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LIFE-BOAT WEATHER.

THE weather in the British Islands forces itself so much on our attention, and is naturally such a constant topic of discussion, that papers on the subject, especially when written by any one having access to the records of the Royal Meteorological Society, must, or certainly ought to, be of considerable interest. In the Quarterly Journal of this useful Society (Vol. XXVIII., No. 126, July 1902) may be found an article which should specially appeal to the readers of the *Life-boat Journal*. It is entitled, "The Prevalence of Gales on the Coast of the British Islands during the 30 Years, 1871-1900," and is written by Mr. Frederick J. Brodie, F.R.Met.Soc.

A perusal of this instructive article will well repay those interested in the subject—a subject which in the nature of things can never become hackneyed.

Most people lay some claim to be weather-wise, more particularly concerning the neighbourhood in which they live, and they read the well-known signs which indicate changes of weather—such as, some hill has a cloud cap on it, some coast line is particularly clear, strange-shaped clouds appear in a particular quarter, or a hundred and

one other such phenomena—and dilate on them with an omniscient air; but they seldom care to go beyond these visual signs, and do not trouble much to inquire into the causes which produce these effects. Perhaps this is not to be wondered at, for the scientific study of meteorology is of comparatively recent date, and there is not always either the literature or the necessary instruments available for carrying out such inquiries. Most people content themselves with looking in the newspaper at the forecast of the weather for the particular place they are in, and heaping abuse on the Meteorological Office if the forecast does not justify itself to the letter. Probably there is only a very small percentage of the population which really understands the interesting weather-charts issued daily by the Meteorological Society; the article referred to will, if read, considerably enlighten those who do not.

The present Meteorological Society dates back only to the year 1867, when the Council took over the Meteorological Department of the Board of Trade, which had been established in 1854. Before that there apparently was no organised attempt made to deal with the subject in a manner worthy of the

nation. Papers such as the one referred to above cannot fail to impress on the reader the value of the Society. Such a mass of tabulated detail from which conclusions are drawn speak for themselves of the care and method in which the work is carried out. The writer tells us that—

Prior to 1876 the record of gales comprised, firstly, extracts from the automatic records of the various anemometers in connection with the Meteorological Office; secondly, the data supplied by the Telegraphic Reporting Stations; and thirdly, those furnished by a number of voluntary observers. In 1876 these details were supplemented by information extracted from the logs of several Lighthouses and Lightships, the documents

by a gale force 8 (Beaufort scale), or with a nominal velocity of 40 miles an hour, and he has included in his list those gales "in which such forces and velocities were general over at least a limited portion of the United Kingdom," and rejected those which were reported only in a few isolated places. Force 10 (Beaufort scale), velocity 60 miles an hour, has been taken as a "severe gale," and of such local occurrences as whirlwinds and tornadoes no notice has been made.

Among the general results it will be seen that in this country there is an average (over the 30 years) of 48·5 gales per year, of which 10·6 are severe or partially so.

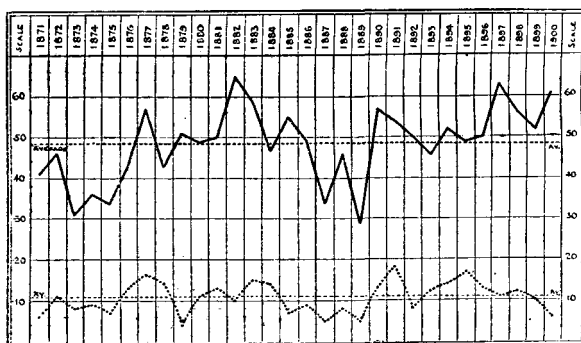


Fig. 1.—Total Number of Gales in each Year, 1871-1900.

being kindly lent for the purpose by the authorities of the Trinity House, the Scottish Meteorological Society, the Board of Irish Lights, and the Mersey Docks and Harbour Board. After the year 1889 the information from the latter sources was largely increased, while the reports from voluntary observers were no longer used. Owing to these changes and additions there has been throughout the period a gradual improvement in the value of the information employed, but for the bulk of the time the stations of various kinds have been so well distributed that it has been quite impossible for a gale of any consequence to spring up on our coasts without a record of it appearing in the annual list.

And what is the definition of a gale? Mr. Brodie explains that the Meteorological Office has always considered a storm warning to be justified if followed

Mr. Brodie shows in the diagram (Fig. 1) the total number of gales in each year, the continuous curve signifying the gales of all kinds, and the dotted curve the severe gales. The average number for 30 years is shown by the horizontal dotted line.

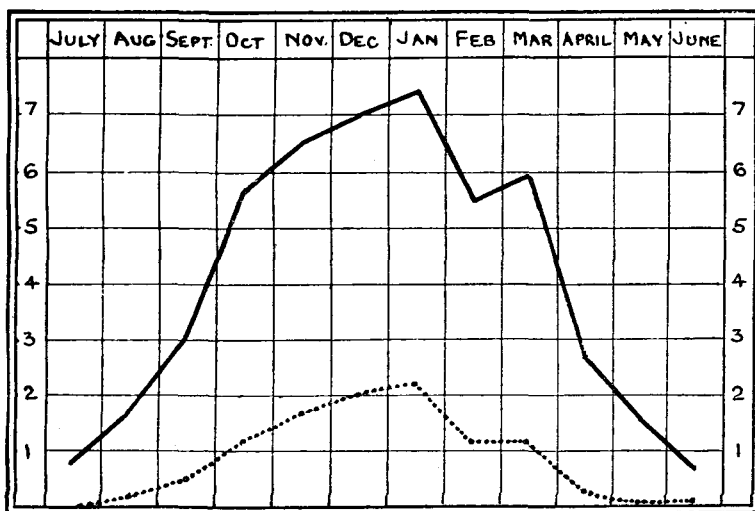
It is interesting to compare the two curves, from which it will be seen that in a year in which there are a great number of gales it by no means follows that the number of *severe* gales is proportionately great.

With regard to the value of the observations, the writer states, "A period of 30 years is far too short to yield any reliable evidence as to the existence of periodicity in the matter of

stormy weather. Assuming that the features (in the diagram) are permanent and not merely accidental, there may perhaps be said to be some indication of a storm cycle recurring every 15 to 17 years." And "if there is any significance at all in these features we should now be entering upon a period of comparatively calm weather." It is *certainly to be hoped that there is some significance in these features!*

A similar diagram is used to show the *mean monthly prevalence of gales* (Fig. 2). This cannot fail to interest

great falling-off in the number of gales, but in March the tendency for stormy weather increases in a somewhat remarkable way, the average number of gales in that month being 5.9, as against only 5.5 in February. After March the conditions rapidly improve, the curve of monthly values showing a brisk drop in April, and a more gradual fall to the summer minimum. The curve giving the monthly prevalence of severe or partially severe gales is very similar to the curve of *gales of all kinds*. *Severe gales are most numerous in January*, but the decline which takes place in February is arrested in March, the number in these two months being precisely similar. Between the months of April and August severe gales are rare, and in



Gales of all kinds shewn thus —————
Severe & Partially Severe Gales shewn thus
Fig. 2.—Mean Monthly Prevalence of Gales.

those who reside on our coasts; so very much must depend on the particular sort of weather to be expected in the various months.

From an examination of Fig. 2 we see, without any surprise, that June and July are the quietest months, the average number of gales in the former month being rather smaller than in the latter. With the advance of August the tendency for stormy weather rapidly increases, the curve showing a brisk rise until October, and a somewhat less rapid rise towards the end of the year. The stormiest month of all is January, with an average of 7.4 gales, 2 of which are general, and 2 severe or partially severe. In February there is a

July they may be said to be non-existent. The stormiest month in the entire 30-year period was January 1890. The total number of gales of all kinds in that month was, it is true, slightly smaller than in January 1894, in March 1897, or in the Novembers of 1882 and 1888. Of the 12 gales which occurred, however, in January 1890 no fewer than 7 were general, and of these 3 were severe and 3 partially severe. In addition to these, there was 1 partially severe gale in the West and North only, and 1 in the West and South, so that out of the total of 12 gales no fewer than 8 were either severe or partially so.

It is also pointed out that the average number of gales in the winter half-year

(October to March) and in the summer half (April to September) is 37·6 and 10·6 respectively. Then as to the four seasons, it appears that the average number of gales is as follows:—

Summer (June to August) . . .	3
Spring (March to May) . . .	10
Autumn (September to November)	15
Winter (December to February) .	20

Following these interesting details, the writer of the paper goes into the subject of "the Prevalence of Gales by Five-Day Means," "the Daily Prevalence of Gales," illustrated by diagrams, also "Long Periods of Quiet Weather," "Direction of Wind in Gales," "Velocity of Wind in Gales and Barometric Gradients in Severe Gales."

With regard to this latter subject some very valuable information is given, which is of material aid in understanding the meteorological charts, and the position and distance of the isobars shown on them; in fact, so interesting is the subject that it is best to quote Mr. Brodie's remarks *in extenso*:—

Barometric Gradients in Severe Gales.

The strength of the wind depends, as is well known, upon the steepness of the barometric gradient, or in other words, of the slope that is supposed to exist in the atmosphere between a place in which the barometer is relatively high and a place in which it is at the same time relatively low. The relation between these two elements varies, however, to such an extent that it is quite impossible to say that, with a given gradient, the wind will necessarily blow with a given degree of strength. Much depends, it is certain, upon the direction in which the gradient lies, the wind being usually much stronger with an easterly than with a westerly gradient of the same degree of steepness. Something may also be attributed to the conformation of the country over which the wind has to pass, a steep gradient over a hilly surface being usually accompanied by a lighter wind than exists with a similar gradient over a plain, where the flow of air has little to impede it. From an examination of more than 300 cases I am inclined to say that it is quite possible for a severe gale to blow with any gradient exceeding 0·25 in. per 100 geographical miles.

