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### ANCHORS: OLD FORMS AND RECENT DEVELOPMENTS.

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(Continued from p. 575, February number of THE LIFE-BOAT JOURNAL.)

*Stockless Anchors.*—Stockless anchors of modern type were first introduced about the year 1893, when cast steel began to be available for their manufacture. They are all modifications, more or less, of Martin's self-canting principle, though differing considerably in construction and detail. The shank, which is generally made light and taper, serves merely as a lever for tripping and for housing the anchor. The cross-head carrying the arms and canting pieces is a solid casting, so that these anchors consist practically of two principal parts. The shank is secured to the head in different ways according to the particular make of the anchor. Sometimes, as in the case of Byers' anchor, a long pin or bolt is employed going right through the head and riveted outside at the two ends. In other patents short pivot lugs are cast on the crown end of the shank, which is then entered through the crown from the back and the pivots secured in their place by keep bolts through the head. This is the method adopted in Hall's anchors. In the "Britannia" anchor the crown end of the shank is fastened to a ball which works in a ball socket in the head,

the shank being entered from the back and kept in place by plate and cotter. In all cases the play or canting angle of shank is limited to about 90°, giving the blades an opening of 45° either way. The blades, which are necessarily straight in the vertical plane, generally project at right angles from the cross-head or parallel to the shank, but in some patterns they form a continuous curve in the plane of the cross-head. Perhaps the most important differences in the various anchors are to be found in the means employed to ensure the arms canting downwards in order to bite when a pull is brought on the anchor. In some patterns the head almost approaches the mushroom form and so makes the addition of tripping pieces of minor importance; but in other cross-heads, designed to offer as little resistance as possible to penetration, large canting pieces or trips are provided. These are placed by some makers in the centre of the crown and by others at the outer ends of the cross-head at the back of the arms. The latter principle seems the better of the two, for when a central trip is employed there is a tendency for the anchor head to balance

on it and roll, especially on hard ground. It is a pity that tripping pieces are necessary at all, because they tend to lessen penetration and do not always behave exactly as they ought in other ways. One of the causes of failure of stockless anchors to hold in certain bottoms may be traced to the tripping pieces. The tendency for a stockless anchor is to fall on the bottom with blades up, and supposing the head to sink at first deeply into soft ground, the effect of the trips may sometimes be to retain the blades in this useless position. Such, I believe, is the opinion of Mr. Lennox, of the well-known firm of Messrs. Brown and Lennox.

There are to-day many patented stockless anchors in more or less general use, each of which is supposed to possess its own special merits. The only one of which I have had practical experience is the Wasteney-Smith, one of the earliest cast-steel anchors. When in command of telegraph cable-ships I had opportunities for thoroughly testing this anchor, during a series of voyages commencing in 1884, with very good results, its performance comparing favourably with that of a Rodger's anchor of about equal weight. The anchor is, in my opinion, well designed, the arms and cross-head offering little resistance to penetration, while the horns, which serve as trips or canting pieces, are wide apart, so as to effectively steady the anchor and prevent rolling. The shank is connected to the head by a short strong pin, easily accessible. I am informed by the makers that upwards of 4,000 of these anchors are now in use, some up to 7 tons weight now being made for the Cunard liners and for mooring purposes in the Mersey. I was interested to find this anchor gave an excellent account of itself during the trials carried out by the Admiralty at Spithead, in March, 1900, with the object of testing the holding power and efficiency of stockless anchors. In these trials stockless anchors by different makers were separately let go from H.M.S. *Hero* in eight fathoms, mud bottom. Sixty fathoms of chain cable were veered away in each case, the ship's engines being then worked astern and power gradually increased to endeavour to break out or

drag the anchors. Under these circumstances, one or two of the anchors refused to budge, even when the engines worked at 80 revolutions, developing upwards of 3,000-H.P., the utmost available. These trials, though of a very thorough and practical nature, can scarcely be taken as conclusive for comparisons of the different anchors, yet they serve to prove the value and reliability of stockless anchors of approved construction. As a result of these and further trials, the Admiralty have adopted hawse-stowing anchors for some of their largest ships.

*Hawse-Stowing Anchors.*—For a long time stockless anchors were generally distrusted by seamen, and to this day the question of their holding power forms an ever-present subject of controversy. The fact that they are now usually supplied to new vessels is due, in a measure, to their undoubted merit; but also, in a much greater degree, to the modern hawse-stowing arrangement which the abolition of the stock has made possible. Indeed the advantages of being able to heave the anchor right up into a specially contrived hawse pipe are so manifest, that the adoption of this system has practically settled a vexed question, and has brought stockless anchors into general use much more quickly than would otherwise have been the case.

To Messrs. G. Tyzack, of South Shields, belongs the credit of having originated the hawse-stowing system. In the year 1884 a new steamship, the *Albano* of 3,300 tons dead weight, was fitted with one of their single-fluked anchors heaving up into a specially shaped wrought-iron hawse pipe. This anchor was practically the same as the single-fluked stocked anchor brought out by Messrs. Tyzack in 1877, but to enable it to stow in the hawse the stock was now shifted from the ring end of the shaft to the crown, passing through the forked shank and forming the pivot on which the single arm worked. In principle this anchor, suggesting a cross-bow in appearance, was thoroughly good, but the width of forked shank was inconvenient, necessitating a funnel-shaped hawse pipe of unusually large diameter at the lower end, up which the sea could rush with great violence. This is perhaps

the reason the self-housing system was not very generally appreciated until the introduction of cast-steel anchors with light shanks which could be hove up into hawse pipes of ordinary form and diameter. Messrs. Tyzack have been kind enough to inform me that the first experiment of heaving the *Albano's* anchor up into the hawse pipe was conducted in Mr. Laing's graving-dock at Deptford, Sunderland, in February, 1884, in the presence of a large number of ship-builders, ship-owners, marine superintendents, and other interested persons. They also sent a copy of a certificate signed by the master of the *Albano*, at the expiration of a voyage to Calcutta and other ports, in which he expresses entire satisfaction with the holding power and general working qualities of the anchor. The hawse-stowing system is now rapidly becoming universal, and has been adopted not only for the largest battle-ships, but also in small sailing coasting vessels.

There is some question as to the best angle for the hawse pipes, to which Messrs. Byers, the well-known makers of the "Reliance" anchor, have drawn my attention. They are of opinion that the angle should be a certain compromise between what is good for the chain and what is most convenient for working the anchor. On thinking the matter over, I have come to the conclusion that the anchor is the chief thing to be studied, and that the practice in the Navy of making the pipe fairly steep is right. Certainly it would seem that the angle with the vertical should be always considerably less than  $40^\circ$ . Under ordinary circumstances the chain will hang between the pipe and the water at a much steeper angle, and even when the cable tautens out, the nip against the upper lip of the pipe will never be so serious as is the side nip when the vessel has a sheer or when she is riding ahead of her anchor.

Before leaving the hawse-stowing system, I must mention a practical difficulty of some importance which experience at the Admiralty Court has shown to exist in modern tramp steamers with stockless anchors. As a general rule such vessels are not now fitted with cranes or with any appli-

ances for getting out or lifting in anchors over the bows. The result is that in case of breakdown or other mishap necessitating their being taken in tow, they are unable to use the hawse-pipe for towing purposes unless they abandon an anchor and sometimes also a length of chain cable. Where anchor cranes are not provided, this difficulty would be best met by providing a third hawse pipe specially for towing and mooring purposes. For some years Messrs. Byers have provided their anchors with one or with three heavy links between the anchor shackle and the end or bending shackle. This arrangement seems a very good one. It causes the bending shackle to enter and leave the hawse pipe on the same cant as the anchor shackle, thus avoiding the risk of the latter straining or opening out, the additional links also bringing the end shackle above and clear of the pipe, so that, if necessary, the anchor when stowed can be slipped without sacrificing chain. These anchor links have now to be proved to the breaking strain of the cable for which they are intended. Owing, presumably, to the difficulty anticipated in dealing with heavy anchors over the bows, when specially adapted gear is no longer provided, and in order to have a third anchor ready at all times, H.M.S. *Albemarle*, of 15,000 tons, and other war-vessels now building, have two hawse pipes on the starboard bow and one on the port bow, for stockless anchors. Were we not assured that the matter must have been carefully considered, and that there is a good reason for it, this lop-sided arrangement would seem somewhat open to criticism, because a spare hawse pipe is at times very convenient for mooring and towing purposes and also when clearing hawse. Sometimes when unmooring ship, both anchors come up together in a terrible jumble, and at such times the absence of the ordinary anchor davit and gear may be severely felt. The *Albemarle's* stockless anchors are of 115 cwt. each.

After all, in regard to anchors of whatever form or type, by far the most important considerations are weight and strength. We propose to deal with the

latter quality first, as being the most easily dismissed.

*Strength of Anchors.*—A rough rule is that the safe working load of an anchor should about equal the resistance of the ship at a speed through the water of 12 knots. In order that we may put this to a practical test, H.M.S. *Greyhound*, of 1,157 tons displacement, required a pull of 9 tons to tow her at the speed mentioned. The testing or proof strain is generally taken at twice the working load, and the breaking strain at about six times. The anchor of such a vessel as the *Greyhound*, therefore, should be proved to about 18 tons, and should presumably withstand a strain of nearly 54 tons. According to Lloyd's Register Rules, the proof strain for the anchor of a merchant steamship of similar tonnage should be 23 tons, and the breaking strain of her chain cables about 61 tons. Since the above was written, Mr. R. Denny, of the firm of Denny Brothers, Dumbarton, has most kindly furnished me with a schedule of some 30 vessels of various types, giving the weight of best bower anchor and safe working load by Lloyd's test, also the block co-efficients of the vessels at load draught, and their calculated resistance at 12 knots. From this table it appears that the rough rule referred to is approximately correct only in the case of full-built ships whose block co-efficients are between .75 and .80. In almost every case the proof strain is in excess of the resistance at 12 knots; indeed in the case of yachts and very fine vessels the resistance at 12 knots is only about half the strain to which the anchors are proved. Most stockless anchors have an advantage in strength over anchors of ordinary form, very rarely breaking under steady strain and fair conditions.

