

# THE LIFE-BOAT.

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## THE ENCROACHMENT OF THE SEA.

It is only to be expected that the subject of the erosion of the coast, which in other words means the encroachment of the sea, should be one of considerable interest to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The nature of Life-boat work demands that in many cases the Life-boat houses must be erected as near to the sea as possible, whilst expensive slipways and other means for launching have also to be provided to put the stations in as efficient a state as possible. Any variation in the coast naturally alters the circumstances in which a life-boat is launched; not only does the *erosion* of the coast affect the launching conditions, but also *accretion* makes difficulties; however, this does not so frequently cause trouble as erosion. In selecting sites for Life-boat houses therefore it is of the utmost importance to study what has taken place, what is likely to be expected from the action of the sea and what sea defence works may be in contemplation in the neighbourhood. There are many parts of the coast of Great Britain and Ireland where to erect anything of a so-called permanent nature, such as a steel or

timber slipway, would be simply throwing money into the sea. Take for instance the Holderness coast in Yorkshire, between Bridlington and Spurn; parts of this are being swallowed up by the sea in exceptional years by as much as 20 feet a year. Much of the coast of Norfolk and Suffolk is suffering in a like degree. At Pakefield (Suffolk) in 1884 the Life-boat Institution had two life-boat establishments, a large life-boat and a small one, both in wooden houses on the sea front, with timber slips or platforms for launching over. Not only has every vestige of the houses and slipways disappeared, but many of the buildings standing some distance inland from them have also fallen victims to the inroads of the sea. The Life-boat houses at Southwold are being similarly threatened, but these are only two among many instances which might be quoted.

Sea defence works on the comparatively small scale usually carried out have anything but a salutary effect on the immediate neighbourhood. The sea is inexorable, and if you block it out in one place it will find its way in at another; consequently a spot which has had a good

reputation for withstanding the sea may, as the result of neighbouring sea defence works, have its character completely altered. Some of the boat-houses of the Life-boat Institution have suffered from this cause.

Sea defences, to be of any good, must usually involve considerable outlay, although if the mischief be taken in time the outlay is of course much reduced; unfortunately, in the majority of cases, action is not taken soon enough, with the result that, when action is taken, the depredations of the sea have made such headway that enormous sums have to be raised to provide any satisfactory check.

Another great difficulty is the lack of combined action in the owners of the coast line affected. This is not difficult to understand; individual interests vary so greatly that any attempt at combined action is met with so much controversial matter on account of these different interests, that it is usually doomed to failure. The result is that a far-seeing landlord takes time by the forelock, protects his property by groyning or other means at the expense of the neighbouring part of the coast, and if a Life-boat Station happens to be on that neighbouring part of the coast, the Life-boat Institution suffers, and has to provide a new boat-house and possibly expensive launching arrangements. Careful as the Institution is in selecting its sites for Life-boat Stations, it will readily be seen by these remarks that it is not always possible to guard against contingencies.

The erosion of the coast, its causes and cures, is a deeply scientific subject involving the closest study. This will be gathered from the perusal of a series of articles, by Mr. R. G. Allanson-Winn, in the monthly periodical entitled "Public Works," November, 1903, to February, 1904. The writer has, it is understood, been for many years associated with sea coast protection works and has given up much of his time to the problems in connection with land reclamation and

the erosion of the coast. These articles traverse a considerable part of this important subject, and place the writer's views and theories before the public; they are instructive and conducive to thought; quotations from them will probably prove of interest to those who have not time to read the whole series.

As to the causes of erosion and accretion, speaking generally—"We have shifting winds, currents varying at different depths in direction and intensity, the daily change of the tide, the never-ceasing alterations in submerged banks, causing the currents to infringe with ever varying effect upon the neighbouring shores, and, possibly worst of all, we have the absolutely indeterminable concurrences of exceptionally high tides and storms. Startling indeed are the results of these storms on occasions, and the task of collecting all the data really necessary before setting to work often seems well nigh hopeless. In no two places are the conditions precisely similar, and a very great deal of judgment is necessary to avoid a useless expenditure of money." There is, apparently, no systematic method adopted by the Government or any public body for collecting all the necessary information as regards the above, and keeping a trustworthy record of the changes annually taking place round our coasts; the writer of these articles recommends that a Department should be formed among whose duties should be: "(1) The systematic and repeated taking of sections (over the same lines) on all shores, as well as contours of high water, low water, and mean sea-level lines; (2) The taking of soundings; (3) Calculations based on observations respecting the varying rates and directions of currents at high water, low water, and mean sea-level; (4) Observations as to the velocity and *vis viva* of waves; (5) Observations on the travel of beach sand and other material, especially round headlands, piers, breakwaters, and across bays and estuaries of

ivers." It would appear that in Germany this matter is taken charge of by the State, and there is in Dresden an experimental laboratory called the "Flussbau Laboratorium," at which may be seen models of the big rivers, and the Professor is enabled, by regulating the supply of water and by the introduction of coloured sands, to show what happens in time of flood or the reverse, and by the introduction of miniature breakwaters and other obstructions, or by cutting channels, good ideas can be formed of what really might take place.

At present a committee of the British Association has arranged, by the assistance of the Admiralty, to obtain returns of changes noted from time to time in the shores of the several coastguard districts of any protective works which may be carried out, and of the effects produced by such works. This, the writer of the articles says, does not go far enough, but is a step in the right direction. Most people probably are under the impression that this subject is covered by the labours of the Hydrographical Department of the Admiralty; but—"the hydrographical surveys constantly being carried out by the Lords Commissioners of the Admiralty are of great value for the detection of banks in process of formation, and other changes which are taking place on the sea bottom. There are, however, only ten vessels employed in this gigantic task, both in home and foreign waters, and it can be readily understood how slow must be the process." One cannot help agreeing with the author that an extension of these hydrographical surveys, embracing also the question of the actual foreshore alterations and the taking of records, would throw a good deal of light on the whole subject of foreshore protection.