The examination in question has comprised a careful measurement of the steepest gradient existing during each of the severe and partially severe gales of the 30-year period. For this purpose I have used the daily weather charts prepared in the Meteorological Office. These charts are drawn only thrice daily, viz., for 8 A.M., 2 P.M., and 6 P.M., and it is therefore highly probable that in some cases a steeper gradient may have existed during a gale than anything shown at those fixed hours. With regard to one storm this was certainly the case. In order to obtain a representation of the distribution of pressure existing at the time when the barometer in these islands fell to the lowest point on record, I drew specially a weather chart for 9 P.M., and incidentally succeeded in finding a gradient steeper than anything yielded by the maps drawn for the usual hours of observation. The case in question occurred at 9 P.M. on January 26th, 1884, when the barometric gradient over the South-west of Scotland, the North Channel, and the extreme North of Ireland amounted to no less than 0·7 inch per 100 geographical miles.

Cases in which the barometric gradient was as steep as 0·6 inch per 100 miles occurred on the following dates and in the following localities:—

- 1874. October 21st, 8 A.M. Scotland and the adjacent parts of the North Sea.
- 1880. November 26th, 8 A.M. West and North of Ireland.
- 1881. October 14th, 2 P.M. South of Scotland and the extreme North of England.
- 1886. December 8th, 8 A.M. West of Ireland.
- 1890. January 19th, 8 A.M. North of Ireland.
- 1893. December 8th, 8 A.M. and 2 P.M. Scotland and the North of Ireland.
- 1894. December 22nd, 8 A.M. Extreme North of England.
- 1900. December 20th, 6 P.M. West of Ireland.

These cases occurred without exception during the prevalence of general and severe gales and over some part of our Western and Northern coasts. Numerous instances in which the barometric gradient was as steep as 0·5 inch per 100 miles were observed in the same districts, but I have not found more than three cases in which such a gradient existed over the south-eastern portions of the kingdom or their immediate neighbourhood. One of these occurred during the violent easterly gale and snowstorm of January 18th, 1881, and was measured over the midland and a portion of our southern counties; this was apparently the steepest easterly gradient experienced during the whole 30 years. Another case occurred on December 8th,

1886, at 8 A.M., when a gradient of 0·5 inch per 100 miles existed over a considerable portion of England and Ireland. The third instance was observed at 6 P.M. on December 26th of the same year, when a deep cyclonic system moved eastwards along the Channel and occasioned heavy snowstorms in the South of England; the very steep gradient of 0·5 inch was measured in this case over the eastern parts of the Channel and the north-east of France.

The steepest gradient observed in any of the summer months, June to August, was one of 0·35 inch per 100 miles, which occurred at 6 P.M. on August 3rd, 1900, over the western and central parts of England. During the progress of this storm the wind attained a mean hourly velocity (true) of 50 miles at Fleetwood, of 45 miles at Kingstown, and of 44 miles at Holyhead, the force by Beaufort's scale being estimated by several observers as 10. In four other cases a gradient of 0·3 inch per 100 miles was observed in connection with summer gales, one of the most important instances occurring over the North of Scotland on June 25th, 1890. In this case a mean

hourly velocity of 54 miles was reached at Swanbister in the Orkneys, and an estimated force of 11 at Wick, the gale (which blew from the westward) being attended by serious damage to the fishing fleets and considerable loss of life.

After touching on "The Movements of Important Storm Systems," "Rate of Movement," and "Regions traversed by the Centres of Important Storm Systems," Mr. Brodie concludes his article by giving a short description of some of the notable gales in the period under discussion, which includes such well-known storms (especially remembered by those who have to do with Life-boats) as the following:— January 18th, 1881; October 14th, 1881; January 26th–27th, 1884; December 8th–9th, 1886; November 17th, 1893; December 8th, 1893; and December 22nd, 1894.

THE LIFE-BOAT SERVICE IN JAPAN.

THIS excellent Service, which is now in its fifteenth year as a chartered corporation, is making strenuous efforts to increase its sphere of usefulness and to extend the scope of its operations. Although the Society ("Dainippon Teikoku Sumar Kinsai Kwai") has for several years past received assistance from the National Treasury, its means have as yet been insufficient to secure the rapid extension of the Service which its promoters desired. Much, however, has already been done, and very important results have been obtained. In September, 1902, there were as many as 23 life-saving stations, and the establishment of upwards of 100 others is in contemplation. The stations now

in existence had in September last been the means, since the formation of the Society, of saving 7,467 persons from shipwreck, in addition to which 1,415 vessels, large and small, had also been salvaged. It is estimated that each year 1 in 36 of the registered Japanese vessels—including both steam and sailing vessels—meets with disaster. Only those vessels which are above 50 koku burden—that is to say, large vessels—are registered, and of these no less than 600 met with disasters at sea last year. The Japanese authorities have no returns relative to smaller vessels, but they estimate that the total of Japanese vessels of all classes meeting with disaster each year numbers at least 9,000.

H.R.H. THE PRINCESS OF WALES, AND THE LIFE-BOAT SATURDAY FUND.

THE Life-boat Saturday workers throughout the country, and more especially those connected with the Ladies' Auxiliaries, have been greatly encouraged and stimulated in their self-denying efforts during the past summer by the gracious and very important personal interest taken in their work by the PRINCESS OF WALES, who is not only a Vice-Patron of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, but the President of the Ladies' Auxiliaries. The 3rd July, 1903, will long be remembered by the same 125 ladies, who, gathered from all parts of the United Kingdom—England, Scotland and Ireland—met at Marlborough House on that day by the kind invitation of their Royal President. These Ladies were either Presidents of local Ladies' Auxiliaries, or had, for other reasons, been specially selected by the various Ladies' Committees of the Life-boat Saturday Fund, to represent them at this pleasant function. Each lady on being presented to the Princess, handed her a purse representing the financial results of the most recent collection made by their respective committees; but it was generally felt that, thanks to this mark of favour to, and interest in, the kind work shown by Her Royal Highness, even better results would be obtained by them in the near future.

Prior to the presentation at Marlborough House, a very interesting conference of the Lady Representatives was held at Stafford House, by invitation of the Life-boat Institution's good friend the Duke of Sutherland. The conference was presided over by Sir Edward Birbeck, Bart., the Chairman of the Institution, and also of the Life-boat Saturday Fund, and it was delightful to hear the enthusiastic speeches of the many ladies who rose, one after another, to state in eloquent terms their views and experiences, their hopes and their fears, in connection with their campaign on behalf of the great national life-saving work carried on by the Institution. We heartily congratulate the Ladies' Auxiliaries on their successes in the past, and are confident that, encouraged as they have been by such important recognition of their excellent services in so grand a cause, they will, with ever-increasing vigour and success, go on "conquering and to conquer" all the difficulties and possible opposition with which they may from time to time be called upon to contend; continuing to earn in the future as in the past the gratitude and thanks of all whose lot is cast on the dangerous environments of our "right little, tight little island."

OUR LIFE-BOAT.

OUR boat lies up yonder;
She 's the pride of the place;
To man her 's our duty,
All perils to face.

Across the dark ocean
We fearlessly ride;
To save life in danger
We scorn the fierce tide.

Hark! a boom! a bright flash!
D'ye hear the dread sound;
'Tis a rocket shot up!
Yon ship 's run aground.

See! she signals for help!
All hands fit and ready;
Away to the rescue!
Steady, boys, steady.

The Life-boat! The Life-boat!
On waves mountains high.
Aye, Aye, lads, take courage,
Your comrades "Stand by."

Across the dark ocean,
We fearlessly ride;
To face life in danger
We scorn the fierce tide.

ROY DAYRELL.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



EASTBOURNE.—THE ROYAL NATIONAL LIFE-BOAT INSTITUTION has formed a new and additional Life-boat station at Eastbourne in order to strengthen the Life-boat service on that coast, the Local Committee unanimously approving of the formation of the new Life-boat establishment, and sufficient men being available for manning and launching the boat. The Life-boat sent is of the "Liverpool" non-self-righting type, 36 feet long, 9 feet wide, rows 12 oars double-banked, and is provided with masts and sails; she is, in addition,

fitted with a drop keel to increase her stability and weatherly qualities. A new boat-house has been constructed for the use of the boat, from the designs of the Engineer and Architect of the Institution, on a convenient site granted by the Mayor and Corporation. The cost of the new boat, equipment and house has been defrayed from a legacy left to the Institution by the late Misses WINGATE of Edinburgh, and the boat is named the *Olive*.

BERWICK-ON-TWEED.—The Life-boat

stationed here some years since has been replaced by a new self-righting boat, which is 37 feet long, 9 feet wide, and rows 10 oars double-banked. She is provided with masts and sails, and has in addition two water-ballast tanks and two sliding or drop keels. A new transporting or launching carriage has been sent with the boat, and a new Life-boat house erected at this station. The cost of the new Life-boat has been provided from a gift received by the Institution from the Misses SIMPSON, of Lancaster, and in accordance with their wishes the boat is named *Matthew Simpson* after their late father, who was for many years Honorary Secretary of the Lancaster Branch of the Institution.

