

THE LIFE-BOAT.

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AN EXPERIMENTAL MOTOR LIFE-BOAT.

THE Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have now for many years had the problem before their mind of the successful employment of a motor in a Life-boat, so as to assist by mechanical means, and thus relieve some of the tremendous work entailed by getting a Life-boat to a wreck against wind and sea; and, with this idea before them, they have carefully watched the gradual development of the modern motor until, from a more or less unreliable and often capricious machine, it has developed into the present form as we know it, with nearly all its previous faults eliminated, and ready for use either ashore or afloat.

Thinking that the time for actual experiment in this direction had now come, they consulted with the Institution's Consulting Naval Architect (Mr. G. L. WATSON) last autumn as to the best and most suitable form in which such experiments should be conducted, and it was decided that an old Life-boat should be selected and fitted up with some form of motor, so that various experiments in all sorts of

weathers could be conducted, and thereby valuable experience—obtainable in no other way—gained.

The general scheme on which the motor should be installed in this Life-boat, together with its necessary details, were entrusted to Captain E. DU BOULAY, of Messrs. Thellusson & Co., who has had a good deal of experience in fitting up motors as auxiliary power to sailing-boats and yachts, and the preliminaries having been settled, the actual work was commenced at Mr. Guy's yard at Cowes, Isle of Wight, early in the spring of the current year.

The problem of the successful use of a motor in a Life-boat presents certain difficulties which are not met with in other boats, as the whole of the uses and customs of Life-boat work always have differed, and always will differ, materially from those obtaining under other conditions. Thus, to begin with, the motor must be so boxed up inside a perfectly water-tight case that its working will be quite unaffected by the water breaking on board in bad weather. This case cannot be actually air-tight, because motors require a certain amount

of air each minute for breathing, so to speak, just as in the case of living creatures, so that the pipe leading this air into the case must be guarded against any influx of water, and moreover, the air must be dried and heated before it is fit for the motor to use. The motor itself must be as completely automatic as possible, because, when once started, the engineer would not be able to give any minute or careful attention to it, especially on a cold dark night with a heavy sea running. For the same reason the lubrication must be entirely automatic, the usual sight drip-feeds employed being quite useless.

In all machinery there are always parts that will, from time to time, require a certain amount of manipulation, and for Life-boat work these must be so lengthened and extended, where necessary, that they can be handled by the engineer from outside the case, and moreover, the handles must be made of different shapes, so as to be easily distinguishable from each other in the dark. That portion of the machinery where the necessary mixture of vapour and air is made, generally called the carburetter, must be of such design that the engine will not fail to work when the boat is standing more or less on end, or when heavily listed over by a sea or the pressure of the sails. Again, should the Life-boat be capsized, if a self-righting boat, she must not lose her self-righting qualities owing to the weight and position of the machinery; but it is imperative that some arrangement should be added whereby the motor should be automatically stopped, otherwise the boat, when righted again, would go away from the crew, who would be in the water and might be damaged by the revolving propeller.

Another point that must not be overlooked is that should the motor fail to work either from damage or any other cause, the rowing and sailing qualities of the Life-boat must be interfered

with as little as possible, and the motor selected must be of the simplest construction and working, so that it may be handled by persons who may not be skilled mechanics, and especially must it be always ready to start at any time, either winter or summer, even after long periods of rest and idleness.

The foregoing and many other problems were among those that had to be solved, and a perusal of the actual tests that the experimental Life-boat has recently gone through will show that both the selection of the motor and the system of its installation have been happy ones.

The Life-boat selected for experiment was an old one formerly stationed at Folkestone, measuring 38 ft. long by 8 ft. beam, pulling 12 oars double-banked, and of the usual self-righting type, rigged with jib, fore-lug and mizzen. After she had been hauled up in Mr. Guy's yard, where some of the air-cases under the deck amidships were taken out, a strong mahogany case measuring 4 ft. long by 3 ft. wide, and as high as the gunwales, lined with sheet copper so as to be watertight, with a closely-fitting lid which could be easily removed on shore, was fitted in place, and the whole of the vital parts of the machinery, comprising a 2-cylinder motor of 10 HP., together with all the necessary pumps, carburetter, electric equipment, &c., were fitted inside this case. The engine drives a three-bladed propeller through a long shaft with a disconnecting clutch between, so that for starting the engine or stopping temporarily the screw can be disconnected from the engine.

The petrol which serves as fuel for the engine is carried in a metal tank stored away inside the forward "end" box, where it is beyond any possibility of accidental damage. Sufficient fuel for a continuous run of over ten hours is carried. The engine is started by a handle fitted on the fore side of the case, which can be worked by two men.

The position and size of the engine case is such that only two oars are interfered with, but it does not follow that the propelling power of the two displaced men is entirely lost, because they can double-bank some of the other oars when necessary.

Fitted thus, the Life-boat was tested in all sorts of weather during the month of April, and it was found that she could be driven fairly well against a sea by means of the motor alone; but when it was used to assist the sails, the true use of the motor as an auxiliary became apparent, and the boat would work to windward in a way previously unobtainable. Neither the heeling effect of the sails, nor the pitching or rolling in a seaway, in any weather then obtainable, interfered at all with the proper working or starting of the motor, which worked steadily and well throughout.

Having been through these preliminary tests, Commander ST. VINCENT NEPEAN, R.N., the Chief Inspector of Life-boats, together with Mr. Barnett, representing Mr. G. L. Watson, who was unfortunately prevented from attending owing to ill-health, and several members of the Committee of Management then visited the Solent, and put the Life-boat through the following severe tests and trials:—

- (1.) Running on the measured mile, with full crew and all stores on board, she developed a speed of just over six knots. Her mean draft in these conditions was practically the same as when she was an ordinary Life-boat, with her crew and gear in her and her water-ballast tanks filled.
- (2.) With the equivalent weights of thirteen men lashed on the thwarts, and with all the equipment on board, she was capsized by a crane no less than four times, but never failed to self-right, even with her sails set and sheets made fast.
- (3.) During the capsizing, the motor, which had been previously

started, was automatically stopped directly the boat reached a position just beyond that of "on her beam ends."

- (4.) After the capsizing the motor started again at the second turn of the starting handle and worked well.

The above tests, which are probably the most severe that a motor has ever been subjected to, would seem to show clearly, that by the addition of comparatively very little weight (probably about a ton) to a Life-boat, a combination can be obtained which seems likely to prove of the greatest value in assisting either oars or sails in reaching a wreck, especially should the casualty be dead to windward. It is also interesting to note that, in the case of self-righting boats, the motor can be introduced without interfering with the self-righting qualities.

For Life-boats kept afloat or on slipways, there is good reason to hope that the introduction of the motor will be of the greatest benefit. With regard to boats launched from carriages from open beaches, lighter motors will be required; but such Life-boats are exceedingly liable to be thrown back when attempting to launch, and get heavily pounded on the beach; this and the additional risk of having the propeller damaged, would indicate that in the matter of motors, as in most other things, the Life-boat Institution must learn to walk before it can run.

Encouraged by the success of these tests, the Committee decided to further test the Life-boat by placing her ready for service at Newhaven, Sussex, during the coming autumn and winter, where it is earnestly hoped that she will continue to do as well as she has hitherto done. At any rate, very valuable information will be gained by these further tests, which cannot fail to be of use in deciding on the future position the motor is to occupy in the splendid fleet of Life-boats round our coast.

LIFE-BOAT SATURDAY FUND.

THE "better times" which everybody has been looking and longing for, still, it would seem, delay their coming, with the result that workers for charitable and philanthropic objects have been and are experiencing untold difficulties in "raising the wind," and in securing an adequate return for the unstinted labour and push which they have been, and are still, putting into their generous and self-denying efforts. The army of Life-boat Saturday workers throughout the country have not fared better than other labourers for the public good, but they are certainly to be congratulated on their pertinacity of purpose and their steady determination to overcome difficulty and to secure their object even in the face of discouragement, and, at times, comparative failure. It is very gratifying to find however that in many directions, notwithstanding adverse circumstances, the appeals of the Life-boat Saturday Committees and Ladies' Auxiliaries for help for the great life-saving work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION are not being made in vain; and there are signs that at the end of the year a jubilant key may yet be struck at the final outcome of the year's work. Our advice to our Life-boat Saturday friends, therefore, is to look forward and not back, and not by any means to be discouraged by apparent failure. The cause is excellent—none better—and well-organised effort, directed and impelled by a contagious enthusiasm well-leavened with zeal, is sure to succeed, even if the results are not quite as good as desired.

The Ladies' Auxiliaries are never daunted. They are ever on the alert, seeking for new methods for obtaining financial support, which when adopted

generally produce a good response. With this end in view, a second representative Conference of Ladies—the first being held at Stafford House last year—was convened in London, on the 7th June, at the mansion of Lady ESTHER SMITH, whose husband, the Hon. W. F. D. SMITH, M.P., has for several years been a member of the Committee of Management of the Life-boat Institution. The Conference was attended by the Presidents and other leading officials of the Ladies' Auxiliaries throughout the United Kingdom, and there is no doubt whatever that the meeting was very encouraging and helpful. The keynote seemed to suggest perseverance and continued activity, summed up in the following historic lines:—

"Go on, go on, go on, go on,
Go on, go on, go on;
Go on, go on, go on, go on,
Go on, go on, go on."

It will be remembered that some years back the West End of London Ladies' Auxiliary of the Saturday Fund promoted and carried out an entertainment at Stafford House which has probably never been equalled in success by any charitable movement. This year they turned their efforts in another direction, and arranged, thanks to the invaluable help of Lady MAUD WARRENDER, for a great Life-boat Concert at the Queen's Hall, which was held on the 8th June, the day following the Conference. The concert was under the immediate patronage of their Majesties the KING and QUEEN, as well as that of the PRINCE and PRINCESS OF WALES, who very graciously honoured the performance by their august presence, being accompanied by T.R.H. the DUKE and DUCHESS OF CONNAUGHT, Prince ARTHUR OF CON-

NAUGHT, the Princesses MARGARET and PATRICIA OF CONNAUGHT, and Prince CHRISTIAN. The programme was a magnificent one, being provided by the gratuitous services of the leading musical artistes of the day from at home and abroad. The concert could not fail to be most successful, graced as it was by the attendance of all the leaders of London society and fashion. The advertisement alone was a splendid one for the object.

NEW LIFE-BOATS.

