

# THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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[WITH WRECK CHART.]

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## IMPORTANT.

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### CHANGE OF ADDRESS.

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Owing to Expiration of Lease the Committee of Management have been compelled to REMOVE the Headquarters of the Institution from 14, John Street, Adelphi, London, W.C., where they had been since 1855, to

**20, CHARING CROSS ROAD,  
London, W.C.**

## THE DUTY OF WATCHING THE COAST FOR CASUALTIES.

THE exact position which the ROYAL NATIONAL LIFE-BOAT INSTITUTION occupies with regard to keeping a watch for casualties seems to be very little understood by the general public, the result being that on several occasions the Coxswains of Life-boats and others responsible for the management of the branches have incurred unmerited censure at the hands of writers to the public press for not having launched their Life-boats. Accusations made without a sound knowledge of the subject have generally a very disconcerting effect—in fact do not tend towards the object which the writer has in view, namely, to smarten up the organisation which he has been at some pains to criticise. This is especially the case in Life-boat work, for it must be remembered that, to a great extent, the organisation is a voluntary one, and consequently unmerited censure falls heavier than it would on an undertaking run on the usual business lines, where such fault-finding would be disregarded. It is not intended to convey by these words that the Life-boat service is so sensitive that a different code of criticism must be employed for its special benefit. Far from it. Such matters as the efficiency and design of the Life-boats, the method of manning them, the general organisation and finances, often have been the subject of keenest and unrestricted discussion; and those responsible for the management of the Life-boat Institution would be the last to raise objection or say that they were entitled to any special treatment. It is the subjects which directly affect the honour of the men who man the Life-boats which are the most delicate to handle.

Life-boat work must, in its nature, be very prominent. It is usually done in difficult circumstances, and those who do it deservedly receive a good

deal of encouragement and praise from the public press, which at the same time does not hesitate, and rightly so, to call for investigation should mistakes be made. Life-boat men understand this. What however does press heavily on them are accusations of failure to carry out duties which are not theirs, the result often being that the names of Coxswains and crews are banded about the locality for having shirked their work. The imputation sticks, for the explanation does not get the same circulation as the accusation, and very often is not even seen or heard. On such occasions men are apt to resign their offices in dudgeon, the local organisation is completely upset and the writer of the criticism has produced the reverse effect of what he, in perfect good faith, intended. Now this question of watching the coast is precisely one of these pitfalls, and it is hoped a word of explanation with regard to it may make the position of the Institution as to this duty clear to the public.

In the first place the duty of watching the coast and reporting casualties lies with the Institution's best friends and allies, H.M. Coastguard, and in such parts of the coast of Great Britain and Ireland where the Coastguard is established the Life-boat authorities look primarily to that body to be informed if the services of the Life-boat are likely to be required. The Admiralty instructions are most precise on this point; and since the introduction—as the result of the Institution's effort—of the electrical communications along the coast, the Admiralty have further shown their appreciation of the work undertaken by the Life-boat Institution, by issuing more detailed instructions to the Coastguard as to the duties to be observed in informing the Life-boat stations should a casualty be seen or reported by telephone or telegraph.

The first paragraph of the Admiralty regulations, dealing with the Coast-guard's duties in connection with reporting casualties, reads as follows :—

1. "At places where a Royal National Life-boat is stationed, the station officer will communicate, in any cases of casualty, with the members of the local institution, who take all responsibility as to the launching of their boat, and the risk of launching the Coast-guard boat should be avoided when a more serviceable one is at hand."

This paragraph very clearly shows the attitude which the Admiralty expects the Coastguard to take up with regard to the Life-boats, and at the same time shows the confidence that is placed in the Life-boats by expecting that they should be launched instead of taking the risk of sending the Coastguard boats into danger. The next paragraphs have already been quoted in this journal when dealing with the subject of electrical communications (*see* Vol. XVII., No. 189, August, 1898), but paragraph 5 bears so much on the matter in discussion that it is worth while quoting it again.

5. "In the event of a Coastguard officer or man observing a vessel in distress (including vessels ashore), or signals of distress, or hearing guns denoting a vessel in distress, he will at once take the necessary steps to inform the authorities connected with the windward Life-boat either by telephone or telegraph, as the case may be, unless he should consider the circumstances require the launch of another Life-boat or other Life-boats, in which case he will advise the authorities of such Life-boat or Life-boats accordingly."

The next paragraph also is much to the point.

6. "All officers and men of the Coast-guard are to bear in mind the importance of carrying out these orders implicitly. It is not a question of using their own judgment as to what use the Life-boat

may be ; but the object of connecting the stations by telegraph or telephone is that the Life-boat authorities may at once be informed if any vessel is seen in distress, and on them rests the responsibility of launching the Life-boat."

Enough has been quoted to show clearly where the responsibility of watching the coast and of informing the Life-boat authorities of casualties lies. The duties of the Coastguard and those of the local officials of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are distinctly laid down, the latter's responsibilities beginning when they have been informed of the apparent need for the services of their Life-boat. Although paragraph 5 in some measure particularises as to the Coastguard informing the *windward* Life-boat, and throws a certain amount of responsibility on them (the Coastguard) as to which Life-boat to report the casualty to, there is no ambiguity about paragraph 1, which distinctly lays down that at places where a Life-boat is stationed, and the Coastguard see or hear of a casualty, it is their duty to give notice to the Life-boat authorities. This is a very important rule, especially advantageous on occasions when information may have been obtained by the Coastguard, through the telephone or other sources, of a casualty at some distance off, and out of sight of the Life-boat station. The Life-boat authorities are, or should be, informed, and the necessary steps taken to get the boat ready for launching or transporting ; if the latter, early information is most valuable, for horses and their attendants can be summoned ; in the meanwhile further information can be obtained as to the nature of the casualty, and even if the services of the boat are not required, no harm is done by having everything ready.

In order to ensure, so far as possible, that casualties shall be reported, the Life-boat Institution has made the

following offer, which has been freely published, and also appears in the General Regulations hung up in every boathouse: "A reward of seven shillings to be given to the person who brings intelligence of a wreck in such a position as not to be in sight of a Coastguardman on duty, or other responsible look-out man." This has been found to be a considerable incentive to bring information to the Life-boat authorities. Although by far the greater part of the coast of Great Britain in the neighbourhood of Life-boat stations is watched by the Coastguard, unfortunately there is a considerable portion which is not. For instance, on the coast of Wales between New Quay, Cardigan and Rhos-neigr, in Anglesey, there are no Coastguard stations, although there are no less than eight Life-boat stations on this stretch of coast. From the mouth of the Mersey to Maryport, in Cumberland, is another hiatus of Coastguard stations; but here again there are eight Life-boat stations. There are also a few isolated Life-boat stations with no Coastguard station or detachment in their immediate neighbourhood. Where there is no Coastguard the Life-boat Institution is dependent on local arrangement. Should there be a harbour there is nearly always a watchman, with whom an understanding is come to as to reporting casualties and signals of distress. In the absence of a watchman the Institution relies on its offer of a reward for first information, and also it must be remembered that in bad weather members of every seafaring community are to be found on the look-out—it is much to their interest to do so; an opportunity may present itself of earning salvage, or should the Life-boat be required there is a pecuniary advantage accruing to a large number of persons employed as crew and launchers.

There are parts of the coast of Great Britain where the inhabitants have formed themselves into salvage companies, and at these places a continuous watch is kept, and as their livelihood depends on promptness in rendering assistance to vessels in distress it requires no great stretch of imagination to conceive what a perfect system of look-out this must be. At such places there is usually a Life-boat, and if the salvors have started in their salvage-boat, the Life-boat is ready to follow the moment she is wanted.

There is one other provision made by the Lifeboat Institution to ensure information as to casualties being received. Rule 9 of the General Regulations states that "A night watch may, at the discretion of the Honorary Secretary, be set in bad weather." This, of course, is an extra precaution and intended chiefly to apply to those stations at which there are no coastguardsmen or recognised watchman.

All things considered, the arrangements for calling out the ROYAL NATIONAL LIFE-BOAT INSTITUTION'S boats are satisfactory. The relations between H.M. Coastguard and the Institution are of a cordial and harmonious character, and seldom does it happen that complaints are made as to failure to have been informed of casualties occurring, but in such rare cases the Admiralty have always been most prompt in setting the matter right.

For the Institution to undertake to watch the coast would be a responsibility which would involve a very large outlay, diverting a considerable amount of the funds, resulting in crippling its work in other directions. That there is no need for such a step can be easily understood by any one taking the trouble to study the existing arrangements.

## LIFE-BOAT SATURDAY FUND.

THE year 1903 has come and gone, and we are glad to be able to congratulate most cordially all the Life-boat Saturday workers throughout the United Kingdom on the almost unexpected success which accompanied their zealous and self-denying efforts during the year to assist the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Times have certainly been somewhat bad, and men in all the walks of life have been asserting loudly that "nothing is doing," money scarce, and prospects far from reassuring. Nevertheless, the Saturday Committees and their most invaluable adjunct, the Ladies' Auxiliaries, have not been daunted, but worked on bravely and enthusiastically, with the gratifying result that at the close of the year it was found that more cities and towns had aided the movement than in 1902, and, which is even more important, the net proceeds of the collections made showed a marked improvement. We are told that nothing succeeds like success; we may therefore fairly hope without being accused of being either over sanguine or optimistic that even yet better times are in store for the Life-boat Saturday Fund, and that the new year's program will include the co-operation of some of the few remaining

large centres of industry, which hitherto have either held aloof altogether from the work, or contributed but sparingly to it. The movement is one which the "working classes" of the United Kingdom—to obtain the support of whom the Fund was originated—should more especially aid and encourage, as they are perhaps more directly interested than others in the safety of our ships and sailors, contributing as they do more largely to the seafaring ranks, and depending in no small measure on their "voyages to and fro" for those necessities which constitute the main staple of life. Were it not for the Life-boat Institution and the great national life-saving service it provides with its 289 Life-boats and the thousands of gallant men who man them, the dangers and difficulties connected with British imports and exports would be vastly increased. To assure the maintenance in efficiency of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is the sole aim and object of the Life-boat Saturday Fund; and its committee, helpers, and auxiliaries have earned, and are continuing to earn, the gratitude of the Committee of Management for their important and very necessary support.

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

CARDIGAN.—In the early morning of the 16th March, while a strong gale was blowing, signals of distress were seen from a ketch in Cardigan Bay. The Life-boat *Lizzie and Charles Leigh Clare* was promptly launched and went to her help. She proved to be the ketch *Morcel*, of Treguier. The crew declined to leave her, but asked that some help might be given to them. Two Life-boatmen were therefore put on board and with their assistance, sails

were set and the vessel brought to a safe anchorage.

WINTERTON, NORFOLK.—In a strong S.W. breeze on the 16th March the schooner *Agnes*, of Faversham, stranded near the Cockle Light-vessel. A yawl put off to her assistance, but on arrival signalled for more help. In response, the Life-boat proceeded to her and, having put some men on board who assisted in laying out anchors, she stood

by until the rising tide floated the schooner clear. The Life-boat then returned ashore.