It is interesting to learn that from the author's observation when important works are about to be started "the greatest attention is bestowed upon the surface currents, and experiments are

conducted with floats, &c., whilst the material bearing and material shifting currents near the bottom are, by comparison, neglected." Some very interesting details are then given of the effects of the erosion taking place in deep water below low water mark, and the author states "that heavy material is often moved in depths of 10 fathoms is now no longer a matter of doubt—it is a proved fact."

In referring to the "march of the sea," as it is occasionally recorded by history or tradition—"An examination of the records of several places on the east coast of England tends to prove that in the olden days towns and villages stood directly over the site of the present 5 fathom line, *i.e.*, there is now a depth of 30 feet of sea water where formerly dry land above was to be found. Here again we observe the advance of deep water, and since it is improbable that the general inclinations of the shore and sea bottom have very materially altered since the old days, we may fairly suppose that when those ancient towns existed the then 5 fathom line was a mile or so out to sea, *i.e.*, two miles from the present coast line."

Among agencies causing erosion—"It is also known that marine forces, shell-fish, &c., are constantly at work disturbing material which is then more readily moved by storms and currents." The movement of material by fresh water springs is also a prolific cause of erosion.

To sum up, the causes of the erosion where the coast material is of a soft and easily eroded nature would appear to be—

1. The surf and wave action aided by currents on the visible shore between high and low water marks.
2. The erosion going on below low water level, perhaps many miles distant and in 5 to 10 fathoms.
3. The action of countless forces, shell-fish, worms, eels, &c.
4. The action of submarine springs.

Nos. 1 and 2 being the principal causes, 3 and 4 contributory causes.

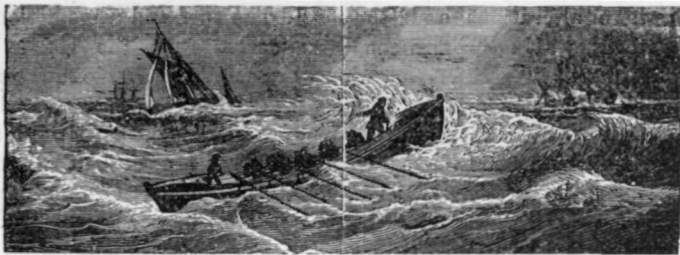
When we come to the remedial methods advocated by Mr. Allanson-Winn, we are on ground somewhat controversial, and into which it is not the province of this article to follow. Mr. Allanson-Winn is a great advocate of the use of the "Case" groyne, and in support of his views he gives interesting examples of their success and comparisons with other methods. In alluding to them he remarks, "But the groynes, useful though they have been, will not work miracles: they will not affect the alterations in the sea bottom beyond their reach and 'out of range' so to speak." At considerable length the writer of the articles in question expounds his theories as to deep water currents and the travel of material held in suspension and heavier material moved along the bottom, and deplores the want of absolute knowledge on the matter.

Perhaps, however, the most interesting chapter is that devoted to "The Collection, Distribution, and Abstraction of Natural Defences." With regard to the removal of Natural Defences—"The question of the wholesale removal of the foreshore material for builders' purposes or for ballast is one which is being constantly brought under the notice of those engaged in the protection of the coast line," and the author instances Bray, near Dublin, "where the foreshore owner is removing shingle and gravel at the rate of about 10,000 tons per annum." It is not unusual, he states, to find the authorities at seaside watering-places in a state of

considerable anxiety about the disappearance of "beach" from their foreshores, and yet to find the same people are selling the "beach" for building or other purposes at a considerable profit, the idea being prevalent that the next tide brings in as much as has been taken away! This certainly seems to be a practice to be discountenanced, and in many instances latterly the Board of Trade has stepped in and stopped the abstraction of the natural defence. To quote again—"When we consider that 10,000 cubic yards of beach—quite a common amount to be taken away from a foreshore in the course of a year—represents a bank 15 ft. high, 30 ft. wide, and 600 ft. long, and that in most cases this can only be replaced by material eroded from neighbouring cliffs, and what is carried from deep water during storms, we can arrive at some idea of the trials of a foreshore engineer who is endeavouring to collect, arrange, and retain material for the protection of the coast line."

The whole subject is one of deep interest and national importance. Acres and acres of the country are being conquered by the sea annually, and though much is done it is but a drop in the ocean.

To stop the ravages done by the sea is not in human power, but that more might be done than is done must be patent to all who have in any way been brought in touch with the question, and the more the subject is brought prominently before the public, and the various theories of amelioration ventilated, the more likely is it to receive the attention due to it.



## LIFE-BOAT SATURDAY FUND.

THE Life-boat Saturday "Season" for 1904 is now almost over, and having regard to the wave of commercial depression which has been sweeping the country, it has been a decidedly successful one. When times are bad it needs all the pluck and all the zeal that can be mustered to make any headway in philanthropic work. Fortunately, however, there has been no lack of either of these very excellent commodities amongst the enthusiastic bands of the Life-boat Saturday workers. Much has therefore been attempted and much triumphantly carried through. By the judicious substitution of a house-to-house collection for a demonstration or a procession, and *vice versa*—a variety in the means for securing the one end, aim, and object in view, namely, the procuring of money, being always desirable—the Saturday Committees have

not only diplomatically adopted what seemed, in the circumstances, to be the most likely plan to succeed in the various cities and towns where the movement has operated, but have also most wisely endeavoured to keep down and prevent all unnecessary expenditure, and so to continue to win and merit the confidence of the charitable public. When the accounts of the Fund are made up at the close of the year, it will doubtless be found that, all things considered, a very substantial amount has been raised for the great national life-saving service which the ROYAL NATIONAL LIFE-BOAT INSTITUTION has energetically carried on for more than fourscore years, a service which has been instrumental, directly or indirectly, in rescuing nearly 45,000 persons from a watery grave, thus averting dire calamity befalling many thousands of "hearths and homes" both at home and abroad.

## UNITED STATES LIFE-SAVING SERVICE.

AT the close of the fiscal year which ended on the 30th June, 1903, there were embraced in the Life-saving Service of the United States no less than 273 stations, 196 of which were established on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the falls of the Ohio River, Louisville, Kentucky.

It is found on examination of the tables issued by the Government that only in a comparatively few instances—or at all events in the minority of cases—the stations are kept open all the year round, the periods of operations generally ranging from three to ten months.