*Weight of Anchors.*—In the days of wooden vessels the rough rule was 1 cwt. for every 20 tons of a merchant-ship's burthen, and in the Royal Navy 1 cwt. to every gun. Up to the beginning of the seventeenth century the largest anchors in use must have been very light, for we read in "Derrick's Memoirs of the Royal Navy" that the capstan for weighing anchors was first invented in 1610. In 1637, however,

the *Sovereign of the Seas*, a vessel of over 1,600 tons burthen, carried eleven anchors of about 2 tons each. From information kindly afforded by the builders, I am able to say that the *Celtic*, the largest vessel now afloat, is supplied with three Hall's hawse-stowing bowers, each weighing  $7\frac{3}{4}$  tons. It appears that in 1859 the *Great Eastern* was exclusively supplied with Trotman's anchors not much exceeding 5 tons in weight, exclusive of stock. It was, of course, claimed for Trotman's anchors that a saving of weight might be effected without sacrifice of holding power; but this is scarcely consistent with modern views, weight and strength being practically synonymous. Before the advent of steam, the labour of raising and securing heavy anchors was great; lighter anchors, therefore, were used on ordinary occasions, the heavier anchors being reserved for use during bad weather and in exceptional circumstances. Anchors of varying weight and size were known as "bowers," "best bowers," and "sheet anchors," although it seems that about the year 1800 "bower" and "sheet" anchor were interchangeable terms. Nowadays the working or bower anchors are generally the heaviest carried, yet there is reason to suppose they are in many instances too light to ensure safety at critical times. This is perhaps a natural outcome of steam propulsion, a steamship being much less dependent on her anchors for safety than a sailing vessel. For instance, in 1858 Lloyd's advised 54-cwt. anchors for 2,000-ton vessels, but in 1804 this weight sufficed for steamships of 6,000 tons under the Underwriters' Registry. In the Navy 5-ton bowers were supplied to all vessels over 3,500 tons displacement, yet to-day a merchant-vessel displacing 10,000 tons may have anchors of under 3 tons weight. It is true the largest men-of-war until quite recently carried nothing heavier than 5 tons; and the difference in the conditions affecting the two Services must be taken into consideration. While the tendency of modern practice is in the direction of lighter anchors of improved construction, with chain cables the tendency is rather the

other way. Whether it be that experience has shown chain cables to be less trustworthy than they were formerly considered, or whether a heavier is required to supplement the lighter anchor, certainly the cables are heavier in proportion to size of vessel than they used to be. The *Great Eastern*, for instance, with her 5-ton Trotman anchors, ex-stock, equivalent perhaps in holding power to 7-ton stockless of the present day, had only  $2\frac{7}{8}$  chain; whilst under Lloyd's Register Rules the size of chain corresponding to 7-ton anchors is  $3\frac{5}{8}$ . The *Celtic* can certainly be no heavier on her anchors than was the *Great Eastern*, yet the former vessel's cables are  $3\frac{3}{8}$  inch. However desirable increase of weight may be for chain cables, it is, in the writer's opinion, still more important in the case of anchors. Under ordinary circumstances, it is true, a long length of heavy chain cable will almost hold the ship of itself, and in deep water the catenary of a heavy chain acts very beneficially in preventing jerking or irregular strains which might affect the hold of the anchor. It is, however, under extraordinary conditions that real danger of dragging the anchor arises; times during which vessels will tauten out their cables like bars, especially in shallow water. Then it is that all depends upon the anchor; if it will not hold, of what avail the weight and strength of the cable?

*Tramp Steamers in Ballast Dragging their Anchors.*—I remember some few years ago, a large tramp steamer, flying light, coming into Portland, during a moderate gale from W.N.W. She let go two anchors, and paid out apparently plenty of cable, yet during the night she dragged and sheered all about the harbour, and in the morning collided with the vessel in which I was then serving. We were lying to a single anchor and 45 fathoms of cable quite comfortably. This tramp carried her hawse pipes close up to the level of the fore-castle, and consequently showed a long length of taut cable above and out of the water. The impression this produced was an unfavourable one; yet it is difficult to see what bad results can be directly traceable to the hawse pipes

being so far above the water—a moral, applicable to vessels in light trim, we may certainly deduce. It is, that in such cases, the old rule applicable in light weather, to pay out chain equal to at least three times the depth of water, requires modification. It should be three times the distance from hawse to bottom. Thus for a vessel, such as the one described, having her hawse 30 feet above the water, anchoring in 7 fathoms, the minimum scope of chain should be three times  $7 + 5$ , or 26 fathoms, rather than 21 fathoms. The ship I have referred to afterwards put into Plymouth, again taking charge of the harbour and doing further damage to other vessels. Similar instances must be familiar to many of those present, and they naturally raise a doubt whether the anchors carried by large tramp steamships are of sufficient weight to ensure safety under all the varying conditions of their employment. The weights given in Lloyd's Rules for vessels of varying size are well understood to be the minimum weights required; yet in practice, they represent the maximum it is in most cases thought necessary to provide. This is a disadvantage for which it is not easy to find a remedy; but it seems to me worthy of serious consideration by Lloyd's and kindred institutions, whether the rules governing the weights of anchors, now in force, are sufficient to meet the circumstances of modern navigation, and whether some revision should not be effected in the general interests of shipping. When the present minimum weights were decided on, it could scarcely have been anticipated that steamships would be sent on long voyages in exceedingly light trim, which has of late become the rule rather than the exception. Another matter which seems difficult to justify from a strictly nautical point of view, is the reduction of weight permitted by the Rules in the case of spare anchors and second bowers. If the anchor, which is somewhat heavier than the required minimum, is lost or injured, it seems scarcely right to replace it with an anchor of less than the minimum weight. A vessel may, in fact, during a whole voyage have to depend on anchors which are of less

weight than the minimum applicable in her case. This arrangement is probably a relic of the practice prevailing, as already pointed out, before the days of steam windlasses. It would seem to accord better with modern ideas and seamanship, to carry bower anchors, all of the same weight and holding power.

*Recent Developments of Stockless Anchors.*—Quite recently a number of anchors have been patented, presenting very unusual features both in design and in construction. In one case, the shank is connected to the head by a ball and socket arrangement, whilst the stock also is loose and free to revolve on the shank. In another instance there is a sort of parallel motion, which, however desirable, necessitates a number of weak points at the pivots. Again, we have an anchor in which the shank takes the form of a frame enclosing the one arm, which is, so to speak, all blade or fluke. In forming an opinion on the merits of anchors in general, it may be useful to remember that a pickaxe holds better than a rake and is stronger. Rodgers' anchor exemplifies the pickaxe principle, and possibly some of the

modern stockless anchors verge on the rake principle. Then again an anchor is better than a mushroom. In some stockless anchors the head appears to revert in some measure to the mushroom form, the arms being comparatively short and weak.

In a stockless anchor desirable qualities seem to be strength and accessibility of the connection of shank to head, side trips or horns instead of central trips, blades and form of head to give good penetration. Correspondingly bad points, in my opinion, are: inaccessibility or concealment of shank to head connection, wide flat head reverting to mushroom type, arms curved in the plain of cross-head, central trips or canting arms.

In conclusion, I wish to acknowledge the assistance I have received in the preparation of this paper from various firms of anchor-makers, including Messrs. Charlton, Byers, Tyzack, and Wasteneys-Smith, all of whom have furnished me with valuable information as to their respective anchors. To Colonel Hozier, to Mr. R. Denny, and to Mr. Goodall, of the Trinity House, my thanks are also especially due.

#### LIFE-BOAT SATURDAY FUND.

THERE is a time-honoured saying that "it is a long lane that has no turning," and the old saw may not inappropriately be applied at the present time to the Life-boat Saturday Fund. For the last three years the Life-boat Saturday workers up and down the country have had a severe struggle in their endeavours to maintain the financial position of the Fund in their various localities, and in many instances failure instead of success has, alas, fallen to their lot. The South African War, with all its terrible accompaniments and results, seemed to act as a devastating blight on all efforts to raise moneys for charitable purposes other than those more especially connected with objects aiming either at the amelioration of the condition of the sick and suffering soldier or the provision of succour and support of those he left at

home. With the return of peace however there have been indications that better times are at hand if they have not already begun; and although necessarily the country has to pay and will have to pay for some time to come the cost of the campaign—now happily a thing of the past—a reduced income-tax would seem to assure us that if the clouds have not as yet rolled by altogether, still their density is diminishing and we may expect soon to see and enjoy the "silver lining." This being so we hear from all parts of the United Kingdom that the spirits of the Life-boat Saturday Fund workers are rising and that the Committees and Ladies' Auxiliaries have during the last few months been busily engaged in active preparations and carefully thought out schemes for "capturing

the country" for the ROYAL NATIONAL LIFE-BOAT INSTITUTION—to enable the Committee of Management to find the means for efficiently carrying on in the future as in the past the Institution's great life-saving work, including the rewarding of the gallant Life-boat crews for their excellent services, compensating them when unfortunately injured whilst rendering those services, and the succouring of their widows and orphans should they sadly lose their

lives in their efforts to rescue others. From the reports received we have every reason to believe that the Life-boat Saturday collections for 1903 will be considerably in excess of the amount realised during the previous year; but whether this be the case or not, it is certain that the enthusiasm, zeal and energy of the workers has been unbounded and is deserving of unqualified praise and success.

### UNITED STATES LIFE-SAVING SERVICE.

THERE were 272 stations embraced in the Life-saving Establishment of the United States at the close of the fiscal year which terminated on the 30th June, 1902. Of this number 195 were situated on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio, Louisville, Kentucky. By far the larger proportion of the stations are not kept open during the whole year, but are working for periods ranging from 3 or 4 to say 10 months.

The number of disasters to vessels within the scope of the operations of the Service during the last year was greater than ever before, with the exception of the years 1898 and 1901, yet the loss of life was very small. The number of lives lost from documented vessels—those of 5 tons burden or more—was only 19, while 6 were lost from smaller craft—sailing boats, rowing boats, etc.—making a total of 25, a number very considerably below the average. All but 5 of those lost from documented vessels, and more than half of the whole number lost from craft of all descriptions, perished in two disasters—5 on the coast of Cape Cod under deplorable circumstances which involved also the lives of 7 members of the Monomoy Life-saving crew, and 9 one mile outside the entrance of Daluth Harbour, Minnesota and 1½ miles from the Life-saving station, where two large vessels came into collision, one of them sinking within 3 minutes and even before the other vessel could render any assistance. Of the remaining 5 lost

from documented vessels, 3 were capsized whilst attempting to land in their own boats, 1 was scalded to death in the fire-room of a stranded steamer by the bursting of a steam pipe when she struck, and the other was washed overboard. Most of the casualties to the smaller craft occurred at long distances from the Stations and all of them culminated almost instantly. In no case was life lost through any fault of the life-saving crews.

The amount of property imperilled was greatly in excess of that of any previous year in the history of the Service owing to the unusual number of large vessels involved. No less than 54 vessels of over 1,000 tons burden,—33 being steamers—suffered disaster. 26 of these vessels exceeded 2,000 tons burden and the average tonnage of the whole number was 2,653 tons.

The number of disasters to documented vessels was 385, on board which were 3,424 persons of whom 19 were lost. The estimated value of the vessels and their cargoes was \$14,393,010. Of this only \$2,267,790 was lost. The number of vessels totally lost was 51. In addition to the foregoing there were 361 casualties to undocumented craft carrying 796 persons of whom 6 perished. The value of the property involved in these instances is estimated at \$174,120 of which but \$6,545 was lost.

The life-saving crews saved and assisted in saving 434 imperilled vessels. Of this number 334 were saved by them without other assistance. The

crews also afforded assistance, rendering help of greater or less importance to 661 other vessels, giving aid therefore, altogether, to 1,095 vessels of all kinds, including small craft. This number does not include the 237 instances in which vessels running into danger were warned off by station patrolmen. 210 of these warnings were given at night by Coston lights.

The surf-boat was used 929 times making 1,300 trips. The self-righting and self-baling Life-boat was used 80 times making 109 trips. The gasoline launches at the City Point Station were used 112 times making 117 trips. Smaller boats were used 473 times making 572 trips. The river life-skiffs

at the Louisville Station were used 37 times making 47 trips. The breeches buoy was used 15 times making 249 trips. The wreck gun was employed 22 times firing 42 shots. The heaving-stick was used 30 times.