APPLEDORE, DEVONSHIRE. — About 1.15 P.M. on the 23rd March, the ketch *Camille*, of Nantes, while bound from that place to Fremington, with a cargo of oil, attempted to come through the "south gut" and stranded. In response to her signals of distress the Life-boat *Jane Hannah Macdonald* launched and went to her assistance. Two Life-boatmen were put on board and with their help the ketch was got off, and taken into the West Appledore, but she was leaking so much that it was necessary to beach her to prevent her sinking.

DUNBAR, HADDINGTONSHIRE. — About half-past five on the morning of the 25th March information was received that the schooner *Guide*, of Faversham, bound for Grangemouth from London with a cargo of pig iron, was ashore on a reef of rocks near Whitesands, a considerable distance from the shore. The Life-boat *William Arthur Millward* and the rocket apparatus both proceeded to the scene of the wreck, but the latter could not render any assistance on account of the distance being too great. At the request of the Captain the Life-boat stood by the vessel for nearly nine hours and was able to render considerable help, although the position of the vessel from the first was hopeless. The crew, however, with one exception, declined to leave their vessel, so the Life-boat returned ashore, arriving about 3 P.M. The vessel meanwhile was lying badly holed and bumping heavily, and as it was evident the crew were in great danger the Hon. Secretary decided to put a watchman on duty. About 1 A.M. next morning there was a rumour that the vessel had gone to pieces, but this proved to be incorrect. It appeared the crew had endeavoured to launch their own boat, but it was immediately swamped and one of the crew nearly drowned. The Life-boat again put off and rescued the seven men still on board, returning to Dunbar at 11 A.M. There was a strong S.E. wind and moderate sea at the time.

TENBY, PEMBROKESHIRE. — On the night of the 25th March signals of distress were seen to the eastward from the Coastguard station. On it being reported the Life-boat *William and Mary Devey* was launched and proceeded to the vessel, which proved to be the s.s. *Peritia*, of Flensburg, bound from Burryport to Rostock, with a cargo of coal. It transpired that while the steamer was crossing Llanelly Bar the cargo shifted, and in trying to trim it the mate and one seaman took a candle into the hold, which caused an explosion, blowing off the hatches and badly injuring the two men. At the request of the Captain these two men were taken into the boat and landed. The Life-boat afterwards returned to the vessel and stood by her until she was brought to a safe anchorage, where she remained until about midday on the 26th idem. In the meantime her cargo had been trimmed, and the vessel again put to sea. Shortly afterwards the cargo again shifted and the vessel became unmanageable. Distress signals were shown, and in response the *William and Mary Devey* again went to her aid. There was a strong S.W. wind and a ground sea; but before the Life-boat reached the steamer the flood tide had brought her into somewhat smoother water, but her bulwarks were then under water and the bridge was nearly awash. As many of the Life-boatmen as could be spared were put on board, at the request of the Captain, and worked until she was got out of immediate danger. The Life-boat then left her and she was brought into the harbour next tide.

NEWBIGGIN, NORTHUMBERLAND. — The Life-boat *Robert and Susan* was launched on the 26th March to the assistance of some of the local fishing cobs, in consequence of the southerly wind suddenly increasing to a gale, and endangering the return of the boats. In one case where the coble was to leeward and unable to carry sail she was taken in tow and brought into harbour.

GREENORE, Co. LOUTH. — On the 3rd April, about 4.30 P.M., the Coastguard observed two steamers approaching

Carlingford Lough from seaward, but not by the proper channel. The keepers of the Haulbowline Lighthouse therefore hoisted a signal and warned them of their danger, and on this being observed both vessels turned and attempted to put to sea again: one succeeded in getting clear, but the other went on to the rocks and remained fast. As the weather was threatening and a strong S.W. breeze blowing, it was decided to launch the Life-boat *Sir Arthur Blackwood*. This was done at 6.45 P.M., and she anchored, at 7.15 P.M., as near the vessel as possible in case her services should be required. Soon after 11 P.M. she was

herself, and when the tide made came off the rock; the hand who had remained on board steered her into a safe place and let go the anchor. Next morning the remainder of the crew went aboard again, got up steam and although she was leaking badly were able to take her into safety.

SCARBOROUGH, YORKSHIRE. — While the fishing boat *Rosebud*, of Lowestoft, was being sailed from that place to Lerwick, on the 7th April, by two Shetland fishermen who had just purchased her, she was brought up by stress of weather and had to anchor in Scarborough Bay. After lying there all day



able to get alongside, and the Coxswain boarded the vessel, which proved to be the s.s. *Bosphorus* No. 48, of Constantinople, bound from Greenock to that place. He asked the master if he required assistance, but he declined, at the same time asking that the boat should stand by him. Shortly after the steamer commenced to move on the rock, which strained her very much, and finding that there was a great deal of water in the engine room, the crew with one exception decided, on account of the dangerous position, to leave her. They were accordingly taken into the Life-boat and landed at 1.30 A.M. After the men had left her the vessel righted

the wind, which was blowing from North, suddenly increased about 8 P.M. to a hurricane, and very shortly afterwards the *Rosebud* burnt a flare for assistance. The Life-boat *Queensbury* at once put off; on getting alongside the skipper stated his anchors were dragging and that he required help to get into the harbour. At his request the coxswain put two Life-boat men on board, they then weighed anchor and sailed in, the Life-boat meanwhile remaining close at hand in case her services should be required.

CULLERCOATS, NORTHUMBERLAND. — Thirteen fishing-cobles were endeavour-

ing to return home while a heavy sea was breaking on the bar on the 8th April. As they would incur considerable risk in crossing, the Life-boat *Co-operator No. 1* was launched at 9 A.M., and stood by the boats until they safely reached the shore. She then returned ashore and was re-housed at 11.30 A.M.

APPLEDORE, DEVONSHIRE. — While the ketch *Sylph*, of Biddeford, was bound for that port with a cargo of coal on the 15th April, she stranded on the South Tail and showed signals of distress. In response, the Life-boat *Jane Hannah MacDonald* was at once launched to her assistance, and within a quarter of an hour was alongside the vessel. At the request of the Master he and his mate

were taken into the Life-boat and landed at Appledore.

NEWBIGGIN, NORTHUMBERLAND.—In response to signals of distress shortly after 10 P.M. on the 27th April the Life-boat *Robert and Susan* went to the assistance of the s.s. *Attiki*, of Andros, Greece, which ran on to the rocks at Newbiggin Church Point and was badly damaged. There was a moderate S.E. wind, rough sea and thick weather at the time. The captain and one of the crew refused to leave the ship, but twenty-five of the men elected to go ashore, so the Life-boat landed them soon after midnight, and the boat was re-housed at 2 A.M.

#### CIVIL SERVICE LIFE-BOAT FUND.

THE 37th Annual Meeting of the Committee of this Fund was held on the 18th ultimo, the Chair being occupied by the Right Hon. Sir RALPH H. KNOX, K.C.B. Mr. CHARLES DIBDIN, the honorary Secretary, stated that the Fund had fully maintained its popularity with the Civil Service during the past year in which the Committee had been enabled to pay to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the handsome sum of 1,541*l.* 12*s.* 1*d.* to recoup the Institution every expense entailed in 1903, in respect of the

seven Civil Service Life-boats and Stations provided by the Fund, and including 400*l.*, the unpaid balance of the cost of erecting the Boathouse and Slipway at Kingstown, and 350*l.* to augment the endowment fund of the boat "Civil Service No. 1." The Civil Service Life-boats have saved 477 lives, and the total amount paid to the National Institution by the Fund since it was established in 1866 has been 30,617*l.* 5*s.* 4*d.*, the whole of which has been raised in half-crown subscriptions and other small amounts.

#### THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1902.

WITHIN the last few weeks we have received from the Board of Trade their annual Blue Book, furnishing in a thoroughly comprehensive and intelligible form very full and detailed statistics of the shipping casualties "on or near" the coasts of the United Kingdom during the year ended on the 30th June, 1902. Probably no Blue Book issued by the Government is better arranged or of more real interest to the general public than that in question.

In any case it contains an immense amount of deeply interesting and important information for the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, as showing conclusively the absolute need of this great national but voluntary life-saving service, the work of which has been carried on unostentatiously but actively for the last 80 years, the sole object of the operations of the Institution being to render assistance to any and all who



may be in peril of shipwreck on the ever dangerous shores of the United Kingdom.

We propose to give in a concise form the leading facts and figures supplied in the "Wreck Abstracts," and in doing so believe that we are adopting probably the best and readiest way to secure sympathy and support for the Life-boat Institution and the thousands of gallant men who man the Life-boats.

The total number of shipping casualties occurring on the shores of Great Britain and Ireland during the year 1901-2 was 4,124, a considerable increase of 116 as compared with the previous year, and the number of lives lost as a result of these casualties totalled 627, a large increase of 205 over the year 1900-1, when the number of lives lost numbered only 422.

The total of casualties in question (4,124), included every description of accident which could possibly befall a vessel of any class—collisions, foundering, strandings, missing vessels, etc., and they are thus classified:—(1) total loss; (2) serious casualties; (3) minor casualties. It is satisfactory to find that there is a decided decrease shown under the first two of these headings, the number of cases of total loss and serious casualties having fallen to 1,209, a decrease of 50 as compared with the year 1900-1. The total of minor casualties, however, showed a somewhat disquieting increase, the total of the year 1900-1 (2,749) having run up in the year under consideration to 2,915, an excess of 166. Life, it is sad to report, was lost in 129 cases, an increase of 18 cases when compared with the preceding year.

Collision cases in 1901-2 represented as usual a large proportion of the casualties, the total being 1,573, or 47 more than in the year 1900-1. The cases of total loss, *excluding* collisions, rose from 223, the number during the preceding year, to 257; but the number

of serious casualties fell from 664 to 605, exclusive of cases of collision; whereas the total of minor casualties (*excluding* collisions) increased from 1,595 to 1,689.

It is interesting to note that of the total of 4,124 casualties, 3,660 befell British and Colonial vessels, and 464 foreign vessels, the British and Colonial casualties showing an increase of 173, as compared with the year 1900-1, while the foreign casualties decreased by 57 cases.

The localities of the casualties, *excluding* collisions, were as follows:—East coast of England, 717, or 96 more than the previous twelve months; south coast, 396, or 21 more than the preceding year; west coast of England and Scotland, and east coast of Ireland, 996, or 7 less than the year 1900-1; north coast of Scotland, 101, an increase of 8; east coast of Scotland, 127, a decrease of 22; other parts, 214, a falling off of 27—total, 2,551, or 69 more than that of the previous year.

The *loss of life* caused by the 4,124 casualties, all descriptions of casualty being taken into account, and being distributed to the various localities and districts previously given, were as follows:—East coast of England, 273, or 188 more than in 1900-1; south coast of England, 23, or 15 less than the previous year; west coast of England and Scotland, and east coast of Ireland, 87, a very large decrease of 112 as compared with the preceding twelve months; north coast of Scotland, 14 or 21 less than in 1900-1; east coast of Scotland, 55, whereas there were only 3 during the previous year in this locality; other parts, 175; total, 627.