The number of disasters to documented vessels within the scope of the service was 346. On board these vessels there were 3,682 persons, of whom 20 were lost. The number of vessels totally lost was 57. In addition to the foregoing, there were 351 casualties to undocu-

mented craft, sailing boats, pulling boats, &c. These carried 655 persons, 4 of whom perished.

The estimated value of the documented vessels incurring disaster was \$7,101,605, and that of their cargoes \$1,746,610, making the total value of the property involved \$8,848,215. Of this amount \$7,683,580 was saved, and \$1,164,635 lost. The value of the property involved in the cases of undocumented vessels was estimated at \$202,935, of which \$198,465 was saved and \$4,470 lost.

The life-saving crews saved and assisted in saving 438 imperilled vessels. Of this number 287 were saved without other assistance. In the remaining 151 instances, the life-saving crews co-operated with tugs and other agencies. Besides this they afforded assistance to 573 other vessels, thus rendering aid altogether to 1,011 vessels of all kinds,

including small craft. In addition there were 218 instances in which vessels running into danger were warned off by station patrolmen.

The surf-boat was used 878 times, making 1,180 trips. The self-righting and self-baling Life-boat was used 90 times, making 123 trips. The gasoline launches at the City Point Station (second district) were used 71 times, making 80 trips. Smaller boats were used 474 times, making 537 trips. The river life-skiffs at the Louisville Station (tenth district) were used 41 times, making 44 trips. The breeches buoy was used 9

times, making 86 trips. The wreck gun was employed 12 times, firing 30 shots. The heaving stick was used 25 times. There were landed by the surf-boat 1,086 persons; by the life-boat 60; by the gasoline launches 102; by the river life-skiffs 46; by other station boats 174; and by the breeches buoy 79.

The net cost of maintaining the United States Life-Saving Service during the year ended the 30th June, 1903, was \$1,721,727 plus the sum of \$42,780 for salaries of the officials at the head office. Total \$1,764,507 (£362,570).

### "THE LIFE-BOAT MEN."

The following are the words of a spirited and striking song, set to music by the well-known composer Stephen Adams, recently published by Messrs. Boosey & Co., of Regent Street, London. The words, it will be observed, are by F. E. Weatherly, the Author of so many popular ballads. This Life-boat song is dedicated by special permission to H.R.H. Princess Henry of Battenberg, Governor of the Isle of Wight, who is patron of the Branch of the Institution in that island, and has ever taken the warmest interest in the Life-boat work carried on by the Institution all round the shores of the United Kingdom.

WHEN the wild wind blows by day or night,  
And you are safe at home,  
Are you thinking then of the Life-boat men  
Watching the hungry foam?  
Quitting the toil that gives them bread,  
Leaving their babes and wives,  
Ready to go when the word is said,  
Ready to give their lives.

For it's out they go when the signal  
comes,  
Out from the thundering shores,  
'Tisn't the pay that makes them stay  
Gripping the straining oars;  
It's the Spirit of Love from Heav'n  
above,  
Working in what they do;  
Think of them, then, women and men,  
And pray for the Life-boat crew.

Your sailors sing, as away they swing,  
Longing to meet the foe,  
But the Life-boat crew has no heart to sing,  
Silent and grim they go.

Gripping their oars, with faces white,  
Asking no glory's crown,  
Life for life is their awful strife,  
Rescue, or fail and drown!  
For it's out they go, etc., etc.

And you that have money and time to spare,  
And everything else you crave,  
Is there no deed that you will dare?  
No one that you can save?  
Think of the shipwrecked souls to-night,  
Close to you, in your ken,  
Give them a hand, pull them to land,  
Just like the Life-boat men.

For it's out they go when the signal  
comes,  
Out from the thundering shores,  
'Tisn't the pay that makes them stay  
Gripping the straining oars:  
'Tis the Spirit of Love from Heaven  
above,  
Working their whole lives through;  
Think of them, then, women and men,  
And do like the Life-boat crew.

F. E. WEATHERLY.

## NEW LIFE-BOATS.

ABERDOVEY, MERIONETHSHIRE; ABERSOCH, CARNARVONSHIRE; ANSTRUTHER, FIFESHIRE; GRIMSBY, LINCOLNSHIRE; LITTLEHAMPTON, SUSSEX; RHOSNEIGIR, ANGLESEY; SHOREHAM, SUSSEX; ST. AGNES, SCILLY ISLANDS; SOUTHEND, CANTYRE; and SOUTHPORT (No. 2), LANCASHIRE.—The Life-boats placed by the Institution on these stations have recently been replaced by new boats of the most modern types; four (Abersoch, Anstruther, Southend (Cantyre), and Southport) having been supplied with "Watson" boats, two (Grimsby and St. Agnes) with boats of the "Liverpool" class, and the remaining four (Aberdovey, Littlehampton, Rhosneigir, and Shoreham) with new self-righting boats, furnished with all the latest improvements. In each case the Institution was enabled to provide these boats from generous gifts specially presented to it. The boat sent to Aberdovey, named the *William Brocksopp*, was provided from a legacy left to the Institution by the late Mr. BROCKSOPP, of Holloway. The new Life-boat at Abersoch, like her predecessor, is named *Oldham*, in acknowledgment of the liberal contributions from that town for the original boat bearing that name, annually supplemented by a large subscription. The new Life-boat for Anstruther was supplied from a contribution given by Mrs. JAMES WALKER, of West Calder, in memory of her husband and only child, and is named, in accordance with her wishes, the *James and Mary Walker*. The Grimsby new Life-boat, *Charles Burton*, is so named in compliance with the direction of the Trustees of the late Mr. C. T. M. BURTON, who handed to the Institution a donation from his estate to defray the cost of a new Life-boat to bear his name. The *Brothers Freeman* is the name of the boat sent to Littlehampton, the expenditure for the building and equipping of which was met by a bequest received from the estate of the late Mr. FRANCIS J. FREEMAN, of Abbey Road, St. John's Wood. The Rhosneigir boat, like the one she superseded, is named the *Thomas Linjham*, in acknowledgment of a handsome

legacy from the late Mrs. LINGHAM, of Norwood. The new Life-boat sent to the Scilly Islands was presented to the Institution "In Memoriam" by S. C. G., a benevolent donor (since dead) who did not wish her name divulged; she stipulated that the boat provided from her gift should be known as the *Charles Deere James*, and stationed on the west coast of England. The Life-boats at Shoreham and Southend are endowed boats, the gifts respectively of the late Mr. ROBERT KER, of Auchinraith, Scotland, and Mr. W. RESTELL, of London, and are accordingly, like their predecessors, named the *John R. Ker* and the *William Restell*. Southport is indebted to the Trustees of the late Mr. JOHN HARLING, of that town, for two-thirds of the cost of the new boat sent to that station, she being named after him, the *John Harling*.