A grand demonstration took place on the occasion of the inauguration of the new Life-boat station on the 6th August last, the success of which was largely due to the enthusiastic co-operation of the Local Honorary Secretary, Dr. CHARLES L. FRASER. The ceremony took place after a procession through the streets, headed by a fife and drum band. On arriving at the Life-boat house the Mayor presided, and read a telegram from Mr. CHARLES DIBDIN, Secretary of the Parent Institution, as follows:—"Accept our best wishes for a thoroughly successful day. God-speed to the Life-boat *Matthew Simpson* and her gallant crew."

Amid cheers, Lady FRANCES OSBORNE, conducted by Capt. FORBES, R.N., as Chairman of the Life-boat Committee, then proceeded to the boat-house and opened the doors. She expressed the pleasure it gave her to perform the ceremony, and said that she was very glad to know that the entire cost of the boat-house had been provided from local contributions.

The Mayor then introduced the Misses SIMPSON, donors of the boat, and made pleasing allusion to the fact that from that platform they could see Holy Island, where years ago another of the fair sex, GRACE DARLING, had performed her heroic rescues. Although they might not perhaps emulate her personal efforts, the lady donors at any rate, through their generosity, had provided means for similar rescues.

Captain NORMAN on their behalf formally presented the boat to the Berwick people.

Sir HUBERT JERNINGHAM, K.C.M.G., returned thanks, and referred to the fact that the boat was a gift, as it were, from the West to the East Coast, and spoke of the father of the ladies, Mr. MATTHEW SIMPSON, an eminent ship-builder of Lancaster.

Lieut. BASIL HALL, R.N., District Inspector of Life-boats, accepted the boat on behalf of the Institution and handed it over to the Local Committee.

Captain FORBES, Chairman of the Branch, in returning thanks spoke of the gallant fishermen who would form the crew of the new boat and be ready day or night to go to the rescue of shipwrecked mariners.

Miss SIMPSON very briefly thanked the Berwick people for the kind welcome which they had given to herself and her sister.

A large choir, led by Mr. WILLIAM ANDERSON, sang the Life-boat hymn, "For those in peril on the sea," after which the Rev. R. C. INGLIS offered prayer.

The Life-boat was then named by Miss SIMPSON and the customary bottle of champagne broken, after which the boat was manned and launched amid loud cheering.

CAISTER, NORFOLK.—The Institution has replaced the No. 2 Life-boat, stationed some years since at Caister, near Great Yarmouth, wrecked in the winter of 1901, by a new one, of the improved Norfolk and Suffolk type, 35 feet long, 10½ feet wide, and rowing 12 oars double-banked. She is fitted with two sliding or drop keels and four water-ballast tanks. The cost of this boat has been generously defrayed by Mr. HENRY W. LUCY, J.P., "Toby M.P." of *Punch*, and the boat is named the *Nancy Lucy*. On the stern has been painted the words "Caister men never turn back." This was the answer given by the Coxswain of the old boat when at the coroner's inquest he was asked why the Life-boat was not headed for the land when rescue seemed hopeless.

On the 23rd July last the new Life-boat was inaugurated in the presence

of a larger crowd than Caister has ever previously had on its sands. The proceedings were opened by the Mayor of Great Yarmouth (Colonel DIVER) who wore his chain of office. He alluded in feeling terms to the well-known bravery of the Life-boatmen, and the terrible disaster that overtook them in the year 1901, and called upon the donor of the new boat to make the presentation.

Mr. LUCY said: "I can assure you I regard it as a great privilege that I have been permitted to make up for the loss of your old boat by presenting this. I have never been on the beach when a Life-boat has been going out, but I am given to understand—in fact, I can well imagine—that on such occasions they never make speeches. (Laughter.) They get into the boat and pull away. My simple duty, my great pleasure, is to present this Life-boat to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and I am glad to feel that these brave men I see before me will always be at the post ready to answer the signal. (Cheers.)"

Lieut. C. CUNNINGHAME-GRAHAM, R.N., Deputy Chief Inspector of Life-boats, in receiving the Life-boat on behalf of the Institution, expressed its deep gratitude to the Donor, and mentioned that the Caister Life-boat Station holds the record for saving life, having since its foundation saved no fewer than 1390 lives and also 89 vessels. After explaining in detail the features of this particular type of Life-boat, he proceeded to hand her over to the Local Committee and the crew, feeling sure that the Caister men would, by her aid, sustain the glorious past of their Station. The gift was responded to by the Mayor, and after a hymn and prayer, the COUNTESS OF SELBORNE named the boat in the usual way amidst the hearty cheers of the spectators.

The crew, headed by the Coxswain, JOHN HAYLETT, then, amid lusty cheers and the singing of the National Anthem, launched the boat for a trial trip.

A luncheon was subsequently given at the Manor Hotel, under the presidency of the Mayor, when the toast of the health of Mr. LUCY, the donor of the boat, was received with great enthusiasm.

TOTLAND BAY, ISLE OF WIGHT.—The Institution has sent a new Life-boat to Totland Bay, on the north-west side of the Isle of Wight, to replace the boat stationed there for many years. The new Life-boat is of the self-righting type; she is a 10-oared boat, 37 ft. in length, 9 ft. 3 in. in breadth, and is fitted with two drop keels. She is named *Robert Fleming*, and her cost has been defrayed by a munificent legacy bequeathed to the Institution by the late Mrs. FLEMING, of Hemel Hempstead, to provide a Life-boat bearing that name.

The ceremony of presentation and naming took place at the Life-boat station on the 24th August, when there was a large assemblage, and the scene was an animated and picturesque one.

The President of the Branch, Colonel R. PEARSON CROZIER, J.P., opened the proceedings, and in the course of his remarks mentioned how much the country was indebted to the brave volunteers who manned the Life-boats, amongst whom they were proud to welcome Major SEELY, D.S.O., M.P., who had not only rendered distinguished service as a soldier, but was himself an active and enthusiastic Life-boatman, besides serving on the Committees of Management of the Parent Institution and of its Isle of Wight branch.

Mr. G. H. ROBERTS, one of the executors of the late Mrs. FLEMING, then said that, on behalf of himself and his colleagues it gave him very great pleasure to ask their kind acceptance of that gift and he did so with every confidence that it would be in safe hands. From the bottom of his heart he wished every member of the committee and every man of the crew of that boat "God-speed" in their noble work, and might they all be useful in their day and generation. (Cheers.)

Lieut. GARTSIDE-TIPPING, R.N., acknowledged the gift on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, with which he had been connected for twenty-four years. He now had the honour of handing that boat over to the Local Committee. (Cheers.)

Lieut. CHAINE, R.N., expressed the thanks of the Local Committee. The old boat was many times called out to

do service and he felt confident that the present boat would prove even more efficient than the old one, and that with her the men would do the very best service when necessity arose.

The hymn "Eternal Father, strong to save," was then sung, and the Vicar of Totland (Rev. C. T. WILSON) offered an appropriate prayer generally used on the occasion of the first launch of a Life-boat of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The naming ceremony was then gracefully performed by Mrs. SEELY, who released a silken tie with the result that a bottle of wine swung against the bow of the boat and was broken, whilst she said, "I name you the *Robert Fleming* and I wish you and your crew God-speed in your noble work." (Cheers.)

Major SEELY afterwards led off three cheers for the Committee, Coxswain, and crew of the Totland Life-boat and then stepped into the new Life-boat with the crew. This was the signal for letting go, and the new boat slid down the improved slipway and took the water beautifully amid renewed cheers, Major SEELY waving his cap in acknowledgment. A strong west wind was blowing and there was a fairly heavy sea, but the boat sailed away splendidly and was thoroughly tested in sailing and rowing, Major SEELY pulling an oar, in various manœuvres in the vicinity of the dreaded Shingles and towards the Needles, and the behaviour of the boat gained the unstinted admiration of all concerned. Lieut. GARTSIDE-TIPPING and Mr. J. G. PINNOCK, Honorary Treasurer of the Isle of Wight Life-boat Board, were also on board the boat.

FOLKESTONE, KENT; HOPE COVE, DEVON; LITTLEHAVEN, PEMBROKESHIRE;

THE LIZARD, CORNWALL; WATCHET and WESTON - SUPER - MARE, SOMERSET; WHITEHAVEN, CUMBERLAND; and SKERRIES, co. DUBLIN.—New Life-boats have also replaced the boats stationed some years since at these places. The first of these boats is a self-righting one, and is named the *Leslie*: her cost being defrayed from a legacy left to the Institution by the late Miss KATHERINE S. SKYNNER, of Brighton. The Hope Cove boat is of the "Liverpool" type, and is named, like her predecessor, the *Alexandra*, after H.M. THE QUEEN, Vice-Patron of the Institution, the cost having been presented to the Institution, with that of another Life-boat, by the Freemasons of England.

The Littlehaven and Weston-super-Mare new Life-boats are of the "Watson" sailing class; the former is named *William Roberts*, after the Manchester gentleman whose bequest was appropriated to that boat, and the latter was provided from the legacy of the late Mrs. A. S. STOCK, of Weston, and in accordance with the desire of the testatrix the boat is named the *Colonel Stock*. The Lizard, Watchet, Whitehaven and Skerries new Life-boats are all self-righting boats, their donors and names being as follows, viz.:—The Lizard—The late Mrs. ELIZA BACK, of Midhurst, in memory of the late Admiral Sir GEORGE BACK, after whom the boat is named. Watchet—The late Mr. R. R. ROSS, of Chorlton-upon-Medlock (the *John Lingard Ross*). The Whitehaven Life-boat is an endowed boat, the gift of the late Miss ELIZABETH LEICESTER, of Bayswater, and bears her name. The Skerries boat is named the *William Maynard*, her cost having been met from a legacy received by the Institution from the late Rev. W. S. MAYNARD, of Gressingham.