There were landed by the surf-boat 782 persons, by the Life-boat 65, by the gasoline launches 266, by the river life-skiffs 34, by other station boats 218, and by the breeches buoy 213.

The cost of maintaining the United States Life-Saving Service during the year ended the 30th June, 1902, was \$1,654,392 to which must be added the sum of \$42,780 expended in the salaries of the officials at the head office, making a total of \$1,697,172 (£348,734).

#### SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

**ACKERGILL, CAITHNESS-SHIRE.** — A telegram having been received on the 2nd Jan., 1903, from Keiss Village, that a vessel had run aground on the sands, the Life-boat *Jonathan Marshall, Sheffield*, was launched shortly after 11 A.M., and proceeded to the scene of the casualty. A strong gale was blowing from S.E., the sea was very heavy and there was a thick rain falling. The stranded vessel proved to be the steam drifter *Violet*, of Wick, homeward bound from Stromness in ballast. On arrival the Coxswain did not consider it safe to go alongside the wreck, but having got within ten yards threw a line, which was secured by the only man then on board who, fastening it round his waist, jumped into the surf and was speedily assisted into the Life-boat. It appeared that the drifter had gone ashore about half a mile from the village early in the morning, and that the master hastily constructed a raft, with the view of saving himself and crew of two hands, but the men did not consider it safe, and preferred to remain on board. The master then lashed himself to the raft and after being dashed about in the raging surf for some time, eventually succeeded in getting ashore in a very exhausted condition. As soon as he had sufficiently recovered he went to the

nearest house and gave warning of the imminent danger of his men, with the result that the rocket apparatus and Life-boat were sent to their assistance with all despatch. In the meanwhile one of the poor fellows on board died, either from exposure or through being dashed against the wheelhouse by the heavy seas which continually washed over the vessel. The rescued man was in a very exhausted condition and would probably have also succumbed had it not been for the timely arrival of the Life-boat.

**ABERDOVEY, MERIONETHSHIRE.** — While the Life-boat *Thomas Nicolls Stratford* was out for exercise in a moderate south-westerly gale and a very heavy sea on the 3rd January, the steamer *Sea Spray*, of Glasgow, was seen standing into danger. The Life-boat at once proceeded to her. Having signalled to the steamer to alter her course, she then guided her over the bar and brought her to a safe anchorage. Later the Life-boat returned ashore and was rehooused during the afternoon.

**WHITBURN, DURHAM.** — The s.s. *Chamois*, of London, while bound from Rotterdam to the Tyne in ballast, stranded on the 8th January, in rather a bad position on a reef of rocks known



as "Whitburn White Steel," about half a mile north of the Life-boat House. There was a light S.E. breeze at the time, but the weather was rather thick and there was a heavy ground swell. It was 8.20 in the evening when the vessel went aground, and within a quarter of an hour of the signal being fired the Life-boat *William and Charles* was on her way to the distressed vessel. She was found to be badly holed and half full of water, so the crew were taken

moderate southerly wind, freshening, and heavy sea on the sands and bar. As the vessel's anchors did not seem to be holding, and the vessel dragged, the Life-boat *Joseph Somes* was sent with all despatch to the assistance of those on board. Directly the Life-boat got alongside the master and crew jumped into her, intending to abandon their vessel, but the Coxswain persuaded them to return as he thought it would be possible to save her. He then put



into the Life-boat and brought safely ashore, the rescue being completed soon after 10 P.M. The Life-boat is reported to have behaved well.

EXMOUTH, DEVONSHIRE.—About 6 A.M. on the 9th January, the schooner *Cardigan*, of Cardiff, was seen to be rolling heavily and apparently bumping on the sands about three-quarters of a mile to the W. of the entrance of the harbour. It was a thick rainy morning with a

two of the Life-boatmen on board and got out a tow-rope ready to take to a tug which had subsequently been sent to the aid of the vessel. After the schooner had been towed clear the hawser parted, and the Life-boat was again called upon to take another one from the tug to the vessel, and eventually she was brought safely into harbour.

HOLY ISLAND, NORTHUMBERLAND.—While bound from Middlesbrough to

Aberdeen the steamer *Rumleigh*, belonging to the latter port, was caught in a whole gale from N. and heavy sea on the 10th January. After running for some miles before the wind she tried to seek shelter at Holy Island, but in doing so she was seen to take the wrong channel and come in on the W. side of the buoy. As it was expected every moment that she would founder, the Life-boat *Grace Darling* was launched with the greatest celerity and proceeded to her; she however managed to keep clear until the Life-boat reached the Castle point, when she struck. The Life-boat succeeded in rescuing the crew of four hands from their perilous position, landing them shortly after 10 A.M.

PORT ERIN, ISLE OF MAN.—About 12.30 P.M. on the 10th January, a north-easterly gale suddenly sprang up, accompanied by rain, sleet, and a rough sea, causing all the fishing cobles, which had left the harbour earlier in the morning, to attempt to return. The first one to do so was taken in tow by one of the larger boats, and only succeeded after great difficulty. They then reported having seen one of the other boats in difficulties near the "Calf." The Coxswain having consulted the Honorary Secretary, it was deemed advisable to launch the Life-boat *William Sugden* at once. She proceeded under sail to the Sound, where she found the fishing boat *Dorothy* anchored, with two men aboard who, being unable to land, were keeping the boat's head to sea to prevent her foundering; the third man of the crew was on a rock. They had been in this predicament about an hour when the Life-boat came to their aid. Having taken them on board, an attempt was made to beat back to Port Erin, but owing to the strong flood tide in the Sound and the head wind it was found impossible, in view therefore of the exposure to which his men had been subjected, the Coxswain decided to make for Port St. Mary, where the rescued men were duly landed about 5.30 P.M. After waiting nearly two hours for the ebb tide, another attempt was made to return to Port Erin, but the wind having gone round further N. causing a heavy sea and snow storms, the attempt

had to be abandoned, and the Life-boat was made secure at Port St. Mary for the night. Next day the crew went over to Port St. Mary and took the boat back to her station.

PORTHDINLLAEN, CARNARVONSHIRE.—Shortly before midnight on the 10th January the schooner *John and Henry*, of Runcorn was seen to be in distress owing to her anchor dragging. Everything was prepared in case it should be necessary to render help, and on her showing a signal of distress after bumping heavily, the Life-boat *Barbara Fleming* promptly put off and succeeded in rescuing the three men on board. It was blowing a north-easterly gale at the time, accompanied by a heavy sea, but next morning, on the weather moderating somewhat, the master and four other men were able to again board the vessel, which was leaking badly, slip both cables and beach her. The behaviour of the Life-boat was reported to have been excellent.

KINGSTOWN, COUNTY DUBLIN.—The Coastguard reported on the 10th January that the trawler *Industry*, of Ringsend, was in distress, and in a very dangerous position off Dalkey Island; and she eventually ran a very narrow escape of being smashed to pieces on the rocks. The trawler had been out fishing when a strong north-easterly gale sprang up, and while the boat was running for shelter, her sails carried away. She was therefore left practically at the mercy of the weather and it was in this condition the master anchored his vessel. On receipt of the message from the Coastguard, the No. 2 Life-boat *Dunleary* was despatched about 8.30 P.M. to the assistance of the men on board. The sea was running so high that it was with difficulty the Life-boat got out of harbour, and it was nearly 10 P.M. before she came up to the trawler. The Life-boat then made repeated attempts to get near enough to take the imperilled men into the boat, but owing to the trawl beam projecting over her port side and the boom over the starboard side, it was impossible, while the vessel rolled so heavily, to get alongside with any degree of safety. The Coxswain perse-

vered however for five hours, when one of his crew was taken so ill that it was considered necessary to land him. The Life-boat therefore returned ashore at 3.30 A.M., with all the crew exhausted from cold and exposure. Having got dry clothing and refreshment, those who were able again took their places in the Life-boat and the vacant places being filled by volunteers, a fresh start was made to rescue the unfortunate fishermen, who had been exposed to the fury of the gale all night without food or shelter. It being daylight when the *Dunleary* again approached the trawler they succeeded in getting sufficiently near for the men to jump, and as they fell they were seized by the Life-boatmen, and dragged aboard in a very exhausted condition. On arriving at Kingstown shortly after noon on the 11th, they were properly cared for and made comfortable. The Committee of Management, after considering the report of this service, decided as a mark of their high appreciation of the Coxswain's (Edward Knight) admirable conduct, to confer on him the thanks of the Institution inscribed upon vellum and framed, and a few weeks later the presentation was made the occasion of a pleasant public function at Kingstown.

PEEL, ISLE OF MAN.—About 8 A.M. on the morning of the 16th January, during a strong south-easterly gale, a vessel was observed riding heavily at anchor with all her sails blown away. She was thought to be in difficulties, but as there were several steamers in the vicinity it was expected that one of them would tow her into safety. One by one however the steamers left her, and about 10 A.M., in response to her signals, the Life-boat *Mayhew Medwin* was launched to her assistance. She proved to be the smack *Fayaway*, of Ramsey, with a crew of two hands. All the canvas had been blown away and the bulwarks smashed in. It appeared she left Liverpool for Ramsey the previous day at noon, and encountered a terrible time, meeting the full force of the gale; finding it impossible to make Ramsey, she endeavoured to get to Peel, but her last sail being blown to pieces, she had to anchor when still about three

miles off. When the Life-boat came up to her the two hands were rescued, but not without a serious accident to the Captain, who, in his eagerness to board the Life-boat, jumped too soon, and with the tremendous sea that was running, slipped, and fell between his own vessel and the Life-boat, sustaining a broken leg. The men were landed with all despatch, and after being cared for, the injured one was sent to the Hospital to be attended to. The Life-boat behaved splendidly and her sailing qualities are stated to have been all that could be desired, and further, that she was handled in a masterly manner by her Coxswain and crew.

FISHGUARD, PEMBROKESHIRE.—About 6.30 P.M. on the 16th January signals of distress were shown by a steamer lying between the New Breakwater and Denis Head, and in response the No. 2 Life-boat *Appin* immediately launched and proceeded to her. On reaching the steamer the master informed the Coxswain that a schooner astern of him was in a sinking condition, and asked him to go at once alongside. This he did, and found she was the *Prince Llewellyn*, of Carnarvon, bound from Treport to Amlwch. The captain stated she was leaking very badly, and when picked up by the steamer between St. Davids and Strumbles Head the pumps were choked and he had lost all his headsails. He therefore requested the Coxswain to stand by him, which he did; but after some time, the wind having increased, he further requested that some of the Life-boatmen would assist to put down another anchor, and then take him and his crew ashore, as all were very exhausted. There was a moderate S.S.E. gale blowing and rough sea, the night being very cold and thick.

