outbreak of war, and took up duty on the *Baralong*. Later, he joined the *Ben-My-Chree*, the fast Liverpool-Isle of Man steamer, which was converted into a sea-plane carrier, and which, under the command of Flight Commander Samson, was engaged in the Red Sea, off the coast of Palestine, and with the French ships patrolling the Eastern Mediterranean. It was on board the *Ben-My-Chree* that First-class Petty Officer Martin died, on the 25th July, 1916.

22. Mr. JOHN NUNN, a Rigger at the Storeyard, was called up in August, 1914, as an Able Seaman, R.N., and served throughout the war in the North Sea and on the west coast of South America. Mr. Nunn has the distinction of having served on board H.M.S. *Warspite* through the Battle of Jutland, and of having seen a great deal of the naval side of the war. He has now resumed his work as an expert Rigger.

23. Mr. RICHARD HUMPHREYS, Assistant Storehouseman at the Storeyard, joined up as a Rifleman in the Middlesex Regiment on the 5th August, 1914, and has seen active service in France and Belgium, Italy and Germany. He speedily earned promotion to Lance-Corporal. That his service was indeed

"active" is amply proved by the fact that he was wounded on three separate occasions. Mr. Humphreys proved himself a gallant soldier, and returned to his civilian employment with a record of which any man might justly be proud.

24. Mr. L. J. PEACH, employed at the Storeyard, joined the Trawler Section of the R.N.R. as Deck Hand, in November, 1915, and served throughout the remainder of the war. At one period he had to be invalided, as the result of an accident, but for the rest served continuously and always with credit.

25. Mr. E. W. CALVER, also employed at the Storeyard, was called up as First-class Petty Officer, R.N., on the outbreak of war, and served with credit throughout the war in patrol and mine sweeping in the North Sea, one of the most arduous and dangerous of all the duties of the fighting forces.

26. Mr. S. BEER, of the Storeyard, joined the King's Royal Rifles, as Rifleman, in December, 1915. He served in France, Belgium, and Italy, and was three times wounded.

27. Mr. CHARLES DIXON, the assistant messenger and an old regular, was called up on the 8th August, 1914, and went to France with the Coldstream Guards. He was promoted Lance-Sergeant in 1917, and died of wounds in hospital on the 7th July, 1918.

Centenary of the Institution, 1924.

Appeal to Honorary Secretaries.

THE Secretary of the Institution proposes, if possible, to compile its history for publication in 1924, and he will be most grateful to all Honorary Secretaries, especially of Station Branches, for every assistance which they may be good enough to afford in connexion with the history of their respective Branches (Stations), and for photographs dealing with such history, e.g., photographs of past coxswains, previous Life-boat-houses, past Life-boats, and other valuable records. All such documents should be marked "Centenary Records,"

and should have an accurate description, with names, dates, etc. It is hoped that they can be placed permanently at the disposal of the Institution, but, where it is particularly desired, every effort would be made to return them eventually. In the case of photographs, it should also be stated on each photograph if it is necessary to obtain permission to reproduce it and, if so, to whom such application should be made.

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

Twenty-five Years of Life-boat Work.

By CAPTAIN BASIL HALL, R.N., Late Inspector of Life-boats.

It was in February, 1895, that I first entered "the House of the Institution" in order to submit my name as a candidate for the vacancy of District Inspector of Life-boats, caused by a decision of the Committee of Management to add a new Inspector to the already existing four. The "House" was then situated at No. 14, John Street, Adelphi; and though it had merits of its own, as have all the houses made famous by the Adams Brothers, it was ill-adapted to the requirements of a modern office, with its gas-lit and rather incommensurate rooms, which the staff had already out-grown when I joined the Institution. Nevertheless, those few of us who still remember it maintain a sentimental regard for the old building, and the peace and quiet of that historic quarter, so near to, and yet so far from, the roar of the Strand. There are signs that the new building in the Charing Cross Road is itself becoming too small for its requirements, and it seems possible that the day may come when the Institution will again have to seek a new home. How good if the forthcoming Centenary could see it housed in a building worthy of this great National Service! The imagination conjures up the vision of a noble edifice, fronting the great river—that highway of the shipping of all nations which our Life-boats help to safeguard. However, it is not for the purpose of recording my dreams of the future, but rather my recollections of the past, that the Editor has put this space at my disposal.

I was appointed first to the Irish District, where I remained nearly five years. The first year was marked by one of the most appalling disasters that has ever overtaken the Life-boats of the Institution, when, on December 24th, 1895, two splendid Life-boats, both stationed at Kingstown, were wrecked, and the whole of the crew of the larger boat drowned, in their attempt to save life from the Norwegian barque *Palme*, stranded in Dublin Bay during the height of a heavy south-easterly gale.

I was living in Kingstown myself at the time, but knew nothing of what had happened until an overheard word in the street told me of the disaster. I hastened down to the shore, but was only in time to meet the bodies of the gallant men as, one by one, each clad in oilskins and life-belt, they were washed up, and reverently laid out by their mates. Late in the night of that Christmas Eve we worked on the beach. It was a scene which will never fade from my memory.

The only other Life-boat available was a small pulling-gig, stationed at Poolbeg, inside the bar of the Liffey. Nothing more could be done that night; but at day-break on Christmas morning I attempted, with the aid of a tug, to tow this boat out of the river and round to the Bay; however, the heavy seas on the bar made this impossible, and after two had broken on board the vessel and found their way into the engine-room, we were reluctantly compelled to give up the attempt. If only a Motor Life-boat had been stationed on the Irish Coast in those days! The crew of the *Palme* were eventually rescued in a very gallant manner by Mr. Thomas McCombie, an officer of the Irish Lights Board, who was able to get his own boat to sea from Kingstown Harbour after the weather had somewhat subsided.

During the five years I spent in Ireland I covered many a long "Irish" mile by road, as a great number of the Stations were at long distances from the railway. The motor-car had, indeed, been invented, but had not then been brought into use, and I did all my work in that extraordinarily convenient vehicle, a jaunting-car. My beat lay almost entirely on the East Coast, as, owing to the absence of shipping, and consequently of wrecks, on the West Coast, no Life-boats are stationed there, with the exception of one on the distant island of Aranmore, off the coast of Donegal, a visit to which involved a drive of fifty-four miles from the nearest

railway station, followed by a long trip in a boat.

It was in 1899, shortly after the outbreak of the Boer War, that I left Ireland for the Western District, my stay in which must have corresponded almost exactly with the period of the War, for I remember hearing of the disaster of Colenso on my first visit in the new district, which was to that splendid Life-boat Station, Appledore; and I celebrated the signing of the Peace in a remote village in Wales with my successor the night before I turned the district over to him. One of our party on this occasion was that first-class officer, and very dear friend of mine, Commander Charles Cunninghame-Graham, who during the first fourteen years of my service with the Institution was Deputy Chief Inspector of Life-boats. One of the many duties of the Deputy Chief Inspector is to visit the coast when problems arise which require the decision of a superior officer, as, for instance, the opening of a Life-boat Station in some spot where none has existed previously, or the closing of an existing Station. The Inspector for the district always accompanies him on these occasions, and many a delightful and instructive trip did I have with Graham. The great charm of his manner, no less than his keen interest in, and knowledge of, men and things, made him the most delightful companion, and endeared him to all with whom he came in contact. Moreover, his knowledge of Life-boat work was unique, and his loss to the Institution, when he retired from its service, was irreparable.

From the West Coast I went to Scotland, which is known officially as the Northern District, as it includes the counties of Cumberland and Northumberland. In the latter county I made acquaintance with one of the best Life-boat crews with whom it has been my privilege to go afloat, consisting entirely of miners from the famous Cambois coal mine, which extends for many miles under the bed of the North Sea. In Northumberland, also, I was able to make a pilgrimage to Bamburgh and its little churchyard by

the sea in full sight of the Farne Islands, and pay the homage of a Life-boatman at the tomb of the intrepid girl whose blameless life, no less than her famous deed, might surely fit her for canonisation as the patron saint of the Life-boat Service.

In 1908 I moved on to the Eastern District, and here I realised that, in spite of my thirteen years' experience, I still had much to learn about the handling of Life-boats. When I left the Royal Navy in 1895 I was under the fond impression that I knew all that was to be known about boat work; but I was soon undeceived, and came to learn that in this particular branch of the seaman's art, the sailor, as the man who sails the deep sea in a ship is called technically, has much, if not everything, to learn from the coast fisherman, whose business is entirely in open boats. It was on the East Coast, however, that my education in this respect was completed, if it can be said that any man's education is ever completed. The hardy fishermen of Norfolk and Suffolk are, I suppose, second to no other men in the world in their skill as boatmen. Such skill is doubtless inherited from their Scandinavian forebears, whom so many of them still resemble in type and feature; but it has been nurtured by generations of service to the long, low, outlying sand-banks which fringe this portion of the coast of England, making it more dangerous to shipping than any other portion of the United Kingdom. When it is remembered that it is right in the track of a large proportion of all the vessels bound for the port of London, it is not to be wondered at that on the Hasborough Sand, lying some ten miles off the coast of Norfolk, there are the bodies of more wrecked vessels than on any other shoal in the world, not even excepting the famous Goodwins.