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

FISHGUARD, PEMBROKESHIRE.—During a moderate N.N.E. gale and a heavy sea on the 2nd Feb., 1903, signals of distress were observed on the schooner *Mary Roberts*, of Carnarvon, which was lying in the roads. Rockets to assemble

the crew were at once fired and the Life-boat *Appin* launched and proceeded to her. It was found that the anchors were dragging and that the schooner was likely to drive ashore. The crew, consisting of the captain and three

hands, were taken into the Life-boat and landed. Later in the day the vessel having weathered the gale, the men again went on board and took the vessel to a safe anchorage.

IRVINE, AYRSHIRE.—The deputy harbour master, about 10 P.M. on the 2nd February, informed the Coxswain of the Life-boat *Jane Anne* that a vessel was on the beach to the north of the bar showing flares. The crew were summoned, the Life-boat launched and proceeded to the vessel. On getting alongside they found she was the smack *Janes*, of Campbeltown, and that she had stranded while bound from Carrickfergus to Irvine with a cargo of salt. As she was then making water, the crew were taken into the Life-boat and landed about midnight. The night was dark and cloudy, with a strong W.S.W. breeze blowing and heavy sea.

On the night of the 4th February the *Jane Anne* was again called out to the assistance of the galliot *Alpha*, of Riga, which also stranded to the north of the harbour. A tug-boat went to her, but after making two ineffectual attempts to get her off returned into harbour and towed the Life-boat out. The sea was very heavy and was then breaking right over the vessel. It was only with considerable difficulty that the Life-boat got under her lee, and in doing so one of the crew was knocked overboard, but was happily recovered without injury. The shipwrecked crew of six men were eventually got into the boat and landed in safety.

SENNEEN COVE, CORNWALL.—In thick weather, a strong S.W. breeze and a rough sea on the 4th February, a large steamer—the s.s. *Benwick*, of Newcastle—stranded on the "Runnel Stone" and subsequently became a total wreck. It was soon after 7 A.M. when the coast-guard observed the steamer and warned the Coxswain; the Life-boat *Ann Newbon* was immediately launched and proceeded to the place. On arriving they found the captain and four other men in a small boat standing by the steamer, which by this time was against the cliffs. The men were taken into the Life-boat, which then proceeded to search

along the shore for other members of the crew who had left in one of the ship's boats soon after she struck. This took the Life-boat in the direction of Penzance; the Coxswain therefore decided to land the shipwrecked men there, and arrived about 11 A.M. It was subsequently learnt that the missing men had landed in safety. The Life-boat left Penzance again for Sennen Cove at 12.30 P.M. in thick and dirty weather, reaching her station at 8 P.M.

NAIEN, NAIRNSHIRE.—There was a strong W.S.W. gale and a rough sea on the 6th February. While several of the fishing-boats were out, news came that one of them had been lost and her crew of two hands drowned. Very shortly after this two of the yawls, one a small one, were observed in a dangerous position. The Life-boat *Theophilus Sidney Echalaz* was launched and proceeded to them; taking the smaller one, with two hands on board, in tow she brought it into harbour.

THURSO, CAITHNESS-SHIRE.—The fishing-boat *Camperdown*, of Port Knockie, was returning from the fishing grounds on the evening of the 6th February, when a hurricane from W.S.W. suddenly rose and disabled her, breaking the yard and splitting her sail. She was observed by the look-out man at Thurso, who at once summoned the Life-boat crew. The Life-boat *Co-operator No. 3* was quickly launched, bore down on the fishing-boat and stood by ready to render assistance. When the gale began to subside the Life-boat returned to the roadstead and secured the services of a steamer; she then accompanied her back to the craft, and having passed a rope from the steamer, the disabled vessel was towed into safety. The boat then returned ashore and was rehoused next day.

HILBRE ISLAND, CHESHIRE.—On the 7th February it was reported that a flat was in distress and would require assistance. She first caught the Salisbury Bank, where she lost her punt, but got off, slipped her anchor and made for Hilbre; she then went ashore on the rocks on the north end of the island,

where she hung for a time; again she got off and drifted helplessly on to the East Hoyle Bank. In this position the Life-boat *Admiral Briggs* came to her. The Life-boatmen went on board and stowed her sails, &c.; the boat then took a warp, which was made fast to the shore to prevent her drifting further on to the bank, and when the tide made she was brought into a safe anchorage. The master was very grateful for the help given, as the vessel would probably otherwise have been lost, and possibly lives as well, owing to the loss of the punt on board.

On the 18th July the Life-boats stationed at Hilbre Island and Hoylake visited New Brighton to take part in a demonstration which had been organized at that place in aid of the "Life-boat Saturday Fund." In order that the conditions respecting the return of the Life-boats to their respective stations the same night might be fulfilled, both boats left New Brighton at 8.30 P.M. in tow of the tug *London*. When off Leasow and in the Rock Channel, the Hoylake boat cast off and proceeded under oars to the Hoyle Lake, where horses and her carriage were waiting to transport her to her house. The *London* proceeded with the Hilbre Island Life-boat, *Admiral Briggs*, and in spite of advice given by the Life-boatmen, stood too near the North Bank, with the result that about 9.30 P.M. she ran ashore. There was a moderate E.N.E. breeze and heavy swell and thick weather. As the tug was in a dangerous position and ran a risk of capsizing, the Life-boat remained in attendance until she floated off with the rising tide about 2.30 A.M. and came to an anchor in deep water; thence the Life-boat was rowed to Hilbre, and reached there at 3.45 A.M.

CAISTER, NORFOLK.—Shortly before 8 P.M. on the 15th February, signals of distress were observed opposite Caister, and the Life-boat *Covent Garden* was launched with all despatch. On arrival outside the Barber Sand the ketch *Evelyn*, of Jersey, was found brought up in the roads and leaking badly. Life-boatmen were at once put on board to man the pumps and they worked until

after midnight. A tug then came up and the anchor having been slipped, the vessel was taken in tow and brought to Yarmouth Harbour. It appeared that the ketch was bound from Southampton to Bo'ness with a cargo of scrap iron, and when near Caister, had sprung a leak and was in danger of foundering. The sea at the time was smooth, with a moderate northerly breeze.

In a moderate N.W. breeze and a rough sea, about 5.40 P.M. on the 18th July, the watchman observed a large steamer on the N.W. part of the Cross Sand, and within a few minutes the Light-vessel on the sand fired signals to draw attention to the casualty. The No. 2 Life-boat *Nancy Lucy* was at once launched and, on arrival at the vessel, found she was the s.s. *Bramham*, of London, which had stranded while on her way to Hartlepool for a cargo. The Captain engaged the Life-boatmen to try to save his vessel, and after working for upwards of five hours, with the assistance of some Gorleston Life-boatmen and steam-tugs, the steamer was got afloat and was able to proceed on her voyage. This was the first launch of the new Life-boat, which had only been placed on her station a few days previously, and although the sea was not sufficiently rough to thoroughly test her qualifications, she is reported to have behaved very well indeed and launched beautifully.

GORLESTON, SUFFOLK.—The Steam Life-boat *James Stevens No. 3* had just returned from an exercise on the 18th July when the s.s. *Bramham*, referred to above, was reported to have stranded on the Cross Sand. She immediately put to sea again, and reached the vessel about the same time as help from Caister. The Life-boatmen were engaged to get the vessel off, and on this being accomplished they returned to Gorleston, arriving there soon after 2 next morning.

MONTROSE, FORFARSHIRE.—The weather in early morning of the 19th February being comparatively moderate, the fishing fleet put to sea, but about 9.30 A.M. the wind increased to a whole W.S.W. gale, accompanied by a very



THE LIFE-BOAT IS COMING.

heavy sea. At 9.45 the Scurdyness Lighthouse-keeper telephoned to the Coxswain of the Life-boat that the Life-boat would be required, the fishing-boats then being in great danger. Shortly afterwards the boat *Gladiator* was driven on to the Annat Bank among the breakers, and another boat, the *Enterprise*, went ashore inside the bar. The Life-boat *Sarah Jane Turner* was launched and went to the first-named vessel's assistance, and got her crew, four in number, into the Life-boat. By this time the tide had ebbed sufficiently to enable the crew of the *Enterprise* to walk ashore; the Life-boat therefore proceeded to the other boats and stood by them until all had been towed into safety by a steam trawler which came to their aid. The Life-boat then returned to her station and during the afternoon was rehoused.

LLANDUDNO, CARNARVONSHIRE.—On the 19th February the smack *Stag*, of Beaumaris, having sprung a leak, took shelter in Llandudno Bay during a westerly gale then prevailing. About 3.50 P.M. she was found to be sinking, the crew therefore showed signals of distress. Within twelve minutes of the assembly signal being fired the Life-boat *Theodore Price* was launched, and without loss of time the two men on board were rescued, the vessel ultimately sinking. The sea was rough at the time, and the boat is reported to have behaved remarkably well.