HARWICH, ESSEX; POLKERRIS and FOWEY, CORNWALL; BULL BAY, ANGLESEY; TROON and PORT ERROLL, SCOTLAND. — It having been found necessary to replace the Life-boats at these stations by new boats, the crews were as usual called upon to furnish deputations, who proceeded to various parts of the coast to inspect some of the more modern types of Life-boat, with the result that in these instances the men chose boats designed by the Consulting Naval Architect of the Institution, Mr. G. L. WATSON, of Glasgow, the eminent yacht designer. The selected boats, which vary in size from 35 ft. by 9 ft. to 43 ft. by 12½ ft., are each provided with drop keels. As regards the boat of the larger size mentioned, sent to the first-named station (Harwich), the late Mrs. FAWCETT, of Norfolk Terrace, London, having bequeathed a sum of money to the Institution to help to provide a new Life-boat, when required, for Harwich, to be named after herself, this gift, supplemented by a handsome contribution from an anonymous donor residing at Rochdale, in Lancashire, has been utilised in providing this new Life-boat, which is accordingly named the *Ann Fawcett*. She belongs to the class of powerful sailing Life-boats.

The late Mrs. COURTNEY, of Exmouth, having bequeathed a sum of money to the Institution to provide a fully-equipped new Life-boat for the south-west coast, the legacy has been utilised in providing the Polkerris and Fowey new Life-boat, named in accordance with the wishes of the testatrix the *James, William and Caroline Courtney*. A new transporting carriage has been provided for the boat, fitted with "Tipping's Plateways" on the main wheels, and horse-launching

poles to assist in getting her quickly afloat.

The first launch of this boat at her station, and the formal opening of her new house, were made the occasion of a public demonstration, on the 25th May last. In brilliant sunshine the little hamlet of Polkerris looked its best, gaily bedecked by the inhabitants with flags and a triumphal arch. After the hearty singing of the hymn "Eternal Father," the Rev. S. V. BAKER offered prayer. The District Inspector of Life-boats (Lieut. ROWLEY, R.N.) then formally handed over the new Life-boat and house to the local committee through their chairman (Mr. EVELYN RASHLEIGH, J.P., C.A.), who, in accepting the gift, told the history of the branch, with which he had been associated for thirty years. At the chairman's request, Miss RASHLEIGH, of Menabilly, advanced, and, knocking at the large double doors of the boat-house, they moved back, and she declared the house open.

Mr. JONATHAN RASHLEIGH, J.P., D.L., the venerable President of the Branch, who kindly gave the site for the new Life-boat house, then spoke a few earnest words wishing the boat and her crew every success, and urging upon all the divine consolations of religion. In accordance with the wishes of the donor, Miss RASHLEIGH named the boat by breaking a bottle of wine on her bows, after which, with a silver knife, handed to her by the chairman, she cut the cord which held the boat, wishing her and her crew Godspeed, and the Life-boat instantly took the water, manned by her gallant crew under the command of Coxswain SAMUEL ASHTON, whose services extend over thirty-two years. The pleasing little ceremony ended by the presentation of a bouquet of flowers to Miss RASHLEIGH by the

Hon. Secretary's little daughter, Miss CECILIA COOKE. A public tea followed, at which the Polkerris school children, the Life-boat men and launchers, and the Fowey Artillery Band were entertained respectively by Mr. JONATHAN RASHLEIGH, Mr. EVELYN RASHLEIGH, Lieutenant BARTON, R.N., and Mr. H. E. COOKE, the indefatigable honorary secretary.

A legacy to the Institution by the late Miss MARIANNE CULLEN, of Nottingham, for a Life-boat to be named the *James Cullen*, has been appropriated to the new boat sent to Anglesey.

The Troon new Life-boat was provided from the bequest of 6,319*l.* which was received by the Institution in 1888 from the estate of the late Mr. H. R. C. WALLACE, of Busbie and Clancaird, Scotland. It was directed to be applied in the provision and maintenance of a Life-boat to be named the *Busbie*.

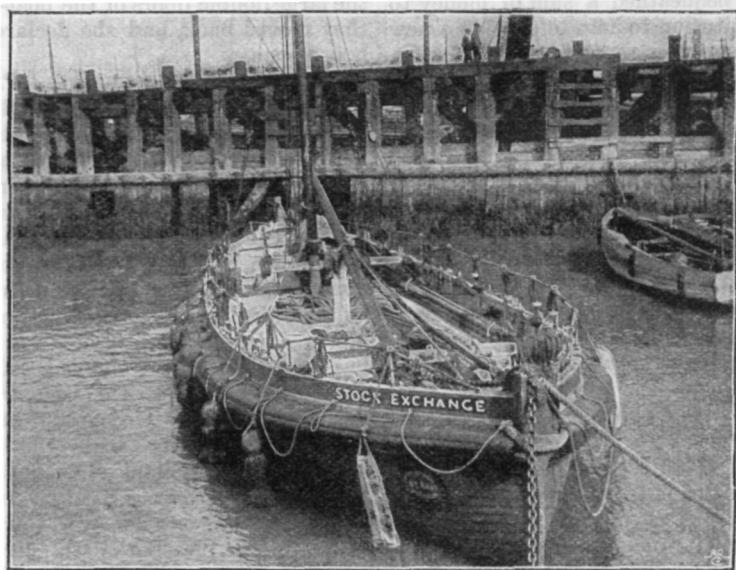
The new Life-boat despatched to Port Erroll is named the *John Fortune*, the cost of the new boat and equipment having been defrayed from a handsome bequest to the Institution received from the estate of the late Dr. FORTUNE, of Edinburgh.

DONNA NOOK, LINCOLNSHIRE; and SALCOMBE and YEALM RIVER, DEVON-

SHIRE. — The Life-boats which were stationed by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, some years since, at these places, have been replaced by new boats chosen by the crews. That for the first-named station is a self-righting boat, 34 ft. long and 8 ft. beam; she pulls 10 oars double-banked, and is fitted with a water-ballast tank. Like the boat she superseded she is named the *Richard*, this being an endowed boat the gift of the late Miss ANNE DIXON, of Holton Park, Lincolnshire.

The Life-boatmen at Salcombe selected for their station a sailing Life-boat of the Liverpool type. She is 35 ft. long and 10 ft. beam, is provided with two water-ballast tanks and two drop-keels, and is fitted to pull 12 oars, double-banked. She is named *William and Emma*; her cost was defrayed from a handsome bequest to the Institution, received from the estate of the late Mrs. E. E. COX, of Weston-super-Mare.

The new Life-boat despatched to Yealm River is of the modern self-righting type, 35 ft. long, 8½ ft. beam, and pulls 10 oars double-banked. Her cost was met from a munificent legacy received by the Institution from the estate of the late Mr. MICHAEL SMART, of Tewkesbury, after whom the boat is named.



THE LOWESTOFT NO. 2 LIFE-BOAT "STOCK EXCHANGE."

SEA WARRIORS.*

By A LANDSMAN.

I AM sitting right opposite to it. The dark red doors of the stone, chapel-like little building are wide open. The sun is shining, and the sea is calm. Over the doors in large white letters on a blue background is written "Life-boat." "Royal National Life-boat Institution" in smaller lettering to the left; to the right there is "Supported by voluntary contributions," one of the proudest boasts of England. Somewhat scornfully, the nose of the red, white and blue boat is pointing straight past the corner of the little sea wall. On either side of her bow is a golden circle, round which the boast is written again; these are the eyes of the boat, given to her by the English nation to watch always for its own and all other folk, who may be in danger around its stormy coasts from here, Clovelly, right round to Clovelly again; surely a staunch guarantee, if one were wanted, of the hospitality to be had within her great grey boundaries. Visitors to the quaintest village in England saunter up and down the cobbled steps that go to make the tiny main street. The white cottages make the green woods greener and the blue sky bluer. Artists sit on the sea wall and on the beach painting lackadaisically, with heads that seem to be gravely shaken by slow breezes. A solitary bather dives from an anchored cutter, while his wife sits solicitous in a bright white dinghey with a red stripe round the gunwale, and is rowed about in the neighbourhood by a fisherman. There is peace between the sea and the land.

A few nights before, at about seven in the evening, there was a feeling in the air of a tense waiting for something; it was as though the village stood on tiptoe, apprehensive, hand to ear; for a time it dominated all the forceful intimations of the howling gale—a gale from which events in Clovelly will be dated, maybe, for years to come. The night had fallen, and the steamer, that had seemed to be helpless and drifting

before it had finally become shrouded in darkness, had as yet made no sign. As I felt my way carefully down over the slippery cobble stones, a door opened, and a dark figure came out and stood for a moment on the threshold. The flickering lamplight from behind showed a woman in the doorway, and I heard, "That'll be all right, old girl; give I another for the kid," and the door was shut. Then a hoarse shout broke up from below somewhere through the rain and the buffeting roars of the wind—"She be burning a flare!" It had come. Who's for the cork jackets? Would there be a scarcity? In a moment the street was all a-clatter with stamping and slipping feet, and the crowd around the coxswain thickened as he hurried down to the boathouse. The regulation ran that they must wait for a rocket from the coastguard station; none came. Well, they would do without it this time. A pile of old clothes soaked with kerosene was calling to them urgently for help, and the key was turned in the lock.

But the coveted ten jackets were not donned without a struggle, for a knot of men had been clinging in anticipation like flies to the doors and walls of the boathouse, while the sea dashed over them and swirled round their legs in angry endeavour to drag them back to itself, for there was war between land and sea that night—war to the death. The sea broke clean over the little stone quay that was built to stand against these gales six hundred years ago, and has stood them well, but some few stones were loosened in that night. Launching—no, there was no launching to do, only to unhook her, for as the waves came in everything at the back of the boathouse was awash. She slid into the sea, rose to it, and could be seen dimly like a phantom white horse that would buck himself free of his load. The blue oars went out to starboard, the white oars went out to port, and the journey had begun. Twenty minutes to get past the quay head, a

* From *The Globe*.

distance of about fifty yards; then the coastguard rocket went up somewhat belated, and the Life-boat had gone out into the night of hurricane. They told us afterwards that the oars on the weather side would now and again, as the spouts of wind came, be blown straight into the air, and stand there like a man-o'-war boat at the salute. Such wind and weather had not been known. Great limbs of trees, great trees themselves, were crashing to the ground in all the woods of the North Devon coast. Perhaps you know the "Red Lion" Inn, right down "to quay," as they call it. A wave dashed into the first-floor sitting-room, flooded it, and cataracted down the stairs. And the women watched and waited as they had done since the days of Drake—aye, and long before that, too; here and there they wept. Suddenly there was the shout of a name: "Braund, your boat's got a-parted!" One of the luggers in the tiny harbour that a boy can throw a stone across had got adrift, and thereafter, through the night, the storm noises were made doubly fearful by the shouts of the men working to save their boats, their very living.