GORLESTON, SUFFOLK.—As the Steam Life-boat *James Stevens No. 3*, stationed at Gorleston, was preparing to go out for exercise on the 19th January, signals were fired by the St. Nicholas Light-vessel. Slipping her moorings, the Life-boat at once proceeded to sea and learnt that a large steamer was aground on the Cross Sand Ridge. On arrival at the vessel, which proved to be the

s.s. *Kolpino*, of Hull, bound for that port with a general cargo from the Mediterranean, the services of the Life-boatmen were engaged to try to save the vessel. The Life-boat *Mark Lane* No. 1 was also sent for, and with the assistance of four tugs and several lumpers, who lightened her, the vessel was two days later successfully floated and taken into the roads. The Steam Life-boat then returned, and having taken off a relief party, returned to harbour about midnight. The *Mark Lane* however remained by the vessel, not returning ashore until 9.30 A.M. on the 22nd idem. While both these Life-boats were engaged in salving the above vessel, about 4.45 A.M. on the 20th, the Coxswain of the *James Stevens* No. 3 heard a steam whistle near them, which he answered. Almost immediately a large steamer came upon them, and it was only by going full steam ahead that they escaped being run down. As the Life-boat got out of the way, warning was given to the master of the steamer—which was the s.s. *Orlando*, of Sundsvall—and he let go his anchor, but not in time to prevent the ship swinging round on to the sand. The Life-boatmen then offered their help to get this vessel off, and having succeeded when the tide made, the *James Stevens* returned to the *Kolpino* and remained with her as stated above.

CAISTER, NORFOLK.—At midday on the 19th January signals of distress were heard in the direction of the Cross Sand, and in response the No. 1 Life-boat *Covent Garden* at once launched and proceeded to the sands; there they found the s.s. *Fenham*, of Sunderland, aground. The master of the steamer having engaged the Life-boatmen to assist in getting his vessel off, they worked until about 3 P.M. on the 21st, when their efforts were rewarded by success. The vessel was then taken to a safe anchorage and the Life-boatmen reached home about 11 P.M. that night.

PORT PATRICK, WIGTOWNSHIRE.—On the 21st January, about 3 o'clock in the morning, the s.s. *Baron Glamis*, of Ardrossan, while bound from Glasgow to the River Plate, stranded on the

“Ebbstone” in thick weather. When it cleared somewhat the chief officer landed and made his way to the Corsewall Lighthouse, where he reported the casualty, and the Life-boat *Civil Service* No. 3 was at 12.50 P.M. telegraphed for. She at once proceeded to the scene of the accident, but at that time the weather was not so bad as to cause any alarm. From the position of the vessel however it was known that if the wind were to get to the westward it would be necessary to take off those then on board; the Life-boat therefore decided to remain alongside all night. Towards midnight the weather got worse and the crew of the steamer signalled to be taken into the Life-boat, but it was then too dark to risk the operation, and it was not until nearly daybreak that they were able to commence the work of rescue. At this time the gale from S.W. was very heavy and the sea so rough that the Life-boat incurred great danger in approaching the wreck, her bows on one occasion being dashed through one of the ship's boats as it hung on the davits. An endeavour was made to calm the sea somewhat by pouring oil from the fore-part of the vessel, and eventually all the men were got safely on board the Life-boat, which then headed for Loch Ryan, where the shipwrecked men were landed. The ship became a total wreck. In appreciation of this excellent service, resulting in saving of twenty-six lives, the Committee conferred on the Coxswain the thanks of the Institution inscribed on vellum and framed.

CAMPBELTOWN, ARGYLLSHIRE.—On the night of the 21st January, while the brigantine *Essee*, of Coleraine, was bound from that port to Maryport, she was overtaken by bad weather, and when trying to run for *Lamlash* for shelter, she stranded off Kildonan, Isle of Arran, in a whole gale from S.S.W., a heavy sea, thick weather and heavy snow showers. The coastguard at Kildonan attempted to save the crew with the rocket apparatus, but the line broke while the first man was being hauled ashore. He was ultimately rescued from the waves, but no others could be saved from the ship. They then tele-

graphed to Campbeltown for assistance, and the Life-boat *James Stevens No. 2* was promptly despatched. She reached the wreck about 9 A.M. on the 22nd idem, to find the sea washing right over the vessel. After going through a great deal of broken water she got under the lee of the vessel, which afforded her protection, and by means of lines succeeded in getting the remainder of the crew, five in number, safely into the boat. The Life-boat then made for Whiting Bay and landed the crew, who, after procuring some food, left about 12.30 P.M. for home. In the meanwhile the weather had improved and the wind became light; after passing Plada lighthouse the boat had to be rowed and did not reach home until after 11 o'clock that night. This was an excellent service, in which the Life-boat travelled over fifty miles, and the Hon. Secretary of the Branch, Canon Wakeham, was again thanked by the Committee for the energy he displayed.

PETERHEAD, ABERDEENSHIRE.—The Life-boat *George Pickard* saved six men, the crew of the schooner *Ecile*, of Peterhead, on the 22nd January. About 7.30 A.M. one of the Life-boatmen observed signals of distress and informed the Harbour-Master, who immediately ordered out the Life-boat. There was a strong southerly breeze and heavy sea at the time, and it was only after some trouble that the Life-boat got under the lee of the ship, which she found had stranded and was bumping heavily. The Life-boat anchored, and having got a line on board, succeeded in getting the six men into the boat, landing them at 8.30 A.M.

DOUGLAS, ISLE OF MAN.—About midnight on the 23-24th January, the barque *Otzamiz*, while lying at anchor in the North Bay, displayed signals of distress. As there was a strong S.S.W. breeze and a rough sea the Life-boat *Civil Service No. 6* promptly went to her assistance. They found the vessel in a very dangerous position, dragging her anchors, so took the crew of sixteen hands into the Life-boat and landed them shortly after 1 A.M.

ST. DAVID'S, PEMBROKESHIRE.—The

Life-boat *Gem* rescued six of the crew of the s.s. *Graffoe*, of Grimsby, on the 27th January. The *Graffoe* left Glasgow on 23rd January, bound for Monte Video; bad weather was experienced, the vessel got out of her course, and shortly before 11 P.M. on the 25th idem she stranded on the southern end of Ramsey Island, off the coast of St. David's. It was thick weather and a south-westerly wind was blowing. Fourteen men got into one of the ship's Life-boats and were ordered to stand by under the lee of the land, but were washed out to sea. Happily they were picked up late in the afternoon of the following day by a steamer, about thirty miles from the scene of the disaster, and landed at Penarth. The roughness of the sea rendered the launching of the other ship's Life-boat impossible, so the remainder of the crew sought safety on the bridge and in the rigging. The ship settled down almost immediately; the master and chief engineer were washed away and drowned, but the others—7 in number—managed to hold on, although they experienced a terrible time owing to the tempestuous weather, the masts of the vessel being practically the only part of the ship out of the water. The weather continued rough and thick and it was not until nearly 10 A.M. on the 27th that the wreck was seen from the mainland and reported to the Life-boat authorities, who at once sent out the Life-boat *Gem*. There was much difficulty and great risk in approaching the wreck owing to the strong wind, the set of the tide and current, and the close proximity of dangerous rocks. After strenuous efforts communication was effected, but one of the men who had been in the rigging this length of time without water and without food, and had there endured all the hardships of two winter nights, was found lashed up quite dead. A line was got on board the steamer, and the first pulled through the sea to the Life-boat was this dead seaman, to whom the living men paid this mark of respect; then followed the other six, one of whom was thought to be dying. Having got all the men on board, the boat was pulled clear and sail set, St. Davids being reached at 2.15 P.M. On land-

ing, every care was taken of the rescued men and with the assistance of a doctor the apparently dying man was restored. The same evening the shipwrecked men were conveyed to the town, and expressed their deepest gratitude for the humanity and hospitality shown them.

The following extract from a letter written to the local press by one of the members of the crew, shows with what high appreciation the action of the Life-boatmen was regarded :—

“Now a word in praise of the gallant Life-boat crew, for we know that it wanted great courage to reach us in the position the wreck was lying and the heavy seas that were running at the time; we all think that Coxswain Narbett's management of the boat, and the decisive way of making up his mind to act, makes him an efficient man for the position of Coxswain.”

The silver medal of the Institution was subsequently awarded to William Narbett, the acting Coxswain, by the Committee of Management, in recognition of his gallant and meritorious conduct on this occasion and an additional monetary grant was made to each member of the crew of the boat.

DUNGENESS, KENT.—About midnight on the 26th January a collision occurred between the s.s. *British Prince* and the four-masted barque *Waterloo*, off Dungeness. Both vessels sustained damage, the former of so serious a nature that she had to be run ashore. The crew and launchers of the No. 2 Life-boat, *Thomas Simcox*, were promptly assembled, but it was not until 4 A.M. that their services were called upon; the Captain of the *British Prince* then requested that the Life-boat should come and stand by him, as the vessel was leaking badly. This the Coxswain did, and on the vessel being towed off, the Life-boat accompanied her as far as Walmer. Her services being no longer required, she was beached there, and returned to her station next day. The weather was cold, with a moderate S.W. gale and moderate sea.

ARBROATH, FORFARSHIRE.—The fishing-boat *Isobel*, of Arbroath, with two

men on board, was seen to be in difficulties off that harbour on the 29th January. The wind was increasing and the sea rough, but it was hoped she would be able to make the harbour without help. About two hours later, however, it was seen that this would be impossible, so the Life-boat *James Stevens No. 13* was launched, to give her the necessary assistance. In the meantime another fishing-boat had gone to her and taken her in tow. As the wind was now blowing a hurricane, the Life-boat stood by both crafts and accompanied them into harbour, which was only gained with much difficulty on the part of the fishing-boats.

STORNOWAY, ISLE OF LEWIS.—During a heavy gale from W.S.W. and very rough sea, about 7 P.M., on the 30th January, the large four-masted steamer *Marwarri*, of Liverpool, bound from Dundee to Barry in ballast, while attempting to anchor in the harbour was driven by the force of the gale on the rocks at Battery Point. Immediately her critical position was observed the crew of the Life-boat *Sarah Pilkington* was summoned. The call was answered promptly, the boat launched and they proceeded to the stranded steamer. At the request of the Captain the Life-boat remained in attendance until 5.45 next morning, when she returned to harbour, her services being no longer required. During the time, nearly 10 hours, while the boat remained in close proximity to the stranded steamer, the crew were exposed to the full force of the gale, with blinding rain. They were also of service in saving a steam trawler from running ashore: this vessel mistaking the stern light of the wrecked steamer, which had been left burning, for that of another vessel at anchor. The trawler was seeking shelter from the gale, and but for a blue light being burnt in the Life-boat, she certainly would have stranded.

TORQUAY, DEVONSHIRE.—The Coast-guard at Babbacombe telegraphed about 11 P.M. on the 30th January, that a vessel was in the Bay showing signals of distress. The crew of the Life-boat *Wighton* was promptly summoned and

the boat launched. On arrival the Coxswain found the schooner *Silvia*, of Beaumaris, at anchor, riding out the gale, which was blowing from S., accompanied by a very heavy sea. The vessel had lost some of her spars and sails, the Captain therefore asked that the Life-boat would stand by him in case the cable broke and it should be found necessary to abandon the ship. After some hours the wind changed and as the immediate danger was over the Life-boat returned to her station, being rehoisted at 4.30 next morning.