WINTERTON, NORFOLK.—In the early morning of the 21st February, the s.s. *Martello*, of Hull, a vessel of over 3,000 tons, collided with another steamer near the Newarp Light-vessel. As a result her bows were completely cut away and she was brought up by her cables falling through the breach and fouling some wreckage. In answer to the signals fired by the Newarp Light-vessel, the No. 2 Life-boat *Margaret* proceeded to the vessel together with tugs and they were requested to render assistance. Some of the Life-boatmen were put on board and assisted to jettison the cargo, the Life-boat meanwhile standing by while the tug attempted to clear the cables

which had fouled. Happily the bulkheads of the vessel held, and on the 23rd idem, as the cables could not be cleared, they were cut through and slipped. The vessel was then towed into shallow water and shortly afterwards proceeded to Hull with a tug and the Life-boat in attendance. During this service, which was performed in a heavy W.S.W. wind and heavy sea, the Life-boat was seriously damaged. The men were engaged in the salvage operation from the morning of the 21st until the afternoon of the 24th, and they did not get back to their homes until the 26th February, but by their hard and continuous work they assisted to save a vessel and cargo valued together at more than 87,000*l.*

CAISTER, NORFOLK.—At 9.30 A.M. on the 21st February the vessel referred to above, the s.s. *Martello*, of Hull, was observed from Caister, and the crew of the Life-boat *Covent Garden* assembled and launched their boat. They found the Winterton Life-boat in attendance, but hearing there had been a collision, went in search of the other vessel. About 12.30 P.M. they came up with her in a sinking condition about two miles north of Palling, flying signals of distress and in tow of another steamer. She proved to be the s.s. *Holywell*, of Sunderland, and her captain asked for help. Shortly after the arrival of the boat the hawser connected with the assisting steamer parted and she drifted helplessly on to the Cross Sand and foundered. When the other steamer came to the assistance of the *Holywell* the crew and passengers, numbering thirty-one in all, were taken on board; these were now transferred to the Life-boat, which returned ashore and landed them at Yarmouth. The sea was very heavy and the Life-boat was frequently buried, but she freed herself well and is reported to have behaved magnificently.

COVERACK, CORNWALL.—About 6 A.M. on the 21st February a four-masted steel barque—the *Clan Graham*, of nearly 2,000 tons register—while on a voyage from Algoa Bay to the English Channel in ballast, ran aground on the rocks near Lowland Point. It was, at

the time, blowing a moderate S.S.W. gale with a heavy sea. In response to rockets sent up by the barque, the Life-boat *Constance Mélanie* went to her assistance and was requested to stand by her. About the same time a tug came up, and it was decided to make an effort to get the vessel off on the rising tide, and later two other tugs arrived. The Life-boat did excellent service in carrying warps from the stranded vessel to the tugs, and eventually the vessel was saved and taken into Falmouth Harbour, making water rapidly.

PADSTOW, CORNWALL.—The coast-guard at Trevoze Head, on the night of the 22nd February, reported that a large steamer was in distress five miles to the north and that she was burning signals for assistance. The tug *Helen Peele*, with the Life-boat *Edmund Harvey* in tow, at once proceeded to sea, and about half an hour after midnight reached the steamer, which proved to be s.s. *Martha* of Copenhagen. She had sustained damage to her machinery, and the captain requested the Life-boatmen to stand by him throughout the night. This they did, and after temporary repairs had been effected, finding that a tug only was then required to tow the steamer to Swansea, they decided to return home. Padstow was reached at 11.15 A.M. next morning, the Life-boatmen having been exposed to the fury of a S.W. gale and rough and cold weather for thirteen hours.

FLEETWOOD, LANCASHIRE.—About 7.30 on the morning of the 23rd February a vessel was observed in distress on the east side of Sunderland Bank, Morecambe Bay. A strong W.S.W. gale was blowing, which steadily increased, accompanied by a very heavy sea. The crew of the Life-boat *Maude Pickup* was summoned and, the boat having been launched, proceeded to the vessel, which proved to be the barque *Vanadis*, of Mariehamn. It appeared that she had stranded during the night, and when the tide ebbed six of her crew and the pilot managed, at great risk, to get ashore; but as the flood made the gale increased so much that all hope of those remaining on

board leaving their vessel had to be abandoned. However, the Life-boat was then nearing the scene of the disaster, and the Coxswain with considerable difficulty got the rest of the crew, consisting of the captain and eight men, into the Life-boat. They then beat back to Fleetwood against a very heavy sea and a piercing wind, having travelled about twenty-six miles.

RAMSGATE, KENT.—During a very strong S.S.W. gale and a very heavy sea, on the 24th February, the ketch *Capella*, of Libau, tried to make Ramsgate Harbour, but when still about half-a-mile away her gear carried away and she became unmanageable. She at once anchored, the heavy sea flooding her decks with water, in addition to which she was in a very dangerous position. The Life-boat *Bradford*, in tow of a tug, was despatched to her assistance, and got near enough for the second Coxswain to get on board, but he ran great risk in doing so. A hawser was then taken from the tug to the disabled vessel and her cable having been slipped she was towed into safety.

NORTH DEAL, KENT.—About 10.30 p.m. the Coastguard informed the Coxswain that flares were being burnt in the direction of the Brake Sand. He immediately summoned the crew, launched the Life-boat *Mary Somerville*, and proceeded to the spot indicated, where they found the barge *Dawn*, of London, very near the sands, in danger of stranding. The Coxswain got as close to the barge as possible, then anchored and veered down to her. It was only with great difficulty and danger that they succeeded in getting alongside, as it was blowing a whole gale from S.W., and the sea was very heavy. The master asked that they would save the crew and his vessel if possible. Four of the Life-boatmen were put on board, and they succeeded in getting the vessel into Ramsgate Harbour at 6 o'clock next morning.

PORT EYNON, GLAMORGANSHIRE.—During a strong S.W. gale and heavy sea, on the morning of the 25th February, a vessel was observed to be

drifting apparently in a helpless condition. The crew of the Life-boat *A Daughter's Offering* were quickly assembled and the boat successfully launched. They proceeded to the vessel, which was the barque *Allegro*, of Skudesnaes, and at the request of the master, stood by for upwards of three hours. The vessel was then drifting towards the Port Talbot Sands, so the master asked that the Life-boat should run to Swansea, and, if possible, procure a tug. Having reached Swansea they found it impossible to return, so remained in harbour that night and returned to Port Eynon next day.

LITTLEHAMPTON, SUSSEX.—The Life-boat *James, Mercer and Elizabeth* was called out at 1.30 P.M. on the 26th February, by distress signals shown on the s.s. *Brattingsborg*, of Copenhagen, which lost her propeller about five miles south of Littlehampton, when bound from Hamburg to Cardiff. At the request of the master, the Life-boat stood by him until she was towed by a local tug into a safe anchorage. Having performed this service, the Life-boat returned ashore and was rehoused about 7 P.M. There was a moderate gale and heavy sea during this service.

WICKLOW.—A storm of terrific violence visited Wicklow and the district on the 26th February. The wind had been blowing from the S. and towards night it increased to hurricane force, accompanied by a very heavy sea, and downpours of rain and sleet at intervals. About 8 P.M. the Coastguard reported a vessel in a dangerous position about a mile to the north of the harbour. The Honorary Secretary of the Branch at once proceeded to the Pier Head, where he could see the vessel's light; she was then drifting, but as she made no distress signals, he did not order the Life-boat out. He remained there until 9.30 P.M., when wet through, he returned home to put on dry clothes. On his way back to the Boathouse, he learnt that the vessel had burnt a flare, so without delay the assembly signal was fired for the crew, and within five minutes the Life-boat *Robert Theophilus Garden* was launched. She proceeded to the wreck,

which was then about four miles to the northward, close to the shore. With great difficulty and trouble, owing to the heavy seas, the Life-boat was taken near the vessel and her crew of four rescued in an exhausted condition. On the return journey the boat's mizen mast was carried away, but they made the harbour safely and landed the shipwrecked men about 1.30 A.M. The vessel in distress was the schooner *Brackley*, of Liverpool, bound for Wicklow from Wexford.

MOELFRE, ANGLESEY.—The tremendous gale which visited the coasts of the United Kingdom on the night of the 26th February blew for several days with great violence, and caused much destruction of property and jeopardized many lives. The services of the brave Life-boatmen were called upon at many stations, and during the storm they were the means of rescuing more than seventy people, who, but for the timely succour, would doubtless have perished. One of the first services performed was that by the Life-boat *Star of Hope*, resulting in the crew of four of the schooner *Hodbarrow Miner*, of Barrow, being saved. This vessel, while bound to Plymouth from Runcorn with a cargo of coal, anchored in Moelfre Roads. Shortly after 1 A.M. she began, in the S.E. gale and heavy sea, to drag her anchors. Signals of distress were made, and in response the *Star of Hope* launched. On getting alongside, the schooner's crew jumped into the Life-boat, which landed them by 5 A.M.

Directly after this, further signals of distress were observed from the schooner *William Jones*, of Carnarvon. The Life-boat was again manned and proceeded to her assistance, and having taken her crew of four hands off, returned ashore about 8 A.M., the Life-boat being rehoused at noon.

ABERSOCH, CARNARVONSHIRE.—About 1.15 A.M. on the 27th February, signals of distress were observed from St. Tudwell's Roads. There was a whole W.S.W. gale and very heavy sea at the time. The Life-boat *Oldham* was promptly launched and found that the s.s. *Telephone* was drifting, her cables having

parted. The Life-boat stood by until the vessel was beached, her crew managing to get ashore without help.

Immediately afterwards, another signal was observed to leeward, and on the *Oldham* reaching the spot, the ketch *Seaman*, of Amlwch, was found in a sinking condition, with her crew of four hands lashed to the rigging, from which position they were rescued in a very exhausted condition.