In 1913 I made my last move, being appointed to the Southern District, and in the following year I had the good fortune to realise the ambition of my career in the Life-boat Service by taking part in a Life-boat rescue. Hitherto, in all my long experience of Life-boat work, though I had many and many a time taken the boats afloat for exercise

in bad weather, I had never had an opportunity of being present at "the real thing." The story of the hospital ship *Rohilla*, wrecked off Whitby, was fully told in *The Life-Boat* for February, 1915, and need not be repeated here. Nor will I attempt to describe the thrill I felt as we left the narrow harbour in the grey dawn of that November day, and headed for the tremendous seas which were breaking over the doomed vessel; nor my feelings as we lay alongside her and the fifty survivors—who had been for two days and two nights huddled together on the bridge, washed by every sea that swept her—dropped one by one into the Life-boat. But I know that, as each man, when he reached safety, uttered the most heart-felt thanks I have ever heard from the lips of men, I became conscious, perhaps for the first time fully, of the real value of the Life-boat Service, and realised that my past labour in it had not been altogether in vain.

Incidentally, this rescue conclusively proved two things: The immense value of oil in smoothing a sea alongside a wreck, for it is open to doubt whether the task on this occasion would have been safely accomplished without it; and the inestimable importance of the Motor Life-boat, for not only could no other kind of boat have come forty-four miles, as this one did, in order to perform the service, but I am prepared to stake my professional reputation on the statement that, owing to the tortuous nature of the passage between the rocks, no other than a Motor Life-boat could have safely reached the vessel at all.

My appointment to the Southern District completed the round of the whole coast of these islands, so that in my time I have inspected every Life-boat Station in the kingdom. In November, 1914, I was called up on active service, and, after nine months afloat, was appointed Coast Watching Officer for Norfolk and Suffolk, where I served till the end of the war.

During this period I was able, with the permission of the Admiralty, to render, some assistance to the Institution in a voluntary capacity by inspecting the Life-boat Stations in these two counties. It was whilst I was thus

employed that I witnessed the finest piece of Life-boat work that has ever come under my notice, when the Cromer Life-boat, manned by the old men left behind by the war, after twice being beaten back to the beach by the heavy seas, saved the crew of the *Fernebo*. I described this scene fully in *The Life-Boat* for February, 1916.

It is, of course, impossible in the space at my disposal to review all the changes which have taken place in the Life-boat Service since I joined it; but looking back over the quarter of a century which has elapsed, one appears to stand out more conspicuously than the others. This has been the gradual increase in the size of the Life-boats. For some seventy years the general policy of the Institution had been to build boats light enough and small enough to be transported on a carriage to a spot as nearly opposite the wreck as possible, and there, launching off the beach, to approach it under oars to leeward. The modern tendency is to station a large and powerful boat in an advantageous position where she can launch into deep water, and, if possible, cut off the doomed vessel before she reaches the shore; or, if too late to do that, can approach to windward, and, dropping anchor at a convenient distance, veer down to the wreck. The invention of a particularly powerful sailing boat by G. L. Watson, the famous yacht designer, shortly before I joined the Institution, gave a considerable fillip to this tendency, which the subsequent adoption of motors in Life-boats has done much to augment. The present scheme of the Institution to build a fleet of Motor Life-boats and station them at salient points round the coast, not, if possible, more than fifty miles apart, is the final fruition of this modern policy. I recall a conversation I had with Cunninghame-Graham in the early days of my Life-boat career, when he said, "It is not small boats, as at present, stationed in the *bights*, but large ones in the *horns* of bays which the future will see." He did much in his time to bring about this result, and perhaps I may claim to have done a little, also, to help in this direction.

The perfect Inspector of Life-boats

should be a man of many parts. First and foremost, he must, of course, be a seaman; but he must add some knowledge of the art of the boatbuilder in order adequately to report on the state of the boats he inspects, and on any necessary repairs to them; of the wheel-wright, for he must examine the Life-boat carriages, and be sure of their condition for transporting the boat over rough and uneven ground; of the builder, in order to examine and report on any defect in the Life-boat houses; of the civil engineer, that he may do the same for the slip-ways; of the marine engineer, when he is inspecting a Steam Life-boat; of the motor mechanic, for Motor Life-boats; of the accountant, as he has to examine the Branch accounts, and see that they are properly kept; of the orator, for he must on occasion speak in public on behalf of the Institution; and lastly, a little of the writer's craft must be thrown on to the heap, if his reports are to be lucid, and clearly understood at headquarters. In addition to such knowledge, he must show tact and patience in dealing with all classes of men, from the lord of the manor, whom he seeks to interest in the local Life-boat, to the fishing-lad whose grievance against the Institution it may be his business to inquire into and, if possible, remedy; nor is it always with men alone that he has to deal, for alas! it is sometimes his painful duty to call on and condole with widows whose husbands have been lost in the service of the Institution.

I have described an ideal, one which, indeed, I have fallen far short of myself; but some of all these multifarious duties I have had to perform at various times during my career.

The life of an Inspector of Life-boats is in many ways an arduous one. When visiting a Station he always launches the Life-boat and takes her afloat however bad the weather; indeed, the worse the weather the more useful and necessary the exercise; but this means that very frequently, especially in winter, he gets wet to the skin, and

is unable to change till he can get back to the place where he is stopping, which is often not till some hours afterwards, when he has completed his inspection. He has practically no home life; he sees little of his family; he spends his time among strangers; he lives in uncomfortable hotels. But there are many compensatory advantages. It is a free, open-air, healthy life; it is full of adventures; it brings him into contact with all sorts and conditions of men. He receives much hospitality, and makes many friends, some of whom he keeps for life. Of these none stand out more conspicuously in my memory than the various coxswains of Life-boats whom I have met round the coast. The pick of a picked body of men, they combine the simplicity of character of the fisherman with the moral qualities which go to make leaders of men. Was it not on just such that the great choice fell in Galilee of old? "Greater love hath no man than this, that he should lay down his life for a friend."

These men and their crews are ready not only to lay down their lives for a friend, but for the stranger within their gates. National in name, but far more than national in scope, the Institution recognises no difference of race or creed or status. No one can read the record of each boat's service which is set up in every Life-boat house without being struck by the large number of foreign vessels served, which is nearly always out of all proportion to the numbers of British and foreign vessels sailing the seas.

Words fail me in which to express the regret I feel at now severing my connexion with the Life-boat Service. I am more proud than I can say to think that I have given the best years of my life to be a humble servant in such a cause, which shines in the darkness of a material age with all the glory of a great spiritual light.

"Not till earth be sinless, not till death
strike blind the skies,
May the deathless love that waits on
deathless deeds be dead."

Four Gallant Services.

At 11.30 on the morning of the 28th August, 1919, during a strong southerly gale with a very heavy sea and thick rain, the Bembridge Life-boat was launched to the help of an American steamer, the s.s. *Wakulla*, of Los Angeles, which had driven on shore at the West Wittering shoal, near Chichester, with a crew of forty-five.

On arriving near the scene the Life-boat was taken in tow by a Government tug, until she was to windward of the *Wakulla*, when she dropped down to her through a mile of heavy breaking sea. With great difficulty she got alongside, and as the Captain feared that the ship would break up, at once began to embark the crew. Owing to the heavy sea it was only possible to take thirteen on board, and this not without great difficulty.

The return passage was very dangerous owing to the heavy sea and the flood tide, which had now set in; but the thirteen men were safely landed, and the Life-boat returned at once to the *Wakulla*. At the request of the captain she "stood by," and remained so, right through the night, although there was a continuous risk that the heavy breaking seas would throw her against the vessel; and the men had to lash themselves to the boat, or they would have been washed overboard.

By the morning the wind had shifted to the west, and the weather became less wild, and just before four o'clock, her help being no longer required, the Life-boat returned to Bembridge. She had been afloat in a heavy sea for nineteen and a half hours.

It was decided to award the Silver Second Service Clasp to Coxswain J. Holbrook, and an additional monetary reward to him and to each member of the crew. A Letter of Thanks was also sent to Mr. D. G. Watney, Jun., of the Bembridge Sailing Club, who served with the crew as a volunteer. The Silver Medal, to which Coxswain Holbrook was awarded a Second Service Clasp, had been won by him for a gallant service during the war, when the

Bembridge boat, with great difficulty, rescued 110 men from the military transport *Empress Queen*, which went ashore in the neighbourhood of the Foreland on the 3rd February, 1916.

North Deal.

In their long record of service the men of the North Deal Life-boat have rarely been so severely tried as they were in the gales, at the beginning of last November. A whole gale from E.N.E. started on Friday, the 1st November. It blew through the Saturday and the Sunday, and at times rose to hurricane force. On the Saturday night two of the Goodwin Sands lightships were firing guns and rockets at the same time, and just before eleven o'clock the *Charles Dibdin* was launched, with two extra hands on board.