MARGATE, KENT.—At 4 A.M. on the 1st February distress signals were observed off the Longnose Rock by the Coastguard, who reported it to the Life-boat authorities. The crew of the No. 2 Life-boat *Civil Service No. 1* was assembled and the boat proceeded to the spot indicated. There they found the s.s. *Trent*, of Hull, with her Life-boat lowered and provisioned, ready for the crew to abandon her. On the Life-boatmen boarding her, the Captain reported that he had three feet of water in the stoke-hole, and that his men were working up to their knees in water keeping the fires up. It appeared that he had been trying to enter Ramsgate Harbour, had struck the East Pier Head and knocked a portion of the steamer's starboard side in. Finding it impossible to get into the harbour, he made for Margate Roads, but the vessel made so much water that she was in grave danger of foundering; the master therefore decided to run his vessel ashore and signal for assistance. The Life-boatmen were at once employed to try and save the vessel, the engines were kept at work on the pumps, and the bunker coal jettisoned, about forty tons in all being thrown overboard. At daylight the leaks were found and the holes plugged, two large kedges having then been got out, the vessel was floated at 1.30 P.M. and taken under her own steam into Ramsgate Harbour. There was a strong southerly gale and moderate sea at the time.

LLANDUDNO, CARMARVONSHIRE.—At 9.30 A.M. on Sunday, the 1st of February, a telegram was received from the Orme's Head Lighthouse that a steamer was showing signals of distress about six miles E.N.E. The assembly signal was immediately fired, and within eighteen minutes the Life-boat *Theodore Price* was afloat and on her way to the steamer, which could then be seen in the offing rolling heavily and displaying signals of distress. She was found to be the s.s. *Wylam*, of Limerick, from Liverpool to Limerick with a general cargo. She had left Liverpool the night before and encountered a gale of wind which caused her cargo to shift; she was making water rapidly, then having eight feet of water in the hold, which was gradually extinguishing the fires. The captain asked the Life-boat to stand by him for a time, as they were coming closer to land. This they did, but the pilot on board feared the vessel would founder, so went on board the Life-boat and was landed. The vessel however in spite of a great list and rolling heavily, eventually got into Llandudno Bay and anchored. The crew then cleared the pump which had become choked and towards evening when the weather moderated the vessel proceeded on her voyage.

HOLYHEAD, ANGLESEY.—In a strong N.N.W. gale and heavy sea on the 2nd February a vessel was seen making signals of distress, and the Steam Life-boat *Duke of Northumberland* immediately went out. They found the schooner *Useful*, of Barrow, which had just sailed into the harbour and anchored, but the anchors not holding she had drifted and was bumping on the rocks. At the request of the master the Coxswain endeavoured to find a tug to tow the vessel into safety, but being unsuccessful he put four of the Life-boatmen on board, and with their assistance the schooner was got into the old harbour and moored in safety.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 8th Jan., 1903.

Sir EDWARD BIRKBECK, Bart., V.P.,  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to the Gorleston Life-boat station.

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

Northern District—Arbroath, Buckhaven, Broughty Ferry, Anstruther, Ayr, Troon, Irvine and Girvan.

Southern District—Ryde, Atherfield, Totland Bay, Bembridge, Hastings, Worthing and Shoreham.

Western District—Weston-super-Mare, Port Eynon, Burry Port, Swansea, Barmouth, Aberdovey, Aberystwyth, New Quay (Cardiganshire), Cardigan, Fishguard (two boats), St. David's, Padstow, Bude, Looe, Minehead and Watchet.

Irish District—Howth, Clogher Head, Drogheda, Poolbeg, Portrush, Greencastle, Aranmore, Killough, Kingstown (two boats), Fenit, Queenstown and Youghal.

Reported the receipt of a contribution of 15,047*l.* 2*s.* 1*d.* from the Central Committee of the Life-boat Saturday Fund, as the nett proceeds of Life-boat Saturday, 1902.

Resolved that the grateful thanks of the Committee of Management be conveyed to the Central Committee of the Life-boat Saturday Fund for their continued, earnest and much-valued services.

Reported the receipt from the Civil Service Life-boat Fund, per Mr. CHARLES DIBDIN, the Honorary Secretary, of a further sum of 1,513*l.* 4*s.* 6*d.* to recoup the Institution all the expenses incurred in 1902 in maintaining the seven stations at which the seven Life-boats presented and endowed by the Fund are placed.—The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service since 1866 has been 29,075*l.* 13*s.* 3*d.*

Resolved that the sincere and best thanks of the Committee of Management be tendered to the Honorary Secretary, his Committee, and the subscribers to the Fund.

Also the receipt of the following other special contributions since the last meeting:—

	£	s.	d.
Mr. KENNETH M. CLARK, to supplement the late Mr. NORMAN CLARK's Bequest for the <i>Norman Clark</i> Life-boat stationed at North Berwick.	314	4	6
Mr. E. McANULTY, per Mr. J. W. BOLTON, Bristol (through Bristol Branch)	100	-	-

Collected on board the s.s. <i>Columbia</i> , Anchor Line, per Capt. BAXTON	£	s.	d.
Loyal Order of Ancient Shepherds (annual subscription).	25	-	-
The late Mr. ERNEST BOYS, per Mr. B. J. BOYS	20	-	-
Half of Offertory in Eling Church, Hants, per the Rev. T. THISTLE, M.A.	3	12	11

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mr. CHARLES GEORGE OATES, of Leeds	3,000	-	-
The late Mr. WILLIAM HUNT, of Leicester	503	12	11
The late Miss EMMA GOODMAN, of Bedford	495	-	-
The late Mrs. ELLEN C. TAPSON, of Hampstead	360	-	-
The late Mr. GEORGE RAE, of Birkenhead	100	-	-
The late Miss BETSY SWASBROOK, of Acocks Green	100	-	-
The late Mr. WILLIAM GOFF, of Northampton	50	-	-

Deep regret was expressed at the decease of the Rev. Canon HEYGATE, M.A., and Mr. WILLIAM ROWE, who had for a very long period been Honorary Secretaries respectively of the Brightstone Grange and Bude Branches of the Institution.

Voted 100*l.*, with the sympathy of the Committee, to the widow and four children of JOHN DUNN who had long been a member of the crew of the Arklow Life-boat, and who died suddenly from heart disease after returning from exercise in the boat on the 30th December, 1902.

Reported the transmission to their stations of the Burnham, Handon Beach (Sunderland) and Kilmore new Life-boats.

Paid 9,311*l.* for sundry charges in connection with various Life-boat establishments.

Voted 289*l.* 8*s.* 9*d.* to defray the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aberdovey . . .	S.S. <i>Sea Spray</i> , of Glasgow. Rendered assistance.	
Ackergill . . .	Steam drifter <i>Violet</i> , of Wick . . .	1
Girvan . . .	Fishing-boat <i>Optimist</i> , of Girvan. Assisted to save vessel and . . .	4
Gorleston No. 2	Steam drifter <i>Glentill</i> , of Aberdeen. Stood by vessel.	
Gourdon . . .	A fishing-boat of Gourdon. Stood by boat.	
Holyhead . . .	Four-masted barque (Steam Life-boat) <i>Lord Shaftesbury</i> , of Liverpool . . .	29



Life-boat.	Vessel.	Lives saved.
Mablethorpe .	S.S. <i>Algethi</i> , of Shoreham. Rendered assistance.	
Newbiggin .	S.S. <i>Tertia</i> , of Flensburg. Stood by vessel.	
Newquay (Cornwall)	S.S. <i>Baltazan</i> , of Sydney, N.S.W.	20
Padstow No. 2 and Steam Tug Ramsey . .	Ditto ditto. Steamer <i>Apollo</i> , of Glasgow. Took surgeon to vessel and landed injured man.	8

The Gorleston No. 1 Life-boat assisted to save the steamer *Sandsend*, of London; the Holyhead Steam Life-boat saved the s.s. *Leonora*, of Rotterdam, and 23 lives, and also rendered assistance to the barque *Lord Shaftesbury*, of Liverpool; the Palling No. 1 Life-boat assisted to save the brigantine *James Simpson*, of London; and the Port Eynon Life-boat assisted to save the three-masted schooner *Ehrglis*, of Riga.

Voted 645l.14s. to pay for assemblies of crews, watching or launches of the following Life-boats, with the view of assisting those on board vessels apparently in distress:—Appledore No.1, Banff, Buckhaven, Bull Bay, Caister No. 1, Cemaes, Cemlyn, Cloughy, Cullercoats, Donna Nook, Dunbar, Dungeness No. 1, Folkestone, Formby, Girvan, Hauxley, Holyhead (Steam Life-boat), Margate Nos. 1 and 2, Moelfre, New Brighton (Steam Life-boat), Padstow No. 1, Porthdinllaen, St. Ives, Sennen Cove, Whitehaven, Workington. The Holyhead (Steam Life-boat), Newquay (Cornwall) and Padstow No. 2 Life-boat and Steam tug were also launched.

Voted 20l. 2s. to a man injured with the Eastbourne boat while on service on the 8th November, 1902.

Voted the thanks of the Institution, inscribed on vellum and framed, together with the sum of 2l. each, to JAMES HEARNE and three other boatmen for gallantly putting off in a boat and rescuing the crew of four persons from the schooner *Francis Jane*, of Arklow, which stranded and ultimately became a total wreck off Waterford, in a whole S.S.E. gale and very heavy sea on the 17th November last.

Also 3l. to three men for putting off in a small boat and rescuing the crew of three men from the schooner *Sarah Pringle*, of Amlwch, which was dragging her anchors in Holyhead Bay, in a strong W.N.W. gale and heavy sea on the 28th December, 1902.

Also 1l. 15s. to the crew of seven men of the gig *Syren* for rescuing the crew of four men from the smack *Pioneer*, of Bideford, which stranded near Appledore in a strong S.W. gale and very heavy sea on the 14th December, 1902. The salvors, by joining hands and wading into the sea, were enabled with the assistance of a rope from the vessel to save all the men in danger.

Also 1l. 10s. to two master mariners for rescuing two fishermen from a capsized boat on Chapel Bar, Padstow, in a moderate S.W. gale and a heavy ground sea on 2nd December.

Neither of the men could swim, but they managed to cling to the upturned boat until rescued by the salvors, who incurred considerable danger of being also upset.

THURSDAY, 12th February, 1903.

Sir EDWARD BIRKBECK, Bart., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Also read the minutes of the last meeting of the Central Committee of the Life-boat Saturday Fund, and ordered that their recommendations be carried into effect.

Read the report of the Chief Inspector of Life-boats on his recent visits to the Grimsby and Hastings Life-boat Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Appledore, Clovelly and Padstow Stations.

Also the reports of the District Inspectors of Life-boats on their visits to the following Stations:—

Northern District—Dunbar, North Berwick, Whithorn, Balcary, Kircudbright, Workington, Maryport and Whitehaven.

Eastern District—Hendon Beach, Whitburn, Robin Hood's Bay, Grimsby, Gorleston, Hasborough, Lowestoft (two boats) and Pakefield.

Western District—Burnham, Lynmouth, Ilfracombe, Appledore (two boats), Port Isaac, Padstow (two boats and steam tug), Newquay (Cornwall) and Clovelly.