NEWHAVEN, SUSSEX.—At 2 A.M. on the 27th, the Coastguard reported that a vessel, about six miles to the S.E. of the harbour, was firing signals of distress. The crew of the Life-boat *Michael Henry* were assembled and an application made for the assistance of the harbour tug, but the Harbour Master did not think it advisable for the tug to go out of the harbour in such a hurricane. Two attempts were then made without the tug, but it was found to be impossible. After a time the wind moderated somewhat and the Life-boat was eventually towed to the vessel, which proved to be the s.s. *Sola*, of London. Her machinery had broken down while bound from Antwerp to Newport (Mon.). At the request of the Master the Life-boat stood by until she was taken in tow by two tugs, and then returned to port, arriving about 1 P.M.

CARDIGAN.—On the night of the 26th February there was every indication of a heavy gale approaching, and the Coxswain of the Life-boat *Lizzie and Charles Leigh Clare* determined to keep watch all night. Shortly after 4 A.M. on the 27th idem, when it was blowing a whole gale from N.N.W. and a heavy sea running, he saw signals made from a vessel in the bay. He summoned his crew and launched the Life-boat. On arriving alongside they found the ketch *Mouse*, of Cardigan, with the sea breaking over her, and the crew of four hands in the rigging. They were taken with all despatch into the Life-boat and landed at Penrhyn Castle shortly after 10 A.M.

NORTH BERWICK, HADDINGTONSHIRE.—A telegram from Anstruther was sent to the Coxswain of the Life-boat at North Berwick stating that a fishing-

boat was in great danger off that place, and that the Life-boat stationed there was unable to get out owing to the violence of the gale. This message was received a few minutes before 7 A.M. on the 27th February, and by five minutes past 7 the Life-boat *Norman Clark* had started to go to her assistance. The vessel, which proved to be the smack *Providence*, of Cellardyke, was reached about 9 A.M., but by this time the wind had veered round more to the westward and the smack managed to anchor about a quarter of a mile from the shore. At the request of the skipper the *Norman Clark* stood by him while an attempt was made to get into harbour and this was eventually accomplished. As the services of the Life-boat were required no longer she returned to North Berwick, which was reached in safety about 2 P.M. in spite of the wind having risen to a perfect hurricane. The behaviour of the Life-boat caused the liveliest satisfaction, and the crew were delighted with their craft.

NEW BRIGHTON, CHESHIRE.—During the heavy westerly gale and rough sea on the 27th February, the Coxswain of the steam Life-boat *Queen* received a message that a vessel had foundered off North Wall and that the crew had taken refuge in the rigging. The crew was promptly summoned and the *Queen* proceeded to the vessel, which proved to be the *Fingal*, of Dublin, a large four-masted barque of over 2,000 tons register. Great difficulty was experienced in getting alongside, but it was eventually accomplished, and the crew of 32 hands were rescued from their perilous position and landed at New Brighton.

CAMPBELTOWN, ARGYLLSHIRE.—The barque *Argo*, of Fredrikstad, was totally wrecked near Macharioch on the 27th February, but happily nine of her crew were saved. The crew of the Life-boat at Southend were assembled, but as it was very doubtful if that boat could effect a rescue, the caretaker wired for the Life-boat *James Stevens No. 2* to be sent. At 9.30 A.M. the boat was launched and proceeded under sail in a heavy sea and a whole gale from W.N.W. to the barque. A tug having been

despatched shortly afterwards, she picked up the Life-boat, and towed her within a half-a-mile of the wreck, which they found on a reef of rocks with her hull almost under water and the crew in the rigging. The anchor was let go and she veered down, got a line aboard and rescued the nine men. The Coxswain then got clear, and the tug taking them in tow again returned with all haste to Campbeltown. The rescue was only carried out just in time, as the barque went to pieces within a few minutes of the men being taken off. It subsequently transpired that as soon as the vessel struck three of the crew went ashore in a small boat to summon help. Two of them then attempted to return, together with a landsman, but the boat was blown away and never seen again. There is little doubt her unfortunate occupants perished. The Norwegian Government subsequently awarded each member of the Life-boat's crew a medal and diploma in recognition of the gallant and timely help, in saving nine of their fellow-beings, who were face to face with death when delivered from their peril.

GROOMSPORT, Co. DOWN. — Shortly after 9 A.M. the Coastguard reported that a barque about a mile N.W. of Copeland Islands was signalling for "immediate assistance." The Coxswain assembled his crew and launched the Life-boat *Chapman*. On arrival they found she was the barque *Hjertness*, of Sandefjord, bound from New Zealand to Glasgow with a cargo of timber; one of her cables had parted and there was great risk, in the strong W.N.W. gale which was blowing, that the other might also carry away. The sea was so heavy that the Life-boat could not go alongside, so she was taken under the stern and by means of ropes the crew of twelve hands and a pilot were lowered into her. A dog which was on board was also rescued. Sail was then made and the boat beat back for Groomsport; on the way they fell in with a tug which towed them nearly home. On landing the men were in such a drenched, miserable and famished state that their immediate needs were cared for by the Honorary Secretary of the Branch.

MARYPORT, CUMBERLAND.—The gale of the 27th February, which is described as a "perfect hurricane," drove the *Hougomont*, a large four-masted vessel of 2,000 tons, ashore at Allonby, when bound from San Francisco to Liverpool with a general cargo. As the tide rose the huge waves washed right over the vessel, and the crew, who were in danger of being washed overboard, had to take refuge in the rigging. On information being sent to Maryport orders were given for the Life-boat *Civil Service No. 5* to go to her assistance. Owing to there being no tug available and to the impossibility of the Life-boat getting out of the harbour without one, some delay was occasioned, but on the arrival of the Life-boat twenty-five of the hands on board were transferred to her and landed at Allonby. The tide had turned and was ebbing by this time, so the captain and six others elected to remain on board, and landed later. During the afternoon the Life-boat carriage was sent to Allonby and the Life-boat conveyed back to her station by road.

PADSTOW, CORNWALL.—Shortly after noon on Sunday, the 1st March, it was reported that the steam trawler *Birda*, of Milford, was on the "Doombar" with the sea washing right over her. Rockets were at once fired, and while the crew were being assembled the pilots, who were on the spot, with the assistance of their wives and daughters, launched the Life-boat *Arab* in readiness. She proceeded to the steamer and rescued the crew of nine men. There was a moderate W.N.W. gale with rough and squally weather. Rather later in the day, the weather having moderated somewhat, the captain requested the Coxswain to put him and his crew on board again, so that an attempt might be made to save the vessel when the tide made. The boat was launched and the crew conveyed to the steamer; they then took a rope off to her from the capstan house, by means of which and her own engines she was eventually got off and taken into safety.

SOUTHEND, ESSEX.—At 9.30 A.M. on the 2nd March the Coxswain received a telegram from Shoebury that a barge

had foundered. As a whole southerly gale was blowing, and a rough sea running, the Life-boat *James Stevens No. 9* proceeded to her assistance. The barge *Mary Ann*, of London, was found close to the West Shoebury buoy in a sinking condition, but the Coxswain seeing another barge—the *Edith*, of Rochester—sunk at the Middle Buoy with the crew in the rigging, he went to her first and rescued the two men; he then returned to the *Mary Ann* and, as she was making water rapidly, took her crew of two men into the Life-boat and landed all four about 1 A.M. He had just carried this out when a further message, stating that another barge was in distress, was received. The Life-boat once more immediately put to sea, but after a fruitless search for some hours, she returned again to her moorings.

YARMOUTH, NORFOLK.—The Life-boat *John Burch* was launched in the afternoon of the 9th March to the assistance of the schooner *Arthur Wyatt*, of Beau-

maris, which was seen to run aground on the Scroby Sand while bound from Hull to Teignmouth with a cargo of coal. The Life-boatmen were at once engaged to try and save the vessel, and in this, with the assistance of a tug, they were successful and the Life-boat was re-housed by 8.30 P.M.

WEXFORD, IRELAND.—The Life-boat *James Stevens No. 15* was launched on the 11th March in a strong S.S.W. breeze and rough sea to the assistance of the yawl *Gannett*, of Wexford, which had grounded about a quarter of a mile from the Point Light. The boat was sailed to the mouth of the harbour and was there picked up by a tug, which towed her as near to the vessel as possible. She then ran down to the yawl, but by that time she was beginning, with the flood tide, to beat over the bank, so the Life-boat stood by until she was safe and then accompanied her into harbour, being re-housed about 5.30 P.M.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 11th June, 1903.

Captain the Hon. JOHN M. YORKE, R.N.,
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 Anstruther Life-boat Station.

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

Northern District—Ballantrae, Port Patrick and Port Logan.

Eastern District—Palling (two boats), Hasborough, Winterton (two boats), Yarmouth, Caister and Gorleston (four Life-boats).

Southern District—Atherfield, Brighstone Grange, Brooke, Totland Bay, Ryde, Margate (two boats), Folkestone, Hastings and Eastbourne.

Western District—Angle, Burry Port and Rhosneigir.

Irish District—Clogher Head, Drogheda, Howth, Kingstown (two boats), Poolbeg, Courtown, Cahore, Arklow, New Brighton, Hilbre Island, Hoylake, Peel, Ramsey, Douglas, Port Erin, Fleetwood, Lytham and Blackpool.