Against the head-wind, even with the extra hands, it took the Life-boat three hours to reach the Sands, where she found a three-masted schooner—the *Toogo*, of Esthonia, with eight souls on board, including the captain's wife—being swept broadside on towards the Sands. Some of the crew were in the rigging crying for help. Before the Life-boat could reach her, the *Toogo* struck and sank. Owing to the darkness and the heavy seas the Life-boat could do little or nothing. She cruised among the wreckage, for her men could hear cries for help, but it was not until daybreak that she found two of the crew clinging to an overturned boat. They appeared to be the only survivors of the eight who had been on board. With great difficulty, and only after repeated failures, they were got into the Life-boat, terribly exhausted and on the verge of collapse. Throughout the work of rescue the Life-boat had been continually washed by heavy seas, and one of these, breaking right in the boat, had knocked down and injured the Coxswain, the Second Coxswain and two of the crew.

The shore was reached again at half-past seven in the morning, just as preparations were being made for the

launch of the Reserve Life-boat, for two other vessels had been seen to be in difficulties on the Sands. The *Charles Dibdin* was at once taken over by the crew of the Reserve Life-boat under Coxswain William Stanton, and put to sea. The gale was, if anything, heavier than before, and it took the Life-boat between five and six hours to make the passage. She was full of water nearly the whole way, and by the time the Sands were reached her crew were all but exhausted. There the Coxswain sighted a wreck, with three men in the rigging. It was the ketch *Corinthian*, of London, homeward bound from Antwerp, with four on board. She had been caught in the gale on the Friday night, and had had her mizzen sail blown away. Her captain decided then to run for Dover, but on the Saturday his mainsail gave way also, and early in the night the boat, being now out of control, went aground on the Sands. By the time the Life-boat reached them her crew had been clinging to the rigging in the full fury of the gale for sixteen hours, and one of them had already been washed away. A line was thrown into the rigging, and the three men were got aboard the Life-boat, but one of them was already dead. The Life-boat reached the shore again eight hours after she put out.

Meanwhile, as it was reported that a man had been seen floating on wreckage, the reserve Life-boat put out under the command of William Hoile as Coxswain, and made a thorough search, but found no survivors from the *Toogo*, the *Corinthian*, or the third vessel which had been observed to be in difficulties. Her crew, however, took on board and landed a third member of the crew of the *Toogo*, who had been picked up by a steamer.

It was not the least heroic feature of these gallant rescues that William Stanton, who was Coxswain to the second crew, was not only in very bad health, but knew that in a day or two he was entering a hospital to undergo a serious operation.

For these gallant and arduous services it was decided to award a Third Service Clasp to the Silver Medal to William Adams, and the Bronze Medal to William Stanton. Extra monetary rewards were made to the two Coxswains

and to all the members of the crew who took part in the three services, and the Thanks of the Committee of Management, inscribed on Vellum, were sent to the Secretary of the Branch, Mr. John Prior, who had taken charge of affairs throughout the day.

The ceremony of presenting these awards took place in Deal Town Hall, on the 15th January, with Admiral Sir Reginald Henderson, G.C.B., J.P., the chairman of the Branch Committee, presiding, and the presentations were made by Lady Henderson.

Sennen Cove.

On Saturday, the 29th November, 1919, three naval motor launches left Queenstown, escorted by a destroyer, on their way to Southampton to be paid off. During the night the wind got up from S.S.W., and by Sunday morning it was blowing a gale. One of the launches was being towed by the destroyer, but the other two were under their own power. All the launches were shipping a great deal of water, and in the middle of the forenoon, as a result of this, the engines of launch No. 378 stopped. The little flotilla was then off Land's End. The destroyer with the launch in tow was now some way ahead, but the third launch, No. 173, managed to get a rope to her disabled sister, and took her in tow. For a time the two made headway. Then the tow-rope parted. Another rope was got across. This also gave way, and the disabled launch was helpless in the gale, which blew with ever-increasing strength. Less than a mile to leeward of her was the dangerous reef of the Longships Lighthouse, and she was drifting rapidly towards it. The launch was now in extreme peril; she began to fire minute guns, and, at one in the afternoon, word reached the Life-boat Station at Sennen Cove. The Life-boat put out at once, but by the time the helpless launch was reached she was already close to the Longships reef, where a furious sea was breaking. The crew had put on their life-belts, and now, as a last hope, were taking to the dinghy; but such a boat had no chance in such a sea. She capsized almost at once, and the nine

men aboard her were thrown into the breaking water. Four of them managed to get aboard the launch again, and with her were flung upon the rocks; the other five were left struggling in the sea. But by now the Life-boat had anchored, and was veering down towards the reef. She was just in time to save four of the five, but the fifth, who was the second in command of the launch, was drowned before the Life-boat could help him.

Then began the hardest part of the Life-boat's task. While the four men were being rescued the launch, with the other four aboard, had broken to pieces. Within a few minutes of being flung on the reef she had disappeared, and the men were left clinging to the rocks, and half-buried in the water. But they managed, in spite of the cold and of the seas breaking furiously over them, still to hold on.

There was only one way of reaching them, and it was taken, although it involved the greatest risks. The anchor was got up and the Life-boat was worked through a gap in the reef. There she was carefully manoeuvred close under the rocks, the anchor let go again, the four men dragged on board with life-lines, and the Life-boat got safely away. From first to last the actual work of rescue had lasted an hour, and the slightest mistake during that time would have meant disaster, the certain loss of the crew of the launch, of the Life-boat, and of all the Life-boat men. But no mistake was made, and a most gallant and skilful rescue was successfully accomplished. The Committee of Management felt that so fine a service deserved some special recognition, and it was decided to award Thomas Henry Nicholas, the Coxswain, the Silver Service Medal of the Institution, and Thomas Pender, the Second Coxswain, and each member of the crew the Bronze Service Medal. Double monetary awards were also given.

Kessingland.

On the night of the 11th December, with a gale blowing and a very heavy sea, the Kessingland Life-boat was called out to the rescue of a sailing smack, the *A.J.W.*, of Rye, which had stranded on

the Newcombe Sands. As she was being launched, the Life-boat shipped three heavy seas, the haul-off warp parted, and she was driven back almost to the beach; but sail was made very smartly and she drew clear, still shipping heavy seas as she went through the broken water. It was a cold night and very dark, and when the Sands were reached no vessel could be found. After cruising about for some time the Life-boat heard shrieks, and by their help found the two masts of the sunken smack showing above the water and four men clinging to them. The seas were breaking heavily over the wreck, and she was rolling to the shock of them, so that it was a difficult and dangerous task to approach her. The Coxswain anchored, veered down, and made fast with a grapnel to the rigging. The first man was then dragged through the water and got aboard the Life-boat in a state of collapse, for during four hours he had been lashed in the rigging with the seas breaking continually over him. To rescue the remainder of the crew in the same way was found to be impossible, for they were higher up in the rigging. There was only one way to do it, and the risk of it to Life-boat and crew was very great, but the risk was taken. The Coxswain veered the Life-boat right over the rail of the sunken vessel, until she was between her masts. From there it was possible to reach the three men, and all were saved, but only just in time. The tide was flowing, and had the Life-boat come only half-an-hour later all four men would have been drowned.

Such a rescue was only made possible by great daring and skill on the part of the Coxswain and crew, and the Committee of Management felt that the service would be fitly recognised by awarding the Silver Service Medal of the Institution to both the First and Second Coxswains, G. Knights and E. Smith, and the Bronze Medal to each member of the crew. A double monetary reward was also given.

Photographs of the Coxswains and Second Coxswains of the Sennen Cove and Kessingland Life-boats will appear in the next issue.

Summary of the Meetings of the Committee of Management.

Friday, 10th January, 1919.

Sir GODFREY BARING, Bt., V.P., in the Chair.

Reported the receipt of the following special contributions:—

CIVIL SERVICE LIFE-BOAT FUND (per W. FORTESCUE BARRATT, Esq. Balance of expenses for the Civil Service Life-boats for 1917)	£.	s.	d.
	489	7	2
OLDHAM LIFE-BOAT FUND (towards maintenance of the Oldham Life-boat)	105	-	-
JOSEPH CULLINGWORTH, Esq.	52	10	-
THE OCEANIC STEAM NAVIGATION COMPANY. Proportion of amount collected on the "White Star" Steamers	25	-	-

—To be thanked.

Awarded the Thanks of the Institution inscribed on Vellum to Lord Raglan (on his resignation as Lieut.-Governor of the Isle of Man) in recognition of the many occasions on which he has advocated the claims of the Institution and done much to assist it. Also awarded the Gold Brooch of the Institution to Lady Raglan.

Paid £8,287 7s. 3d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £101 3s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Donaghadee	Ketch <i>Alije</i> . Stood by vessel.	
Holyhead (Steam)	Ketch <i>Hetty</i> , of Newquay. Landed 6.	
Lowestoft	Schooner <i>Mary Mackay</i> , of Grimsby. Landed 6.	
Piel, Barrow	S.S. <i>Fairhaven</i> , of Whitby	27

Caister No. 1 Life-boat rendered assistance to the s.s. *Oakford*, of Dublin; the Lowestoft Life-boat assisted to save the schooner *Susan Vittery*, of Grimsby, and her crew of six hands; and the Margate No. 2 Life-boat assisted to save the ketch *Albert*, of Bruges.

Also voted £303 16s. 6d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Aldeburgh No. 1, Barry Dock, Blakeney, Caister No. 1, Clacton-on-Sea, Donna Nook, Kingstown, Margate No. 2, The Mumbles, North Deal, Palling No. 1, Point of Ayr, and St. Ives.