The grind of timber against timber, and the crash when the little craft were stove in, seemed very cruel, for many were damaged, and some entirely destroyed. Out there in the storm, a swinging green light sprang into being. Somebody said, "What does it mean?" Ask the women, for they can tell you. It means the crew of the wreck have been taken off all safe, and the Life-boat's head turned for home. It was a steady brain and cool, stocked with knowledge of the great grey water's ways, that took the boat to windward of the steamer, judged the distance, and let go the anchor to drift down to her. . . . The rescued men were given shelter, and the Life-boat crew joined in the work of saving the fishing-craft in the harbour. Some of them worked all night.

For the rest, the little white houses take them in from the storm that rages on, and some find sleep. But the work is not yet done; for as the stormy dawn grew to a grey daylight a dull boom, followed by a rushing sound, comes to

the sleepers, and these sounds are repeated as they turn in their beds and wonder. Two rockets from the coast-guard station. By the powers, it is a time of stress for these fisher-people; but they have done this work, they and their forbears, back far into the centuries, and this time it would seem that the journey of the night had but brought to perfection a long course of training; for the cobbles gave up a hastened clatter, and men fell out of their doors half-dressed, with shouted "So-longs" and "Good-byes" to the women, who straight took up their burden of waiting. The visitors followed, and saw what for the most part they had never seen before, and verily it was a sight for the sea-gods to smile approval at; for within five minutes of the rocket's call this fire-engine of the sea had plunged once more from her station and was on the road to rescue. Here was, as she took to the water, an impression that will not fade of the dignity of work and fight conveyed from the thirteen oilskin-clad and sou'-westered men; in the grey of the morning they looked to be mailed and helmeted all in a sombre gold.

This time it was a brigantine twelve miles away off Mort Point. The Life-boat's sail was hoisted almost at once, the oars shipped, and the sea-warriors grew dimmer and dimmer, sitting quietly in their places. They faded into the tossing greyness with the appearance of twelve worshippers listening reverently to the upright figure at the stern. The ship was a helpless wreck, her sails blown clean away, her decks swept of everything, her bulwarks all gone. They had been at the pumps all night, four men and a boy. She was cruelly undermanned. When the Life-boat came in sight they had given up all hope, and were drifting upon the rocks. There was so much wreckage hanging about her that it was perilous business getting off the almost helpless men; the captain had gone below to get a box of papers, and was almost left behind. Once more the boat's head is turned for home. It was near mid-day, and the tide was out when she was safely and skilfully beached. The helpers rushed for her.

The rescued were lifted out, and though they walked, it was with uncertain steps, bent heads, and drawn, dazed faces. The boy, his hands and feet paralysed with cold and exposure, had had to be kept awake by force through the home journey or he would have slept out into another life. He was helped along the quay, a very pitiable object. A last look at the Life-boat; she was empty,

save for the coxswain, who stood in his place, bareheaded, giving directions as the boat moved slowly towards the little chapel-like building. For twenty-five years he has only once missed the going out of the Life-boat, either to save life or for practice. I wondered why he was bareheaded.

Perhaps he was . . . well, perhaps he was.

THE LIFE-BOAT.

Loud beat the treacherous breakers on the shore;
The boiling waves like mountains rise on high,
Seeming to vent their wild, tumultuous roar
To the dark pall that erstwhile was the sky.
The billows, like a seething hell of foam,
Circle the craft, all powerless to resist.
"Good God! they're lost! and all in sight of home."

Baltimore House, Bradford.

Yet what is that, seen through the blinding mist?

A cry goes up—"The Life-boat stems the wave,

Manned by a fearless, stalwart, sturdy crew,
Whose mission 'tis to risk their lives to save,

And nobly they their gallant task pursue."

Nor halt, nor rest, this rugged, hardy band,

Till all nigh wrecked are safely brought to land.

CHAS F. FORSHAW, LL.D.

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

COURTMACHERRY, CO. CORK.—On the 1st January, 1904, the Life-boat *Kezia Gwilt* rendered very useful service to the barque *Faulconnier*, of Dunkirk. During a strong breeze from E.S.E. and rough sea, with somewhat hazy weather, the barque stranded, about 6.30 A.M., in a very exposed and rocky position known as the Seven Heads, about four miles by land from Courtmacherry. Her lights were seen by the people at the Cove close by, and a messenger was despatched for the Life-boat. In the meantime a yawl manned by six local fishermen put off to succour the crew of twenty-six men who had taken to their boats, but owing to the heavy sea breaking were unable to land. The shore-boat made two trips, bringing fifteen of the men ashore, but while returning the second time a heavy sea struck the boat, throwing all her occupants into the water; happily they all

managed to get ashore, some being badly bruised. Eleven of the ship's company still remained to be saved; the Life-boat was on its way, and they managed to keep the boat end on to the sea until she reached them. Their position was one of great peril; to starboard, within 200 or 300 yards, was a dangerous reef of rocks, while on the port side the ship lay wrecked on another reef. After strenuous efforts and considerable risk the Life-boat reached them and took them aboard; she then made for Courtmacherry, where the men, who were all French, were duly cared for.

The greatest credit is due to the fishermen who put off in the shore-boat to assist the shipwrecked men, and they were rewarded by the Institution for their bravery. The *Faulconnier* was a large barque of 1,715 tons, and was bound from San Francisco to

Queenstown, with a cargo of corn, when this disaster overtook her; she eventually became a total wreck.

NEWQUAY, CORNWALL.—Shortly before noon on the 7th January the Coastguard reported that a ketch was in need of assistance off St. Agnes Head. The crew of the Life-boat *James Stevens No. 5* were immediately summoned, and the boat proceeded with all possible speed. When the ketch, which was the *John Rees*, of Plymouth, with three hands aboard, was reached, the captain reported that he had six feet of water in her hold, the pumps were choked and the fore-stay gone. Five of the Life-boatmen were put on board and brought the vessel to anchor in Newquay Bay; they then jettisoned about five tons of her cargo, and as soon as the tide had made sufficiently, took the ketch into harbour. This was only accomplished with great difficulty on account of the strong S.S.W. breeze and very heavy ground sea. As it was dark and a heavy sea was running, it was considered advisable to leave the Life-boat in the harbour for the night, and she was rehoused the next day.

GREAT YARMOUTH, NORFOLK.—While the Life-boat *John Burch* was out for exercise on the morning of the 9th January, a steamer was observed apparently on the Scroby Sands. The boat proceeded to the steamer, which proved to be the *Helea*, of Copenhagen, which had been aground, but had just floated off. The captain requested that the Life-boat would stand by him, as his position was still one of danger. The crew then proceeded to jettison a portion of the cargo, and during the afternoon the vessel was got clear of the sands. As the Life-boat was not required any longer, she returned ashore, and was rehoused at 6 P.M.

ILFRACOMBE, DEVONSHIRE.—On the afternoon of the 12th January a message was received stating that two vessels had been in collision off Bull Point. The crew of the Life-boat *Co-operator No. 2* were promptly assembled and the Life-boat at once proceeded to the position indicated. On the way they fell

in with the schooner *Hawke*, and found that she and the schooner *Esther*, of Appledore, had been in collision, the latter vessel foundering shortly after. Happily, the crew of the *Esther* were able to get on board the *Hawke*, and on the arrival of the Life-boat they were transferred to her and landed at Ilfracombe. The weather was cold, sleet falling heavily, and the wind blowing a fresh gale from S.W., with a heavy ground sea.

PALLING, NORFOLK.—At 5.45 A.M. on the 15th January a telephone message was received at Palling that a vessel was showing signals of distress two miles W.S.W. of the North Hasborough Light-vessel. The crew of the No. 2 Life-boat *Hearts of Oak* were promptly summoned, and the boat launched through a heavy surf and in a heavy W.N.W. gale. On proceeding in the direction indicated, the steam-trawler *Jules Orban de Xivry*, of Ostend, was found in a disabled condition, having been aground on the sands. She was then afloat, but making water, and the crew gladly accepted the assistance of the Life-boat, which experienced considerable difficulty in effecting communication. In conjunction with a steam-tug, which subsequently arrived, the trawler was taken to Yarmouth, and later the Life-boat returned to her station.

During a moderate S.S.W. gale on the 27th January a vessel was observed by the Coastguard stranded on the main about two miles north of Palling. The crew and helpers were speedily called, and the Palling No. 1 Life-boat, 54th *West Norfolk Regiment*, having been transported to a suitable launching-place, was launched and made for the vessel, which they found to be the brigantine *Sam Weller*, of Brixham, with seven hands aboard. At the request of the master, the Life-boat stood by, and after some hours' work the brigantine was floated, apparently undamaged. The services of the Life-boat being no longer needed, she was taken back to her station and rehoused.

At 10.20 P.M. on the 12th February, during a strong S.S.W. gale and moderately heavy sea, flares were

observed about one and a half miles from Palling. The crew and helpers were summoned, and the No. 2 Life-boat launched. It was not long before they reached the vessel, which proved to be the ketch *Amelia and Ann*, of Goole, considerably damaged, one man missing and the master injured, the result of a collision with another vessel. As the assistance of the Life-boat was very necessary to the ketch, a signal was made for the No. 1 Life-boat to launch, in order to search for the other vessel and the missing man. In the meantime the Life-boatmen assisted to clear away the wreckage on the *Amelia and Ann*, and when this was completed, in conjunction with a steam-tug, they took the vessel to Yarmouth.

When the No. 1 Life-boat arrived on the scene of the disaster the other colliding vessel could not be seen; she therefore proceeded to cruise about in the vicinity, and eventually fell in with the brigantine *Mary Annie*, of Folkestone, damaged, but not so seriously as the ketch had been. The missing man, happily, was found on board. The Life-boat remained with her until daylight, when, finding her services were no longer required, she took the missing seaman aboard and returned to her station.

CULLERCOATS, NORTHUMBERLAND.—The Life-boat *Co-operator No. 1* was launched about 8 A.M. on the 16th January to the assistance of five fishing-cobles, which had put to sea in the early morning. Shortly after the boats had gone out the N.N.W. wind increased to a gale and the sea became exceedingly heavy on the bar. On getting outside the bar the Life-boatmen warned the cobles it was impossible for them to get in in safety, and then stood by them while they made for Shields Harbour.