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

	£.	s.	d.
The Hon. M. W. TYRWHITT DRAKE (Supreme Court of British Columbia)	500	-	-
Mr. JAMES GEDDES (additional)	50	-	-
Collected from Petty Officers and men of H.M.S. <i>Phoenix</i> , per Mr. FREDERICK UDELL	19	-	-
Collected on board H.M.S. <i>Britannia</i> , per the Rev. W. H. HARVEY ROYSE, R.N.	4	-	-
Collected from passengers of Union-Castle Liner s.s. <i>Norman</i> during her last voyage from South Africa, per Mr. R. JACKSON MITCHELL	3	13	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Mr. GEORGE CHEETHAM HUSSEY, of Birkdale, Lancashire	1,000	-	-
The late Miss ANN SNELLING, of Maidstone	540	-	-
The late Mr. CHARLES STONE, of East Dulwich	79	1	3
The late Mr. W. H. DEAN, of Stratford (additional)	67	10	9

Voted the best thanks of the Committee to Commander CHARLES W. HERBERT, R.N., J.P., and Mr. JOHN PAIGE in recognition of their long and valuable co-operation as Honorary Secretaries respectively of the Salcombe and Hope Cove and Troon Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Skerries and Weston-super-Mare new Life-boats.

Paid 3,757*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 25*l.* 14*s.* 6*d.* to pay the expenses of the Hartlepool No. 3 and Stromness Life-boats in respectively saving 11 lives from the s.s. *Perseverance*, of Glasgow, and 9 lives from the steam trawler *Star of Peace*, of Aberdeen.

Also 90*l.* 3*s.* 10*d.* to pay the expenses of assembly of the crews or launches of the following Life-boats with the view of helping persons in distress:—Appledore No. 1, Arammore, Ballywalter, Caister No. 1, Gorleston No. 1 and Steam Life-boat, Palling No. 2 and Winterton No. 2.

Voted 79*l.* 13*s.* 6*d.*, including medical expenses, to persons injured while on service with the Life-boats at Winchelsea and Swansea.

Also 3*l.* to three men for putting off in a small boat in a heavy ground swell, and at considerable risk to themselves, rescuing two of three men who were thrown into the water through a somewhat larger boat capsizing off the old harbour at Buckhaven on the 25th April.

THURSDAY, 9th July, 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 visits to Southwold, Walberswick, Dunwich, and Aldeburgh.

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

Northern District—Berwick-on-Tweed, Eyemouth, North Berwick, Dunbar, Buckhaven, Johnshaven, Arbroath, Gourdon and Montrose (two boats).

Eastern District—Southwold (two boats), Dunwich, Aldeburgh, Kessingland (two boats), Pakefield and Lowestoft (two boats).

Southern District—Walton-on-Naze, Clacton-on-Sea, Harwich, Bembidge, Worthing, Selsey, Shoreham, Poole, Swanage, Weymouth, Sidmouth, Teignmouth, Torquay, Yealm River and Plymouth.

Western District—Holyhead (two boats), Porth Rhuffydd, Cemlyn, Penmon, Rhoscolyn, Moelfre, Cemaes, Bull Bay, Point of Ayr, Llanddulas, Rhyl, Llandudno, Llanddwydd,

Criccieth, Porthdinllaen, Abersoch and Pwllheli.

Irish District—Wicklow, Killough, Groomsport, and Carrickfergus.

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

	£.	s.	d.
Mrs. ADA H. LEWIS, of Grosvenor Square, to provide two Life-boats to be named, respectively, the <i>Samuel Lewis</i> and the <i>Ada Lewis</i>	2,000	-	-
Worshipful Company of Drapers	52	10	-
Worshipful Company of Fishmongers	26	5	-
Collected at University College (Wales), Aberystwyth, per Mr. F. G. WILLIAMS	4	5	6
Offertory in Highfield School Chapel, Hendon, per Miss E. N. TURNER	1	15	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£.	s.	d.
The late Miss ELIZABETH CARNEGIE, of Craigs (per Montrose Branch)	1,000	-	-
The late Miss MARIA DUKE, of Hull	221	12	6
The late Mr. ROBERT IRVINE, of West Hartlepool	200	-	-
The late Miss G. E. MEYNELL INGRAM, of Binfield	200	-	-
The late Miss EMILY JONES, of Chester Place (further on account)	100	-	-
The late Mr. RICHARD DAVISON, of Great Driffield (balance)	25	-	1
The late Miss ANN THOMPSON, of Workington	25	-	-
The late Miss M. A. LARTER, of Ludford, Salop	10	-	-

Reported the transmission to their stations of the Caister No. 2, Eastbourne No. 2, Watchet and Whitehaven new Life-boats.

Paid 10,561*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 53*l.* 17*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.
Courtown	Schooner <i>Blue Grit</i> , of Dublin. Remained in attendance.
Hoylake	Flat <i>Hannah</i> , of Runcorn. No service.
	Schooner <i>Thomas Pearson</i> , of Beaumaris. Rendered assistance and landed 2.

Also 58*l.* 3*s.* to pay the cost of launching the following Life-boats, night watching, etc.:—Ballywalter, Dunbar, Palling No. 2 and Wexford.

Voted the sum of 1*l.* 4*s.* to four coastguardmen and two fishermen for promptly putting off in a boat and rescuing two men who were in danger in a boat off Greencastle in fine weather on the 1st June.

Reported that the Norwegian Government had awarded medals to the crew of the Campbelltown Life-boat in recognition of their services in rescuing nine of the crew of the barque *Argo*, which was totally wrecked off Macharhoch on the 27th February, 1903.

THURSDAY, 13th August, 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 visits to the Caister and Cromer Stations.

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

Northern District—Stonehaven, Whitelink Bay, Peterhead, Fraserburgh, Newburgh, Port Erroll, Lossiemouth, Buckie, Nairn, Banff, Dornoch, Wick, Ackergill, Huna, Thurso, Stromness, Longhope, Stornaway, Campbelltown and Southend.

Eastern District.—Grimsby, Saltburn, Redcar, Sunderland, (three boats), Whitburn, Seaham, Seaton Carew, West Hartlepool, Hartlepool (three boats) and Sheringham.

Southern District.—Dover, Hythe, St. Helier's, St. Peter's Port and Weymouth.

Western District.—Barmouth, Aberystwyth, Aberdovey, Ilfracombe, Clovelly, Appledore (two boats), Bude, Lynmouth and Littlehaven.

Irish District.—Rosslare Harbour, Kilmore, Wexford, Dunmore East, Fethard, Tramore, Helvick Head, Queenstown, Ballycotton, Youghal, Courtmacsherry, Fenit, Skerries, Ballywalter, Cloughy, Killough and Newcastle (Dundrum).

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

	£.	s.	d.
Mrs. CHARLES STEPHENS, of Reading, to provide a Life-boat to be named the <i>Charles and Susanna Stephens</i> , in memory of her late husband, Mr. CHARLES STEPHENS, formerly Honorary Secretary for many years of the Berkshire Branch of the Institution	1,000	-	-
Mr. JAMES MARSHALL	200	-	-
Mr. E. F. WHITE (annual subscription)	50	-	-
Miss E. S. WHITE (annual subscription)	25	-	-
Half proceeds of concert given on board the Belgian Mail Steamer <i>Phillippeville</i> (Compagnie Belge Maritime du Congo), voyage 10th, per Mr. P. H. STORMONT	6	-	-
H.M.S. <i>Northampton</i> , contribution from the canteen, per Lieut. P. M. RIADORE, R.N.	5	-	-

—To be severally thanked.

Also the receipt of the following legacies:—
£ s. d.

The late Mr. JOHN ALEXANDER HAY, of Cheltenham, for five Life-boats to be named respectively <i>John, Marianne, John A. Hay, Marianne L. Hay</i> , and <i>Janet</i>	4,770	2	11
The late Miss MARY PURVER, of Plymouth	1,558	7	3
The late Miss ALICE SAVAGE, of Highgate	1,200	-	-
The late Mr. ABRAHAM SAMUEL, of Louth	1,000	-	-
The late Miss B. M. ROSS, of Belsize Park, N.W.	800	-	-
The late Mr. HENRY MAITLAND, of Balming, Fifeshire	508	8	-
The late Mrs. MARY LITTLEWOOD, of Sheffield	500	-	-
The late Mrs. E. A. MOORE, of Onslow Square, "to be invested and interest applied to the keeping up or assisting to keep up the <i>Kentwell</i> Life-boat," on account of residue	500	-	-
The late Mrs. ANN WORSDELL, of Ulverston	200	-	-
The late Mrs. M. C. LINGARD, of St. Leonards-on-Sea (balance)	100	-	-
The late Miss ANN LAPORT, of Peckham	100	-	-
The late Mr. THOMAS HENRY MITCHELL, of Plymouth	22	10	-
The late Mr. F. W. N. LLOYD, of Bromley (additional)	15	11	11

Voted the best thanks of the Committee to Mr. WILLIAM JOSEPH in recognition of his long and valuable co-operation whilst serving as Honorary Secretary of the Cardigan Branch of the Institution, which office he had just resigned.

Reported the transmission to their Stations of the Berwick-on-Tweed and Hope Cove new Life-boats.

Paid 5,719*l.* for sundry charges in connection with various Life-boat establishments.

Voted 40*l.* 12*s.* to pay for the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Hartlepool No. 2 Ketch	<i>Young John</i> of Montrose	4
Hilbre Island .	Steam-tug <i>London</i> of Liverpool. Stood by vessel.	

The Gorleston (Steam) Life-boat and Caister No. 2 Life-boat also rendered assistance to the S.S. *Bramham* of London.