The inaugural launch of the Aberdovey new Life-boat took place at her station on 29th September last in the presence of a large concourse of people. The proceedings commenced and ended with the singing of hymns, and prayer was also offered by the Vicar, the Rev. JOHN ROWLANDS, M.A. The District Inspector of Life-boats, Lieut. ROWLEY, R.N., handed the boat over to the care of the local committee and the gift was accepted with gratitude by the Vicar, as Chairman. He afterwards called upon Mrs. WYNNE, of Peniarth, to perform the ceremony of naming, after which the boat was launched and was taken for a cruise in the estuary. On their return to shore, an entertainment was given to the Life-boatmen at the Dovey Hotel.

A most interesting ceremony took place at Abersoch on the 15th September last, when the new Life-boat *Oldham* was publicly named and launched for the first time. Miss GREAVES, the daughter of Mr. J. E. GREAVES, the Lord Lieutenant of Carnarvonshire and chairman of the local Life-boat committee, had kindly consented to name the boat, but in her unavoidable absence, the ceremony was performed by Mr. GREAVES himself. The programme had been excellently arranged, and the proceedings, which

were throughout most successful, were watched by those assembled together with great interest. First of all came the presentation of the Life-boat from the donors to the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The gift was accepted, on behalf of the Institution, by the District Inspector of Life-boats, Lieut. ROWLEY, R.N., who handed over the boat to the charge of the local committee. Mr. GREAVES accepted the gift, and the Rector of Llanengan then conducted an impressive service, at the conclusion of which the audience sang the hymn, "For those at Sea." Mr. GREAVES next named the boat, which was successfully launched, during which the Portmadoc Volunteer Band played selections of music. The *Oldham* then took a short cruise, and afterwards returned to the boat-house, where the crew assembled, and marched, headed by the Portmadoc Volunteer Band, and followed by the Lord Lieutenant, the Rector of Llanengan, officers and officials, to The Cottage, the residence of Mr. and Mrs. HARRY MORGAN, where the crew of the Life-boat were entertained at an excellent dinner, and were addressed by the Rev. W. RHEIDIOL ROBERTS. During dinner the band played several pieces of suitable music, and at the conclusion the whole of the company assembled sang, "God save the King." Mr. and Mrs. HARRY MORGAN took the greatest interest in the event, and the success of the proceedings was undoubtedly mainly due to their untiring efforts. In the evening Dr. and Mrs. GRIFFITH gave a very successful concert in the schoolroom, Sarn Bach, under the efficient conductorship of the Rev. W. RHEIDIOL ROBERTS, the proceeds being handed to the local Life-boat fund.

The Anstruther new Life-boat was inaugurated with much ceremony on the 9th September, in the presence of the generous donor, Mrs. WALKER, of West Calder, and as the weather was most propitious for an outdoor ceremony, large crowds of people gathered on the piers and every point of vantage until about 4,000 were congregated. The harbour was gay with hunting, nearly all the numerous fishing-boats there exhibiting flags. A platform was erected at the west side of the new Life-boat

house for the use of the principal guests, and the proceedings were presided over by Provost DALZELL, who said: "It is very gratifying to observe this large and representative gathering now assembled to witness these interesting proceedings. It may be accepted as a proof that public interest in the ROYAL NATIONAL LIFE-BOAT INSTITUTION remains unabated, and that our local efforts are so heartily seconded by this community, all of whom are more or less associated and identified with seafaring and fishing interests. (Applause.) It would occupy too much time to enter into statistics to illustrate the widespread benefits which this admirable Institution bestows. In every possible way it endeavours to ameliorate the conditions of seamen by exercising an almost paternal care over them. (Applause.) It plants Life-boats at every dangerous point on our exposed and rockbound shores, erects stations for their protection and care, and maintains them in a state of the highest efficiency at a very large yearly expense, with the humane object of rescuing from the jaws of death seamen of all nationalities, whose lives may unhappily be placed in jeopardy. (Applause.) The Institution does not ask, nor does it enjoy, any subsidy or aid from Government for carrying on its philanthropic work, but relies solely on the support of an appreciative and sympathetic public—appeals which have never yet been made in vain." (Applause.)

After referring in warm terms to the generosity of the donor, and to the efforts of their hardy fishermen, whose brave hearts and willing hands were ever ready when the Life-boat was called for, he invited Lady ANSTRUTHER, of Balcaskie, to perform the ceremony of declaring the new Life-boat house open for the specific purpose for which it was dedicated, which she proceeded to do amid loud cheers, the door being opened and the Life-boat brought out on the slip ready for launching.

The District Inspector of Life-boats, Lieut. BASIL HALL, R.N., then addressed the assemblage, and he also spoke in high terms of the excellent service rendered by the crews of the Anstruther Life-boat, after which he called on the local committee to accept from the



Institution the charge of the boat, to which he wished God-speed and good luck. (Cheers.)

Sir RALPH ANSTRUTHER, as President of the branch, expressed their warm gratitude to the Institution and the donor, and said the whole community would do their best to deserve the good opinion held of them, and use the Life-boat in the very best possible way. (Applause.)

After a short religious service, the donor, Mrs. WALKER, was conducted from the platform to the carriage of the boat, and performed the naming ceremony by breaking a bottle of wine over the stern. The boat was then launched into the harbour, and exercised under oars, after which the sails were hoisted and a short cruise was made outside the harbour with Mrs. WALKER, Sir RALPH and Lady ANSTRUTHER, and others on board. The Life-boat was much admired, and was declared to be most suitable for this coast.