It will be found, on reference to the chart of the United Kingdom, issued each year, that a black dot is entered against each spot on the coast where any *serious* shipping casualty occurred









# WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR  
1901-1902.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS.

OF THE  
ROYAL NATIONAL LIFE BOAT INSTITUTION.

- SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY.
- ✕ REPRESENTS A LIFE BOAT

Scale of Nautic Miles  
10 0 100



during the year ended the 30th June, 1902, as well as the exact position of each of the 289 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. It will thus be seen at once that the Life-boats have been placed where they are likely to render the best service..

Between the year 1861 and the 30th June, 1902, as many as 6,342 British, Colonial, and Foreign vessels were wrecked on or near our coast, involving in every case loss of life, the total number of lives which perished as a result being 27,432. Of the 627 lives lost during the year 1901-2, 483 were from British and Colonial vessels, and 144 from Foreign vessels. On comparing these figures with the corresponding totals for the previous year, an increase is shown of 131 lives lost from British and Colonial vessels, and a large increase (more than double) of 74 lives from Foreign vessels. Of the total lives lost (627), 135 were lost in foundered vessels, 60 in collisions, 237 in stranded vessels (an increase of 112), 134 in missing vessels (a large increase of 98 as compared with the year 1900-1), 61 in explosions, washed overboard, etc. It is worthy of notice that only 48 of the 627 persons drowned in the year 1901-2 were passengers, 579 of those drowned being officers or members of the crews of the vessels.

It goes without saying that the number of vessels meeting with casualties on the coast of the United Kingdom varies, sometimes considerably, from year to year. The following table furnishes the statistics for the last 49 years :—1854 (last six months), 458 ; 1855, 1,141 ; 1856, 1,153 ; 1857, 1,143 ; 1858, 1,170 ; 1859, 1,416 ; 1860, 1,379 ; 1861, 1,494 ; 1862, 1,827 ; 1863, 2,001 ; 1864, 1,741 ; 1865, 2,012 ; 1866, 2,289 ; 1867, 2,513 ; 1868, 2,131 ; 1869, 2,594 ; 1870, 1,865 ; 1871, 1,927 ; 1872, 2,381 ; 1873 (first six months), 1,206 ; 1873-4, 2,191 ; 1874-5, 4,259 ; 1875-6, 4,554 ; 1876-7, 5,017 ; 1877-8, 4,436 ; 1878-9,

3,716 ; 1879-80, 3,138 ; 1880-1, 4,297 ; 1881-2, 4,367 ; 1882-3, 4,363 ; 1883-4, 4,405 ; 1884-5, 3,764 ; 1885-6, 3,596 ; 1886-7, 4,224 ; 1887-8, 4,004 ; 1888-9, 4,272 ; 1889-90, 4,344 ; 1890-1, 4,198 ; 1891-2, 4,710 ; 1892-3, 3,499 ; 1893-4, 4,951 ; 1894-5, 4,917 ; 1895-6, 4,620 ; 1896-7, 5,277 ; 1897-8, 4,964 ; 1898-9, 5,040 ; 1899-1900, 4,067 ; 1900-1, 4,008 ; 1901-2, 4,124. Total, 157,163.

It is lamentable to find, on examination of the Board of Trade's "Abstracts" for the last 49 years, that during that time as many as 31,271 persons perished from shipwreck on or near the coasts of the United Kingdom ; but notwithstanding this terrible sacrifice of human life, it is consoling to know that had it not been for the excellent rescue work done by the Life-boats and crews of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the means used and recognised by it, that number would have been considerably more than doubled, inasmuch as the total number of lives saved by these means during the same period was 33,900, those saved thus exceeding the number who perished by 2,629.

The Board of Trade continues its excellent work with the rocket apparatus, its 309 stations being admirably manned by H.M. Coastguard, and by rocket brigades. The number of lives saved by this means during the year 1902-3 was 235, an increase of 32 as compared with the preceding year.

Having regard to the great and important national work of life-saving rendered to the country every year, and through such a long series of years, by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the Committee of Management earnestly appeal to the British public for increased and sustained financial support, without which it will be impossible for them to continue to maintain the Life-boat service in the high state of efficiency which, as acknowledged on all hands, it has now reached.



[From a Photograph by]

[Mr. C. Clarke, Aldeburgh.]

## NEW LIFE-BOATS.

ALDEBURGH, SUFFOLK.—It will be remembered by our readers that in a former number of the *Life-boat Journal* (207), we mentioned that the boat on this station had been replaced by a new Life-boat of the "Norfolk and Suffolk" type modified, 46 ft. long, one of the finest sailing Life-boats ever built for the Institution; and that a special fund, raised some time since in Winchester, through the co-operation of Mr. W. H. FORDER (then mayor), Mr. C. S. WOOLDRIDGE, and other friends in Winchester of the Life-boat cause, was by arrangement appropriated to this new boat, which is named the *City of Winchester*. From various causes the formal inauguration of the new Life-boat station was deferred for a time; but on the 23rd July last a great demonstration took place at Aldeburgh to welcome the arrival of the Marquis and Marchioness of WINCHESTER and the deputation from Winchester, including the mayor (Mr. A. J. FORT), Alderman DYER, other members of the Corporation, the Town Clerk, and Mr. WOOLDRIDGE, to witness the launch of the boat.

The town was *en fête* in the fullest sense of the phrase. Flags and other decorations adorned almost every house along the front and throughout the

main streets. Here and there the indications of rejoicing were on quite an extensive scale. There was one decorative arch in High Street composed apparently of trawling gear; but the most satisfactory feature was the general character of the display, showing wide sympathy with the object of the gathering.

Punctually at noon a procession was formed and headed by the band of the 1st Norfolk Brigade (E.D.R.A.). It proceeded through the town, starting from the Moot Hall, a very old building which stands for civic dignity in Aldeburgh. It was under the management of the Divisional Officer of H.M. Coast-guard, Lieut. C. MURE, R.N., whose men took part in the display, as did the Rocket Company, with their life-saving outfit, the Life-boat men (with a contingent of boys—their sons—bearing a banner), the Local Fire Brigade, Volunteers, a number of members of different Friendly Societies, with banners, the Local Life-boat Committee, the Civic functionaries of Aldeburgh and Winchester, and many other notabilities, the rear being brought up by the Chairman of the Branch (Commander F. C. U. VERNON WENTWORTH, R.N.) in his motor carriage, accompanied by Mrs. WENTWORTH, the Marquis and

Marchioness of WINCHESTER, and Sir RICHARD MARTIN, K.C.B., K.C.M.G., President of the Aldeburgh Branch.

When the procession reached the sea front, the company assembled in the enclosure provided, and Sir RICHARD MARTIN opened the proceedings by narrating the circumstances which necessitated the provision of the new Life-boat, viz., the accident that happened to their old boat, which not only disabled her, but led to the terrible loss of seven of her brave crew. He assured the people of Winchester that Coxswain Cable and his crew would render a good account of their new boat and themselves whenever their services were needed. (Applause.)

Mr. FORDER, of Winchester, on behalf of his Local Committee, asked Lord WINCHESTER, in their name, to present the boat to Aldeburgh through the ROYAL NATIONAL LIFE-BOAT INSTITUTION. He said that it gave the visitors from Winchester great pleasure to receive such a cordial welcome, and he sincerely hoped and believed that the boat would do honour to the name it bore. (Cheers.)

The Marquis of WINCHESTER, in an eloquent address, said that the fund devoted to their new Life-boat could hardly have been raised had it not been for the great interest which all had taken in the movement; and he had in his hand several letters from, amongst others, His Royal Highness the Duke of Connaught, the Archbishop of Canterbury, and Earl Selborne, (First Lord of the Admiralty), each expressing the hope that the example of the ancient city of Winchester would be followed by many inland towns. (Applause.)

Commander THOMAS HOLMES, R.N., District Inspector of Life-boats, said that on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION he had the honour to accept the magnificent gift with great gratitude. The boat had been designed by Mr. G. L. Watson, the eminent yacht designer, who is Consulting Naval Architect to the Institution, and in her construction he fully consulted the men who would have to go to sea in her. She was a very fine specimen of her class. The

Institution and the men of Aldeburgh were proud that she was to bear the name of such an ancient, historical city—a city which celebrated, a few years ago, the thousandth anniversary of the death of King Alfred the Great, who was the first monarch of these realms to realise that the safety of this country depended on the command of the sea. (Applause.) This boat would be well served by the Life-boatmen of Aldeburgh. He had known them eleven years, and he could say that it was a perfect guarantee to the subscribers that the best possible use would be made of the boat. She would be done full justice to. All the three leading men of the crew had the honour of possessing the silver medal of the Institution for gallantry in saving life and they held other honours besides. (Applause.) He wished the crew “God speed” in all their endeavours.

By desire of the President the gift was also gratefully acknowledged by the Chairman of the Branch, and by the Local Honorary Secretary, Lieut. J. O. WILLIAMS, R.N. Sir RICHARD MARTIN pointed out that the last-named gentleman had received numerous medals and other distinctions for his services in saving life.

Lieut. WILLIAMS, who, on coming forward, was much applauded, said in the course of his remarks that he had been associated for forty years with Life-boat work and saving life. He had worked with Life-boatmen shoulder to shoulder on the North, East, and South Coasts of Great Britain and he knew what British pluck was worth, and he also knew the value of British pluck at Aldeburgh. (Applause.) They said that walls had ears, but walls had tongues in Aldeburgh, and when the history of the new boat came to be written, they would want a new library. (Laughter.) He was proud of the Life-boat Institution and was proud of the Aldeburgh men. They were the bravest of the brave. What they had done was but an earnest of what they would do. (Applause.)

A flag bearing the arms of Winchester was then presented for use in the Life-boat, after which a movement was made nearer to the sea to witness the con-

cluding ceremonies of naming and launching the boat.

Close in shore was the Steam Life-boat, *City of Glasgow*, from Harwich, decorated from stem to stern, also the Southwold Life-boat, decorated; while there was a vast crowd of sight-seers gathered on the sloping beach of shingle, and in the centre was the new Life-boat. Beside the boat stood the clergy and surpliced choir, who rendered a short service, concluding with the appropriate hymn, "Eternal Father, strong to save." In front, in the direct line of passage, and on a rough-and-ready platform, stood Lady WINCHESTER, holding by a long red ribbon the customary bottle of wine adorned with a silk bouquet of ribbons and long vari-coloured ribbons. At the end of the service the startling boom of a rocket was heard, and simultaneously her ladyship, saying, "I name this Life-boat *City of Winchester*, and wish her and all who sail in her, God-speed," broke the bottle against the bows of the boat. After which, with more rockets and the playing of the National Anthem, and amidst cheering, the boat was launched and took the water as gracefully as a swan. Her sails were set, and she sailed before a light land breeze, the admiration of all present—the largest Life-boat ever launched from the beach.