Also voted 175*l.* 13*s.* 2*d.* in payment for launches of the Life-boats, or for assemblies of the crews with the view of assisting vessels in distress, etc., Broadstairs, Cloughy, Dunbar, Eyemouth, Fraserburgh, Gorleston, Harwich, Holyhead, Kessingland No. 1, Lowestoft No. 2, Margate No. 2, Porth Rhufydd, Rhoscolyn, Seaton Carew, Shoreham, St. Helier's, Whitby No. 1, Wick.

Voted the Silver Medal of the Institution,

accompanied by a copy of the vote inscribed on vellum and framed, to J. W. ROWNTREE, Coxswain of the Hartlepool Life-boat and an additional award to each member of the crew for their gallant and excellent service to the ketch *Young John* of Montrose, resulting in the saving of 4 lives in a strong northerly gale and very heavy sea on the 6th July.

Also voted the Silver Medal of the Institution to JOHN STEWART and HECTOR ROBERTSON for rescuing, at great risk to themselves, two persons from the yacht *Valtos* which foundered in Wemyss Bay in a S.W. gale and very heavy steep sea on the 3rd July.

Also an aneroid barometer, bearing a suitable inscription, to G. GRIGSON, and a monetary reward to G. HUMPHRIES for rescuing a man in a boat, who owing to his exhausted condition could make no headway against a southerly gale, a very heavy sea and ebb tide off Clacton-on-Sea, on the 27th July. Also 2*l.* to pay for damage done to the boats used, and to reward four men who assisted.

Voted 2*l.* 12*s.* 6*d.* to five men for putting off in a boat, and to six others who assisted to launch it, and saving, at some risk to themselves, a person from the yacht *Belle* of Prestatyn, which was in considerable danger of foundering in Llandudno Bay on the 6th July owing to the heavy sea and strong W.N.W. wind.

Also 1*l.* 17*s.* 6*d.* to five men for rescuing two persons from the yacht *Leda* of Lynmouth, which was washed ashore near Coombmartin in a N.W. moderate gale and a very rough sea on the 3rd July.

Also 1*l.* to four men for landing two men who were drifting out to sea in a small boat off Holyhead in rough weather on the 15th July.

Also 17*s.* 6*d.* to three men for rescuing two men who got into difficulties in a small boat off Gorleston, in a strong E. breeze and heavy breaking sea on 8th July.

Also 15*s.* to three men for rescuing three persons from a small boat which capsized about 500 yards from Aberystwith pier in a strong southerly breeze and moderate sea on the 25th July.

Also 1*l.* to four men for saving an old man, who in an exhausted condition was drifting out to sea in an open boat in a moderate S.E. gale and rough choppy sea off Llannon on the 25th July.

Also 12*s.* to three men for putting off in a boat and rescuing seven men unable to manage a boat, in a strong southerly breeze and rough sea off Alnmouth on the 5th July.

THURSDAY, 10th Sept., 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 reports of the District Inspectors

of Life-boats on their recent visits to the following Life-boat Stations:—

Northern District—Ayr, Ardrossan, Irvine, Troon, Ballantrae, Girvan, Port Patrick, Port Logan, Whithorn, Balcary, Kirkcudbright, Maryport, Workington and Whitehaven.

Eastern District—Whitby (two boats), Uppang, Robin Hood's Bay, Staithes, Runswick, Scarborough, Bridlington Quay, Filey, Withernsea, Wells, Blakeney, Brancaster and Hunstanton.

Southern District—Newhaven and Shoreham.

Western District—Cardigan, Tenby and Swansea.

Irish District—Giles Quay, Greenore, Dundalk and Blackrock, Kingstown, Courtown, Cahore, Arklow, Wicklow, Formby, Hoylake and Hilbre Island.

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

	£	s.	d.
Oldham Branch, for one year's maintenance of <i>Oldham</i> Life-boat at Abersoeh	70	-	-
Miss FRANCES H. LOYD, proceeds of sale of work	45	13	9
Mr. A. MACPHERSON GRANT	30	-	-
Proceeds of Concert at Clacton-on-Sea, per the Coast Development Company (Limited)	25	14	1
Collected in Adderley Church, Market Drayton, per the Rev. C. J. WINNER, M.A.	2	4	6

—To be severally thanked.

Also the receipt of the following legacies:—

The late Miss H. L. RYMER, of Edinburgh	100	-	-
Do. on account of residue	1,000	-	-
The late Commander WILLIAM CASHMAN, R.N., of Niton, Isle of Wight	450	-	-
The late Mr. C. J. CARD, R.N., of Wareham	450	-	-
The late Mrs. A. E. DREWRY, of Carrington, Nottinghamshire	384	4	10
The late Mr. WILLIAM RYLAND, of Nether Edge, Sheffield, on account.	130	-	-

Paid 4,119*l.* for sundry charges in connection with various Life-boat establishments.

Voted 82*l.* 1*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clovelly	Schooner <i>Mary Stewart</i> , of Greenock. Landed 5.	
Courtown	Yacht <i>Gadfly</i> , of London. Landed 3.	
Johnshaven	Schooner <i>Supply</i> , of Barrow	6
Montrose No. 1	Fishing-boat <i>Venus Star</i> , of Johnshaven. Stood by boat.	
	Fishing boats of Montrose. Stood by boat.	
	Fishing-boat <i>Mon Ami</i> . Rendered assistance.	

The Totland Bay Life-boat also rendered assistance to the yacht *Avonia*.

Also 177*l.* 3*s.* in payment for launches of Life-boats, or for assemblies of the crews, etc., at Arklow, Campbeltown, Courtown, Cromer, Gorleston (steam), Hayle, Hilbre Island, Llanddwyn, Padstow, Point of Ayr, Porth-dinllaen, Rhyl, Tynemouth No. 2, Watchet, Yarmouth and Yealm River.

Voted 50*l.* towards the local fund raised for the benefit of the widows and dependent relatives of the three Life-boatmen who lost their lives in the disaster which befell the pleasure yacht *New Skylark* off Yarmouth on the 1st September.

Also 2*l.* 15*s.* to three men, including the Chief Officer of Coastguard, who was also thanked for his zeal, for attempting to render assistance to the s.s. *Rothersands*, of Bremen, when in distress on Carnarvon Bar in a W.S.W. gale and a heavy sea on the 9th August.

Also 2*l.* to two men for putting off in a boat at great risk to themselves and endeavouring to save two men who were in a pilot boat which capsized in a strong N.E. breeze and a very heavy sea off the mouth of the Tees, on the 25th July.

Also 1*l.* to four boatmen who, at slight risk to themselves, rescued a party of four visitors to Port Erin, who went out in a small boat in

a S.E. wind and moderate sea, and were unable to get back, on the 7th August.

Also 2*l.* 10*s.* to five men for rescuing, at moderate risk to themselves, two men whose boat was swamped on Teignmouth bar in a strong S.S.E. breeze and a rough sea, on the 23rd August. Also 1*l.* to two men for saving three persons under similar circumstances in the same place, on the 21st August.

Also 15*s.* to two men for rescuing at slight risk five persons from a pleasure boat which capsized in gusty weather and a moderate, choppy sea, off Littlehampton Harbour, on 30th August.

Also 10*s.* to a man for rescuing two persons from a small yacht which capsized while racing, in a strong S.E. squally breeze and a rough sea, on the 8th August, off Bangor, Ireland.

Also 9*s.* to three men for assisting three men and a woman, who were in a rowing boat and unable to manage it, in a strong S.S.E. breeze and a very choppy sea, off Llandudno, on the 9th August.

Also 5*s.* to a man for rescuing another man who had fallen overboard from a punt, in fine weather and a smooth sea, off Hoylake, on the 19th August.

Also 6*s.* to two men for rescuing two persons from a small boat which capsized off Southwold, on the 21st August, in squally weather.

OUR HEROES.

'Tis a terrible night, and the seas run
mountains high,
The wind is howling fiercely, with a dark
and sullen sky;
Eyes are aching and blinded with the
driving sleet and rain,
And thoughts turn to those who are going
out, who may never come back again.

A three-mast barque is drifting towards the
cruel rocks,
And we know when she strikes by her
staggering, and can almost hear the
shocks
That split her keel like matchwood, and rip
her bottom out,
While the sea gets covered with wreckage,
which is angrily tossed about.

The Life-boat's crew have been summoned,
and prompt to their duty come;
Willing hands help to launch the boat into
the breakers and foam,
With a prayer to God to watch over her
crew and bring them back safe to land,
To give them His aid to save the men who
are waiting with frost-numbered hands.

After a long, hard struggle with shrieking
wind and the sea,
They safely reach the vessel, and drop
closely under her lee;
Quickly they take off all the crew, and
bending their backs to the oar,
They bring the Life-boat's head around, and
then come straight for the shore.

A hearty greeting awaits them, and as the
boat's bow strikes the sand,
She is hauled far up out of reach of the
waves, which thunder upon the strand.
Her crew have done their duty, and done
it nobly too;
This is a type of the men round our coasts,
Life-boatmen brave and true.

So you who are snug in your homes, when
you hear the signal-gun's call,
Just give a thought to the men who may
be bidding good-bye to their all;
Who go forth on their errand of mercy, to
succour those in need,
To battle with the wind and wave, and the
raging ocean's greed.

WILL NICHOLLS
(Son of a Life-boat Coxswain).

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the
1st February, 1904.

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	4	...	...	...
Decorations	9	...	...	...
Binocular Glasses	18	...	...	...
Aneroid Barometers	8	...	...	...
Votes of Thanks on Vellum	20	...	...	...
Certificates of Service	11	...	...	...
Total	70	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, **1,200** 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. COUTTS AND Co., 59 Strand; and by all the other Bankers in the United Kingdom.—2nd November, 1903.