Littlehampton was *en fête* on the 11th August last, when the Duchess of NORFOLK paid her first visit to the town for the purpose of naming the new Life-boat. Her Grace was accompanied by the Duke of NORFOLK, Lady MARY HOWARD and the Duchess's sister, the Honorable Mrs. ERIC DRUMMOND. A crowd of several thousands assembled to witness the ceremony. Mr. KEPPEL H. FOOTE, District Inspector of Life-boats, formally handed over the new Boat to the care of the Branch, and the chairman of the local committee, Captain E. H. HILLS, R.N., thankfully accepted the trust and asked the Duchess to name and launch the boat. Her Grace then took the bottle of wine, which had been suspended by a ribbon ready for the christening ceremony, and saying: "I name this boat 'The *Brothers Freeman*,' and wish it God-speed," smashed it against the stern of the vessel. At the same moment the boat was released, and glided down the slips into the river amidst hearty cheering. The crew were ready at the oars, and the new boat was soon out at sea, advantage being taken of the occasion to hold the quarterly practice. The Duke of NORFOLK, in returning thanks for the welcome which had been

given to the Duchess, said it had given them very great pleasure to assist at the function which had just taken place. No more suitable occasion could have been chosen for giving him an opportunity of introducing his wife to Littlehampton, and he hoped many other opportunities would be found to enable them to see his old friends in the future. Three cheers for the Duke and Duchess brought the proceedings to a close.

The new boat presented to the St. Agnes (Scilly) Life-boat station was successfully launched on the 25th August last, and the new slipway recently constructed was also officially opened at the same time. The station was first formed in the year 1891, and the boat then placed there had been instrumental at various times in saving life and property. There had, however, always been a difficulty in launching the boat at low water, the shore, for the most part, bristling with rocks, running out for a considerable distance almost on a dead level, and the fear existed that the time would surely come when the boat's services would be required and it might be found impossible to get her into the water without considerable delay. Some two years ago it was, therefore, decided by the Institution to make a slipway, 1,068 feet long, from the boat-house to a point where the boat could be launched into four feet of water at the lowest spring tide.

A considerable number of persons visited St. Agnes to witness the ceremony. The proceedings were opened by Mr. T. A. DORRIEN-SMITH, J.P., President of the Scilly Islands Branch, after which the District Inspector of Life-boats, Lieut. ROWLEY, R.N., formally called upon the local committee to take charge of the renovated station, and bore high testimony to the ready and efficient services rendered by the local boatmen in manning the Life-boats; he also referred to the excellent manner in which Mr. E. J. BLUETT had carried out his duties as local honorary secretary during the past 23 years. His services to the Institution had been faithfully performed and deserved the highest commendation.

Mr. DORRIEN-SMITH, in accepting the boat and slipway on behalf of the local

committee, said he was pleased that a larger boat had been placed at the St. Agnes station. There was, in his opinion, a great necessity for the change, and he was confident that the brave Life-boatmen would do their duty in the future as they had always done in the past. He felt that they had an efficient slip, an efficient boat, and an efficient crew. (Cheers.) The boat was named the *Charles Deere James*, by Mrs. BOSCAWEN, the eldest daughter of Mr. DORRIEN-SMITH, who had been requested to perform the ceremony by the local committee. A short religious service was then held, the Rev. A. E. BANAN, chaplain of the isles, reading prayers and a Psalm. The hymn "Eternal Father, strong to save" was sung, the St. Mary's brass band leading the singing. The Rev. A. E. BANAN pronounced the Benediction, and Mrs. BOSCAWEN then launched the boat by releasing a patent slip hook, when the Life-boat was run on her carriage down the slipway into the water with the aid of half a dozen men.

The Southport new Life-boat was publicly launched at her station on the 27th August last. In opening the proceedings, Sir GEORGE PILKINGTON said that in the unfortunate absence of the Mayor and Mayoress and Mr. JOHN UNWIN, J.P., chairman of the local committee, it was a great pleasure to all resident in their locality to know that in their new boat they possessed one of the finest Life-boats in the kingdom, and as the Lancashire Life-boatmen

were amongst the bravest of the brave, they had every hope that, should the boat be required at any time, she would bring back the brave men who manned her, and with them the crew that they were ready to lay down their lives to rescue. (Applause.) Dr. THOMAS, one of the zealous honorary secretaries of the Southport branch, then invited Lady PILKINGTON to perform the naming ceremony. Her ladyship, who was received with great applause, accordingly named the boat in the usual way—by breaking a bottle of champagne at the bow. The hymn, "Eternal Father, strong to save," was then heartily sung to the accompaniment of the "Indefatigable" band. Lieut. MACLEAN, R.N.R., District Inspector of Life-boats, then gave those present a full description of the new boat, and, on behalf of the Institution, said he had great pleasure in handing the handsome boat over to the Southport branch. (Applause.)

A short prayer was then offered by the Rev. Canon HONEYBURNE, after which the "Indefatigable" band played "God bless the Prince of Wales" and the "National Anthem."

The ceremony was brought to a close by Mr. G. H. BLAIR firing a salute, and by three cheers being given for the King, the Prince of Wales, and Sir George and Lady Pilkington.

Subsequently the Life-boat, in charge of Coxswain Robinson, was sailed a short distance, Lieut. MACLEAN and members of the local committee being aboard.

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

WALTON-ON-NAZE, ESSEX.—At 9.30 A.M. on the 26th Feb., 1904, a telephone message was received from the Gunfleet Lighthouse stating that a vessel was aground on the sands. The crew and helpers of the Life-boat *James Stevens* No. 14 were at once summoned, and the Life-boat promptly manned. There was a strong S.S.E. gale blowing, and it was cold and rough with heavy snow squalls. Under all sail the Life-boat proceeded to the vessel, which proved

to be the schooner *Leif*, of Rudkjobing; the master subsequently agreed with the Life-boat men and a tug, which had also come out, to save his vessel. This they succeeded in doing, and took the vessel into Harwich.