Subsequently, the company taking part officially in the ceremony and a few friends were, thanks to the generous liberality of the Local Branch Committee, including Commander Wentworth, R.N., Mr. G. S. Anderson, Mr. J. Flintham, Mr. George H. Garrett, and others, entertained at the Brudenell Hotel, under the presidency of Sir RICHARD MARTIN. The toast of "The Royal National Life-boat Institution" was proposed by Alderman GARRETT, of Aldeburgh, and very warmly received; it was responded to by Commander HOLMES, R.N.

Commander WENTWORTH, R.N., entertained the Marquis and Marchioness of WINCHESTER and a large party at his residence, and gave a dinner to about a hundred Life-boatmen and others at the Jubilee Hall.

The Life-boats on this station have

a noble record, having been instrumental during the past 50 years in saving 331 lives, besides helping to rescue 15 vessels from destruction. Out of the 289 boats under the management of the Institution, 36 are stationed on the East coast of England between the Thames and the Humber, and not a winter passes without some of those boats rendering good service in saving life from shipwreck.

HARTLEPOOL, CO. DURHAM. — The Life-boat placed some years since at the Hartlepool No. 3 station by the Institution has been replaced by a new self-righting boat 35 ft. long, 8 ft. 6 in. wide, and rowing ten oars double-banked. The cost of the new Life-boat has been provided from a generous gift received by the Institution from Major G. HORATIO BRAND, late of the Royal Fusiliers, and the boat is named the *Horatio Brand*. The first public launch of the new Life-boat took place at her station on Saturday, the 24th October, when the ceremony of naming the boat was kindly performed by the Marchioness of LONDONDERRY.

A procession left the Borough Buildings and proceeded to the Dock, the following being the order:—Band of the 4th Durham R.G.A. Volunteers, Coastguard and Naval Reserve, Royal Garrison Artillery, 4th Durham R.G.A. Volunteers, Boys' Brigade, Borough Police Force, Mayor of West Hartlepool (Councillor J. BROWN), Mayor of Hartlepool (Councillor J. R. BUTTERWICK), Recorder of Hartlepool (Mr. H. W. BELL), Corporation of Hartlepool and officials, Borough Justices, invited guests, and the Life-boat crew.

On arrival at the temporary platform on the quay side, Major BRAND formally presented the Life-boat to the Institution, and handed to Lady LONDONDERRY a beautiful bouquet and a bound copy of the Order of Service.

Commander T. HOLMES, R.N., District Inspector of Life-boats, on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, said he had great pleasure in taking over the magnificent Life-boat which had just been handed to the Institution by Major BRAND. It was accepted with the greatest gratitude

and thankfulness. The Institution was lucky in having gained the confidence of fishermen and pilots wherever there was a Life-boat, and this was the case at Hartlepool. It would be impossible to find a more suitable, experienced, or braver body of men than those who would man the boat. Since 1875, when the station was founded at Hartlepool, no fewer than 156 lives had been saved. This was a result of which the Hartlepool men had every right to be proud, and he hoped they would, under Coxswain ROWNTREE, continue to keep up the record established by their forefathers.

Alderman HORSLEY, on behalf of the Local Committee, said he had pleasure in receiving from the Institution the new boat. He was inclined to think they were going to have in that vessel one of the best Life-boats on the North-East coast.

A short dedicatory service was then conducted by the Rector of Hartlepool, Canon ORMESBY, and the Rev. W. F. COSGRAVE, vicar of Christ Church, West Hartlepool. The musical portion of the service was rendered by a string band, under the leadership of Mr. A. E. J. POOLE. The Marchioness of LONDONDERRY, at the close of the ceremony, personally congratulated Mr. POOLE upon the beauty and impressiveness of the musical part of the service.

Her Ladyship, Major BRAND, the Mayor of Hartlepool, Alderman HORSLEY, and Mr. ALFRED BELK, the local hon. secretary (who had been simply indefatigable in making all the arrangements), crossed the ferry to Middleton, where the Life-boat was seen ready for launching. Here the bouquet which had been presented to Lady LONDONDERRY was fastened to the bow of the boat, and after a few preliminaries, her Ladyship named the boat *Horatio Brand*. As the bottle of wine broke on the bow, the trim craft was launched, amid loud cheering. The return journey was then made, and a vote of thanks was proposed to her Ladyship on the motion of the Mayor of Hartlepool. Councillor R. H. COVERDALE seconded the vote, which was carried with acclamation.

The Marchioness of LONDONDERRY, in reply, said:—Mr. Mayor, Ladies, and Gentlemen—It gives me great pleasure to come to Hartlepool to-day, and to have launched a new Life-boat, which we owe to the munificence of Major HORATIO BRAND, whom I am very pleased to see here. Wynyard has always been connected with Hartlepool—in fact, I believe one of the former owners of Wynyard, Sir HENRY VANE-TEMPEST, was once mayor of this town. The connection has always continued, and I hope may yet continue. Like all our countrymen, I have a great feeling for all those who go upon the sea, and have many friends and relations connected with the Navy. I thank you for your kind vote of thanks, and again remark it is a great pleasure to me to be here to name the new Life-boat. I heartily wish God's blessing may rest upon the boat, and that He will also preserve all those who may ever sail in her. (Applause.)

Her Ladyship further stated that she had shown the Programme and Order of Service to His Majesty the King, and that he was much interested and pleased.

The Life-boat by this time had been brought opposite the platform. The whole assembly joined in singing the hymn, "Eternal Father, strong to save," and a collection in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was made. During the singing of the hymn the crew of the boat were seen standing up in their places with their hats off. The ceremony was concluded by Canon ORMESBY pronouncing the Benediction.

EXMOUTH and WEYMOUTH.—New Life-boats have also been recently sent to Exmouth and Weymouth to replace those stationed there many years ago. Both the new boats are thoroughly up-to-date, and are giving great satisfaction to the local committees, coxswains and crews. The new boat at Exmouth is named, like her predecessor, the *Joseph Somes*, and that at Weymouth, the *Friern Watch*, as was the boat she has replaced.



## THE GALLANT LIFE-BOAT MEN.

We've songs in praise of men of fame,  
Of men who've fought and bled,  
Whose names still live in history,  
Though they themselves are dead.  
But I'll not sing of heroes gone,  
My burthen now shall be  
Our gallant British Life-boat men,  
Who plough the angry sea.

*Chorus—*

Long may they live to do much good!  
Long live the hardy few!—  
The Life-boat men of Britain hold,  
Of ev'ry gallant crew.

When howling winds the angry waves  
Beat into mounts of foam,  
And wreck a ship that's homeward bound  
In sight of dear old home,

Our brave and gallant Life-boat men  
Will dare the dangerous wave,  
And save the sinking mariners  
From out a wat'ry grave.

*Chorus—*Long may they live, etc.

There's many a father, I'll be bound,  
May thank them for a son,  
And sweethearts, too—aye, not a few—  
May bless the rising sun  
That shines on such brave, generous hearts,  
The daring hardy few—  
The coxswains of our Life-boats bold  
And all their gallant crew.

*Chorus—*Long may they live, etc.

WILL HARRIS.

*Lowestoft.*

## SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 8th October, 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 Dover Life-boat Station.

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

Northern District—Buckhaven, St. Andrews, Crail, Anstruther, Blyth, Cambois, Newbiggin, Tynemouth (two boats), Cullercoats, Alnmouth, Holy Island (two boats), Hauxley, North Sunderland, Boulmer and Cresswell.

Eastern District—Donna Nook, Mablethorpe, Sutton, Skegness, Cromer and Grimsby.

Western District—Port Isaac, Padstow (two boats and a steam tug), Fowey, Falmouth, Mewagissey, Newquay (Cornwall) and Burnham.

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

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

	£	s.	d.
Collected on board the s.s. <i>Shamrock</i> at Morecambe during the summer, per Captain GEORGE ROBINSON	18	-	-
Collected on board the p.s. <i>Royal Sovereign</i> , per Captain E. J. HOLLAND	10	-	-

	£.	s.	d.
Collected in Christ's Hospital School Chapel, Hertford, per Mr. J. F. B. SHARPE.	5	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. FORRESTER BRITTEN, of Sharnbury, Sussex	500	-	-
The late Mr. JOHN CHRISTIE, of Cowden, per Edinburgh, Leith and Granton Branch, to be specially invested and the annual income expended in <i>bona fide</i> outlay in connection with the Institution	100	-	-
The late Mr. GEORGE HENRY PITT, of Putney	100	-	-
The late Miss HANNAH TYSON, of Liverpool	45	-	-

Voted the best-thanks of the Committee to the Rev. R. H. Tillard, M.A., in recognition of his long and valued co-operation as Honorary Secretary of the Blakeney Branch of the Institution, which office he had just resigned.

Paid 4,512*l.* for sundry charges in connection with various Life-boat establishments.

Voted 846*l.* 1*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch	Schooner <i>Dora</i> , of Portmadoc	5
Clacton-on-Sea	Schooner <i>Martha</i> , of Rudkjobing. Stood by vessel.	
Clovelly	S.S. <i>Ralph</i> , of London.	6
Clovelly	Brigantine <i>Flimby</i> , of Maryport	5

Life-boat.	Vessel.	Lives saved.
Fishguard No. 2	Schooner <i>John and Margaret</i> , of Portmadoc.	3
Helvick Head (Duugarvan Bay).	Yawl <i>Victor</i> , of Waterford. Saved vessel and	4
Kingstown No. 1.	A yacht. Landed 1.	
Looe.	Smack <i>William</i> , of Par	2
Looe.	Lugger <i>Anemone</i> , of Looe	4
Mevagissey	Fishing-boat <i>Ripple</i> , of Mevagissey. Landed 3.	
Mevagissey	Fishing-boat <i>Kingfisher</i> , of Mevagissey. Rendered assistance.	
Moelfre.	Ketch <i>Sarah</i> , of Beaumaris	4
Newquay (Cardigan).	Ketch <i>Isabel</i> , of Milford. Landed 7.	
Padstow No. 1.	Yacht <i>Shamrock</i> , of Padstow. Saved boat and	3
Port Isaac.	Brig <i>L'Union</i> , of Auroy	6
Pwllheli.	Fishing-boat <i>Two Brothers</i> , of Pwllheli	3
Robin Hood's Bay.	Ketch <i>Eva</i> , of Lowestoft. Landed 3.	
Runswick.	S.S. <i>Viola</i> , of North Shields	20
Selsey.	Two Fishing vessels of Selsey. Rendered assistance.	
St. Ives.	Schooner <i>Enterprise</i> , of Beaumaris	4
St. Mary's (Scilly).	Sailing-boat <i>Kathleen</i> , of St. Mary's. Landed 2.	
Wells.	Ketch <i>Eliza Patience</i> , of Yarmouth.	2
Youghal.	Yacht <i>Zepherine</i> , of Cork. Assisted to save vessel and	2

The Life-boats at Eastbourne No. 2 and Swanage saved the pleasure yacht *Britannia* of Eastbourne and the pleasure boat *Bluebell* of Swanage, respectively. Newquay (Cardigan) assisted to save the Ketch *Isabel* of Milford; Port Isaac rendered assistance to the Brig *L'Union* of Auroy; Ramsgate rendered assistance to the Barge *Challenge* of Weymouth, and assisted to save the Barge *Cetus* of London and 3; Sheringham saved the steam yacht *Asteroid* of London and 5; St. Agnes and St. Mary's (Scilly) assisted to save the Barque *Queen Mab* of Glasgow.