Granted £18 7s. to men for injury, etc., in the Life-boat service at Ilfracombe and St. Anne's.

Voted additional monetary rewards to the crews at St. Ives and Donna Nook for arduous services on the 29th September and 25th December respectively.

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

Awarded the Silver Medal of the Institution, together with the Vote inscribed on Vellum and £5, to Company Quartermaster Sergeant HENRY ESCOTT, R.G.A., also the Vellum Thanks and £2 each to Seaman Gunner W. BOASE and S. HART, and £1 each to four other men for their services near St. Ives on the 29th September. Owing to a sudden change in the wind, which blew with a force of a whole N.N.E. gale, one of H.M. motor launches was seen to be in difficulties and drifting rapidly towards the shore. The Life-boat was launched but arrived too late to be of assistance, as the motor launch struck a rock and blew up. Unfortunately ten lives were lost, the only survivor being rescued by S. Hart, who went into the water and seized the man when he was washed towards the shore. Sergeant Escott, who had been searching the rocks at the foot of the cliff, made his way to the top, and seeing another man in the water with a life-buoy on, at once volunteered to go in after him. A rope was fastened round him and he was lowered into Cloddy Cove, which is 10 feet to 12 feet deep at the lowest place, and in which a heavy sea was running. The sailor was on the other side of the gully, but Escott managed to swim to him and fastened a rope round him. Unfortunately the rope broke, but Escott was able to secure it to the man's life-buoy for the second time. Again it broke, a few feet from the life-buoy, and again Escott seized the end and by twisting it round his legs was able to hold the man. Another rope was then lowered and made fast to the man, but for the third time it broke, and the sailor fell into the sea and was drowned. Sergeant Escott, who all the time was himself suspended by a rope, was by then exhausted. On seeing this Seaman Gunner W. Boase had a rope fastened round him and was lowered into the Cove and succeeded in saving the sergeant. The four other men, to whom awards were made, also rendered valuable assistance on this occasion.

Voted £1 to two men for saving two persons in a small fishing-boat off Llandudno on the 4th December.

Friday, 7th February, 1919.

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

Reported the receipt of the following special contributions:—

Miss AGNES CROSS. Towards the cost of a Motor Life-boat for Lowestoft	£.	s.	d.
	3,500	-	-
Miss L. RUSSELL	20	-	-

—To be thanked.

Accepted with regret the resignation of Comr. W. G. Rigg, R.N., District Inspector of Life-boats.

Paid £6,786 16s. 9d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £210 1s. 9d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Caister No. 1.	S.S. <i>Francesca</i> , of Hull. Landed and saved	4 5
Caister No. 1.	S.S. <i>Buffs</i> , of London. Stood by vessel.	
Cambois . . .	S.S. <i>Flandrier</i> . Stood by vessel.	
Newbiggin . . .	S.S. <i>Flandrier</i> . Stood by vessel.	
Padstow No. 1 . . .	Ketch <i>Annie Ethel</i> , of Lowestoft. Landed 5.	
Poole	Schooner <i>Zwaluw</i>	9
Poole	Ex-German Submarine. Stood by vessel and saved	28
Porthoustock . . .	H.M. tug <i>H.S. 78</i> . Rendered assistance.	

Caister No. 1 Life-boat assisted to save the s.s. *Francesca*, of Hull; Grimsby Life-boat assisted to save the ketch *Semper Spera*, of Rotterdam; Ilfracombe Life-boat assisted to save the s.s. *Kelburne*, of Leith; and the Torquay boat assisted to save the schooner *Skell*, of Hull.

Also voted £514 0s. 7d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Blakeney, Blyth, Caister No. 1, Clovelly, Cromer, Dunbar, Falmouth, Fleetwood, Ilfracombe, Lowestoft, Margate No. 2, New Brighton (Steam), Newburgh, North Deal, North Sunderland, Padstow No. 2, Palling No. 2, Poole, Ramsgate, Scarborough, Stornoway, Tynemouth, and Wells.

Voted an additional monetary reward to the Caister No. 1 crew for an arduous service in very cold weather, on the 29th January.

Voted £5 to five men for putting off in a boat from Ilfracombe on the evening of the 1st January, and saving two lads, one of them injured, who were on rocks surrounded by the tide.

Voted £3 to three men for putting off in a motor-boat from Falmouth and saving the crew of four hands of the schooner *Mary Agnes*, of Wexford, which stranded at Penderennis Point, on 4th January, in a N.E. gale.

Voted £2 15s. to eleven men for rescuing the crew of nine hands of the motor cargo vessel *Sigred*, of Arendal, which was totally wrecked close to the East Pier at Bridlington, on 21st January.

Voted £3 10s. to fourteen men for rescuing the crew of six hands of the schooner *Hangar*, of Arendal, which sank off Lowestoft, on 24th January.

Voted an additional £1 10s. to three men for assistance on the occasion of the wreck of one of H.M. motor launches near St. Ives, on 29th September last, as reported to the Committee last month.

Friday, 7th March, 1919.

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

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

	£.	s.	d.
From the OLD AND PRESENT CAR-THUSIANS (per F. GIRDLESTONE, Esq.)	25	—	—
A. J. STOREY, Esq., of Nyasaland	25	—	—
—To be thanked.			

Accepted with regret the resignation of Lt.-Com. P. Maclean, R.N.R., who had been Acting District Inspector of Life-boats during the war.

Specially recognized the good services of Mr. Courtney H. Edmonds on his resignation as Honorary Secretary of the Exeter Branch, extending over a period of fifty years.

Specially recognized the good services, extending over many years, of the following Honorary Secretaries of the Institution:—David Dempster, Esq., at Dundee; A. A. H. Wykeham, Esq., at the Isle of Wight; C. M. Hart, Esq., at Lizard, etc.; C. E. Turner, Esq., at Salcombe and Hope Cove; George Cockshott, Esq., at Southport; J. Owen, Esq., at Cardigan; F. H. Barclay, Esq., at Cromer; Mrs. Crosbie, at Greenacastle; E. Voisin, Esq., at Jersey; J. F. Jellicoe, Esq., at Liverpool; B. H. Jones, Esq., at Llanddulas; and T. F. Murphy, Esq., at Tramore.

Paid £11,969 10s. 5d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £161 8s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Bembridge . . .	American troopship <i>Narragansett</i> . Stood by vessel.	
North Deal . . .	S.S. <i>Piave</i> , of New Jersey	29
Robin Hood's Bay	Ketch <i>Tynesider</i> , of Newcastle-on-Tyne.	7
St. Ives	S.S. <i>Kelburne</i> , of Leith. Stood by vessel.	
Totland Bay . . .	Ketch <i>Mercken</i> , of Antwerp. Rendered assistance.	

Gorleston No. 2 Life-boat assisted the s.s. *Peniche*, of Lisbon, and the Ramsgate Life-boat rescued twenty-three of the crew of the s.s. *Piave*, of New Jersey.

Also voted £274 2s. 9d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Appledore No. 1, Arbroath, Caister No. 1, Cloughdy, Dunbar, Gorleston No. 2, Grimsby, Hartlepool No. 2,

Helvick Head, Padstow No. 1, Ramsgate, St. Mary's, and Scarborough.

Granted £7 10s. to a man injured in the Life-boat service at Lowestoft.

Decided to send a special Letter of Thanks to Mr. W. COULDREY, Honorary Secretary at Bembridge, for his valuable assistance, on the occasion of the launch of the Bembridge Life-boat to the American troopship *Narragansett* on the 1st February.

Voted £1 to four men for rendering assistance, on the 27th January, to the small motor fishing-boat *Spark*, which had been caught in a moderate off-shore gale off Tenby and was being blown out to sea.

Voted £1 10s. to three men for putting off from Coverack, on the 13th February, and bringing ashore a Coastguard man who was clinging to a boat which had capsized. He was unconscious when brought ashore, and unfortunately all efforts to restore life failed.

Voted a pair of binocular glasses to Mr. H. W. WEBSTER, Master of the tug *Champion*, and £5 for division amongst the crew of the tug, for their services in rescuing twenty-three of the crew of the s.s. *Piave*, of New Jersey, which was wrecked on the Goodwin Sands on the 29th-31st January. The North Deal and Ramsgate Life-boats also rescued fifty-two persons from the same vessel.

Friday, 11th April, 1919.

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

Reported the receipt of the following special contributions:—

	£.	s.	d.
H. GRAHAM BUSH, Esq.	105	-	-
SOME RESIDENTS OF SHANGHAI	33	5	2

—To be thanked.

Paid £8,077 13s. 3d., for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £262 5s. 4d. to pay the expenses of the following Life-boat services;—

Life-boat.	Vessel.	Lives saved.
Arbroath	Fishing-boats of Arbroath. Stood by boats.	
Arbroath	Motor fishing-boat <i>Queen of the Fleet</i> , of Arbroath. Stood by boat and landed 1 man.	
Brancaaster.	Motor fishing-boat <i>Anoi</i> , of Wells. Assisted boat and landed a boy.	
Bridlington	Motor fishing-boats. Stood by boats.	
Cardigan	S.S. <i>Conservator</i> , of London	10
Llandudno.	Schooner <i>Ada Mary</i> , of Liverpool	2
Newbiggin	Fishing-cobles of Newbiggin. Stood by cobles.	