WATCHET, SOMERSETSHIRE.—In a strong N.N.W. gale and very heavy sea on the 16th January, the ketch *Annie Christian*, of Liverpool, got into difficulties off Watchet while bound from Ely with a cargo of coal. The vessel had been at anchor, but in the heavy sea her cable parted, she became unmanageable, and was thrown on to a

ledge of rocks known as "Skopart." Her dangerous position was observed, and the Life-boat *John Lingard Ross* was speedily launched. On arrival, six of the Life-boatmen were placed on board, and after half an hour's hard work the ketch was got clear and taken into Watchet Harbour.

CAISTER, NORFOLK.—On Sunday morning, the 17th January, the Life-boat *Covent Garden* arrived at Yarmouth Harbour, bringing four of the hands of the schooner *Jasper*, of Fowey, and the body of one of the crew, who had died from exposure while the men were endeavouring to reach safety in their little boat.

The schooner, while bound from Plymouth to Hull with a cargo of china clay, ran aground on the Hasborough sands, and her crew in a very short time found it necessary to abandon her. The weather was very thick and cold, with a strong W.N.W. wind blowing and a heavy sea. The men started to pull for one of the Light-vessels, but the wind and tide prevented them making any progress. Heavy seas continually broke over the boat, and it was only by constant baling she was kept afloat. For several hours they bravely struggled on, drenched to the skin and exposed to the icy wind, until numbness and exhaustion commenced to overtake them, and from this one of them succumbed. Fortunately, the change of the tide helped them, and after nine hours' exposure they succeeded in getting to the Newarp Light-vessel. With the little strength they had left the survivors climbed on board and were kindly tended by the light-keepers, who also transferred the body of the dead man to the lightship. Early next morning signals were made, and in reply the *Covent Garden* Life-boat went out. On arrival they took the shipwrecked men on board and, in tow of a tug, made for Yarmouth with all despatch, the Life-boat subsequently returning to her station.

WHITBY and UPGANG, YORKSHIRE.—About 9.45 on the night of the 21st January information reached the Coxswain at Whitby that a steamer was

ashore at Uppang, whereupon the No. 1 Life-boat, *Robert and Mary Ellis*, was launched and went to her assistance. She proved to be the s.s. *Cayo Bonito*, of London, 2,000 tons, bound from the Tyne in ballast. It was a cold, frosty night, and when the lifeboat launched the wind was blowing moderately hard from the N.W., but this gradually fell. On reaching the vessel the coxswain boarded her, and at the request of the Captain ran out a kedge anchor. The *Uppang* lifeboat, having also been launched, now came alongside the steamer and by this time the flood-tide was making so strongly that it was impossible for one boat to get out another anchor; both boats were therefore employed, and about 4 A.M. the next morning the steamer was hove clear of the rocks. Later the Captain decided to return to the Tyne and the Life-boats not being required any longer, returned to their stations.

BOULMER, NORTHUMBERLAND.—At 10.45 P.M. on the 27th January signals for help were observed from a vessel at Boulmer Head, and within a quarter of an hour the Life-boat *Melissent* was on her way to her assistance. She proved to be the steam trawler *Glenesk* of North Shields, which while homeward bound from the fishing grounds, had gone ashore in the prevailing fog. Both wind and sea were moderate at the time and the trawler was in no immediate danger. One of the crew therefore went ashore in the Life-boat to obtain the assistance of steam-tugs. Next morning the wind increased, causing a heavy swell, and as no tugs had come to the help of the distressed vessel, the position of those on board became perilous. Shortly after 11 the master signalled for the Lifeboat, the *Melissent* therefore again put off and in spite of the sea which was then breaking right over the trawler succeeded in rescuing the crew of eight hands.

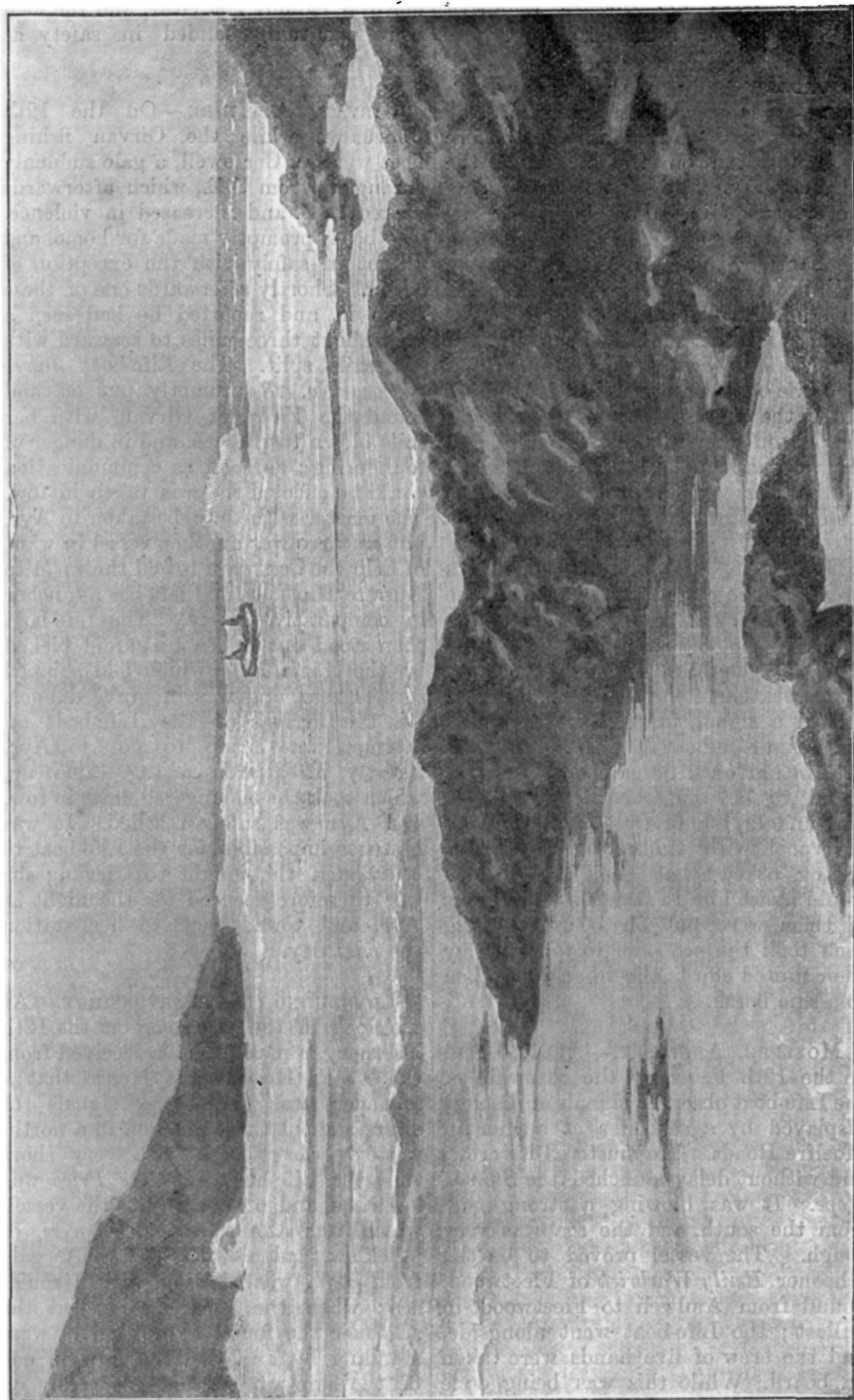
During a heavy snowstorm and very cold weather on the 26th February the same Life-boat was launched to the help of a vessel ashore about half a mile south of Houghton Steel. She was the s.s. *Villalegre* of Aviles, a steamer of 2700 tons, bound for Burntisland from

Carthage with a cargo of iron ore. The vessel was reached at 2.30 A.M.; the crew refused to leave her, but the captain requested that the Life-boat should stand by him. This was done, and at daylight they ran out a kedge anchor and also took a line to a tug which had been sent for. Later on the weather freshened, and the crew finding it impossible to get their vessel off, decided to leave her. Fourteen men were taken into the Life-boat and landed; a second journey was then made and another six were taken into safety. Six of the men still preferred to remain on board, but at low tide they also had to abandon the vessel.

On the night of the 29th February an attempt was made to save her; during the first part of the night the weather was fine, but about midnight a strong breeze sprang up from S.E. A fishing boat which was in attendance at once took off as many of the salvage party as possible, but was unable to return owing to the severity of the weather, and at the urgent request of the fishermen the Life-boat again went out and landed the six remaining men.

RAMSEY, ISLE OF MAN.—The Life-boat *Mary Isabella* was launched at 6 P.M. on the 29th January in a strong S.S.E. gale and heavy sea and succeeded in saving the crew of four hands of the schooner *Useful* of Barrow-in-Furness from a position of great peril. The vessel was bound from Swansea to Irvine with a cargo of coal; she had been overtaken by tempestuous weather, and when the men were taken into the Lifeboat she was on a lee shore with her anchor dragging.

ARBROATH, FORFARSHIRE.—On the 29th January at 6 P.M. information was received that the fishing fleet was making for the harbour, and that in the prevailing weather—a strong S.S.E. gale and very heavy sea—their coming in would be attended with danger; the Life-boat *James Stevens No. 13* was accordingly launched and remained in readiness until all the boats were in safety, the last one coming in at 8.15 P.M. Happily the services of the



THE PORT ISAAC LIFE-BOAT LANDING A SHIPWRECKED CREW.

Life-boat were not further required, and she therefore returned ashore.

SUNDERLAND, SOUTH OUTLET, DURHAM.—A large Spanish steamer, the *Peña Rocias*, of Santander, went ashore at Sunderland on the night of the 4th February. She left the Tees during the afternoon in ballast bound for the Wear. At about 9 o'clock, when entering the harbour, there being then a strong N.E. breeze with a heavy sea, she became uncontrollable.

The crew of the Life-boat *Richard and Nellie Hodges* were assembled and the Life-boat prepared for launching, and at the express desire of the captain she put off about 3 A.M. and rendered valuable assistance in taking hawsers to the tugs which also went to the vessel's assistance.

HOLYHEAD, ANGLESEY.—During a strong S. gale and heavy sea on the 12th February a vessel was seen trying to make her way into Holyhead Harbour, but she failed owing to the state of the weather. She then anchored and hoisted a signal, in response to which the steam Life-boat *Duke of Northumberland* was at once despatched. She was found to be the schooner *Irish Girl*, of Dundalk, bound from Waterford to Liverpool with timber. The master having asked that the Life-boatmen would assist him to save his vessel, four of them were put on board. A tug then took the schooner in tow, and by their united efforts the vessel was taken to a safe berth.