Voted also 399l. 4s. 2d. for payment of launches of Life-boats, or assemblies of the crews, etc., with the view of assisting vessels in distress at Angle, Appledore No. 1, Bembridge, Blakeney, Brancaster, Dover, Dunbar, Dungeness No. 1, Gorleston (Steam) and Nos. 1 and 3, Hayle, Hayling Island, Holyhead No. 2, Huna, Ilfracombe, Kingsdowne, Margate No. 1, Newquay (Cornwall), Padstow No. 2, Palling No. 1, Rosslare Harbour, Scarborough, Shoreham, Southsea, St. David's,

St. Ives, St. Peter's Port, Walmer, Walton-on-Naze, Watchet, Whitby No. 1 and Yarmouth.

Made additional grants to the crews at Clovelly, Newquay (Cornwall), Looe and Port Isaac for exceptionally good services during the gale of the 10th-11th Sept.

Voted 100l. to the widow of Police-Inspector Nash, who was accidentally killed while assisting to launch the Life-boat at Dover on the 11th Sept., also paid the funeral expenses amounting to 5l. 17s. 6d.

Also 10l. to the second coxswain at Llanddwyn, who was injured on service on the 9th Aug.

Sent a letter of thanks to Mr. J. L. Evarard and to his companion, Mr. M. S. Fleming, for rescuing the two occupants of a small boat which got into a perilous position off Douglas in a strong S.W. breeze and a moderate sea on the 31st Aug.

Voted 1l. 10s. to four fishermen who, at slight risk, rescued a man in a very exhausted condition, whose boat was swamped in a rough sea a half gale from north-west, about two miles from Withernsea, on the 29th Aug.

Also 4l. 10s. to eight men who, at moderate risk to themselves, rescued five persons from the Schooner *William Thompson*, of Dumfries, in a whole N.W. gale and very heavy sea on the 10th Sept., off Rosslare Harbour.

THURSDAY, 12th November, 1903.

Colonel FITZROY CLAYTON, 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 visit to the Minehead Life-boat Station.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Tynemouth, Cullercoats, Sheringham, Yealm River and Looe Life-boat Stations.

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

Northern District — Anstruther, Crail, Broughty Ferry, St. Andrews, Montrose (two boats), Dornoch Firth, Ackergill, Wick, Huna, Thurso, Longhope, Stromness and Stornoway.

Eastern District — Whitby (two boats), Robin Hood's Bay, Uppang, Runswick, Staithes, Hornsea, Lowestoft (two boats) and Flamborough (two boats).

Southern District — Dover, Bembridge, Brooke, Brightstone Grange, Atherfield, Totland Bay, Ryde, Dungeness (two boats), New Romney and Winchelsea.

Western District — Weston-super-Mare, St. Ives, Hayle, Sennen Cove, Penzance, St.

Mary's, St. Agnes, Cadgwith, Lizard, Porthoustock, Coverack, Mullion, Porthleven, Looe, Minehead and Watchet.

Irish District—Portrush, Aranmore, Cull-daff, Greencastle, Groomsport, Carrickfergus, Howth, Skerries, Clogher Head, Drogheda, Kingstown (two boats) and Poolbeg.

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

	£	s.	d.
Mr. ARCHIBALD MUIR (additional)	100	-	-
"M. E. A." (annual subscription)	25	-	-
NEWCASTLE-ON-TYNE CO-OPERATIVE SOCIETY, Ltd. (additional)	25	-	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. ALEXANDER A. HACLIN, of Kentish Town . . .	1,500	-	-
The late Mrs. A. P. SHEPARD, of St. Teath, Cornwall (on account)	269	16	1
The late Mrs. BARCLAY, of Inch-brayock . . .	104	6	-
The late Hon. R. T. C. MIDDLETON, of Caracas, Venezuela . . .	50	19	1
The late Miss ELIZABETH JUDSON, of Ripon . . .	20	-	-

Reported the transmission to their Stations of the Hartlepool No. 3 and Weymouth new Life-boats.

Paid 7,888*l.* for sundry charges in connection with various Life-boat establishments.

Voted 272*l.* 11*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blakeney . .	Ketch <i>Reaper</i> , of Blakeney. Rendered assistance.	
Boulmer . .	Steam trawler <i>Wild Rose</i> , of N. Shields .	9
Brixham . .	Schooner <i>Admiral l'Hermite</i> , of Dunkirk. Stood by vessel.	
Clacton-on-Sea	Barque <i>Sheffield</i> , of Fredrikstad . . .	11
Fleetwood . .	Brig <i>Liv.</i> of Laurvig .	7
Gorleston . .	Boat of schooner <i>Arcturus</i> , of Pernau	
Gorleston . .	Schooner <i>Phyllis</i> and <i>Mary</i> , of Guernsey .	8
Hilbre Island .	Sloop <i>James</i> , of Liverpool . . .	3
Newbiggin . .	Steam trawler <i>Grecian Prince</i> , of S. Shields. Stood by vessel.	
Sunderland (N. Dock).	Schooner <i>Emily Smeed</i> , of Aberdeen. Landed 6.	
Swansea . .	Schooner <i>Irma</i> , of Lannion. Stood by vessel.	

The Caister No. 2, Gorleston No. 2, Pakefield and Palling No. 2 Life-boats rendered the following services:—Steam drifter *Shamrock*, of Peterhead, assisted to save vessel; Steam drifter *Peep of Day*, of Wick, rendered assistance; steam drifter *Glenlyon*, of Aber-

deen, assisted to save vessel and 9; S.S. *White Swan*, of Newcastle, assisted to save vessel and 22.

Voted also 656*l.* 15*s.* 6*d.* to pay the expenses of assembling the crews or taking out the following Life-boats with a view of assisting the crews of vessels in distress:—Blakeney, Brighton, Broadstairs, Buckhaven, Caister No. 2, Dover, Falmouth, Formby, Gorleston (steam) and No. 1, Holyhead (steam), Howth, Kingstown No. 2, Littlehampton, New Brighton Nos. 1 and 2 (steam), Newhaven, Palling, Plymouth, Weston - super - Mare, Winterton No. 2 and Yarmouth.

Also the sums of 20*l.*, 3*l.* 11*s.*, 3*l.* and 2*l.* 10*s.* to men injured in the Life-boat service at Dover, Llanddwyn, Walton-on-Naze and Margate, respectively.

Also awarded two aneroid barometers to Captain D. Havis and Mr. J. West of the barge *Virocco* for rescuing, at moderate risk to themselves, four persons, including one woman, from the barge *Isabella Little*, which foundered at her moorings in a moderate to whole S.S.W. gale and rough sea, at 2 a.m. on the 8th Sept., off Southend, Essex.

THURSDAY, 10th December, 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 Padstow Life-boat Station.

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

Northern District—Gourdon, Johnshaven, Arbroath, Stonehaven, Lossiemouth, Buckie, Nairn, Banff and Macduff, Fraserburgh, Whitelink Bay, Port Erroll, Peterhead and Newburgh.

Eastern District—Hartlepool (three boats), Aldeburgh and Hasborough.

Southern District—North Deal, Dover, Kingsdowne, Ramsgate, Margate (two boats), Broadstairs, Walmer, Folkestone, Southsea, Selsey, Hayling, Worthing, Brighton, Hastings and Eastbourne (two boats).

Western District—Port Eynon, Swansea, Ferryside, Burry Port, Littlehaven, St. David's, Fishguard (two boats), Tenby and Aberystwith.

Irish District—Howth, Queenstown, Fenit, Courtmacsherry, Youghal, Ballycotton, Helvick Head, Tramore and Dunmore East.

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

	£	s.	d.
Mrs. GILBERT W. MOSS, of Aigburth, for a Life-boat to be called the <i>Gem</i> . . .	1,000	-	-
Ancient Order of Foresters (annual subscription) . . .	190	-	-

	£.	s.	d.
Independent Order of Odd Fellows (M.U.), annual subscription. 50 - -			
Donation . . . . . 5 2 -	55	2	-
Mr. JOHN H. GRAFTON, Altrincham Collected on board the S.S. <i>Columbia</i> , of Glasgow, Captain BAXTER, per Messrs. HENDER- SON BROTHERS . . . . . 40 - -	50	-	-
Collected in Hadnall Church, Salop, per the Rev. B. C. Mor- timer, M.A. . . . . 9 6 6			
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Rev. W. H. COOPER, of Stamford, North Hants. . . . . 1,000 - -	1,000	-	-
The late Mr. THOMAS BEST, of Birmingham . . . . . 1,000 - -	1,000	-	-
The late Mrs. MARGARET E. TAYLOR, of Barnard Castle. . . . . 450 - -	450	-	-
The late Mr. WILLIAM HARRISON, of Twickenham . . . . . 306 5 6	306	5	6
The late Mr. JAMES A. EARL, of Wells, Norfolk . . . . . 107 3 11	107	3	11
The late Miss H. J. RICKERBY, of Upper Norwood . . . . . 100 - -	100	-	-
The late Miss JANE NORRIE, of Glasgow, per Glasgow Branch . . . . . 90 - -	90	-	-
The late Captain STORO, per Glasgow Branch . . . . . 50 - -	50	-	-

Reported the transmission to her Station of  
the new Life-boat for Exmouth.

Paid 11.157*l.* for sundry charges in con-  
nection with various Life-boat establish-  
ments.

Voted 334*l.* 9*s.* 3*d.* to pay the expenses of  
the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blyth . . . . . S.S. <i>Dunelm</i> , of Sun- derland . . . . . 15		
Bridlington Quay Ketch <i>Jehovah</i> <i>Jirah</i> , of Goole . . . . . 4		
Brixham . . . . . Barquentine <i>Patra</i> , of Brixham . . . . . 6		
Cardigan . . . . . Sloop <i>Ann and Betsy</i> , of Cardigan . . . . . 3		
Filey . . . . . Fishing cobles of Filey. Stood by cobles. . . . . 5		
Gorleston No. 1 Schooner <i>Mably Ann</i> , of Goole . . . . . 5		
Gourdon . . . . . Ketch <i>Annie</i> , of Peter- head. Rendered as- sistance. . . . .		
Helvick Head . Fishing-boat <i>St. Pat-</i> (Dungarvan Bay) <i>rick</i> , of Waterford. Landed 3. . . . .		
Llanddwyn . . . . . Ketch <i>Midsummer</i> , of Douglas . . . . . 2		
Moelfre . . . . . Schooner <i>J.M.K.</i> , of Dublin . . . . . 4		
Moelfre . . . . . Schooner <i>Isabella</i> , of Barrow. . . . .		
Montrose No. 1 Schooner <i>Roska</i> , of Svendborg. Stood by vessel. . . . .		