Life-boat.	Vessel.	Lives saved.
Porthoustock	S.S. <i>Förde</i> , of Bergen. Stood by vessel and transferred 22 persons to a motor-boat.	
Scarborough	Motor fishing-boats of Filey and Scarborough. Remained in attendance.	
Sennen Cove	S.S. <i>Falmouth Castle</i> , of Falmouth. Landed 7.	
Wexford	Schooner <i>Village Belle</i> , of Wexford. Stood by vessel.	
Wicklow	North Arklow Lightship. Landed 2 men from lightship.	

Caister No. 1 Life-boat assisted to save the schooner *Intrepid*, of Gravelines; the Ramsey Life-boat conveyed back to their vessel five of the crew of the s.s. *Carronpark*, of Greenock, who had come ashore for help and were unable to return in their own boat; and the Walton-on-the-Naze Life-boat saved the lighter *Cromer*, of London.

Also voted £291 5s. 2d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Clovelly, Courtmacsherry, Dungeness No. 1, Eastbourne, Flamborough No. 1, The Mumbles, New Romney, North Deal, Palling, Penlee, Ramsgate, Seaton Carew, Skegness, Sunderland, Walton-on-the-Naze, and Wells.

Awarded the Bronze Medal of the Institution, together with the Vote inscribed on Vellum, to THOMAS BOWEN, Coxswain of the Cardigan Life-boat, and also to JOHN OWEN, Coxswain of the Llandudno Life-boat, together with additional monetary rewards to the crews, for very good services carried out in a very heavy sea, on the 27th March.

Granted £30 to men for injury, etc., in the Life-boat service at Blackpool, New Brighton, and Walton-on-the-Naze.

Voted a compassionate grant of £20 to the widow of J. HAYLETT, Coxswain at Caister, and defrayed the funeral expenses.

Voted £5 to PATRICK McDEVITT, Master of the fishing-vessel *Daylight Star*, £3 each to two other men, and £1 each to four men, for rescuing the crew of seven hands of the fishing-boat *St. Rose*, of Londonderry, which was wrecked, in hazy weather, near Inish Boffin, on the night of the 31st January.

Voted £2 to H. SWANKIE and 15s. each to four other men at Arbroath for saving H.M. drifter *Angela* and her crew of three hands, on the 25th February.

Voted £3 15s. to five men for putting off from Dunbar and saving a man belonging to the fishing-boat *The Brothers*, on the 21st March.

Voted £7 10s. to fifteen Life-boat men at Skegness for rescuing the crew of eight hands of the schooner *Europa*, of Amsterdam, on the 21st March, which was driven against the pier.

Thursday, 1st May, 1919.

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

Reported that H.R.H. The Prince of Wales, K.G., had graciously consented to become the President of the Institution.

Appointed Lt.-Colonel A. S. Murray, Organizing Secretary for the London District; the appointment to date from the 15th May, 1919.

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

Miss AGNES CROSS (towards the cost of a Motor Life-boat for Lowestoft), £1,000 additional.

Per F. GIBBLESTONE, Esq. (further towards the cost of the Charterhouse Life-boat), £50. —To be thanked.

Awarded the Thanks of the Institution on Vellum to Mr. W. W. PETHERICK, on his resignation, after having acted as Honorary Secretary at Bude for fifteen years.

Paid £6,865 19s. 3d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Voted £8 17s. to pay the expense of the following service:—

Life-boat.	Vessel.	Lives saved.
Youghal . . .	Two salmon yawls of Knockadoon.	Remained in attendance.

Also voted £151 6s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Broughty Ferry, Caister No. 1, Clovelly, Dunbar, Eastbourne No. 2, Gorleston No. 1, Hastings, Llandudno, Newhaven, and Ramsgate.

Voted £8 to eight men for saving four men from a salmon yawl which had capsized off Youghal in a W.S.W. gale, on the 14th April.

Voted £2 3s. to seven men at Lowestoft for landing three men who were in difficulties in a pleasure boat on the Holm Sand, on the 19th April.

Voted £4 10s. to three men for saving a man from a fishing coble which had capsized in a moderate N.E. breeze and heavy sea off Filey Brigg, on the 21st April.

Friday, 30th May, 1919.

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

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

THE OCEANIC STEAM NAVIGATION COMPANY. Proportion of amount collected on the "White Star"		£. s. d.	
Steamers	50	--	--
LEO M. TORIN, Esq.	50	--	--
Miss HOYLE	25	--	--

—To be thanked.

Paid £10,429 16s. 8d. for sundry charges in connexion with the maintenance of the various Life-boat establishments.

Specially recognized the good services of Mr. JOSEPH BLACKSHAW of Stockport, extending over many years.

Voted £94 6s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clacton-on-Sea . . .	Barge <i>H. Pierrepont</i> , of Gravesend . . .	2
Margate No. 1 . . .	S.S. <i>Dunvegan</i> , of Boston, Lincs	9
Margate No. 1 . . .	Schooner <i>Valkyr</i> , of Gothenburg	9
Newbiggin	Fishing coble, of Newbiggin. Remained in attendance.	
Scarborough	Fishing cobbles <i>Lady Adelaide, Elvina</i> and <i>Martha</i> . Saved cobbles and	6
Sennen Cove	S.S. <i>Frisia</i> , of Rotterdam	14
Sunderland	Fishing cobbles <i>Lord Roberts</i> and <i>Star of Peace</i> . Rendered assistance.	

Ilfracombe Life-boat saved the schooner *Elizabeth Alice*, of Plymouth, and her crew of six hands, and the North Deal (Reserve) Life-boat rendered assistance to the barge *Lily*, of Whitstable.

Also voted £274 12s. 1d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Appledore No. 1, Cadgwith, Caister No. 1, Cardigan, Clacton-on-Sea, Fraserburgh, Hastings, Littlehampton, Llandudno, Lowestoft, Margate No. 1, Palling No. 2, Walton-on-the-Naze, and Winterton No. 2.

Granted weekly pensions to the widows and dependent children of ANDREW NOBLE and ANDREW FARQUHAR, Coxswain and Acting Second Coxswain respectively of the Fraserburgh Motor Life-boat, who lost their lives in an accident to that boat when she was proceeding to the assistance of H.M. drifter *Eminent* I.N.S. 111, in a heavy northerly gale and tremendous sea, on the 28th April.

Voted additional monetary rewards to the crews of the Clacton-on-Sea and Margate No. 1 Life-boats for arduous services in very bad weather on the 28th April.

Voted 10s. to two men for saving two others whose fishing-boat had sunk in Poole Harbour, on the 10th April.

Voted £3 to six men for putting off from St. Andrews and rescuing a man from a pilot dinghy on the 16th April, in which he had been drifting all night.

Voted 15s. to three men for putting off from The Lizard, on the 10th May, in a dense fog, to the assistance of a steamer supposed to be ashore. A steamer's siren was heard but no vessel could be found.

Friday, 4th July, 1919.

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

Reported the death of Sir BOVBERTON REDWOOD, Bt., F.R.S., who had been a member of the Committee of Management since 1909.

Reported the receipt of the following special contributions:—

	£.	s.	d.
"BATH"	2,000	-	-
Miss ELIZABETH HILTON	100	-	-
GRANTON NAVAL BASE CANTEEN COMMITTEE	50	-	-

—To be thanked.

Appointed Comr. S. C. Douglas, R.N., District Inspector for the Irish District as from the 1st July, 1919.

Voted £101 5s. 8d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
North Berwick	A pleasure boat, of North Berwick. Saved boat and	2
North Deal	S.S. <i>Clara</i> , of New York. Stood by vessel.	
St. Anne's	Schooner <i>Herbert Black</i> , of Boston, U.S.A. (and a cat)	8
Scarborough	Fishing coble <i>Breadwinner</i> , of Scarborough. Stood by coble.	
Scarborough	Schooner <i>Melba</i> , of New-castle	8

Clacton-on-Sea Life-boat assisted to save the yacht *Bonita*, and the North Deal Life-boat assisted to save the schooner *Innovation*, of Lahave, N.S., and her crew of eight hands.

Also voted £59 2s. 4d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with a view to assisting persons on vessels in distress:—Bude, Caister No. 1, North Deal, Ramsgate, Sennen Cove, and Southport.

Granted £45 14s. 6d. to men for injury, etc., in the Life-boat service at Caister, Tynemouth, and Weymouth.

Voted an additional monetary reward to the crew of the St. Anne's Life-boat for a good service on the 23rd June.

Awarded the Silver Medal of the Institution, together with a copy of the Vote inscribed on Vellum and the sum of £3, to ALFRED JACKSON, for rescuing the wife of the Captain of the s.s. *Falmouth Castle*, which was wrecked at Porthcurnow on the 17th March. The Sennen Cove Life-boat had been summoned, but before she arrived Jackson put off from Porthgwarra (about a mile distant) in a 14 ft. punt. With considerable

difficulty and at great risk on account of the heavy seas, which were making a clean breach over the vessel, he succeeded in getting the woman (aged 68), who was in a state of collapse, into his boat and safely to land.