MOELFRE, ANGLESEY.—At 1.30 P.M. on the 12th February the coxswain of the Life-boat observed signals of distress displayed by a schooner at anchor in Moelfre Roads. He mustered his crew, and without delay launched the *Star of Hope*. It was blowing a strong gale from the south, and the sea was very rough. The vessel proved to be the schooner *Emily Warbrick* of Fleetwood, bound from Amlwch to Fleetwood, in ballast; the Life-boat went alongside, and the crew of five hands were taken on board. While this was being done the schooner swung round and carried away the mast of the Life-boat, which

however happily got clear, and the men were eventually landed in safety at Moelfre.

GIRVAN, AYRSHIRE.—On the 12th February, while the Girvan fishing fleet were off Corsewell, a gale suddenly sprang up from S.E., which afterwards veered to S. and increased in violence. The boats promptly made for home, and all got in safely with the exception of seven. Shortly afterwards one of these came in and reported he had seen a boat about three miles to seaward with her sails split. The Life-boat *James Stevens No. 18* promptly put off and found the *Viola*, of Girvan, with her sails blown to ribbons, and in danger of foundering; as soon as communication could be effected she was taken in tow. The master wished to be taken to Ayr, but as there was another vessel in want of help the Coxswain towed the *Viola* to Dunure Harbour, and left her at anchor in comparative safety. The Life-boat then stood out to sea again and picked up the *Annie Fyfe*, which had shipped several seas, and was in grave danger. On the arrival of the Life-boat an attempt was made to get to Ayr. Shortly afterwards a tug came up, which took the endangered craft in tow, and Ayr was safely reached. It was however impossible for the Life-boat to beat back that night to Girvan; she was therefore secured for the night at Ayr, and towed back to her station the next day.

LLANDUDNO, CARNARVONSHIRE.—At 4 o'clock in the afternoon on the 12th February, a message was received from the Orme's Head Light House that a schooner was displaying signals of distress about three miles off in a north-westerly direction. In a very short time the Life-boat *Theodore Price* was launched and on her way to the vessel, which was the schooner *Progress*, of Wicklow, laden with coal. A gale from S.W. was blowing, with a rough sea; when the Life-boat reached the schooner she found two steamers were standing by, and that the crew in one of the ship's boats had got safely on board one of the vessels bound for Llandulas. The Life-boatmen having

made an offer to land them, which they declined, then made an effort to save the vessel; they succeeded in beaching her near Abergele, thus taking her out of the track of vessels going in and out of Liverpool, but they were unable to save her.

NEWHAVEN, SUSSEX.—During a whole gale from south by west, accompanied by a very heavy sea, on the 12th February, a message was received from the Coastguard that a vessel was ashore at the entrance of the harbour, signalling for assistance. The crew were assembled, and the Life-boat *Michael Henry* was launched; she was taken in tow by a tug, and proceeding to the distressed vessel, found she was the brig *Commerce*, of Newhaven. Another tug was already trying to tow her off, but at the request of the master the Life-boat remained by him and rendered assistance; the vessel was ultimately towed off and taken into Newhaven.

HOWTH, CO. DUBLIN.—The Life-boat *James Stevens No. 7* succeeded in saving the ketch *Ocean Pearl*, of Wexford, and her crew of three hands on the 13th February. Shortly after 10 A.M. a message was received by telephone that a vessel was drifting northward showing signals of distress, and in an apparently helpless condition. With all despatch the Life-boat put off, and on coming up with her found the crew in a pitiable condition. The sails had been blown to ribbons in the strong westerly gale prevailing, both anchors had been lost, and for three days and nights the men had worked incessantly. In their exhausted condition they were inclined to leave the ketch to her fate, but the Life-boatmen agreed with the master to try to save her. Three of their number were placed on board and the vessel taken in tow, and some two hours later she and her crew were safely brought into Howth Harbour.

PADSTOW, CORNWALL.—The trawler *Annie*, of Brixham, while attempting to come into Padstow on the 13th February, grounded on the "Doombar." There was a heavy ground sea and strong W.S.W. gale at the time, and

she no sooner struck than the seas made a clean breach over her. Within a few minutes of the disaster the No. 1 Life-boat, *Arab*, put off to the ketch. The position of the five men on board was one of great danger, but happily before the Life-boat reached them the vessel floated off, and by the time the *Arab* came alongside they were in comparative safety; the master, however, asked for help to take his vessel to Padstow, and three Life-boatmen having been placed on board, the port was safely reached.

RHYL, FLINTSHIRE.—On the morning of the 16th February, the Life-boat *Caroline Richardson* was called out to the assistance of a small yacht—the *Lady Lucy*, of Liverpool—in distress ashore outside the bar. She left Liverpool the previous afternoon bound to Conway, and when night set in a stiff north-westerly breeze sprang up, driving the vessel shorewards; in spite of efforts to get clear, the yacht grounded, and the owner sent his man ashore in the punt to get help. The Coxswain of the Life-boat at once put off in his own boat, but in the darkness he failed to find her, as she had no lights. At dawn it was seen that she was in a very dangerous position. The Life-boat was therefore launched, and succeeded in reaching the yacht, whose owner was in a very exhausted condition.

BALLYWALTER, CO. DOWN.—In thick weather, on the 17th February, while the ship *Wellgunde*, of Hamburg, a new ship of 1766 tons, was being towed from Greenock to Port Talbot, both tug and vessel grounded on the Butterfly rock, off Ballyferris Point. The Life-boat *William Wallace* was at once despatched to the spot, in case her services might be required. The sea was smooth and a moderate off-shore wind blowing. As the tide made, the tug floated clear, and later by the aid of the tug, the *Wellgunde* was also got off, the Life-boat standing by until she was seen to be in a safe position.

SEAHAM, DURHAM.—A reef of rocks about one mile to the south of Seaham Harbour was, on the 18th February,

the scene of a shipping disaster which would have probably caused the loss of twelve lives had it not been for the valuable aid rendered by the Life-boat *Skyner*. The s.s. *Lilian*, of Newcastle, while bound from Rochester to Seaham in ballast, stranded on the night of the 17th-18th February, and the captain at once came ashore to get the assistance of tugs to get his ship off. Having made his arrangements, he engaged a pilot to put him back on board his steamer, but the northerly wind and the sea had increased so much that they found it impossible to approach the stranded steamer. The harbour tug put off to see what prospect there was of saving the vessel, and met the pilot boat returning with the captain. He then asked for the services of the Life-boat, as the ship was rapidly filling, and was in danger of breaking up. Immediately on the return of the tug, the crew of the Life-boat were assembled and the boat was smartly launched. The tug then towed her as near the wreck as possible, and when the men on board had been rescued, took her back to harbour, where she had to remain, owing to the weather, which had got very much worse. Very shortly afterwards the steamer became a total wreck.

DUNGENESS, KENT, AND WINCHELSEA, SUSSEX.—At 3.30 A.M. on the 19th February, the s.s. *Lake Michigan*, of Liverpool, collided with a sailing vessel about two miles S.W. of Dungeness. The steamer, a very large one of 9240 tons register, was on a voyage from St. John's, New Brunswick, to London, with a general cargo and cattle. Immediately after the collision the fires were swamped by the inrush of water, and the captain only just managed to run his vessel ashore to prevent her sinking in deep water. Later on a tug arrived and towed her within half a mile of the shore. Information having reached Dungeness, the No. 2 Life-boat, *Thomas Simcox*, was promptly launched at 5.30 A.M., and stood by the imperilled vessel until the night of the 20th, when some of the cattlemen and fire men wished to land. Forty-six were accordingly taken into the Life-boat

and transferred to a tug, which, in her turn, transferred them to the Dungeness No. 1 Life-boat, *R.A.O.B.*, as it was too rough for the tug to land them. In the meanwhile the No. 2 Life-boat had returned to the *Lake Michigan*, and remained alongside until the evening of the 21st February, when, the men being exhausted, she proceeded home, the Winchelsea Life-boat being alongside the steamer. The next morning she again returned, and stood by her until successfully floated off on the 25th February. The Life-boat *R.A.O.B.*, in response to an urgent message, was also despatched to the steamer on the morning of the 19th, but as the captain stated he did not require the assistance of both boats, she returned ashore, and was only launched again on the 20th to land the forty-six persons referred to above. When the *Lake Michigan* was first beached the weather was moderate, with a north-west breeze and moderate sea, but it gradually got worse, causing very grave fears for the prospect of salvaging the valuable ship and cargo. On the evening of the 20th a message was sent by telephone to Winchelsea, asking that that Life-boat should be sent to the vessel with all despatch. The request was at once attended to, and the Winchelsea Life-boat, *John William Dudley*, arrived alongside the steamer on the 20th at 9.15 A.M.; she remained with the vessel until the 25th, when the vessel was towed off, only then returning to her station after having been on duty for a period extending over five days and nights. Fortunately, both the ship and cargo were ultimately saved through the action of tugs, the value at stake amounting to no less than £142,000.

GOURDON, KINCARDINESHIRE. — One of the fishing boats of this port, while attempting to enter the harbour during a strong S.S.W. breeze with a rough sea, on the 24th February incurred considerable risk, and the Local Committee, knowing she was in danger owing to the condition of the sea, ordered the Life-boat *Theophilus Sidney Eschalarz* to be launched. This was done about 9.30 A.M., and she stood by the fishing boat until she safely made the harbour.

WEYMOUTH, DORSET.—During rough weather, the wind blowing dead on shore with a heavy sea, on the 26th February a message was received from the Coastguard stating that a large foreign ship, which afterwards proved to be the *Alauda*, of Hamburg, had just signalled, "Send Life-boat to save crew." This was at 6.5 p.m., and within ten minutes the Life-boat *Friern Watch* was on her way to the vessel. On reaching her it was found that no less

than four steamers were rendering assistance, and the master stated he did not require further help, but he wished the Life-boat to remain in attendance until the ship was in safety. This was done, and subsequently the Coxswain boarded the vessel, when the master said, "You came very quickly when I made signal for Life-boat. I was afraid the tugs would not get me clear. I wanted to save my daughter and crew."

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 14th January, 1904.

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 visits to the Staithes and Hartlepool Life-boat Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visit to Mudeford, Christchurch Bay.

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

Northern District—Tynemouth (two boats), Cullercoats, North Berwick, Berwick-on-Tweed and Eyemouth.