Life-boat.	Vessel.	Lives saved.
Montrose No. 2 Ketch <i>Royal Gem</i> , of Montrose . . . . . 2		
Penmon . . . . . Schooner <i>Rebecca</i> <i>Mary</i> , of Carnarvon. (Also a dog). . . . . 3		
Penmon . . . . . Schooner <i>J.M.K.</i> , of Dublin . . . . . 4		
Peterhead . . . . . Brigantine <i>Astrea</i> , of Christiansand . . . . . 8		
Thurso . . . . . Schooner <i>Barbara</i> , of Wick. Landed 4. . . . .		
Whitby No. 1 . Fishing cobles. Re- mained in attend- ance. . . . .		

The Brixham Life-boat also assisted the  
Barquentine *Patra*, of Brixham; Helvick  
Head Life-boat took the fishing-boat *St.*  
*Patrick*, of Waterford, into Dungarvan;  
Newquay (Cornwall) Life-boat saved the  
Ketch *Telephone*, of Padstow, and two men;  
Ramsgate Life-boat stood by the East Good-  
win Light vessel; and Wicklow Life-boat saved  
the schooner *Sarah Jane*, of Bridgwater, and  
crew of four hands.

Also 612*l.* 13*s.* to pay the expenses of the  
launches of the following Life-boats or  
assemblies of the crew with the view of  
assisting distressed vessels:— Blakeney,  
Boulmer, Broadstairs, Brixham, Buckhaven,  
Courtown, Donna Nook, Dover, Gorleston  
Nos. 1 and 2, Hornsea, Ilfracombe, Irvine,  
Kingsdowne, Lowestoft, Montrose No. 1, New  
Brighton No. 1, North Deal, Lowestoft No. 1,  
Pakefield, Palling No. 2, Ramsey, Ramsgate,  
Rhosneigr, St. Peter's Port, Whitby No. 1  
and Yarmouth.

Voted 6*l.* 15*s.* to nine fishermen for rescuing,  
at great risk to themselves, the crew of two  
men of the Ketch *Diver*, of Cowes, which  
foundered in a moderate S.W. gale and  
rough sea off Christchurch Head, on the  
2nd November.

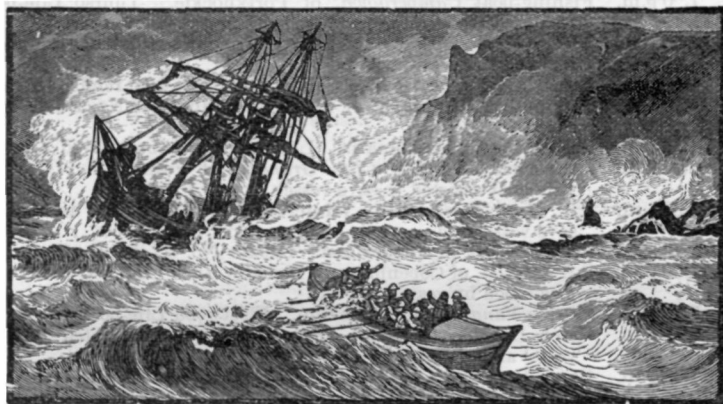
Also 2*l.* to two sailors for rescuing, at  
moderate risk, one of two men whose fishing-  
boat was capsized, in a strong W.N.W. breeze,  
off Ilfracombe, on the 9th November.

Also 15*s.* to two fishermen for rescuing, at  
slight risk to themselves, the two occupants  
of a small boat which capsized about 1½ miles  
from Wexford Dockyard, in a moderate  
W.S.W. gale and choppy sea, on the 24th  
October.

Also 15*s.* to three men for saving two men  
from a small boat, which struck a submerged  
rock and capsized some distance off the shore  
in Arran Roads, in a moderate south-westerly  
breeze and smooth sea, on the 28th October.

Also 12*s.* 6*d.* to two fishermen for rescuing  
two other men, who were being blown out to  
sea in a small boat off Newhaven, in a half-  
northerly gale which suddenly sprang up on  
the 17th November.

Also 10*s.* to two pilots for rescuing four of  
the crew of the fishing vessel *Magpie Fleck*,  
which was run down by a steamer in a strong  
W.N.W. breeze and rough sea, off Tynemouth,  
on the 25th November.

*Services of the Life-boats of the Institution during 1903.*

				Lives saved.
1903.				
Jan. 2.	11.20 a.m.	Steam drifter <i>Violet</i> , of Wick.	Ackergill Life-boat saved . . .	1
„ 3.	10. 0 a.m.	S.S. <i>Sea Spray</i> , of Glasgow.	Aberdovey Life-boat rendered assistance.	
„ 8.	8.40 p.m.	S.S. <i>Chamois</i> , of London.	Whitburn Life-boat saved . . .	21
„ 9.	7.45 a.m.	Schooner <i>Cardigan</i> , of Cardiff.	Exmouth Life-boat assisted to save vessel.	
„ 10.	8.30 a.m.	Steamer <i>Rumleigh</i> , of Aberdeen.	Holy Island Life-boat saved . . .	4
„ 10.	2.30 p.m.	Fishing-boat <i>Dorothy</i> , of Port Erin.	Port Erin Life-boat rescued . . .	3
„ 10.	Midnight.	Schooner <i>John and Henry</i> , of Runcorn.	Porthdinllaen Life-boat rescued . . .	3
„ 11.	7.30 a.m.	Trawler <i>Industry</i> , of Dublin.	Kingstown No. 2 Life-boat saved . . .	4
„ 16.	10.30 a.m.	Smack <i>Fayaway</i> , of Ramsey.	Peel Life-boat saved . . .	2
„ 16.	6.30 p.m.	Schooner <i>Prince Llewellyn</i> , of Cardigan.	Fishguard No. 2 Life-boat saved . . .	4
„ 19-21.	9.15 a.m.	S.S. <i>Kolpino</i> , of Hull.	Gorleston steam Life-boat assisted to save vessel.	
„ 19-22.	5.30 p.m.	Ditto. ditto.	Gorleston No. 1. Life-boat assisted to save vessel.	
„ 20.	—	S.S. <i>Orlando</i> , of Sundsvall.	Gorleston steam Life-boat rendered assistance.	
„ 19.	1.30 p.m.	S.S. <i>Fenham</i> , of Sunderland.	Caister No. 1 Life-boat assisted to save vessel.	
„ 21.	1.20 p.m.	S.S. <i>Baron Glamis</i> , of Ardrossan.	Port Patrick Life-boat saved . . .	26
„ 22.	6.35 a.m.	Brigantine <i>Essex</i> , of Coleraine.	Campbeltown Life-boat saved . . .	5
„ 22.	7.45 a.m.	Schooner <i>Exile</i> , of Peterhead.	Peterhead Life-boat saved . . .	6
„ 24.	Midnight.	Barque <i>Otzamiz</i> , of Montevideo.	Douglas Life-boat rescued . . .	16
„ 25.	11. 0 a.m.	S.S. <i>Graffoe</i> , of Grimsby.	St. David's Life-boat saved . . .	6
„ 26.	4.15 a.m.	S.S. <i>British Prince</i> , of Liverpool.	Dungeness No. 2 Life-boat rendered assistance.	
„ 29.	2.30 p.m.	Fishing-boat <i>Isobel</i> , of Arbroath.	Arbroath Life-boat remained in attendance.	
„ 30.	7.45 p.m.	S.S. <i>Mariuarri</i> , of Liverpool.	Stornoway Life-boat remained in attendance.	
„ 31.	11.20 p.m.	Schooner <i>Silvia</i> , of Beaumaris.	Torquay Life-boat remained in attendance.	
Feb. 1.	4.30 a.m.	S.S. <i>Trent</i> , of Hull.	Margate No. 2 Life-boat assisted to save vessel and . . .	13
„ 1.	9.50 a.m.	S.S. <i>Wylam</i> , of Limerick.	Llanduduo Life-boat stood by vessel and landed 1 . . .	
„ 2.	3.50 a.m.	Schooner <i>Useful</i> , of Barrow.	Holyhead Steam Life-boat assisted to save vessel and . . .	4
„ 2.	8.30 a.m.	Schooner <i>Mary Roberts</i> , of Carnarvon.	Fishguard No. 2 Life-boat rescued . . .	4
„ 2.	10.30 p.m.	Smack <i>Janes</i> , of Campbeltown.	Irvine Life-boat rescued . . .	3
„ 4.	7.20 a.m.	S.S. <i>Benwick</i> , of Newcastle.	Sennen Cove Life-boat rescued . . .	5