Also awarded the Bronze Medal of the Institution, together with copies of the Vote inscribed on Vellum and the sum of £2 each, to THOMAS HICKS, EDWARD SLEEMAN and DAVID SLEEMAN, junior, for saving seven of the crew of the same vessel. Two of the crew had been brought ashore by the rocket apparatus, and the salvors put off from the motor-drifter *Ben-ma-Chree* in their small boat and succeeded in saving the remaining men on board.

Awarded the Bronze Medal of the Institution, together with copies of the Vote inscribed on Vellum and £2 each, to CHARLES SLATER, P.O., H.M. Coastguard, and PATRICK RICKARD, for their endeavours to save life at Howth, on the 18th May. £4 2s. was also voted to two other men for assistance on the same occasion. A message was received from the Coastguard saying that a soldier had fallen over the cliffs, and asking for a boat to be sent. Slater and Rickard, with two other men, put off in a motor-boat. A strong S.S.E. breeze was blowing, with a rough sea, and on reaching the spot where the man had fallen Slater jumped overboard from the launch and swam to the rocks. He found that the soldier had, unfortunately, been killed, and as he was unable himself to bring the body to the launch Rickard also jumped overboard and swam to the rocks to help him. Afterwards the two men, with the body, were dragged with ropes through the sea to the launch.

Voted £1 17s. 6d. to three men for saving three others in a small boat, which was in danger of being swamped off Montrose, on the 18th May.

Voted £4 10s. to three men for saving three others from a motor-boat *Our Minnie*, which was on fire off Port Isaac, on the 5th June.

Voted £2 to eight men for putting off from Berwick-on-Tweed in a motor-boat to render assistance to a small boat with three men in her who, owing to a strong W. breeze, were unable to make the shore, on the 7th June.

Awarded the Bronze Medal of the Institution, together with copies of the Vote inscribed on Vellum and £2 each, to WILLIAM ROBINSON (Second Coxswain of the Life-boat) and GEORGE BOYNTON, for saving two men who were thrown into the sea through the capsizing of the fishing coble *Leslie*, off Filey, on the 12th June. The salvors, who were on board another coble, saw the accident and succeeded, at very great risk, in saving the two men in the water, who were in a very exhausted condition. A whole S.S.W. gale was blowing with a very heavy sea.

Voted £1 10s. 6d. to four men for putting off from Eastbourne in a motor-boat to render assistance to a yacht which was reported to be sinking, on the 21st June.

News from the Branches.

Awards to Honorary Workers.

SINCE the last number of *The Life-Boat* was published, the following presentations have been made to Honorary Secretaries of Branches and to other honorary workers in recognition of their services in the cause of the Institution:—

To Miss SWALLOW, Honorary Secretary of the Peterborough Branch, the Record of Thanks and the Gold Brooch.

To The Rev. IRVINE CRAWSEAW, on his retirement after 13½ years as Honorary Secretary of the Holy Island Branch, the Thanks of the Committee of Management inscribed on Vellum.

To Miss THOMSON, Honorary Treasurer of the St. Abbs Branch, the Record of Thanks.

To Mrs. HEDLEY, Honorary Treasurer of the Middlesbrough Branch, a framed Photograph with Inscription.

To J. F. FARNDALE, Esq., on his retirement as Honorary Secretary of the Thirsk Branch, a framed Photograph with Inscription.

To Mrs. PAUL, Chairman of the Ladies' Auxiliary of Loughborough, the Record of Thanks and the Gold Brooch.

To ERNEST SCOTT, Esq., on his retirement as Honorary Secretary of the Newcastle and Tynemouth Branch, an Aneroid Barometer with Inscription.

To Captain G. B. ANDERSON, on his retirement after 21 years as Honorary Secretary of the New Romney Branch, the Thanks of the Committee of Management inscribed on Vellum.

To Miss A. M. BAXLEY, for her services as a collector in Manchester, the Record of Thanks and the Gold Brooch.

To JAMES HOGG, Esq., on his retirement after 21 years as Honorary Secretary of the Middlesbrough Branch, the Record of Thanks and the Gold Pendant.

To JOHN ROBBISON, Esq., on his retirement after 12½ years as Honorary Secretary of the Balcary Branch, the Thanks of the Committee of Management inscribed on Vellum.

To HENRY BIRRELL, Esq., on his retirement after 14 years as Honorary Secretary of the Craik Branch, the Thanks of the Committee of Management inscribed on Vellum.

To Captain H. QUINTANILHA, on his retirement after 19 years as Honorary Secretary of the Newton Abbot Branch, the Record of Thanks and the Gold Pendant.

To J. M. MEEK, Esq., on his retirement as Honorary Secretary of the Redcar Branch, the Thanks of the Committee of Manage-

ment inscribed on Vellum, and a piece of Plate in recognition of the fact that he held office for no less a period than 37 years, from 1882 to December, 1919.

To C. STACEY HALL, Esq., the Record of Thanks, the Gold Pendant, and a piece of Plate in recognition of his services to the Institution for 25 years, first, through his work for the Life-boat Saturday Fund, and later as Honorary Secretary of the Bournemouth Branch, a position which he still holds.

Portsmouth and Southsea.

A special effort is now being made to develop the Portsmouth and Southsea Branch of the Institution. Until recently there was a Station at Southsea, but this has been closed, for this part of the coast is well served by two other Stations—Hayling Island on the west, and Bembridge, in the Isle of Wight, where it is proposed to station a Motor Life-boat. It is felt in Portsmouth, however, that the financial support which it has given in the past—the amount in 1918 was £73 odd—and which is much below that given by smaller and inland towns, has been altogether unworthy of such a city. Its size, its importance as a naval station and dockyard, with one of the finest harbours in the world, and, above all, its long and famous naval history—going back to the times when King Alfred assembled there the first English fleet—all point to Portsmouth as a city which should understand better than any other the value of the Life-boat Service, and take the greatest pride in giving it generous support.

With the idea of furthering this purpose a meeting was held in Portsmouth at the end of January, and Sir Godfrey Baring, Bt., the Deputy-Chairman of the Institution, came down to address it. The Mayor of Portsmouth, Councillor J. Timpson, J.P., presided and said that it was not through lack of sympathy for the splendid work done by the Life-boat Service that Portsmouth had not subscribed to it more generously in the past, but because of the many other claims made on the city, and that now that these special appeals had come to an end he hoped

to see Portsmouth take its proper place in supporting the Institution.

Influential committees have been formed. The Mayor himself is President of the Men's Committee, and Lady Pink President of the Ladies' Auxiliary, with the Mayoress as Chairman. The new Hon. Secretary is Mr. E. S. Butler, and Mrs. Arnold Forster, who took a leading and enthusiastic part in organising the War Charities of Portsmouth, has become Hon. Secretary of the Ladies' Auxiliary.

Cambridge.

A special effort is being made to develop the Cambridge Branch, which, up to the present, has not received the same widespread and generous support that has been given to the Branch at Oxford. The President of the Cambridge Branch, the Vice-Chancellor of the University, is showing the greatest interest in its work, and personally arranged a very successful meeting, which has just been held, in aid of the funds of the Branch. At this meeting Captain Carpenter, V.C., who commanded the *Vindictive* at Zeebrugge, and won the V.C., and who is now in charge of the naval students at Cambridge, very generously gave his lecture on that brilliant attack. He had already delivered this lecture fifty times in America, in aid of war charities, but this was the first time that it had been heard in this country. The annual meeting of the Branch is to be held on the 29th April. The Vice-Chancellor himself will preside, Sir Godfrey Baring, Bt., will represent the Committee of Management, and Lord Jellicoe has promised to come down and speak at the meeting.

Port of Liverpool.

The Annual Meeting of the Port of Liverpool Branch was held on the 21st January, and the chair was taken by the Lady Mayoress, in the unavoidable absence of the Lord Mayor. Among those present were Mr. H. D. Bateson, the Deputy-Chairman of the Liverpool Committee; Mr. C. Livingston, President of the New Brighton Committee; Mr. W. E. Mounsey, the Honorary Treasurer, and Mr. E. H. Garnett.

For the nine months, ending the 30th September, 1919, a sum of over £900 was raised. This was exclusive of the contribution, for the nine months, of £750 from the Mersey Docks and Harbour Board, and of the sum collected by the Ladies' Auxiliary, which for the twelve months ending the 31st December amounted to over £1,275. This fine result is very largely due to the splendid work done by the Ladies' Auxiliary, to whom a special vote of thanks was passed. In addition to this, the special appeal for the building of Motor Life-boats brought in a sum of over £3,600. The new Assistant Secretary, Mrs. Tilby, showed great energy and enthusiasm in organising this appeal, and in promoting the success of the financial work generally. The Committee of Management have just decided to design and supply for Liverpool a new and very powerful type of Motor Life-boat, which will be the largest hitherto contemplated, having a length of 60 feet and a speed of about 10 knots. A generous gift of £7,500 has been received by the Branch towards the cost of this boat, which will probably amount to some £15,000 or £16,000. It will take the place of the Steam Life-boat which is stationed at New Brighton.

Worthing.