Eastern District — Palling (two boats), Gorleston (four boats), Caister (two boats), Yarmouth and Southwold (two boats).

Southern District—Dover, Hythe, Southend-on-Sea, Lyme Regis, Sidmouth, Brixham, Torquay, Exmouth, Yealm River, Plymouth, Salcombe, Hope Cove, Teignmouth, Brighton, Littlehampton and Swanage.

Western District—Aberdovey, Barmouth, Porthdinllaen, Pwllheli, Abersoch, Criccieth, Llanddwyn, Rhosneigir, Moelfre, Bull Bay, Cemaes, Cemlyn, Rhoscolyn, Penmon, Porth Rhuffydd and Holyhead.

Irish District—Fethard, Wexford, Rosslare Harbour, Courtown, Dundalk (Blackrock), Greenore, Giles Quay, Newcastle, Killough, Cloughey, Ballywalter, Wicklow, Arklow and Cahore.

Reported the receipt of a contribution of 19,777l. 12s. 2d. from the Central Committee of the Life-boat Saturday Fund as the nett proceeds of Life-boat Saturday, 1903.

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

Reported the receipt from the Civil Service

Life-boat Fund, per Mr. CHARLES DIBDIN, the Honorary Secretary, of a further sum of 1,541l. 12s. 1d. to recoup the Institution all the expenses incurred in 1903 in maintaining the seven stations at which the seven Life-boats presented and endowed by the Fund are placed. The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service since 1866 has been 30,617l. 5s. 4d.

Resolved that the grateful thanks of the Committee of Management be tendered to the Honorary Secretary, to his Committee, and to the subscribers to the Fund, for their continued very valuable assistance.

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

	£	s.	d.
Licensed Victuallers Life-boat Fund, in aid of support of Licensed Victualler Life-boat at Hunstanton, per Mr. A. L. ANNETTE (additional)	50	-	-
Mrs. WHATELY (additional)	30	-	-
Loyal Order of Ancient Shepherds, Ashton Unity (annual subscription)	25	-	-
Offertory in Brockdish Church, Norfolk, per the Rev. J. H. WHITE, M.A.	4	12	7

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. W. M. RODD, of Warberry, Tunbridge Wells, for a Life-boat to be named the <i>Admiral Rodd</i>	1,000	-	-
The late Mr. H. B. NOBLE, of Douglas, per Douglas Branch	500	-	-
The late Miss H. L. RYMER, of Edinburgh (additional)	400	-	-
The late Mr. WILLIAM ISLIP, of St. Leonards-on-Sea	250	-	-
The late Mr. J. J. WILLIS, of Clapham, Yorkshire	200	-	-

Voted the thanks of the Committee to the Rev. J. GORDON JULIAN, M.A., Captain RICHARD DAVIES, Mr. W. P. TREVITHICK,

Mr. ALFRED ADAMS and Mr. A. E. BRUNSDEN, in recognition of their long and valuable co-operation as Honorary Secretaries respectively of the Ballycotton, Barry Dock, Hayle, Keighley and Swanage Branches of the Institution, which offices they had just resigned.

Reported that the removal of the Institution's headquarters from 14, John Street, Adelphi (where they had been for forty-eight years), to the new premises at 20 and 22, Charing Cross Road, was effected on Saturday, 19th December and the few days following, without any suspension of business, even for an hour.

Resolved that the best thanks of the Committee be conveyed to Mr. J. MACVICAR ANDERSON, the well-known architect, of 6, Stratton Street, Piccadilly, for his most valuable professional advice and generous assistance, given entirely gratuitously, in connection with the adaptation and fitting up of the new premises.

Also that the thanks of the Committee be given to Mr. H. ENGLAND, Surveyor, for his much appreciated services in connection with this work.

Also that a special vote of thanks be accorded to Mr. CHARLES DIBDIN, the Secretary of the Institution, and through him to the clerical staff, for the very prompt and satisfactory way in which he, and they acting under his command, had carried out the removal in question, during the most inclement and busy part of the year, without any hitch whatever.

Paid 8,253*l.* for sundry charges in connection with various Life-boat establishments.

Voted 180*l.* 3*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Abersoch . .	Schooner <i>John and Mary</i> , of Aberystwith. Landed 5 men.	
Blyth	S.S. <i>Viking</i> , of Hangesund. Stood by vessel.	
Brixham . .	Schooner <i>Camborne</i> , of Amlwch	5
	Barge <i>Celtic</i> , of London	3
Courtmacsherry	Barque <i>Faulconnier</i> , of Dunkirk	11
Drogheda . .	S.S. <i>Airforce</i> , of Whitehaven. Stood by vessel.	
Helvick Head .	Ketch <i>Tilly</i> , of Chester. Landed 1 man.	
Johnshaven . .	Two fishing - boats. Remained in attendance.	
Newbiggin . .	Five fishing - cobsles. Stood by cobsles.	
Newhaven . .	S.S. <i>Ebro</i> , of Glasgow. Stood by vessel.	
Sunderland (North Dock)	S.S. <i>Cairnie</i> , of Aberdeen. Stood by vessel and landed 10 men.	
Wexford . . .	S.S. <i>Norwood</i> , of Glasgow	2

The Brixham Life-boat rendered assistance to the barge *Celtic*, of London, and placed a crew on board the schooner *Camborne*, of

Amlwch; the Cromer and Palling No. 1 Life-boats stood by the s.s. *Enriqueta*, of Grangemouth; the Newquay (Cornwall) Life-boat saved the ketch *John Rees*, of Plymouth, and her crew of three men; the North Sunderland Life-boat rendered assistance to the s.s. *Bjorn*, of Bergen; the Ramsgate Life-boat assisted to save the s.s. *Alf*, of Stavanger; the Staithes Life-boat stood by the s.s. *Microphon*, of Belfast; and the Winterton No. 1 Life-boat rendered assistance to the s.s. *Leopoldina*, of Ragusa.

Also 561*l.* 19*s.* 6*d.* to pay the expenses of launching the following Life-boats, or assembling the crews in readiness, with the view of assisting the crews of vessels in distress:—Appledore, Arbroath, Bembridge, Bridlington Quay, Brixham, Buckhaven, Courtown, Dover, Dunbar, Exmouth, Gorleston No. 1, Harwich (steam), Hauxley, Hornsea, Hunstanton, Ilfracombe, Johnshaven, Kingsdown, Newhaven, North Deal, Padstow No. 2, Pakefield, Palling No. 2, Port Eynon, Porthdinllaen, Ramsgate, Scarborough, Swansea, Tenby, Walton-on-Naze, Wexford, Weymouth and Wicklow.

Voted 9*l.* to six fishermen for rescuing fifteen of the crew of the barque *Faulconnier*, of Dunkirk, which was wrecked at Travara, near Courtmacsherry, in hazy weather, a strong E.S.E. wind and rough sea, on the 1st January. The men had taken to their boats, but it was too rough for them to land, and the sailors, at considerable risk, put off in a yawl to their rescue and in two trips brought the fifteen men ashore; while returning on the second occasion the boat was capsized and damaged.—Cost of repairs defrayed by the Institution, 3*l.* 15*s.* 6*d.*

Also 4*l.* to four boatmen for rescuing four men and assisting to save the steam launch *Wasp*, which was drifting helplessly to sea in a leaking condition off Deal, in a S.S.W. gale and heavy sea, on the 27th November, 1903.

Also 5*l.* to five men for rescuing the crew of four men of the schooner *Hastings*, of Dundalk, which stranded on the rocks on the north side of Dundalk Bay, in a thick fog and a very heavy sea, on the 19th December, 1903.

THURSDAY, 11th February, 1904.

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 Tenby 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, North Ber-

wick, Irvine, Troon, Ardrossan, Girvan, Ayr, Newbiggin, Blyth, Cambois, Boulmer, Alnmouth, Hauxley, North Sunderland and Holy Island (two boats).

Eastern District—Kessingland (two boats), Lowestoft (two boats), Pakefield, Winterton (two boats), Sutton, Mablethorpe, Sunderland (three boats) and Whitburn.

Southern District—Harwich, Walton-on-Naze, Clacton-on-Sea, Ryde, Brighton, Worthing, Newhaven, Eastbourne (two boats), Shoreham, Southend-on-Sea, Atherfield, Brooke, Brighstone Grange, Totland Bay and Bembridge.

Western District—Cardigan and New Quay (Cardiganshire).

Irish District—Formby, New Brighton (two boats), Hoylake, Hilbre Island, Ramsey, Peel, Douglas, Port Erin, Port St. Mary and Castletown.

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

	£	s.	d.
His Majesty THE KING (annual subscription)	21	-	-
Mrs. NAOMI BEATTIE, of Clifton, for a Life-boat to be named the <i>John and Naomi Beattie</i>	1,000	-	-
Collected at St. Michael's, Paddington, per the Rev. G. F. PRESCOTT, M.A.	10	1	6
Offertory on Christmas Day at Carisbrooke Church, Isle of Wight, per the Rev. W. J. STOBART, M.A.	5	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. ALEXANDER SPIERS, of Liverpool, to Liverpool and New Brighton Branch	1,000	-	-
The late Miss M. DOUGLAS, of Edinburgh.	200	11	8
The late Mr. ELLIOT J. N. GALER, of Walton-on-Thames (on account)	176	10	8
The late Mr. ALFRED LOUIS COHEN, of Gloucester Square	50	-	-

The Committee expressed great regret at the death of Mr. J. WALTER SMITH, who had for a considerable period been Honorary Secretary of the Blackpool Branch of the Institution, and it was decided to send a letter of sympathy to his family.

Voted the thanks of the Committee to Mr. ROBERT GIBSON and Mr. DANIEL PEARCE, in recognition of their long and valuable services as Honorary Secretaries respectively of the Whitby and Clovelly Branches of the Institution, which offices they had just resigned.

Paid 5,591*l.* for sundry charges in connection with various Life-boat establishments.

Voted 234*l.* 19*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arbroath	Fishing-cobles. Stood by cobles.	
Boulmer	Steam-trawler <i>Glenesk</i> , of North Shields. Landed 1 man and subsequently saved	8
Caister No. 1	Schooner <i>Jasper</i> , of Fowey. Landed 4 men.	
Cullercoats	Five fishing - cobles. Stood by cobles.	
Ilfracombe	Ketch <i>Esther</i> , of Apple-dore. Landed 2 men.	
Palling No. 1	Brigantine <i>Sam Weller</i> , of Brixham. Stood by vessel.	
Ramsey	Schooner <i>Useful</i> , of Barrow.	4
Watchet	Ketch <i>Annie Christian</i> , of Liverpool. Saved vessel and	4
Yarmouth	S.S. <i>Helen</i> , of Copenhagen. Stood by vessel.	