Irish District—Arklow, Cahore, Courtown, Wexford, Rosslare Harbour, Fethard, Tramore, Dunmore East, Dungarvan Bay, Ballycotton, Courtmaesherry, Kilmore and Wexford.

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

	£.	s.	d.
His Majesty THE KING (Annual subscription) . . . . .	21	-	-
Major G. HORATIO BRAND, of Lower Seymour Street, W., for the building and equipping of a Life-boat to be named the <i>Horatio Brand</i> , and placed on any part of the coast of the United Kingdom, the coast of England or Scotland preferred. 1,000	1,000	-	-
Proceeds of Concert at Long Stratton, per Mrs. THOMAS HOLMES . . . . .	16	10	-
Collected in St. Michael's, Paddington, per the Rev. G. F. PRESCOTT, M.A. . . . .	10	12	6
Collected on board the R.M.S.S. <i>Thames</i> , on her voyage from Southampton . . . . .	5	-	-
Collected on board H.M.S. <i>Ariadne</i> , per the Rev. E. L'ESTRANGE FAWCETT, R.N. . . . .	4	-	-

—To be severally thanked.

Also the receipt of the following legacies :—

	£.	s.	d.
The late Mrs. LETITIA BEAMONT, of Orford Hall, Warrington.	1,000	—	—
The late Mr. CHARLES BARRACLOUGH, of Rochdale (additional)	945	13	3
The late Mrs. CATHERINE APEDAILLE, of Haydon Bridge, Northumberland (additional)	705	12	5
The late Mrs. M. C. LINGARD, of St. Leonards-on-Sea (additional)	900	—	—
The late Mr. JAMES STANNES, of Tavistock	225	—	—
The late Mrs. ISABELLA CAMPBELL, of West Hampstead	100	—	—
The late Mr. WILLIAM RIGBY, of Stratford	100	—	—
The late Mr. WALTER GOSDEN, of the Langham Hotel, W..	90	—	—

Voted the thanks of the Committee to the Hon. GEORGE STOPFORD and Mr. W. J. MORROW, in recognition of their long and valuable co-operation as Honorary Secretaries respectively of the Courtown and Portrush Branches of the Institution, which offices they had just resigned.

Reported the transmission to its station of the Totland Bay new Life-boat.

Paid 3,819*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 515*l.* 10*s.* 6*d.* in payment for the following Life-boat services :—

Life-boat.	Vessel.	Lives saved.
Arbroath . . .	Fishing-boat <i>Isobel</i> , of Arbroath. Remained in attendance.	
Campbeltown . .	Brigantine <i>Essex</i> , of Coleraine . . . . .	5
Douglas . . . .	Barque <i>Otzamis</i> , of Monte Video . . . . .	16
Exmouth . . . .	Schooner <i>Cardigan</i> , of Cardiff. Assisted to save vessel.	
Fishguard No. 2	Schooner <i>Prince Llewellyn</i> , of Carnarvon . . . . .	4
Ditto	Schooner <i>Mary Roberts</i> , of Carnarvon . . . . .	4
Holy Island No. 1	Steamer <i>Rumleigh</i> , of Aberdeen . . . . .	4
Irvine . . . . .	Smack <i>Janes</i> , of Campbeltown . . . . .	3
Ditto	Schooner <i>Alpha</i> , of Riga	6
Kingstown No. 2	Trawler <i>Industry</i> , of Dublin . . . . .	4
Llandudno . . .	S. S. <i>Wyliam</i> , of Limerick. Stood by vessel and landed one person.	
Nairn . . . . .	Fishing boat. Rendered assistance.	
Peel . . . . .	Smack <i>Fayaway</i> , of Ramsey . . . . .	2
Peterhead . . .	Schooner <i>Exile</i> , of Peterhead . . . . .	6
Porthdinllaen .	Schooner <i>John and Henry</i> , of Runcorn . . . . .	3
Port Erin . . .	Fishing boat <i>Dorothy</i> , of Port Erin . . . . .	3

Life-boat.	Vessel.	Lives saved.
Port Patrick . .	S.S. <i>Baron Glamis</i> , of Ardrossan . . . . .	26
St. David's . .	S.S. <i>Grafioe</i> , of Grimsby	6
Sennen Cove . .	S.S. <i>Benwick</i> , of Newcastle . . . . .	5
Stornoway . . .	S.S. <i>Marwarri</i> , of Liverpool. Remained in attendance.	
Torquay . . . .	Schooner <i>Silvia</i> , of Beaumaris. Remained in attendance.	
Whitburn . . . .	S.S. <i>Chamois</i> , of London	21

The following services by Life-boats were also reported :—

Life-boat.	Vessel.	Lives saved.
Caister No. 1 . .	S.S. <i>Fenham</i> , of Sunderland. Rendered assistance.	
Dungeness No. 2	S.S. <i>British Prince</i> , of Liverpool. Rendered assistance.	
Gorleston (Steam Life-boat)	S.S. <i>Kolpino</i> , of Hull. Assisted to save vessel.	
Gorleston No. 1	Ditto ditto	
Gorleston (Steam Life-boat)	S.S. <i>Orlando</i> , of Sundsvall. Rendered assistance.	
Hilbre Island . .	Flat <i>Charles Wesley</i> , of Liverpool. Assisted to save vessel and . . . . .	2
Holyhead (Steam Life-boat)	Schooner <i>Useful</i> , of Barrow. Assisted to save vessel and . . . . .	4
Margate No. 2 . .	S.S. <i>Trent</i> , of Hull. Assisted to save vessel and . . . . .	13

Also voted 501*l.* 3*s.* to pay the expenses of assembling the crews or taking out the following Life-boats with the view of assisting vessels in distress :—Aberystwith, Ardrossan, Ballycotton, Barry Dock, Broadstairs, Dungeness No. 1, Ferryside, Filey, Fishguard No. 2, Formby, Gorleston No. 1, Hendon Beach, Holyhead (Steam Life-boat), Hoylake, Kessingland No. 1, Margate Nos. 1 and 2, Montrose No. 1, New Brighton (Steam Life-boat), Newquay (Cornwall), North Sunderland, Palling No. 2, Peterhead, Penzance, Plymouth, Porthdinllaen, Queenstown, Ramsey, Rhoscelyn, Whitburn, Whitby No. 1 and Winterton No. 2.

Also 12*l.* 7*s.* for medical expenses and to men injured while engaged on Life-boat duty at Caister, Campbeltown, New Brighton and Whitehaven.

A grant of 1,200*l.*, with an expression of the deep sympathy of the Committee, was made towards the local fund raised for the relief of the widows and orphans of the six Life-boatmen who perished in the Swansea Life-boat disaster on the 1st February. Also the sum of 20*l.* to THOS. MICHAEL, one of the survivors. In addition, the Institution made special rewards to the Life-boatmen, and discharged the funeral and other expenses.

Awarded the Silver Medal of the Institution, together with a copy of the vote inscribed on vellum and framed, to Mr. W. NARBETT, Acting Coxswain of the St. David's Life-boat, in recognition of his gallant services in the boat when she was instrumental in saving life from the s.s. *Grafioe* on the 27th January.

Also the thanks of the Institution on vellum to the Coxswains of the Kingstown No. 2 and Port Patrick Life-boats, who rendered meritorious services in the boats on the 10th-11th January and 21st-22nd January respectively, resulting in the saving of life.

An additional grant was made to the crew of the Newquay (Cornwall) Life-boat for an excellent service rendered on the 28th December, resulting in the saving of twenty lives; and a letter was sent expressing the admiration and high approval of the Committee at the manner in which the Coxswain handled his boat on that occasion.

Also sent a letter of thanks to the Rev. Canon WAKEHAM, Hon. Secretary of the Campbelltown and Southend Branch, for his services on the 21st January, when the Campbelltown Life-boat was instrumental in saving five persons from the brigantine *Essex*, of Coleraine.

Voted the thanks of the Institution, inscribed on vellum and framed, together with a pecuniary reward, to W. CAY and T. GRAY, and a monetary reward to thirteen other men, for their gallantry in assisting to save twenty-five of the crew of the s.s. *Xenia*, of Copenhagen, which was wrecked on Cruden Scours on 1st February.

Also 3*l.* to three pilots for towing the disabled pilot cutter *Band of Hope*, with her crew of two hands, into Maryport in a moderate gale and confused sea on the 18th January.

Also 2*l.* to eight fishermen for rescuing two men who were in danger in a fishing boat off Arbroath Harbour, in a wind of hurricane force and a rough sea on the 27th January.

#### THURSDAY, 5th March, 1903.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Royal United Service Institution, Whitehall, His Grace the DUKE of SUTHERLAND, K.G., in the Chair.

The Chairman having made some suitable observations on the great and national character of the operations of the Institution, the Annual Report (which will be found in the May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by Vice-Admiral the Rt. Hon. Lord CHARLES BERESFORD, C.B.; the Rt. Hon. GERALD BALFOUR, M.P., President of the Board of Trade; the Rt. Hon. Lord TWEEDMOUTH; the Most Hon. the MARQUIS of GRAHAM; the Hon. RUPERT GUINNESS, C.M.G.; Sir ROBERT U. PENROSE FITZGERALD, Bart., M.P.; Sir EDWARD BIRKBECK, Bart., Chairman; and Colonel FITZROY CLAYTON, Deputy Chairman of the Institution.

The officers for the current year were chosen,

and various resolutions were moved, seconded and carried unanimously, pledging the meeting to renewed exertions on behalf of the benevolent and national objects of the Institution and expressing the fullest confidence in the management.

The officers' names and the resolutions will be found in the May number of *The Life-boat Journal*.

#### THURSDAY, 12th March, 1903.

Sir EDWARD BIRKBECK, Bart., V.P., was unanimously elected Chairman, and Colonel FITZROY CLAYTON, V.P., Deputy Chairman of the Committee of Management of the Institution for the ensuing year.

Sir EDWARD BIRKBECK, Bart., V.P., having taken the Chair, the members of the Sub-Committees were elected for the current year.

Also the delegates to the Central Committee of the Life-boat Saturday Fund.

Read and confirmed the minutes of the previous meeting.

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

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

Northern District — Cullercoats, Blyth, Cambois, Tynemouth (two boats), Newbiggin, Alnmouth, Hauxley, Cresswell, Boulmer, North Sunderland, Holy Island (two boats), Port Erroll and Broughty Ferry.

Eastern District — Saltburn, Staithes, Hartlepool (two boats), Uppang, Whitby (two boats), Mablethorpe, Sutton, Skegness, Donna Nook, Sheringham, Cromer, Hunstanton, Blakeney, Brancaster and Wells.

Southern District—Folkestone.

Western District—Mevagissey, Fowey, Looe and Swansea.

Irish District — Wicklow, Carrickfergus, Groomsport, Ballywalter, Cloughy, Newcastle (Dundrum), Culdaff, Giles Quay, Greenore, Dundalk, Blackrock, Skerries, Formby, Hoylake and Hilbre Island.