The Annual Meeting of the Worthing Branch was held on the 5th February, with Mr. H. Hargood, J.P., D.L., the President, and a member of the Committee of Management, in the chair. The Mayor and Mayoress (Alderman J. Farquharson Whyte, J.P., and Mrs. Whyte), Colonel A. F. Randolph, C.M.G., D.S.O., Chairman of the Branch, Canon W. B. Ferris, the Rev. C. J. Hollis, and Councillor H. C. B. Bowles, Honorary Secretary of the Branch, were also present. The Branch collected £490 during 1919, and had been able to send to the general funds of the Institution the record sum of £153 19s. 4d. During the year the Committee suffered two severe losses by the death of Mr. John Roberts, for many years the energetic Honorary Secretary of the Branch, and later its Honorary Treasurer, and of Mr. E. C. Patching, J.P., a valued member of the Committee.

The Coxswain, Mr. Henry Marshall, who has recently retired, after serving for three years as Bowman, six as Second Coxswain and twenty-one as Coxswain, was then presented by the Mayoress with the framed Certificate on Vellum and the Aneroid Barometer which, together with a pension, had been awarded him by the Committee of Management in recognition of his long services. Mr. Hargood pointed out that though the Worthing Life-boat Station dated back nearly sixty years it had had, in all that time, only three Coxswains.

Eastbourne.

The Annual Meeting of the Eastbourne Branch was held on the 6th February. The chair was taken by the Chairman of the Branch, Mr. C. A. Leatham, J.P., and there were also present the Mayor and Mayoress (Alderman and Mrs. Duke), Mrs. Astley Roberts, President of the Ladies' Auxiliary, and Mr. A. E. Infield, Honorary Secretary. The Branch collected over £544 during 1919, and of this sum £425 was remitted to the general funds of the Institution. The Chairman spoke of the great loss which the Branch had sustained in the death of Councillor C. W. Bolton, C.S.I., J.P., a member of the Committee, and a firm friend and helper of the Life-boat Service.

Kingstown.

The Annual Meeting of the Kingstown Branch, where a new Motor Life-boat has just been stationed, was held on the 10th February. The chair was taken by the Chairman of the Committee, Mr. H. R. Tweedy, and there were also present the Rev. Canon John Pim, B.D., Mr. Arthur H. Seale, and Mr. J. H. Hargrave, Honorary Secretary. During 1919 a sum of nearly £76 was raised. This very satisfactory result was largely due to the untiring efforts of the Ladies' Auxiliary, to whom a vote of thanks was passed. The Earl of Fitzwilliam was elected President in place of the late Marquess of Ormonde.

A Coxswain's Legacy.

Mr. Henry Stapleton, for many years Coxswain of the Bude Life-boat, has left the Institution £5 "in token of his

appreciation of the value of the Institution and in memory of his association with it as Coxswain of the Bude Life-boat." Mr. Stapleton joined the Life-boat Crew nearly 60 years ago. He became Second Coxswain in 1867 and Coxswain in 1891, serving as Coxswain for 16 years.

Such a bequest from such a man is a highly valued tribute to the work of the Institution. We do not remember any legacy of exactly the same nature, though the Institution received not long ago a legacy of £10, being, if we remember aright, the whole property of a seaman who died at sea. But it is no uncommon thing for a crew to make a present to the Institution when they receive a good sum on a salvage case. Thus the Brixham crew recently sent £25 as a gift to the Institution on such an occasion.

Forty Years in the Plymouth Life-boat.

After serving forty years in the Plymouth Life-boat, and for eighteen of these as Coxswain, Mr. David Mumford has just retired. He joined the Life-boat crew in 1880, and eleven years later became Bowman. In 1899 he was chosen Second Coxswain, and, two years later, Coxswain. In recognition of his long career as a Life-boatman, the Institution has awarded him a pension and a framed Certificate recording his services, and at the end of January this Certificate was presented to him on behalf of the Institution by the Mayor of Plymouth, Mr. L. R. Dunstan.

Presentation to an Irish Coxswain.

In September last a presentation was made to Mr. J. FOLAND, who for fifty years had served in the Life-boat at Newcastle, County Down, first as a member of the crew, then for twenty-six years as Coxswain, and after he had resigned the Coxswainship for a number of years as Signalman. The presentation took the form of an Illuminated Address, which recorded his services to the Life-boat cause, and was signed by Lady Mabel M. Annesley, President of the Branch, the Rev. Otway Woodward, Chairman, and Mr. Robert Hastings, J.P., the Hon. Secretary.

1918.	Time of Launching.		Lives saved.
Feb. 28.	5 - a.m.	Schooner <i>Emily</i> , of Padstow. Clovelly Life-boat assisted to save vessel and	4
"	28. 11. - a.m.	Fishing cobles. Newbiggin Life-boat remained in attendance.	
"	28. 11.45 a.m.	Schooner <i>Ellwood</i> , of Dublin. Holyhead Steam Life-boat saved	4
"	28. 2.47 p.m.	Schooner <i>Baltic</i> , of Liverpool. Holyhead Steam Life-boat landed 4.	
"	28. 5.35 p.m.	Schooner <i>Welsh Belle</i> , of Falmouth. Holyhead Steam Life-boat rendered assistance.	
Mch. 1.	11. - a.m.	Schooner <i>Dracona</i> , of Hull. North Deal Life-boat saved	3
		Ketch <i>Boys' Friend</i> . North Deal Life-boat assisted to save vessel and	4
"	2. 9.30 a.m.	Barge <i>Novator</i> , of Harwich. North Deal Life-boat saved	2
"	2. 10. - a.m.	Barge <i>Britannic</i> . North Deal (Reserve) Life-boat saved	4
		Barge <i>Britisher</i> . North Deal (Reserve) Life-boat saved	3
		Barge <i>Countess</i> . North Deal (Reserve) Life-boat saved	3
		Barge <i>Diamond</i> . North Deal (Reserve) Life-boat saved	3
		Barge <i>Western Belle</i> . North Deal (Reserve) Life-boat saved	3
w "	6. 5-6 a.m.	S.S. <i>Marsten</i> , of Newcastle-on-Tyne. Anstruther Life-boat landed 23.	
"	9. 10.40 a.m.	Sailing ship <i>John G. Walters</i> , of Nova Scotia. Barmouth Life-boat stood by vessel and rendered assistance.	
"	14. 10.15 a.m.	Barge <i>Alice</i> , of Rochester. Margate No. 1 Life-boat saved	3
"	15. 11.30 a.m.	Motor ketch <i>Annie</i> , of Cardigan. Tenby Life-boat assisted to save vessel.	
"	16. 5.35 a.m.	Ketch <i>Pride of Mourne</i> , of Kilkeel. Donaghadee Motor Life-boat stood by vessel.	
w "	18. 12.10 p.m.	S.S. <i>Baygitano</i> , of Cardiff. Lyme Regis Life-boat saved	5
"	21. 9. - p.m.	Ketch <i>H. F. Bolt</i> , of Appledore. Appledore No. 1 Life-boat assisted to save vessel.	
"	22. 5.50 a.m.	S.S. <i>Corvus</i> , of Swansea. The Lizard Life-boat saved	9
"	25. 10.35 a.m.	S.S. <i>Eastward</i> , of Hull. Gorleston No. 1 Life-boat saved	12
"	25. 3. - p.m.	S.S. <i>Nordstrand</i> , of London. Whitby No. 2 Life-boat saved	23
"	28. 7.15 a.m.	Schooner <i>Volant</i> , of Belfast. Appledore No. 1 Life-boat saved	4
w Apl. 1.	6. - p.m.	A Seaplane. Newbiggin Life-boat assisted to save seaplane.	
"	18. 10.40 a.m.	Ketch <i>Scooneburn</i> , of Methil. Scarborough Life-boat saved	4
"	18. 4.35 p.m.	S.S. <i>Alice Taylor</i> , of Dundee. Sheringham Life-boat saved	18
w "	29. 5. - p.m.	S.S. <i>Broderick</i> , of London. Hastings Life-boat saved	13
May 2.	10.25 p.m.	S.S. <i>Norlands</i> , of Tonsberg. St. Ives Life-boat saved	17
"	5. 3.45 a.m.	S.S. <i>Windy</i> , of Newcastle. Crail Life-boat saved	20
w "	6. 6.50 p.m.	H.M. Submarine. Hartlepool No. 3 Life-boat attempted to save vessel.	
w "	7. 7.30 a.m.	H.M. Submarine. Newbiggin Life-boat stood by vessel.	
w "	9. 11.45 a.m.	A Seaplane. Aldeburgh No. 2 Life-boat assisted to save seaplane and	1
w "	11. 7.25 p.m.	A Seaplane. Walton-on-Naze Life-boat saved seaplane and	3
w "	15. 10.30 a.m.	S.S. <i>War Grange</i> , of London. Newquay (Cornwall) Life-boat stood by vessel.	
w "	23-24. 9.45 p.m.	Ketch <i>Altje</i> . Rhescolyn Life-boat rendered assistance.	
"	24. 4. - p.m.	Fishing smack <i>Magnolia</i> , of Lowestoft. Palling No. 1 Life-boat stood by vessel.	
June 15.	1.30 p.m.	Motor ketch <i>E. D. J.</i> , of Newcastle-on-Tyne. New Brighton No. 1 Life-boat saved	4
"	18. 1.20 p.m.	Smack <i>Rocklight</i> , of Aberdovey. Aberdovey Life-boat saved	2