The Palling No. 2 Life-boat assisted to save the steam-trawler *Jules Orban de Xivry*, of Ostend; the Sunderland (South Outlet) Life-boat rendered assistance to the s.s. *Peña Rocías*, of Santander; and the Whitby No. 1 and Uppang Life-boats assisted to save the s.s. *Cayo Bonito*, of London.

Also voted 520*l.* 7*s.* 5*d.* for payment of launches of Life-boats or assemblies of crews, &c., with the view of assisting vessels in distress, at the following stations:—Ackerhill, Atherfield, Brighstone Grange, Broadstairs, Burry Port, Caister No. 1, Clacton-on-Sea, Clogher Head, Cromer, Gorleston No. 1, Hasborough, Margate No. 2, Newcastle, Newquay (Cornwall), Palling No. 2, Point of Ayr, Runswick, Sunderland (North Dock), Sunderland (South Outlet), Walton-on-Naze, Whitby No. 1, Wicklow, Winchelsea and Winterton No. 2.

Also 6*l.* to men injured while engaged in Life-boat service at Brighstone Grange, Newcastle, Runswick and Winterton.

Also 2*l.* to two men for rescuing, at considerable risk to themselves, four men from a small boat belonging to the s.s. *Mohican*, of Liverpool, which had been capsized off Brimness in a moderate S.W. wind with a considerable ground swell on the 1st January.

Also 1*l.* 17*s.* 6*d.* to H. GALLAGHER and four other men, GALLAGHER being specially commended, for rescuing the crew of five hands of a small fishing-boat, which was swamped in a strong south-easterly wind and moderate sea in Rosbeg Bay, near Aranmore, about 8 P.M. on the 28th December, 1903.

Also 1*l.* 17*s.* 6*d.* to five fishermen for putting off in a boat, and at considerable risk saving four men from the fishing-boat *Mary*, of Greencastle, which capsized in a strong north-westerly gale and heavy sea on the 14th January off Greencastle.

Also 1*l.* 2*s.* 6*d.* to three fishermen for rescuing three men from the fishing-boat *Wild Rose*, which capsized during a sudden squall off Filey on the 15th January.

THURSDAY, 10th March, 1904.

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

Read and confirmed the minutes of the previous meeting.

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

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

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

Northern District—Dunbar, Port Logan, Port Patrick, Whithorn, Kirkcudbright, Balcary, North Sunderland, Boulmer, Alnmouth, Cresswell, Maryport, Workington and Whitehaven.

Eastern District—Seaham, Seaton Carew, West Hartlepool, Saltburn, Redcar, Runswick, Staithes, Whitby (two boats) and Uppang.

Southern District—Dungeness (two boats), New Romney, Weymouth, St. Helier's, St. Peter's Port, Southsea, Hayling Island, Ramsgate, Broadstairs, Kingsdowne, Walmer and North Deal.

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

Irish District—Blackpool, St. Anne's (two boats), Lytham, Fleetwood, Piel (Barrow), Southport, Kingstown (two boats), Clogher Head, Drogheda, Poolbeg, Howth and Skerries.

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

Family of the late Mr. JOHN EVERETT, of Totton, Southampton, per Mr. DOUGLAS EVERETT	£	s.	d.
Sale of silver watch, trinkets, &c., received anonymously from Grimsby	20	-	-
Employees of Messrs. J. I. THORNYCROFT & Co., Ltd., Chiswick	11	8	-
Collected on board H.M.S. <i>Mildura</i> , per Commander C. E. KINGSMILL, R.N.	10	15	-
—To be severally thanked.	4	16	-

Also the receipt of the following legacies:—

The late Mr. EDWIN KAY, of Southsea, for two first-class Life-boats, to be named respectively <i>Edwin Kay</i> and <i>Sarah Kay</i>	£	s.	d.
The late Mr. HENRY MOUNTAIN, of Hounslow	1,798	16	8
The late Mr. HENRY BROOKE, of Huddersfield, per Huddersfield Branch	500	-	-
	100	-	-

The late Mr. WILLIAM HAMILTON, of Caw, Londonderry	£	s.	d.
The late Mr. F. W. N. LLOYD, of Bromley, Kent (interest)	50	-	-
The late Mr. P. S. RUSSELL, of Primrose Hill Road	14	17	1
	10	10	-

The Committee conferred the Institution's Decoration for Special Services other than the personal Saving of Life on Mr. ALFRED BELK, in recognition of his zealous and very valuable services for twenty-one years as Honorary Secretary of the Hartlepool Branch of the Institution.

The Committee also specially recognised the good services, extending over many years, of the following Honorary Secretaries of Branches of the Institution: Mr. ROBERT BAKER, Greenore; Mr. C. BATTERS, Point of Ayr; Mr. R. JULYAN GEORGE, M.D., Port Isaac; Mr. A. ERNEST HEAZELL, Nottingham; Mr. HENRY C. JONES, Herne Bay; Colonel T. L. HAMPTON-LEWIS, Rhoscolyn; Mr. J. PIERCE-LEWIS, Rhyl; Mr. J. H. Long, Youghal; Mr. J. W. LUDOLF, Leeds; Mr. W. H. SHAW, Southport; Mr. ROBERT STEWART, Johnshaven; and Mr. WILLIAM THOMAS, M.D., J.P., Southport.

Reported the transmission to their Stations of the Donna Nook and Troon new Life-boats.

Paid 7,537*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 382*l.* 7*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved
Ballywalter	Ship <i>Wellgunde</i> , of Hamburg. Stood by vessel.	
Boulmer	S.S. <i>Villalegre</i> , of Aviles. S.S. <i>Villalegre</i> , of Aviles. Landed 6 men.	20
Girvan	Fishing-cobles. Rendered assistance.	
Gourdon	A fishing-boat. Remained in attendance.	
Llandudno	Schooner <i>Progress</i> , of Wicklow. Took derelict out of track of vessels.	
Moelfre	Schooner <i>Emily Warbrick</i> , of Fleetwood. Landed 5 men.	
Newhaven	Brig <i>Commerce</i> , of Newhaven. Assisted to save vessel.	
Padstow	Trawler <i>Annie</i> , of Brixham. Assisted to save vessel.	
Palling No. 2	Brigantine <i>Mary Annie</i> , of Folkestone	1
Rhyl	Yacht <i>Lady Lucy</i> , of Liverpool	1
Seaham	S.S. <i>Lillian</i> , of Newcastle	12
Weymouth	Ship <i>Alauda</i> , of Hamburg. Stood by vessel.	
Wick	Fishing-boat <i>Olive</i> , of Wick. Rendered assistance.	
Winterton No. 2	Barque <i>Actæon</i> , of Drammen. Stood by vessel.	

The Broadstairs Life-boat assisted to save the s.s. *Margarethe*, of Bergen; the Dungeness Nos. 1 and 2 and Winchelsea Life-boats stood by the s.s. *Lake Michigan*, of Liverpool, transferred 46 persons to a tug, and subsequently landed them; Holyhead (steam) Life-boat assisted to save the schooner *Irish Girl*, of Dundalk; Howth Life-boat saved the ketch *Ocean Pearl*, of Wexford, and three men; Palling No. 2 Life-boat assisted to save the ketch *Amelia and Ann*, of Goole; and Walton-on-Naze Life-boat assisted to save the schooner *Leif*, of Rudkjobing.

Also 584*l.* 18*s.* 5*d.* to pay the expenses of launches of Life-boats or assemblies of crews, &c., at the following stations:—Aldeburgh, Anstruther, Atherfield, Bridlington Quay, Brighthelm, Brighton, Bull Bay, Campbeltown, Cromer, Donna Nook, Gorleston No. 1, Hasborough, Harwich (steam), Hayle, Howth, Kingstown No. 2, Looe, Mablethorpe, Margate Nos. 1 and 2, Newhaven, New Romney, Palling No. 2, Penzance, Plymouth, Pwllheli, Stonehaven, Sutton, Swansea, Walton-on-Naze, Whitburn, Whitehaven and Winchelsea.

The Ramsgate Life-boat was also launched on two occasions.

Reported that the Imperial Russian Association for Life-saving on Waters had awarded a First-class Certificate of Merit to the crew of the Hoylake Life-boat, for their gallant services to the brigantine *Matador*, of Riga, resulting in the saving of the crew of nine men on 16th October, 1902.

Voted 10*l.* to the widow of a coastguardsman, who had a fit and expired while putting the gear in order after the launch of the Margate No. 1 Life-boat on the 4th March.

Also 4*l.* to S. HARRIS and two other men, who at considerable risk saved the lives of nine persons from the drifter *Snowflake*, of Yarmouth, which stranded on the North Bank at Gorleston, in a moderate S.E. gale and very heavy sea, on the 21st September, 1903.

Also 1*l.* 10*s.* to six fishermen for rescuing fourteen men, the crew of the s.s. *Ruby Schultz*, of Antwerp, which ran ashore in a fog near Flamborough in a N.E. moderate breeze and choppy sea, on the 12th February.

Also 2*l.* 10*s.* to five fishermen, who at considerable risk rescued three men who were trying to get ashore at Montrose in the communication boat of the fishing-vessel *Ellen*, during a N.N.W. gale and a very heavy sea, which suddenly sprung up on the 18th February.

WEDNESDAY, 16th March, 1904.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the Royal United Service Institution, Whitehall, the Right Hon. Lord BRASSEY, K.C.B., in the Chair.

The Chairman having made some suitable observations on the great and national

character of the operations of the Institution, the Annual Report (which will be found in the May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by Lord CLAUD J. HAMILTON, Admiral the Hon. VICTOR A. MONTAGU, the Marquis of ORMONDE, K.P., Admiral Sir N. BOWDEN-SMITH, K.C.B., Sir HENRY SEYMOUR KING, K.C.I.E., M.P., Sir EDWARD BIRKBECK, Bart., Chairman of the Institution, and Captain the Hon. JOHN M. YORKE, R.N.

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

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

THURSDAY, 14th April, 1904.

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

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

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

Read and confirmed the minutes of the previous meeting.

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

Read the reports of the Chief Inspector of Life-boats on his recent visits to Fethard and Cowes.

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

Northern District—Campbeltown, Southend, Stornoway, Crail, Anstruther, St. Andrews, Broughty Ferry, Dunbar, Cresswell, Ackergill and Wick.