WICK, CAITHNESS-SHIRE.—On the 26th February, while the fishing boat *Olive*, of Banff, was attempting to put to sea in a moderate S.E. breeze, but rather rough sea, she grounded on a sandbank

at the mouth of the harbour, when a huge wave drove her on to the rocks at the back of the North Quay. The coxswain of the Life-boat *John Avins*, seeing the danger she was in, at once launched the Life-boat and proceeded to her. On arrival the skipper asked that the Life-boat should remain by him in case the efforts then being made to get his boat off should not be successful. This they did, but with the flowing tide the fishing boat got clear, and in a somewhat damaged state returned to the harbour.

WINTERTON, NORFOLK.—In the early morning of the 27th February, during moderate but cold weather, a barque was observed on the Hasboro' Sands. The No. 2 Life-boat, *Margaret*, was launched and made for the wreck; on the way a steam-tug picked them up and towed them to the vessel, which proved to be the barque *Actæon*, of Drammen, bound for Liverpool with a cargo of timber. On arrival the captain stated he intended to try to get his vessel off without assistance when the tide made, but requested the Life-boat to stand by in case her services should be required. This they did, and the vessel floating off at high water, they returned to Winterton, which was reached at 5 P.M.

During a thick fog on the 5th June, the s.s. *Osprey*, of London, collided with another steamer and was very seriously damaged. The captain, to prevent his vessel sinking, decided to beach her, and about 3 P.M. she was observed through the fog making for the shore. The crew of the No. 1 Life-boat, *Edward Birkbeck*, were promptly called out, and went to the aid of the sinking steamer. When they reached her she was ashore, and the engine-room and after compartments were full of water. There were thirty-six persons, all told, on board, including several passengers, the steamer being bound from Granton to London with passengers and a general cargo. In three trips the Life-boat landed all the passengers and the majority of the crew, leaving only the captain and three others on board. The boat then returned and stood by the vessel, and at 2.45, on the morning of the 6th, the

remaining four men were taken into the Life-boat, and a quarter of an hour later were landed in safety. The wind during this service was blowing strong from N.E., and there was a heavy swell.

BROADSTAIRS, KENT.—About 6.30 A.M. on the 4th March it was reported that the Lightships on the Goodwin Sands were firing signals. The Life-boat *Francis Forbes Barton* was launched and proceeded to the sands, where they found the s.s. *Margarethe*, of Bergen, stranded. The Life-boat went alongside, but found that the crew had left the vessel and were on board a Dover tug that was standing by her. There was six feet of water in the engine-room, but when the boat reached her she was beginning to swing to her anchor with the tide; the Life-boatmen therefore slipped the cable, took a hawser to the tug, which towed the vessel to Dover, accompanied by the Life-boat.

MARGATE, KENT.—During a strong E.N.E. gale and heavy sea on the 4th March signals were reported about 7.15 P.M. Owing to the exceptionally low tide it was only after great difficulty the No. 1 Life-boat *Eliza Harriett* was launched, and proceeded to the Tongue Lightship; there it was learnt they were repeating the signals made by the Princess Channel Lightship. The Life-boat at once made for that vessel, where they were informed signals of distress had been observed to the N.W. Proceeding in that direction, the ketch *Rothie May* was found at anchor in dangerous proximity to the sands, with the seas breaking right over her. With difficulty the Life-boat got alongside; the master then stated that he had been on the sands, but had knocked over. At his request five of the Life-boatmen were put on board, and about 4 A.M., with their assistance, the anchor was weighed and the vessel got clear of the sandbanks, the Life-boat meanwhile standing by. When the ketch was out of danger the *Eliza Harriett* returned to her station, leaving the men she had placed on board the ketch to take her into port.

The same Life-boat was launched about 11.15 P.M., on the 9th March, in

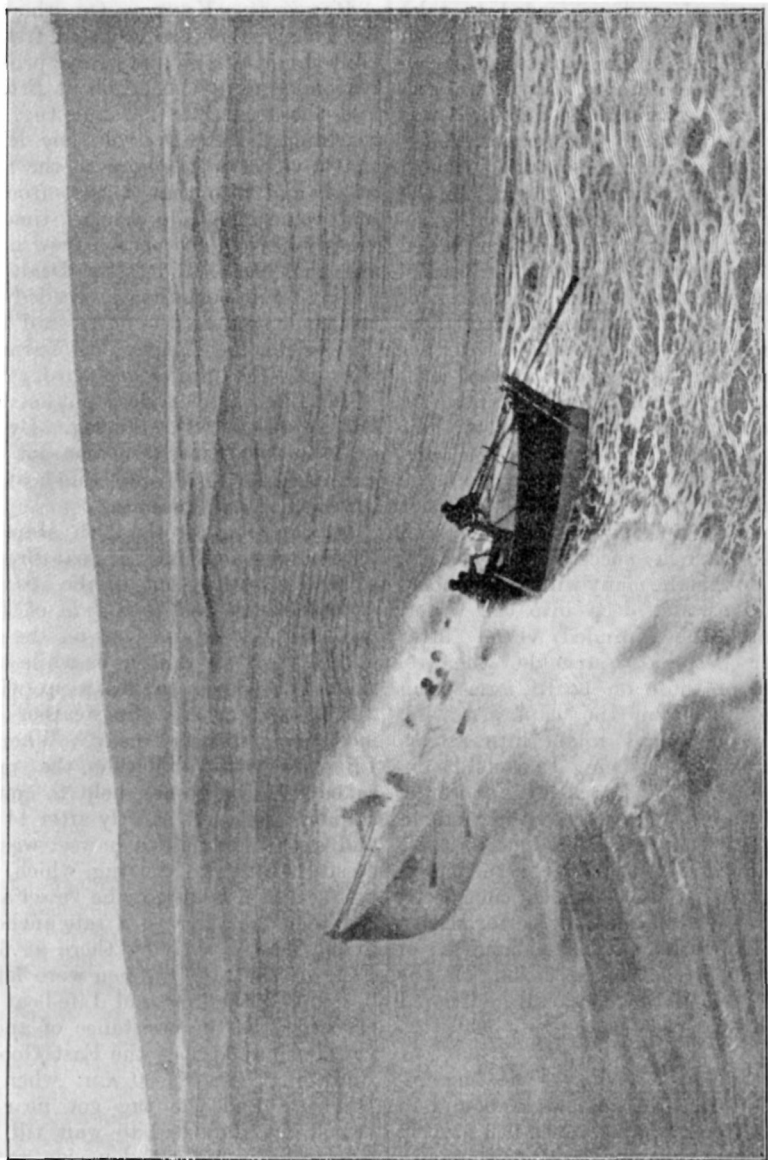
response to flares shown in Margate Roads by the steam launch *Sterry*, of Lowestoft, bound to Penzance with coal, which was found riding to her anchor in about four fathoms of water close to the land, with the seas breaking right over her. The launch being so small, and the sea so heavy, it was only with great difficulty the Life-boat was taken alongside, three attempts being unsuccessful. As soon as the Life-boat got near enough, the crew of three jumped on board. The *Sterry* was left riding to her anchor, and the crew were conveyed to Margate, arriving at 2.30 A.M. At daylight next morning, the launch was found ashore under the cliffs. During this service the wind was blowing a strong gale from N.E. accompanied by a rough sea. Two hours after the return of the Life-boat another vessel was reported in distress; the crew were again summoned and the Life-boat launched. They proceeded in the direction of the signals, passing through an exceptionally heavy sea. At times the boat was quite buried, the sea making a clean sweep right over her; she however cleared herself well and eventually the vessel, which proved to be the ketch *Robert Henry*, of Rye, was reached. Three attempts were made before they got alongside; two men were placed on board, when the hawser carried away. With difficulty communication was again established, and five more men boarded her; the cable was then slipped, and after a considerable amount of hard work the ketch was rescued from her perilous position. The Life-boat then returned ashore, Margate being reached at 8 A.M.