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

	£.	s.	d.
Miss ANNE MILES, of West Hampstead, to provide a Life-boat for any part of the coast, to be called <i>Anne Miles</i> , after her late mother . . . . .	1,200	-	-
Contents of Contribution Boxes on board steamers of the Newcastle Steam Ship Company, per Messrs. J. J. and C. M. FORSTER	9	8	11
Proceeds of Concert in Bisterne School, &c., per the Rev. CECIL MILLS, M.A. . . . .	4	4	-
Offertory after Special Service on board H.M.S. <i>Canopus</i> , per the Rev. J. E. HOGAN, R.N. . . . .	1	10	-

—To be severally thanked.

Also the receipt of the following legacies :—

	£.	s.	d.
The late Mrs. ELIZA AMELIA MOORE, of Onslow Square, S.W., for a Life-boat and House, the boat to be named the <i>Kentwell</i> and placed upon the Norfolk or Suffolk coast . . . . .	1,050	-	-
The late Mrs. ANN ELLERKER, of Bishop Burton . . . . .	200	-	-
The late Miss SELINA HURT, of Derby . . . . .	50	-	-
The late Mrs. F. W. N. LLOYD, of Bromley (interest) . . . . .	15	-	-

The best thanks of the Committee were conveyed to the Rev. LESLIE KNIGHTS-SMITH, M.A., in recognition of his valuable services whilst serving as Honorary Secretary of the Brightstone Grange Branch of the Institution, which office he had just resigned.

The Committee conferred the Institution's Decoration for Special Services other than the Saving of Life, on the Rev. JAMES FAIRBROTHER, in recognition of his zealous and valuable services for twenty years as Honorary Secretary of the Hauxley Branch of the Institution.

The Committee also specially recognised the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution:—Capt. THOMAS ATKIN, Bridlington; the Rev. DAVID BRYSON, Holy Island; Mr. JOHN SUTHERLAND, Junr., Huna; Mr. WILLIAM GAMBLE, Newbury; Mr. JOHN TATE, Newbiggin; and Mr. WILL HORNÉ, Wachuset.

The Committee expressed great regret at the resignation, on account of ill health, of Mr. SAMUEL LOVELOCK, F.C.A., who had held the post of Auditor to the Institution for the long period of thirty-three years.

(At the Annual General Meeting of the Governors of the Institution held on the 5th March, 1903, Mr. ALBERT WILLIAM WYON, F.C.A., of the firm of Messrs. Price, Waterhouse & Co., was appointed Auditor to the Institution in succession to Mr. LOVELOCK.)

Paid 4,805*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 494*l.* 9*s.* 6*d.* to pay the expenses of the services of the following Life-boats :—

Life-boat.	Vessel.	Lives saved.
Abersoch . . . . .	Ketch <i>Seaman</i> , of Amlwch	4
Caister No. 1 . . . . .	S.S. <i>Holywell</i> , of Sunderland. Landed 31.	
Campbeltown . . . . .	Barque <i>Argo</i> , of Fredrikstad . . . . .	9
Cardigan . . . . .	Ketch <i>Mouse</i> , of Cardigan . . . . .	4
Fleetwood . . . . .	Barque <i>Vanadis</i> , of Mariehamn . . . . .	9
Groomsport . . . . .	Barque <i>Hjertness</i> , of Sandefjord (and dog)	13
Littlehampton . . . . .	S.S. <i>Brattingsborg</i> , of Copenhagen. Stood by vessel.	
Llandudno. . . . .	Smack <i>Stag</i> , of Beaumaris . . . . .	2

Life-boat.	Vessel.	Lives saved.
Maryport . . . . .	Four-masted ship <i>Hougomont</i> , of Glasgow. Landed 25.	
Moelfre. . . . .	Schooner <i>Hodbarrow Miner</i> , of Barrow . . . . .	4
Ditto. . . . .	Schooner <i>William Jones</i> , of Carnarvon . . . . .	4
Montrose No. 1 . . . . .	Fishing boat <i>Gladiator</i> , of Montrose . . . . .	4
New Brighton. . . . .	Four-masted barque (Steam Life-boat) <i>Fingal</i> , of Dublin . . . . .	32
Newhaven . . . . .	S.S. <i>Sola</i> , of London. Stood by vessel.	
North Berwick . . . . .	Fishing-boat <i>Providence</i> , of Cellardyke. Stood by boat.	
Padstow No. 1 . . . . .	Steam trawler <i>Birda</i> , of Milford . . . . .	9
Padstow No. 2 . . . . .	S.S. <i>Martha</i> , of Copenhagen. Stood by vessel.	
Port Eynon . . . . .	Barque <i>Allegro</i> , of Skudesnaes. Stood by vessel.	
Southend-on-Sea . . . . .	Barge <i>Edith</i> , of Rochester	2
Ditto. . . . .	Barge <i>Mary Ann</i> , of London . . . . .	2
Thurso . . . . .	Fishing boat <i>Camperdown</i> , of Portknockie. Rendered assistance.	
Wicklow . . . . .	Schooner <i>Brackley</i> , of Liverpool . . . . .	4

The Caister No. 1 Life-boat also assisted to save the ketch *Evelyn*, of Jersey; the Coverack boat assisted to save the four-masted barque *Clan Graham*, of Glasgow; the North Deal boat saved the barge *Dawn*, of London, and 2 persons; Padstow No. 1 Life-boat rendered assistance to the steam trawler *Birda*, of Milford; Ramsgate boat assisted to save the ketch *Capella*, of Libau, and 8 persons; and the Winterton No. 2 Life-boat assisted to save the s.s. *Martello*, of Hull, and the 40 persons on board.

Also voted 1,065*l.* 8*s.* 6*d.* to pay the expenses of assemblies of crews, watching or launches at the following Life-boat Stations, with the view of assisting those on board vessels in distress:—Anstruther, Appledore Nos. 1 and 2, Bridlington Quay, Brighton, Broadstairs, Broughty Ferry, Bull Bay, Caister No. 1, Campbeltown, Castletown, Dungeness No. 1, Falmouth, Gorleston (Steam Life-boat), Hayling Island, Hilbre Island, Holyhead (Steam Life-boat), Hoyalake, Hythe, Irvine, Johnshaven, Looe, Margate No. 2, New Brighton (Steam Life-boat), Newquay (Cornwall), North Sunderland, Palling No. 1, Penzance, Piel, Plymouth, Point of Ayr, Porthcuckock, Porth Rhuffydd, Pwllheli, Sennen Cove, Southend-on-Sea, Southend (Cantyre), St. Ives, Stornoway, Swansea, Thurso, Walmer, Wexford, Weymouth, Whitburn, Whithorn, Winchelsea, Winterton No. 1, and Yarmouth.

Also 7*l.* 5*s.* to eleven men for saving five of the crew of the S.S. *Truda*, of Glasgow, which stranded on Barlocco Island in a strong S.S.W. gale and a very heavy sea on 27th February. On hearing of the wreck the salvors transported a boat over two miles and launched, seven of

the men putting off in her. Also a letter of thanks to Mr. DOUGLAS, who lent a horse and cart on the above occasion.

Also 5*l.* 5*s.* to three fishermen for saving, at great risk to themselves, five of the crew of the steamer *Crosby*, of London, which stranded and became a total wreck off Haisborough, in a strong S.E. breeze, foggy weather and a moderate sea on the 9th January.

Also 3*l.* to four men for rescuing, at considerable risk to themselves, four men from two small boats, which had become unmanageable and were close to the rocks off Holyhead, in a W.N.W. gale and a rough sea, on the 23rd February.

Also 1*l.* 2*s.* 6*d.* to nine fishermen for assisting the fishing boat *Isabella*, and her crew of two men, who were in distress off Montrose, in a moderate S.E. gale and rough sea, on the 6th February.

THURSDAY, 9th April, 1903.

Sir EDWARD BIRKBECK, Bart, V.P.,  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats on his recent visit to the Swansea Station.

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

Northern District—Ardrossan, Campbelltown, Southend, Balcarry, Kirkcudbright, Maryport, Workington, Whitehaven, Crail, St. Andrews and Anstruther.

Southern District—Shoreham, Littlehampton, Hayling Island, Southsea, Weymouth, St. Helier's, St. Peter's Port, Dungeness (two boat-), New Romney and Hythe.

Western District—Bude, Falmouth, Cove-rack, Porthoustock, Cadgwith, Lizard, Mullion, St. Ives, Rhoscolyn, Porthleven, Sennen Cove and Penzance.

Irish District—New Brighton (two boats), Southport, Peel, Port Erin, Castletown, Douglas, Ramsey, Port St. Mary, St. Anne's (two boats), Fleetwood, Blackpool, Lytham and Piel (Barrow).

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

Mrs. JAMES WALKER, to provide a new Life-boat to be placed at Anstruther, and to be named <i>James and Mary Walker</i> , in memory of her husband and only child . . . . .	£. s. d.	
Mr. and Mrs. JAMES HUTCHINSON (additional) . . . . .	1,000	- -
The Friendly Brothers of St. Patrick, London, per Mr. E. NASH (additional) . . . . .	50	- -
Offertories on board H.M.S. <i>Pembroke</i> , per the Rev. C. ARCHER, R.N. . . . .	10	10 -
	1	2 -

—To be severally thanked.

Also the receipt of the following legacies:—

	£. s. d.	
The late Mrs. MARY ANN COOKE, of Church Lawford . . . . .	334	- 9
The late Mr. C. D. HUSTLER, of New Malden . . . . .	300	- -
The late Miss BETHIA STEWART, of Crossmyloof, near Glasgow, per Edinburgh branch, "for behoof of the Institution in Scotland" . . . . .	90	- -
The late Mrs. ELIZA JANE SMITH, of Hatfield . . . . .	90	- -

Reported that H.R.H. Princess HENRY OF BATTENBERG had graciously presided over the annual meeting of the Isle of Wight Branch of the Institution, of which she is Patron, held at the Guildhall, Newport (Isle of Wight), on Saturday, the 14th March, 1903.

Voted the thanks of the Committee to Mr. THOMAS JEPHOCOTT, Mr. C. E. MARTIN, Mr. J. C. MILLS and Mr. J. CLIFTON THOMPSON, in recognition of their valuable co-operation as Honorary Secretaries respectively of the Margate, Stratford-on-Avon, Walton-on-the-Naze, and Workington Branches of the Institution, which offices they had just resigned.

Reported the transmission to its Station of the Folkestone new Life-boat.

Paid 6,450*l.* for sundry charges in connection with various Life-boat establishments.

Voted 138*l.* 12*s.* 10*d.* to pay for the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Dunbar . . . . .	Schooner <i>Guide</i> , of Faversham . . . . .	8
Cardigan . . . . .	Ketch <i>Morcel</i> , of Treguier. Rendered assistance.	
Greenore . . . . .	S.S. <i>Bosphorus</i> No. 48, of Constantinople. Landed 10.	
Newbiggin . . . . .	Fishing cobbles. Stood by cobbles.	
Tenby . . . . .	S.S. <i>Peritia</i> , of Flensburg. Landed 2 men and stood by vessel.	
Wexford . . . . .	Yawl <i>Gannett</i> , of Wexford. Stood by vessel.	