Eastern District—Hornsea, Withernsea, Scarborough, Filey, Robin Hood's Bay, Flamborough (two boats), Bridlington Quay, Grimsby, Skegness, Mablethorpe, Sutton, Donna Nook, Wells and Blakeney.

Southern District—Eastbourne (two boats), Hastings, Hythe, Winchelsea, Folkestone, Dover and Margate (two boats).

Western District—Cardigan, Sennen Cove, Penzance, Hayle, St. Ives, Porthleven, Mullion, Lizard, Cadgwith, Coverack, Porthoustock, Falmouth, Mevagissey and Looe.

Irish District—Groomsport, Portrush, Aranmore, Cudaff, Greencastle, Carrickfergus, Cloughey, Ballywalter, Newcastle (Dundrum), Killough, Fethard, Dunmore East, Tramore, Helvick Head and Queens-town.

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

	£	s.	d.
Collected on board steamers of the National Steamship Company, Limited, Newcastle-on-Tyne	14	13	3
Collected on board the s.s. <i>Port Royal</i> by Captain W. ROWE	4	10	6
Offertory at St. John's Church, Egremont, Cheshire	4	8	8

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. EDMOND DRESDEN, of Curzon Street, Mayfair, to provide in perpetuity a Life-boat for the coast of England or Wales, to be called the <i>Edward Z. Dresden</i> , after the testator's father	6,000	—	—
The late Mr. JOHN BREEDON, of Thurnby, Leicester	200	—	—
The late Miss H. L. RYMER, of Edinburgh	197	16	5
The late Major R. S. STEPHEN, of Douglas, per Douglas Branch	50	—	—
The late Mr. BARROW EMANUEL, of Pinsbury Circus	20	—	—
The late Miss JANE NORRIS, of Glasgow, per Glasgow Branch	20	—	—

The Committee expressed deep regret at the death of Mr. EDWARD FRENCH, who had, for the long period of thirty-eight years, been Honorary Secretary of the Palling Branch of the Institution, and a letter of sympathy was sent to his daughter, Miss L. FRENCH, who had for many years assisted her father in carrying on the work of the Branch. Miss FRENCH has since been appointed Honorary Secretary of the Branch by the Local Committee.

Great regret was also expressed at the death of Mr. J. G. BOYES and Mr. WILLIAM PAYNE, who had served respectively for many years as Honorary Secretaries of the Balcary and Southsea Branches of the Institution, and it was decided to send letters of condolence to the bereaved families.

Voted the best thanks of the Committee to Lieutenant H. T. GARTSIDE-TIPPING, R.N., in recognition of his good and much appreciated services as Honorary Secretary of the Isle of Wight Branch of the Institution, which office he had just resigned, as he was about to leave the locality.

Reported the transmission to their stations of the Harwich No. 1 and Polkerris and Fowey new Life-boats.

Paid 7,396*l.* for sundry charges in connection with various Life-boat establishments.

Voted 379*l.* 17*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	Yacht <i>Little Teal</i> , of Berwick. Saved yacht and	3
Dungeness No. 1	S.S. <i>Lake Michigan</i> , of Liverpool. Stood by vessel and landed 46 men from tug.	

Life-boat.	Vessel.	Lives saved.
Gorleston No. 2	Shrimp-boat <i>Falcon</i> , of Yarmouth. Saved boat and	2
Hoylake . .	Yacht <i>Shrimp</i> , of Rock-ferry	4
Lowestoft No. 2	Trawler <i>Industry</i> , of Lowestoft	5
Margate No. 1	Launch <i>Sterry</i> , of Lowestoft	3
Montrose No. 2	A fishing-boat, of Montrose	4
Newhaven .	Ketch <i>Progress</i> , of Brixham. Stood by vessel.	
New Romney .	Schooner <i>Antje</i> , of Geestemunde	5
Peterhead . .	S.S. <i>Ben Venue</i> , of Aberdeen	9
Rosslare Harbour	Schooner <i>Yarra Yarra</i> , of Skerries	3
Runswick . .	S.S. <i>Ayuthia</i> , of London	36
Staithes . .	Steam-trawler <i>Maggie Ross</i> , of Aberdeen	6
Stonehaven .	Fishing-boats. Remained in attendance.	
Wexford . .	S.S. <i>Belle</i> , of Wexford	9
	Smack <i>Annie</i> , of Wexford	7

The Lowestoft No. 2 Life-boat also assisted to save the trawler *Industry*, of Lowestoft; the Margate No. 1 Life-boat saved the ketch *Robert Henry*, of Rye, and 3 men; the Pakefield Life-boat assisted to save the steam-trawler *Frobisher* and 9 men; the Porthleven Life-boat rendered assistance to the launch *Sterry*, of Lowestoft; and the Ramsgate Life-boat assisted to save the brigantine *Eleanor*, of Yarmouth, the brig *Gwydyr Castle*, of Liverpool, and the schooner *Regulus*, of Riga.

Voted 531*l.* 9*s.* to pay the expenses of launching the following Life-boats or assembling the crews, with the view of assisting the crews of vessels in distress:—Aldeburgh, Broadstairs, Clacton-on-Sea, Coverack, Cresswell, Dunbar, Fraserburgh, Girvan, Gorleston No. 1, Holyhead (steam), Irvine, Lowestoft No. 2, Mablethorpe, Margate No. 1, Newbiggin, New Brighton (steam), New Romney, North Deal, Walton-on-Naze, Whitelink Bay, Wicklow and Winchelsea.

The Ramsgate Life-boat was also called out on two occasions, but her services were not eventually required.

Granted additional awards to the crews of the Hoylake and Runswick Life-boats for very excellent services performed on the 3rd April and 8th March respectively.

Voted 2*l.* 5*s.* to nine men of the Aldeburgh smack *Gypsy*, for picking up and taking into Harwich the crew of eight hands of the brig *Remembrance*, of Whitby, which stranded on Bawdsey Bank, off Orfordness, and sank during moderate weather, on the 3rd April.

Also 1*l.* 4*s.* to four men for assisting six men of the brigantine *Eleanor*, of Yarmouth, who were in a damaged boat, to board the Gull Lightvessel on the 12th March, and for afterwards landing them at Deal.

Also 14s. to four men for landing three men who had been capsized in a small boat in a strong squally N.E. wind, on the 2nd March, off Southend, but managed to reach a shrimping boat, from which they were taken into the other boat.

THURSDAY, 12th May, 1904.

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 Cowes.

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

Eastern District—Brancaaster, Hunstanton, Cromer, Hasborough, Palling (two boats), Sheringham, Winterton (two boats), Caister (two boats), Yarmouth and Gorleston (three boats).

Southern District—Southsea, Bembridge, Harwich (two boats), Walton - on - Naze, Clacton-on-Sea, Walmer, Swanage, Poole and Bournemouth.

Western District—Weston - super - Mare, Penarth, Barry Dock, Minehead, Watchet, Burnham, Rhyl and Llandudno.

Irish District—Kingstown (two boats), Fenit (Tralee Bay), Courtmacsherry, Youghal, Ballycotton, Fethard, Kilmore and Rosslare Harbour.

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

	£	s.	d.
Mr. ROBERT LODGE, to provide a Life-boat to be named the <i>Francis Whitbourn</i>	1,050	-	-
Trustees of Berman's Charity (additional)	10	10	-
Offertory on board H.M.S. <i>Ariadne</i> , per the Rev. J. E. HOGAN, R.N.	3	15	-
Offertory on board H.M.S. <i>Albion</i> , per the Rev. CHARLES MOORE, R.N.	2	5	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss ELEANOR BROWN, of Wandsworth, for a Life-boat for the English coast, to be called the <i>Eleanor Brown</i>	1,099	5	-
The late Miss EMMA EMBLETON, of Methley	1,000	-	-
The late Mr. THOMAS JOHNSTON, of Kelso	739	12	5
The late Miss SARAH GRIFFITHS, of Dalston.	400	-	-

	£	s.	d.
The late Mrs. E. J. C. WILSON, of Scarborough	200	-	-
The late Miss A. P. SHEPARD, of St. Teath, Cornwall	59	1	7
The late Mrs. F. E. THOMAS, of Nunney, Somerset (additional)	2	8	7

The Committee expressed much regret at the death of Mr. T. G. PEARSON, who had been Honorary Secretary of the Saltburn Branch of the Institution for many years, and it was decided to send a letter of condolence to his widow.

Reported the transmission to their stations of the new Life-boats for Port Erroll, Salcombe and Yealm River.

Paid 5,193*l.* for sundry charges in connection with various Life-boat establishments.

Voted 146*l.* 5*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved
Port Logan . .	Brigantine <i>Jessy</i> , of Drogheda. Stood by vessel.	
Torquay . .	Four - masted barque <i>Howth</i> , of Dublin. Stood by vessel.	
Totland Bay .	Schooner <i>The Saint</i> , of Padstow	6
Whitby No. 1 .	Fishing - coble <i>Lady Morris</i> , of Whitby	2
	Fishing - cobiles, of Whitby. Landed 1, and attended cobiles.	
Winchelsea .	Ship <i>Derwent</i> , of London. Stood by vessel.	

The Kingsdowne Life-boat assisted to save the barque *Baidur*, of Trondhjem, and the Port Logan and Fishguard No. 2 Life-boats rendered assistance to the brigantine *Jessy*, of Drogheda, and the smack *George Evans* respectively.

Also 114*l.* 14*s.* 1*d.* to pay the expenses of launches of Life-boats or assemblies of crews with the view of assisting persons in distress at the following Stations:—Broadstairs, Fraserburgh, Girvan, Harwich No. 1, North Deal, Port Erroll, Runswick and Whitelink Bay.

Also 7*l.* 2*s.* 6*d.*, including medical expenses, to a member of the crew of the Winterton Life-boat for injury incurred in the Life-boat.

Also 4*l.* 11*s.* to eleven men and several helpers for putting off in the Town Life-boat at Brighton, in a strong westerly wind and rough sea, on the 10th April, and rescuing the crew of three hands of the ketch *Antelope*, of Portsmouth, which had been beached in a sinking condition.

Also 2*l.* 10*s.* to five coastguardsmen for rescuing two men from a small boat, which was being driven out to sea, in a south-westerly gale and very heavy sea, off Glenarm, Co. Antrim, on the 3rd April.

NOTICE.

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

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

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

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

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

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

Telegraphic Address:

"LIFE-BOAT
INSTITUTION,
LONDON."



Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (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 in 1824 (to 31st Dec., 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 287 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., Strand; and by all the other Bankers in the United Kingdom.—1st August, 1904.