				Lives saved.
1903.				
Feb. 4.	1. 0 p.m.	Schooner <i>Alpha</i> , of Riga. Irvine Life-boat rescued . . . .	6	
" 6.	2.30 p.m.	A fishing-boat. Nairn Life-boat rendered assistance.		
" 6.	7. 0 p.m.	Fishing-boat <i>Camperdown</i> , of Portknockie. Thurso Life-boat rendered assistance.		
" 7.	2.50 p.m.	Flat <i>Charles Wesley</i> , of Liverpool. Hilbre Island Life-boat assisted to save vessel and . . . .	2	
" 15.	8.10 p.m.	Ketch <i>Evelyn</i> , of Jersey. Caister No. 1 Life-boat rend. assistance		
" 19.	10. 0 a.m.	Fishing-boat <i>Gladiator</i> , of Montrose. Montrose No. 1 Life-boat saved . . . .	4	
" 19.	4.12 p.m.	Smack <i>Stag</i> , of Beaumaris. Llandudno Life-boat saved . . . .	2	
" 21.	6. 7 a.m.	Four-masted Barque <i>Clan Graham</i> , of Falmouth. Coverack Life-boat assisted to save vessel.		
" 21.	9.30 a.m.	S.S. <i>Martello</i> , of Hull. Winterton No. 2 Life-boat assisted to save vessel and . . . .	40	
" 21.	9.45 a.m.	S.S. <i>Holywell</i> , of Sunderland. Caister No. 1 Life-boat landed 31		
" 22.	10.50 p.m.	S.S. <i>Mariha</i> , of Copenhagen. Padstow No. 2 Life-boat and Steam Tug stood by vessel.		
" 23.	7.45 a.m.	Barque <i>Vanadis</i> , of Mariehamn. Fleetwood Life-boat saved . .	9	
" 24.	8.40 p.m.	Ketch <i>Capella</i> , of Libau. Ramsgate Lifeboat assisted to save vessel and . . . .	8	
" 24.	11. 0 p.m.	Barge <i>Dawn</i> , of London. North Deal Life-boat saved vessel and	2	
" 25.	10.55 a.m.	Barque <i>Allegro</i> , of Skudesnaes. Port Eynon Life-boat stood by vessel.		
" 26.	1.30 p.m.	S.S. <i>Brattingsborg</i> , of Copenhagen. Littlehampton Life-boat stood by vessel.		
" 26.	10. 5 p.m.	Schooner <i>Brackley</i> , of Liverpool. Wicklow Life-boat saved . .	4	
" 27.	1. 0 a.m.	Schooner <i>Hodbarrow Miner</i> , of Barrow. Moelfre Life-boat rescued	4	
" 27.	1.15 a.m.	Ketch <i>Seaman</i> , of Amlwch. Abersoch Life-boat saved . . . .	4	
" 27.	3. 0 a.m.	S.S. <i>Sola</i> , of London. Newhaven Life-boat stood by vessel.		
" 27.	5. 0 a.m.	Schooner <i>William Jones</i> , of Carnarvon. Moelfre Life-boat rescued	4	
" 27.	6. 0 a.m.	Ketch <i>Mouse</i> , of Cardigan. Cardigan Life-boat saved . . . .	4	
" 27.	7.10 a.m.	Fishing-boat <i>Providence</i> , of Cellardyke. North Berwick Life-boat stood by boat.		
" 27.	7.18 a.m.	Four-masted Barque <i>Fingal</i> , of Dublin. New Brighton (Steam) Life-boat saved . . . .	32	
" 27.	9.30 a.m.	Barque <i>Argo</i> , of Fredrikstad. Campbeltown Life-boat saved . .	9	
" 27.	10.15 a.m.	Barque <i>Hjertness</i> , of Sandefjord. Groomsport Life-boat rescued (Also a dog.)	13	
" 27.	Noon.	Four-masted ship <i>Hougomont</i> , of Glasgow. Maryport Life-boat landed 25.		
Mar. 1.	12.45 p.m.	Steam-trawler <i>Birda</i> , of Milford. Padstow No. 1 Life-boat saved	9	
" 1.	2.30 p.m.	Ditto ditto ditto rend. assistance.		
" 2.	10. 0 a.m.	Barge <i>Edith</i> , of Rochester. Southend-on-Sea Life-boat saved . .	2	
" 9.	4. 5 p.m.	Barge <i>Mary Ann</i> , of London. Ditto ditto . . . .	2	
" 11.	2.45 p.m.	Schooner <i>Arthur Wyatt</i> , of Beaumaris. Great Yarmouth Life-boat rendered assistance.		
" 16.	6.30 a.m.	Fishing-boat <i>Gannett</i> , of Wexford. Wexford Life-boat stood by vessel.		
" 16.	3.20 p.m.	Ketch <i>Morcel</i> , of Treguier. Cardigan Life-boat rend. assistance.		
" 23.	1.20 p.m.	Schooner <i>Agnes</i> , of Faversham. Winterton No. 2 Life-boat rendered assistance.		
" 23.	1.20 p.m.	Ketch <i>Camille</i> , of Nantes. Appledore No. 1 Life-boat saved vessel and . . . .	5	
" 25.	6.15 a.m.	Schooner <i>Guide</i> , of Faversham. Dunbar Life-boat saved . . . .	1	
" 26.	7. 0 a.m.	Ditto ditto ditto ditto . . . .	7	
" 25.	9. 0 p.m.	S.S. <i>Peritia</i> , of Flensburg. Tenby Life-boat landed 2 injured men and stood by vessel.		
" 26.	3.45 p.m.	Ditto ditto ditto assisted to save vessel.		
" 26.	1. 0 p.m.	Four fishing-cobles, of Newbiggin. Newbiggin Life-boat stood by cobles.		
Apr. 3.	6.45 p.m.	S.S. <i>Bosphorus</i> No. 48, of Constantinople. Greenore Life-boat landed 10.		
" 7.	8.30 p.m.	Fishing-boat <i>Rosebud</i> , of Lowestoft. Scarborough Life-boat rendered assistance.		
" 8.	9. 0 a.m.	Thirteen fishing-cobles, of Cullercoats. Cullercoats Life-boat stood by cobles.		
" 12.	7. 0 p.m.	Schooner <i>Maria</i> , of Barssel. Buckie Life-boat stood by vessel.		
" 15.	12.30 a.m.	Ketch <i>Sylph</i> , of Bideford. Appledore No. 1 Life-boat landed 2.		
" 15.	9.20 p.m.	Ketch <i>Stour</i> , of Harwich. Ramsgate Life-boat assisted to save vessel.		

				Lives saved.
1903				
Apr. 27.	12.30 a.m.	Schooner <i>Belt</i> , of Beaumaris. Moelfre Life-boat rescued . . .	4	
" 27.	—	Schooner <i>County of Cork</i> , of Amlwch. Moelfre Life-boat rescued	3	
" 27.	9. 0 a.m.	Eighteen cobbles of Filey. Filey Life-boat stood by boats.		
" 27.	10.40 p.m.	S.S. <i>Attiki</i> , of Andros. Newbiggin Life-boat landed 25.		
" 26.	9. 0 p.m.	S.S. <i>Manchester Market</i> , of Manchester. Wexford Life-boat landed 5.		
" 28.	7.30 a.m.	Ditto ditto ditto landed		
		26 from Tuskar Lighthouse.		
May 10.	4.55 p.m.	Ketch <i>Fair Fanny</i> , of Bideford. Arklow Life-boat landed 4 from S. Arklow Light Vessel.		
" 30.	1.30 a.m.	S.S. <i>Perseverance</i> , of Glasgow. Hartlepool No. 3 Life-boat saved	11	
June 4.	3.45 a.m.	Steam trawler <i>Star of Peace</i> , of Aberdeen. Stromness Life-boat rescued	9	
" 9.	11.31 a.m.	Schooner <i>Blue Grit</i> , of Dublin. Courtown Life-boat remained in attendance.		
" 9.	1.18 p.m.	Schooner <i>Thomas Pearson</i> , of Beaumaris. Hoylake Life-boat rendered assistance and landed 2.		
July 6.	9. 5 p.m.	Ketch <i>Young John</i> , of Montrose. Hartlepool No. 2 Life-boat saved	4	
" 18.	6. 0 p.m.	S.S. <i>Bramham</i> , of London. Caister No. 2 Life-boat rendered assistance.		
" 18.	6. 5 p.m.	S.S. <i>Bramham</i> , of London. Gorleston Steam Life-boat rendered assistance.		
" 18.	9.30 p.m.	Steam-tug <i>London</i> , of Liverpool. Hilbre Island Life-boat stood by vessel.		
Aug. 14.	3.30 a.m.	Schooner <i>Supply</i> , of Barrow. Courtown Life-boat saved . . .	6	
" 14.	4.15 p.m.	Fishing-boats of Gourdon. Montrose No. 1 Life-boat stood by boats.		
" 14.	8. 0 p.m.	Fishing-boat <i>Mon Ami</i> . Montrose No. 1 Life-boat rendered assistance.		
" 15.	4. 0 a.m.	Fishing-boat <i>Venus Star</i> , of Johnshaven. Johnshaven Life-boat stood by boat.		
" 15.	10.30 a.m.	Yacht <i>Avonia</i> . Totland Bay Life-boat rendered assistance.		
" 15.	7.20 p.m.	Schooner <i>Mary Stewart</i> , of Greenock. Clovelly Life-boat landed 5.		
		Yacht <i>Gadfly</i> , of London. Ditto landed 3.		
Sept. 6.	12. 1 a.m.	Yacht <i>Shamrock</i> , of Padstow. Padstow No. 1 Life-boat saved vessel and	3	
" 9.	5.45 a.m.	Pleasure yacht <i>Britannia</i> , of Eastbourne. Eastbourne No. 2 Life-boat saved vessel.		
" 9.	7.15 a.m.	Schooner <i>Martha</i> , of Rudkjöbing. Clacton-on-Sea Life-boat stood by vessel.		
" 9.	8.45 a.m.	Pleasure-boat <i>Bluebell</i> , of Swanage. Swanage Life-boat saved boat.		
" 10.	1. 0 a.m.	Ketch <i>Isabel</i> , of Milford. Newquay (Cardigan) Life-boat landed 7.		
" 10.	6. 0 a.m.	Ditto ditto ditto ditto assisted to save vessel.		
" 10.	2.10 p.m.	Pleasure-boat <i>Kathleen</i> , of St. Mary's. St. Mary's (Scilly) Life-boat landed 2.		
" 10.	2.45 p.m.	Smack <i>William</i> , of Par. Looe Life-boat saved . . . . .	2	
" 10.	4.30 p.m.	Lugger <i>Anemone</i> , of Looe. Looe Life-boat saved . . . . .	4	
" 10.	5. 0 p.m.	Yacht <i>Zepherine</i> , of Cork. Youghal Life-boat assisted vessel and saved . . . . .	2	
" 10.	5. 0 p.m.	Yawl <i>Victory</i> , of Waterford. Dungarvan Bay Life-boat saved boat and . . . . .	4	
" 10.	5.45 p.m.	Schooner <i>Dora</i> , of Portmadoc. Abersoch Life-boat saved . . .	5	
" 10.	5.45 p.m.	A yacht. Kingstown No. 1 Life-boat landed 1.		
" 10.	6.20 p.m.	Fishing-boat <i>Ripple</i> , of Mevagissey. Mevagissey Life-boat landed 3.		
		Ditto <i>Kingfisher</i> , of Mevagissey. Ditto rend. assist.		
" 10.	7.30 p.m.	S.S. <i>Ralph</i> , of London. Clovelly Life-boat saved . . . . .	6	
" 10.	8. 0 p.m.	Ketch <i>Sarah</i> , of Beaumaris. Moelfre Life-boat saved . . . . .	4	
" 10.	9.30 p.m.	Schooner <i>John &amp; Margaret</i> , of Portmadoc. Fishguard No. 2 Life-boat saved . . . . .	3	
" 10.	9.45 p.m.	Fishing-boat <i>Two Brothers</i> , of Pwllheli. Pwllheli Life-boat assisted to save vessel and . . . . .	3	
" 10.	10.40 p.m.	Barge <i>Cetus</i> , of London. Ramsgate Life-boat assisted to save vessel and . . . . .	3	
" 11.	2.15 a.m.	Barge <i>Challenge</i> , of Weymouth. Ramsgate Life-boat rend. assist.		
" 11.	5.30 a.m.	Schooner <i>Enterprise</i> , of Beaumaris. St. Ives Life-boat saved . .	4	
" 11.	6.15 a.m.	Brigantine <i>Flimby</i> , of Maryport. Clovelly Life-boat saved . . .	5	
" 11.	8.10 a.m.	Ketch <i>Eliza Patience</i> , of Yarmouth. Wells Life-boat saved . . .	2	
" 11.	8.30 a.m.	Two Fishing-boats, of Selsey. Selsey Life-boat rendered assistance.		
" 11.	10.15 a.m.	Brig <i>l'Union</i> , of Auroy. Port Isaac Life-boat saved . . . . .	6	
" 13.	5. 0 a.m.	Ditto ditto ditto rendered assistance.		