The Appledore No. 1 Life-boat saved the ketch *Camille*, of Nantes, and four hands; the Tenby boat assisted to save the s.s. *Peritia*, of Flensburg; the Winterton No. 2 boat rendered assistance to the schooner *Agnes*, of Faversham; and the Great Yarmouth boat rendered assistance to the schooner *Arthur Wyatt*, of Beaumaris.

Also 311*l.* 0*s.* 9*d.* to pay for launches of Life-boats, assembly of crews, &c., at the following Life-boat Stations, with the view of assisting vessels in distress:—Abersoch, Appledore No. 2, Aranmore, Broughty Ferry, Bull Bay, Caister No. 1, Clacton-on-Sea, Cloughey, Dunbar, Dunganvar Bay, Gorleston No. 1, Lowestoft No. 1, Peterhead, Rhoscolyn, Southend-on-Sea, Worthing and Yarmouth.

Voted the thanks of the Institution, inscribed on vellum and framed, to Mr. F. LE BOULANGER,

Honorary Secretary at Swansea. and Mrs. LE BOULANGER, for their indefatigable work in connection with the lamentable accident to the Swansea Life-boat on the 1st February.

Also an aneroid barometer, mounted on a shield and bearing a suitable inscription, to Capt. H. JONES, Harbour Master at Port Talbot, for his gallantry in attempting to save life on the above occasion. Also letters of thanks to the District Inspector, Lieut. HOWARD ROWLEY, R.N., and Mr. WILLIAM CARNEY, the Graving Dock Master, for their services.

Also 18*l.* to men at Groomspoint, Kessingland and Johnshaven for injuries received in connection with Life-boat work.

Also an aneroid barometer, together with the sum of 1*l.*, to Mr. WILLIAM ADAMS, and 1*l.* 10*s.* to another man, who at considerable risk to themselves saved one of the crew of the fishing boat *Aurora*, of Salcombe, which capsized off that harbour in a strong W.N.W. breeze and a heavy sea on the 6th March.

Also 5*l.* to five men for putting off in a boat to the assistance of the barque *Argo*, of Fredrikstad, which was wrecked at Macharich (Scotland) on the 27th February, in a whole W.N.W. gale, a heavy sea, and sleet and rain.

Also 5*l.* to ten men for promptly putting off in a boat and rescuing two of the crew of the schooner *Benmore*, of Stonehaven, which was struck by a squall and sunk in deep water about one mile from Salcombe Harbour, in a fairly smooth sea on the 4th March.

Also 1*l.* 5*s.* to two men for saving a lad and assisting a man ashore from a boat which capsized off Cullercoats in a moderate sea and breeze on the 28th February.

Also 1*l.* 5*s.* to five men for promptly putting off in a galley to the assistance of three men in a punt which was stove whilst towing behind a steamer, and rapidly began to fill, on the 1st March, in a S.W. moderate gale and heavy sea off Deal.

THURSDAY, 14th May, 1903.

Sir EDWARD BIRKBECK, Bart., V.P., in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Also read the minutes of the last meeting of the Central Committee of the Life-boat Saturday Fund, and ordered that their recommendations be carried into effect.

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Port Erroll and Southend (Cantyre) Stations.

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

Northern District—Montrose (two boats), Gourdon, Johnshaven and Stonehaven.

Eastern District—West Hartlepool.

Southern District—Southend-on-Sea, New-

haven, Eastbourne, Brighton, North Deal, Walmer, Kingsdowne, Broadstairs, Ramsgate, Dover, Winchelsea, Exmouth, Brixham, Torquay, Yealm River, Plymouth, Teignmouth, Salcombe, Hope Cove, Sidmouth and Lyme Regis.

Western District—St. Agnes, St. Mary's, Hayle, Minehead, Watchet, Burnham, Penarth, Barry Dock, Swansea, Ferryside, Fishguard (two boats), St. David's, Cardigan, New Quay (Cardigan) and Tenby.

Irish District—Wicklow, Fenit, Youghal, Queenstown, Portrush, Greencastle, Culdaff, Aranmore and Killough.

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

	£.	s.	d.
Mrs. CHARLES F. GREENHILL, "In Memoriam," for a Life-boat to be named <i>Prichard Frederick Gainer</i> , for any part of the coast, but preferably near the Bristol Channel . . . . .	1,000	--	--
Trustees of the late Mr. W. THORNGATE (annual subscription)	80	--	--
Trustees of Berman's Charity (additional) . . . . .	10	10	--

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mrs. SELINA LINGHAM, of Norwood Road, for the benefit of the <i>Thomas Lingham Life-boat</i> at Rhosneigr . . . . .	507	16	3
The late Mr. THOMAS FITZGERALD, of Glasgow . . . . .	450	--	--
The late Miss F. A. PURVER, of Plymouth . . . . .	238	--	6
The late Mr. WILLIAM CHARLES BARNARD, of Bromley, Kent . . . . .	100	--	--
The late Mr. W. H. UPWARD, of Westbourne Park, W. . . . .	89	19	6
The late Mr. CHARLES B. INGRAM, of Hampstead . . . . .	50	--	--
The late Mrs. LOUIS BLACKER, of Freiburg . . . . .	21	16	11
The late Mr. ZEBULON WILLIS, of Lytham . . . . .	10	--	--
The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional) . . . . .	1	13	--

Voted the thanks of the Committee to Mr. W. PEBGRINE PROPERT, LL.D., and Captain GEORGE BAILLIE, in recognition of their long and valuable co-operation as Honorary Secretaries respectively of the St. David's and Stromness Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Littlehaven and Lizard new Life-boats.

Paid 4,332*l.* for sundry charges on various Life-boat Establishments.

Voted 177*l.* 5*s.* 7*d.* to pay for the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Appledore No. 1	Ketch <i>Sylph</i> , of Bideford. Landed 2.	
Arklow . . . . .	Ketch <i>Fair Fanny</i> , of Bideford. Landed 4.	

Life-boat.	Vessel.	Lives saved.
Buckie . . .	Brigantine <i>Maria</i> , of Barssel. Stood by vessel.	
Cullercoats . . .	Fishing cobles. Stood by cobles.	
Filey . . .	Fishing cobles. Stood by cobles.	
Moelfre . . .	Schooner <i>Belt</i> , of Beaumaris . . .	4
Moelfre . . .	Schooner <i>County of Cork</i> , Amlwch . . .	3
Scarborough	Fishing-boat <i>Rosebud</i> , of Lowestoft. Rendered assistance.	
Wexford . . .	S.S. <i>Manchester Market</i> , of Manchester. Landed 26 from Tuskar Lighthouse.	

The Ramsgate and Wexford Life-boats also assisted to save the ketch *Stour*, of Harwich, and landed 5 persons from the s.s. *Manchester Market*, respectively.

Voted 150*l.* 9*s.* 4*d.* to pay the expenses of assembling the crews or launching the following Life-boats, with the view of assisting vessels in distress:—Appledore Nos. 1 and 2, Berwick-on-Tweed, Caister No. 1, Dungeness No. 1, Gorleston No. 1, Hoylake, Margate No. 1, Palling No. 2, Robin Hood's Bay and Scarborough.

Also allowed medical expenses amounting to 1*l.* 2*s.* 6*d.* to one of the helpers who was injured at the launch of the Campbelltown Life-boat on the 22nd January, 1903.

Reported that H.M. the German Emperor had awarded three silver watches to the officers and 30*l.* to be divided between the

fifteen other members of the crew of the Aldeburgh Life-boat in recognition of their services in rescuing the crew of the German barque *Antares*, in October 1900.

Voted 10*l.* towards a fund which had been raised at Port Talbot to reward those who rendered important help in the work of rescue after the accident to the Swansea Life-boat on the 1st February.—Also 2*l.* to one of the survivors who also rendered assistance.

Also 3*l.* 15*s.* to ten men (and 5*s.* 9*d.* expenses) for attempting to render assistance to the schooner *Ida Elizabeth*, of Padstow, which stranded and capsized off Amlwch in a strong S.S.W. gale and a choppy sea on the 19th February, 1903.

Also 2*l.* to four men for rescuing, at considerable risk, two men who were capsized in a coble when near the North Landing, Flamborough, in a strong E.N.E. breeze and heavy sea on the 22nd April.

A fishing boat named the *Rollo*, when returning to Annan on the 6th February, capsized, throwing her two occupants into the water. A trawl boat containing six men at once went to their rescue but was not able to get near on account of the shallow water. Three of the men therefore got into a dinghey which was astern and proceeded to the drowning men; when almost within reach their boat also capsized. The trawl boat was unable to give any aid and there seemed every prospect of five lives being lost, when a "whammlie" boat came out of harbour and succeeded in picking up the three would-be rescuers, but the other two men were, in the meantime, unfortunately washed away and drowned. To the three men who went in the dinghey 1*l.* 10*s.* each was awarded, and to the other seven 1*l.* each.

### FOUNDERING.

Then rose from sea to sky the wild farewell—  
 Then shrieked the timid, and stood still the brave—  
 Then some leaped overboard with dreadful yell,  
 As eager to anticipate their grave;  
 And the sea yawned around her like a hell,  
 And down she sucked with her the whirling wave,  
 Like one who grapples with his enemy,  
 And strives to strangle him before he die.  
 And first one universal shriek there rushed,  
 Louder than the loud ocean, like a crash  
 Of echoing thunder; and then all was hushed  
 Save the wild wind and the remorseless dash  
 Of billows; but at intervals there gushed,  
 Accompanied with a convulsive splash,  
 A solitary shriek, the bubbling cry  
 Of some strong swimmer in his agony.

BYRON.

### NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 2nd November.

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

Chairman—SIR EDWARD BIRKBECK, BART., V.P.

Deputy-Chairman—COLONEL FITZROY CLAYTON, V.P.

Secretary—CHARLES DIBDIN, Esq., F.R.G.S.



Telegraphic Address:

"LIFE-BOAT  
INSTITUTION,  
LONDON."

Telephone:

No. 2964  
("GERRARD  
EXCHANGE")

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1902) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended **£85,060** on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1902.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to 28 Vessels and Boats saved by them and 51 persons landed from vessels in distress and lightships . . . . .	364	...	...	...
Number of Lives saved by Shore-boats, &c. . . . .	91	...	...	...
Amount of Rewards granted during the Year . . . . .	...	7,014	14	4
Honorary Rewards:—Silver Medals . . . . .	3	...	...	...
Decorations . . . . .	9	...	...	...
Binocular Glasses . . . . .	18	...	...	...
Aneroid Barometers . . . . .	8	...	...	...
Votes of Thanks on Vellum . . . . .	20	...	...	...
Certificates of Service . . . . .	11	...	...	...
Total . . . . .	69	455	£7,014	14 4

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation (to 31st December, 1902), is **43,652**. The rewards and recognitions granted by the Institution in the same period comprise **99** Gold Medals and Clasps, **1,202** Silver Medals and Clasps, **66** Decorations, **355** Binocular Glasses, **15** Telescopes, **49** Aneroid Barometers, **1,726** Votes of Thanks, inscribed on vellum and framed, **159** Certificates of Service framed, and **£231,107** in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their **288** Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

*Annual Subscriptions* and Donations are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London; by the Bankers of the Institution, Messrs. COURTS AND Co., 59 Strand; and by all the other Bankers in the United Kingdom.—1st August, 1903.