STONEHAVEN, KINCARDINESHIRE.—The Life-boat *Alexander Black* was launched on the 5th March, shortly after noon, the fishing fleet, which had put to sea earlier in the day, having been overtaken by a strong gale, causing the sea to rise rapidly, the return of the fishing-boats when crossing the bar thus being attended with great danger. All the boats, however, succeeded in getting in without accident, after which the *Alexander Black* returned ashore.

ROSSLARE HARBOUR, WEXFORD.—The schooner *Yarra Yarra*, of Skerries, bound from Newport to Wexford with a cargo of coal, was driven ashore near the Rosslare Lighthouse in a strong E.S.E. gale and very rough sea, on the night of the 7th March. Signals of distress were displayed and both the Life-boat and life-saving apparatus responded. Efforts were made by those on shore to get connection with the rocket apparatus, but the vessel was too far out. After considerable difficulty the crew of the Life-boat *Tom and Jennie* succeeded in getting near the stranded vessel, whose crew, owing to the darkness, the fierce gale and the seas dashing over them, were in a position of great peril. Communication was at last effected with the help of a line, and the three hands on board were dragged one by one through the raging sea to the Life-boat in safety. Sail was then made and the Life-boat returned ashore, where the rescued men received every attention. The *Yarra Yarra*, after the crew had been saved, became a total wreck. On receipt of the news that a vessel was in distress, when the signal for the Life-boat's crew was fired, four gentlemen, Messrs. J. HOWLIN, J. MONKHOUSE, T. THOMPSON, and F. R. WOODLEIGH, kindly volunteered their services, and as promptness was all-important, their offer was accepted; they were cordially thanked subsequently by the Committee of Management for their gallant and useful co-operation.

RUNSWICK, YORKSHIRE.—The usual quietude of Runswick, a small fishing village to the north of Whitby, was considerably disturbed in the early hours of the 1st March by the s.s. *Ayuthia*, of London, stranding on the rocks known locally as the "North Steel," during the prevalence of a thick fog and a heavy sea. In response to her signals of distress the life-saving apparatus proceeded to the scene of the casualty, but was unable to effect any communication, as, in spite of strenuous efforts, they could not get into a position for the rocket lines to reach the vessel. However, within a quarter of an hour of the first signal being seen,

THE SCARBOROUGH LIFE-BOAT TO THE RESCUE.



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the Life-boat *Cape of Good Hope* was launched, but not without tremendous difficulty in consequence of the heavy breakers, and, once afloat, it was not long before she was alongside the distressed vessel, and proceeded to take part of the crew on board. The rough sea and close proximity of rocks rendered this exceedingly dangerous, and on several occasions the Life-boat was nearly thrown on to the steamer. After leaving the ship on the return journey, the Life-boat broached to, being for the moment completely buried; having regard to the large number on board the position was somewhat desperate, especially as several oars were broken, but fortunately the crew managed to get her before the sea without further accident, and the twenty rescued men were landed in safety. Undaunted by the arduous nature and danger of their first trip, the sturdy fishermen prepared to return without delay to those left on board the *Ayuthia*. The boat was hauled up on her carriage and another launch successfully effected, but to do this the many willing launchers had to go waist deep into the water. Reaching the stranded vessel after another desperate struggle, the remainder of those on board, numbering sixteen, including the captain's wife, were rescued and taken into safety, the Life-boatmen being thoroughly exhausted when they reached the shore the second time. They were enthusiastic in their praises of the behaviour of their Life-boat, and this service, resulting in the saving of 36 lives, is considered locally the finest one ever performed in the neighbourhood. The Committee of Management, in appreciation of the gallantry displayed, made an additional award to the crew of the Life-boat.

GORLESTON, SUFFOLK.—The shrimp-boat *Falcon*, while homeward bound in a strong N.E. breeze on the 9th March, stranded on the outer bank to the south of the harbour. On information reaching Gorleston, the No. 2 Life-boat *Leicester* was promptly despatched to her help, but just as the boat reached her the sea washed the *Falcon* on to the mainland. The *Leicester* then stood by her and laid out an anchor, by which,

when the tide rose, she was hove off, after which she was towed into harbour by the Life-boat.