1918.	Time of Launching.		Lives saved.
w June 21.	1.10 a.m.	S.S. <i>City of Manila</i> , of Liverpool. North Deal (Reserve) Life-boat stood by vessel.	
July 5.	7. - p.m.	Smack <i>Amy King</i> , of Grimsby. Spurn Life-boat landed 1.	
„ 16.	4.45 p.m.	S.S. <i>Trieste</i> , of Dundee. Peterhead No. 2 Life-boat saved . . .	22
„ 17.	7.15 p.m.	Six open boats of Brighton. Brighton Life-boat saved . . .	8
w „ 17-18.	10.30 p.m.	A Seaplane. Spurn Life-boat saved	2
w „ 21.	5.40 p.m.	S.S. <i>Genesee</i> . Flamborough No 1 Life-boat stood by vessel.	
„ 31.	9.35 a.m.	Schooner <i>Florence</i> , of Looe. The Lizard Life-boat stood by vessel.	
Aug. 14.	3.30 p.m.	Sailing-boat <i>Carmen</i> , of Aberystwith. Barmouth Life-boat saved . . .	1
„ 17.	7.25 a.m.	S.S. <i>Dis</i> , of Bilboa. Lynmouth Life-boat saved	24
w „ 19.	3.15 a.m.	S.S. <i>Charity</i> , of Newcastle. Clovelly Life-boat saved two boats and	25
w „ 21.	3.10 p.m.	S.S. <i>The Stewart's Court</i> , of Sunderland. Seaham Life-boat landed 15.	
„ 25.	9.25 a.m.	Ketch <i>Republique et Patrie</i> , of Lorient. Padstow No. 1 Life-boat saved	4
w „ 25.	2.25 p.m.	S.S. <i>Carasa</i> , of Bilboa. Newquay (Cornwall) Life-boat landed 19.	
w „ 28.	12 noon.	S.S. <i>Giralda</i> , of Leith. Runswick Life-boat saved	13
w Sept. 10.	12.15 a.m.	H.M. Ship <i>Ilma</i> . Clovelly Life-boat assisted to save vessel and . . .	30
w „ 21.	4.25 p.m.	H.M. Barge <i>L.C. 1</i> . Donaghadee (Motor) Life-boat saved . . .	6
„ 22.	2.20 p.m.	Solway Lightship <i>Tobin</i> . Maryport Life-boat saved	4
„ 23.	7. - a.m.	Schooner <i>Lina</i> , of Oporto. North Deal (Reserve) Life-boat saved . . .	7
w „ 23.	12 noon.	An Aeroplane. Sunderland (Motor) Life-boat saved derelict aeroplane.	
„ 25.	10. - p.m.	Tug <i>St. Keverne</i> , of Weymouth. Dungeness No. 1 Life-boat assisted to save vessel and	3
w „ 30.	5. 5 a.m.	H.M. Sloop <i>Pomona</i> . Lowestoft Life-boat saved	9
„ 30.	1.12 p.m.	S.S. <i>Inna</i> , of Sunderland. Cromer Life-boat assisted to save vessel and	11
w Oct. 1.	9. - a.m.	Two boats of Schooner <i>Atlantico</i> , of Oporto. St. Agnes Life-boat saved (1st trip)	6
	12.30 p.m.	(2nd trip)	3
„ 5.	4.30 p.m.	Schooner <i>Forest Deer</i> , of Dublin. Ramsey Life-boat saved . . .	3
„ 6.	10. - a.m.	Schooner <i>Amy</i> , of Newcastle. Spurn Life-boat assisted to save vessel and	5
„ 6.	10. - a.m.	Ketch <i>Day Star</i> , of Belfast. Kirkcudbright Life-boat saved . . .	3
„ -7.	7.15 a.m.	Ketch <i>Marie Edmond</i> , of Ostend. Ramsey Life-boat (1st trip) landed 1.	
	12.30 p.m.	(2nd trip) saved	3
„ 10.	10. - a.m.	Fishing-boat <i>Fear Not</i> . Minehead Life-boat saved boat and . . .	2
„ 18.	12.40 p.m.	Schooner <i>Brackley</i> , of Liverpool. Moelfre Life-boat landed 3.	
w „ 19-20.	7.15 p.m.	S.S. <i>Elwick</i> (H.M. Transport), of Newcastle. The Lizard Life-boat stood by vessel and landed 4.	
„ 20.	12.55 a.m.	S.S. <i>Monastery</i> , of London. Hartlepool No. 2 Life-boat stood by vessel.	
Nov. 2.	10.15 a.m.	S.S. <i>Devonshire</i> , of Belfast. The Mumbles Life-boat saved . . .	13
„ 4.	1. - p.m.	S.S. <i>Juno</i> , of Hull. Caister No. 2 Life-boat stood by vessel.	
w „ 4-5.	8.30 p.m.	H.M. Tug <i>Epic</i> . Penlee Life-boat saved	17
„ 5.	3.30 a.m.	Barge <i>Inflexible</i> , of Harwich. North Deal Life-boat saved barge and	3
„ 15-16.	11.40 p.m.	Sloop <i>Regina</i> . Lowestoft Life-boat assisted to save vessel.	

1918.	Time of Launching.		Lives saved.
Nov. 20.	5.45 p.m.	Trawler <i>Isaac Dobson</i> , of Montrose. Montrose No. 1 Life-boat landed 12.	
Dec. 10.	7.20 p.m.	S.S. <i>Oakford</i> , of Dublin. Caister No. 1 Life-boat rendered assistance.	
„ 19.	8.20 a.m.	Ketch <i>Albion</i> , of Scarborough. Margate No. 2 Life-boat rendered assistance. Ketch <i>Albert</i> , of Bruges. Margate No. 2 Life-boat assisted to save vessel.	
„ 20.	3.10 a.m.	Schooner <i>Susan Vittery</i> , of Grimsby. Lowestoft Life-boat assisted to save vessel and	6
w „ 20.	3.47 p.m.	Ketch <i>Alke</i> . Donaghadee Motor Life-boat stood by vessel.	
„ 23.	8 p.m.	S.S. <i>Kelburne</i> , of Leith. St. Ives Life-boat stood by vessel.	
„ 27.	10.10 p.m.	Schooner <i>Mary Mackay</i> , of Grimsby. Lowestoft Life-boat landed 6.	

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Services rendered by Motor Fishing-Boats subsidised by the Institution in 1918.

1918.		Lives saved.
w Jan. 29.	S.S. <i>Butetown</i> , of London. Mevagissey Motor Fishing-boat saved	21
w Feb. 4.	A Seaplane. Dungeness Motor Fishing-boat saved	2
w „ 11.	S.S. <i>Baku Standard</i> . Gourdon Motor Fishing-boat saved	1
w „ 14-15.	A boat of the S.S. <i>War Monarch</i> , of Liverpool. Hastings Motor Fishing-boat saved	21
„ 18.	Ketch <i>Thomas Henry</i> , of Cardiff. Holy Island Motor Fishing-boat saved	3
w Mch. 8.	S.S. <i>Madeline</i> . St. Ives Motor Fishing-boat landed 21.	
w „ 17.	Ketch <i>Beata Trinitas</i> . Cadgwith Motor Fishing-boat saved	7
w „ 17.	Schooner <i>Yvonne</i> . Cadgwith Motor Fishing-boat saved	6
w „ 20.	A Seaplane. Arbroath Motor Fishing-boat saved	2
w „ 28.	Two boats of Motor Fishing-boats <i>Noel</i> and <i>Brotherly Love</i> . Whitby Motor Fishing-boat landed 11.	
w „ 30.	An Aeroplane. Stonehaven Motor Fishing-boat saved	2
May 10.	S.S. <i>Mars</i> , of Bergen. Port Isaac Motor Fishing-boat landed 15.	
w „ 12.	An Aeroplane. Montrose Motor Fishing-boat saved	1
w „ 20.	A Seaplane. Exmouth Motor Fishing-boat saved	2
„ 22.	Fishing-boat <i>E 163</i> . Exmouth Motor Fishing-boat rendered assistance.	
w „ 25.	Unknown Steamer. Padstow Motor Fishing-boat landed 17.	
w June 8.	Two ship's boats belonging to an unknown Steamer. Padstow Motor Fishing-boat landed 34.	
„ 16.	S.S. <i>Cognac</i> , of Liverpool. Newquay (Cornwall) Motor Fishing-boat remained in attendance.	
July 14.	Fishing-smack <i>St. Bridget</i> , of Baltimore. Kilmore Motor-boat saved	2
w „ 22.	An Aeroplane. Berwick-on-Tweed Motor Fishing-boat saved	1
w Aug. 10.	S.S. <i>Madame Renée</i> , of London. Scarborough Motor Fishing-boat landed 4 and saved	3
„ 14.	Fishing-boat <i>Ebenezer</i> , of Cromarty. Cromarty Motor Fishing-boat saved vessel and	3

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NOTICE.

The next number of THE LIFE-BOAT will be published in May, 1920.