				Lives saved.
1903.				
Sept. 11	10.30 a.m.	Yacht <i>Asteroid</i> , of London.	Sheringham Life-boat saved vessel and	5
" 19.	2.30 p.m.	S.S. <i>Viola</i> , of North Shields.	Runswick Life-boat saved . . . .	20
" 20.	8. 0 a.m.	Ketch <i>Eva</i> , of Lowestoft.	Robin Hood's Bay Life-boat landed 3. (Also a dog.)	
" 20.	8.50 a.m.	Barque <i>Queen Mab</i> , of Glasgow.	St. Mary's (Scilly) Life-boat assisted to save vessel.	
" 20.	9. 0 a.m.	Ditto ditto	St. Agnes (Scilly) Life-boat assisted to save vessel.	
Oct. 6.	6. 0 p.m.	Sloop <i>James</i> , of Liverpool.	Hilbre Island Life-boat saved . .	3
" 12.	1.30 p.m.	Schooner <i>Irma</i> , of Lannion.	Swansea Life-boat stood by vessel.	
" 12-13	(midnight)	Schooner <i>Emily Smeed</i> , of Aberdeen.	Sunderland (North Dock) Life-boat landed 6.	
" 14.	4.50 p.m.	Barque <i>Sheffield</i> , of Fredrikstad.	Clacton-on-Sea Life-boat saved	11
" 14.	8.55 p.m.	Steam drifter <i>Glenlyon</i> , of Aberdeen.	Pakefield Life-boat assisted to save vessel and . . . .	9
" 16.	7.30 a.m.	S.S. <i>White Swan</i> , of Newcastle.	Palling No. 2 Life-boat assisted to save vessel and . . . .	22
" 16.	6.45 p.m.	Barque <i>Liv</i> , of Laurvig.	Fleetwood Life-boat saved . . . .	7
" 19.	12.15 p.m.	Ketch <i>Reaper</i> , of Blakeney.	Blakeney Life-boat rendered assistance.	
" 21.	2.30 a.m.	Steam drifter <i>Peep of Day</i> , of Wick.	Gorleston No. 2 Life-boat rendered assistance.	
" 24.	3. 0 a.m.	Steam drifter <i>Shamrock</i> , of Peterhead.	Caister No. 2 Life-boat assisted to save vessel.	
" 27.	12.15 p.m.	Schooner <i>Amiral L'Hermite</i> , of Dunkirk.	Brixham Life-boat stood by vessel.	
" 23.	Midnight.	Steam trawler <i>Wild Rose</i> , of North Shields.	Boulmer Life-boat rescued . . . .	9
" 29.	6.15 p.m.	Boat of Schooner <i>Arcturus</i> , of Pernau.	Gorleston Steam Life- boat rescued . . . .	5
Nov. 2.	6. 0 a.m.	Steam trawler <i>Grecian Prince</i> , of South Shields.	Newbiggin Life-boat stood by vessel.	
" 6.	9.45 p.m.	Schooner <i>Phyllis &amp; Mary</i> , of Guernsey.	Gorleston Steam Life- boat saved . . . .	8
" 14.	8.30 a.m.	Brigantine <i>Astrea</i> , of Christiansand.	Peterhead Life-boat saved	8
" 17.	10.15 a.m.	Schooner <i>Roska</i> , of Svendborg.	Montrose No. 1 Life-boat stood by vessel.	
" 18.	6. 5 p.m.	S.S. <i>Dunelm</i> , of Sunderland.	Blyth Life-boat rescued . . . .	15
" 20.	2.30 p.m.	Fishing-boat <i>Ocean Pearl</i> , of Banff.	Yarmouth Life-boat rendered assistance.	
" 21.	7. 0 a.m.	Schooner <i>Barbara</i> , of Wick.	Thurso Life-boat landed 4.	
" 21.	4.30 p.m.	Schooner <i>J.M.K.</i> , of Dublin.	Moelfre Life-boat rescued . . . .	4
" 21.	5. 0 p.m.	Schooner <i>Isabella</i> , of Barrow.	Moelfre Life-boat rescued . . . .	5
" 21.	5. 0 p.m.	Fishing-boat <i>St. Patrick</i> , of Waterford.	Helvick Head Life-boat landed 3.	
" 23.	10.10 a.m.	Smack <i>Midsummer</i> , of Douglas.	Llanddwyn Life-boat rescued	2
" 28.	1.47 p.m.	Fishing cobles.	Whitby No. 1 Life-boat remained in attendance.	
" 28.	9.50 p.m.	Schooner <i>Sarah Jane</i> , of Bridgwater.	Wicklow Life-boat saved vessel and . . . .	4
" 29.	9.30 a.m.	Barquentine <i>Patra</i> , of Brixham.	Brixham Life-boat rescued . .	6
" 30.	9. 0 a.m.	Ditto ditto	ditto rendered assistance.	
" 30.	5.45 a.m.	Ketch <i>Annie</i> , of Peterhead.	Gourdon Life-boat rendered assistance.	
Dec. 3.	10.35 a.m.	Schooner <i>Rebecca Mary</i> , of Carnarvon.	Penmon Life-boat rescued (also a dog).	3
" 4.	0.20 a.m.	Schooner <i>J.M.K.</i> , of Dublin.	Penmon Life-boat rescued . . . .	4
" 7.	5.55 a.m.	East Goodwin Light-vessel.	Ramsgate Life-boat stood by vessel.	
" 7.	8.45 a.m.	Sloop <i>Ann and Betsy</i> , of Cardigan.	Cardigan Life-boat rescued .	3
" 7.	9.20 a.m.	Three fishing cobles.	Filey Life-boat stood by cobles.	
" 7.	9.20 a.m.	Ketch <i>Royal Gem</i> , of Montrose.	Montrose No. 2 Life-boat saved	2
" 7.	12.45 p.m.	Ketch <i>Jehovah Jirah</i> , of Goole.	Bridlington Life-boat saved . .	4
" 7.	1.30 p.m.	Schooner <i>Mably Ann</i> , of Goole.	Gorleston No. 1 Life-boat rescued	5
" 8.	7.45 a.m.	Ketch <i>Telephone</i> , of Padstow.	Newquay (Cardigan) Life-boat saved vessel and . . . .	2
" 9.	11.20 a.m.	S.S. <i>Alf</i> , of Stavanger.	Ramsgate Life-boat assisted to save vessel.	
" 10.	Noon.	Five fishing cobles.	Newbiggin Life-boat stood by cobles.	
" 12.	11.15 a.m.	Schooner <i>Camborne</i> , of Amlwch.	Brixham Life-boat rescued . .	5
" 12.	1.30 p.m.	Barge <i>Celtic</i> , of London.	Brixham Life-boat rescued . . . .	3
" 13.	11. 0 a.m.	Ditto ditto	ditto rendered assistance.	
" 13.	3.25 p.m.	Schooner <i>John and Mary</i> , of Aberystwith.	Abersoch Life-boat landed 5.	



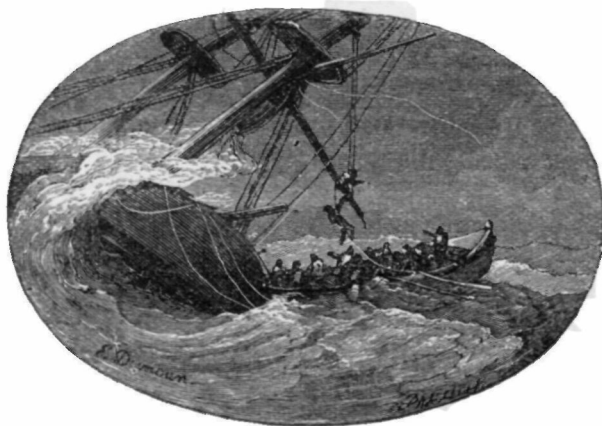
				Lives saved.
1903.				
Dec. 13.	6. 0 p.m.	S.S. <i>Airforce</i> , of Whitehaven.	Drogheda Life-boat stood by vessel.	
„ 15.	9.10 a.m.	S.S. <i>Bjorn</i> , of Bergen.	North Sunderland Life-boat rendered assistance.	
„ 16.	6.45 a.m.	S.S. <i>Viking</i> , of Hangesund.	Blyth Life-boat stood by vessel.	
„ 18.	8.15 a.m.	S.S. <i>Cairnie</i> , of Aberdeen.	Sunderland, N. Dock, Life-boat stood by vessel and landed 10.	
„ 20.	9. 0 a.m.	S.S. <i>Ebro</i> , of Glasgow.	Newhaven Life-boat stood by vessel.	
„ 21.	3. 5 p.m.	Two fishing-boats.	Johnshaven Life-boat remained in attendance.	
„ 22.	6. 2 a.m.	Ketch <i>Tilly</i> , of Chester.	Helvick Head Life-boat landed 1.	
„ 24-5.	5.20 a.m.	S.S. <i>Microphon</i> , of Belfast.	Staithes Life-boat stood by vessel.	
„ 26-30	8.15 a.m.	S.S. <i>Leopoldina</i> , of Ragusa.	Winterton No. 2 Life-boat rendered assistance.	
„ 23.	9. 0 a.m.	S.S. <i>Enriqueta</i> , of Grangemouth.	Palling No. 1 Life-boat stood by vessel.	
„ 29-31.	12.15 p.m.	Ditto	ditto	Cromer Life-boat stood by vessel.
„ 30.	1. 0 p.m.	S.S. <i>Norwood</i> .	Wexford Life-boat rescued . . . . .	2

Total lives saved by the Life-boats in 1903, in addition to 28 vessels and boats . . . . . 572

The Life-boats also landed 185 persons, some of whom had taken refuge on board light vessels, while others were brought ashore in the Life-boats as a precautionary measure.

Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . 137

Total for 1903 . . . . . 709



## NOTICE.

*The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 2nd May.*

Vol. XVIII., price 15s., of THE LIFE-BOAT JOURNAL, is now ready and procurable at the Institution, or by order of any bookseller. The Title-page and Index of that Volume can also be obtained separately.

# 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 (1903) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended **£76,143** on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1903.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 28 Vessels and Boats saved by them and 186 persons landed from vessels in distress and lightships . . . . .	572	...	...
Number of Lives saved by Shore-boats, &c. . . . .	137	...	...
Amount of Rewards granted during the Year . . . . .	...	9,931	15 5
Honorary Rewards:—Silver Medals . . . . .	4	...	...
Decorations . . . . .	2	...	...
Binocular Glasses . . . . .	5	...	...
Aneroid Barometers . . . . .	10	...	...
Votes of Thanks on Vellum . . . . .	26	...	...
Certificates of Service . . . . .	9	...	...
Total . . . . .	56	709	£9,931 15 5

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, 1903), is **44,361**. The rewards and recognitions granted by the Institution in the same period comprise **99** Gold Medals and Clasps, **1,204** Silver Medals and Clasps, **68** Decorations, **360** Binocular Glasses, **15** Telescopes, **59** Aneroid Barometers, **1,752** Votes of Thanks, inscribed on vellum and framed, **168** Certificates of Service framed, and **£242,004** in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their **289** 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, 20, CHARING CROSS ROAD, London; by the Bankers of the Institution, Messrs. COUTTS AND CO., 59, Strand; and by all the other Bankers in the United Kingdom.—1st February, 1904.