RAMSGATE, KENT.—On the 12th March signals were reported from the Gull Light-vessel and were promptly responded to by the Life-boat *Bradford* and the Ramsgate harbour tug. On reaching the light-vessel they learned that a vessel was ashore to the northward, and also that a boat from her had come alongside a short time previously having six of the crew in her, and that they had left for Deal. The tug and Life-boat then proceeded along the sands, and to the northward found the brigantine *Eleanor*, of Yarmouth, with only the master on board. Eight of the Life-boatmen were put on board and a rope passed to the tug. By their united efforts the vessel was got clear, and both the vessel and Life-boat were towed back to Ramsgate.

On the night of the 20th March the harbour tug and the Life-boat *Bradford* were again called out to the assistance of the barque *Gwydyr Castle*, of Liverpool, which had stranded on the north end of the Goodwin Sands while bound from Port Pirie to Antwerp with a cargo of silver ore, the weather being moderately fine, but hazy. When the Life-boat went alongside the master asked for immediate help to get his ship off. This was shortly after 11 P.M., and about midnight a hawser was successfully taken to the tug, which, after trying for an hour, got the vessel afloat. She then took her to a safe anchorage in the Downs, arriving there at 6 A.M. Four of the Life-boatmen were left on board, and the tug and Life-boat then proceeded to the assistance of another vessel ashore abreast the East Goodwin Buoy. It was 7.30 A.M. when the *Bradford* and the tug got near this vessel, but they had to wait till noon before they could get alongside, as there was not sufficient water. On the Life-boatmen boarding the ship, which was the schooner *Regulus*, of Riga, they found six Deal men there rendering assistance. When the tide had flowed sufficiently for the tug to get near the vessel a rope was taken on board, and

by 1.30 P.M. the *Regulus* was towed off and taken to Ramsgate.

**HOLYHEAD, ANGLESEY.**—At 4.30 A.M. on the 21st March, during a N.W. wind, signals of distress were observed in the vicinity of the "North Stack," and in response the steam Life-boat *Duke of Northumberland* promptly put off through a rough sea. On arriving at the vessel, which proved to be the steamship *Clan Grant*, of Liverpool, of more than 2,000 tons, it was found she had been in collision, and was in need of a pilot to take her to Holyhead, where she was eventually beached.

**PAKEFIELD, SUFFOLK.**—During a strong wind from E.N.E. and a heavy sea on the 24th March flares were seen from a vessel on the South Newcombe Sands. The Life-boat's crew were summoned, and without delay the Life-boat *Two Sisters, Mary and Hannah* proceeded to her assistance. On reaching the sands they found the steam trawler *Frobisher*, of Great Yarmouth, with her rudder broken, riding to a kedge anchor in twelve feet of water, her large anchor having been lost. A Life-boatman was put on board, and the boat, with the assistance of a tug, which had also come out, succeeded in saving the vessel and her crew of nine hands.

**NEW ROMNEY, KENT.**—A telephone message was received from the coast-guard about midnight on the 23rd-24th March stating that a vessel was making signals of distress off Littlestone Point. The night was cold and wet, accompanied by a strong N.E. wind and rough sea, but the Life-boat *James Stevens No. 11* took the water well and when clear of the breakers bore down on the vessel and pulled up under her lee. Seas were then breaking right over her, and the crew were in a very dangerous position. Directly the Life-boat got alongside all the hands, five in number, jumped on board and the Life-boat made for the shore. Some difficulty was experienced in landing owing to the heavy surf, but ample assistance being available it was accomplished in

safety. The vessel was the schooner *Antje*, of Geestemunde.

**MONTROSE, FORFARSHIRE.**—The No. 2 Life-boat, *Marianne Atherstone*, performed an excellent service on the 26th March, resulting in the saving of four lives. About 5 o'clock a steamer was seen approaching the harbour, but as the sea was very heavy on the bar it was not considered safe by some of the pilots to go out to her. Four men however were seen to pull down the river, evidently with the intention of going to the steamer. While crossing the bar the boat was filled by a heavy sea, which washed the men overboard. Within five minutes of the accident the Life-boat was launched, and with all speed made for the spot. They found the boat, which was awash, had drifted about three hundred yards to the southward with two of the men clinging to her, who were at once taken into the Life-boat. After this they made for one of the others, who was clinging to the boat's mast, but he held on so tenaciously, as with a death grip, that it was only after considerable difficulty and trouble he was picked up. The last of the four was then found clinging to the boat's oars, and he was also saved by the Life-boat, which then made for Montrose. The rescued men were all in a very exhausted condition and had, when landed, to be medically treated, but happily all recovered.

**STAITHES, YORKSHIRE.**—The steam trawler *Maggie Ross* stranded on the rocks at Boulby in hazy weather about 4 A.M. on the 27th March, while bound from Aberdeen to Hull with a cargo of fish. About 7 A.M. three of the crew of the vessel arrived at Staithes in the ship's boat and reported the casualty. Some cobsles were launched, but found there was too much sea for them to reach the trawler; the ship's boat, however, put off again with the intention of returning to the stranded vessel, but was upset in the surf, two of the crew being unfortunately drowned; the third man was washed ashore alive. The Life-boat *Jonathan Stott* was promptly launched, and, although unable to save the two men lost from the boat, suc-

ceeded in rescuing the remainder of the crew of the trawler, six in number.

On the 19th July the fishing cobles belonging to this place were overtaken while at sea by heavy weather, and their return was attended with great danger. In order to ensure the safety of the fishermen the Life-boat was launched about 7 A.M., and stood by each boat as she came in. Happily, all succeeded in reaching the shore in safety, and shortly before noon the Life-boat returned ashore and was re-housed.

NEWHAVEN, SUSSEX.—On the 29th March the Coxswain of the Life-boat *Michael Henry* was called at 3.50 A.M. by the harbour watchman, who reported that a vessel was in distress at the mouth of the harbour. The Life-boat was launched and proceeded to the vessel, which proved to be the ketch *Progress*, of Brixham, aground on the bar. On the master being asked if he required assistance, he requested the Life-boat to stand by him to see if the vessel would float with the rising tide. This they did, and when the ketch got clear both she and the Life-boat proceeded to the harbour. The wind was blowing a moderate gale from S.W., with a heavy sea, and the weather was very cold and thick, with rain.

During a thick sea fog on the 14th May a message was received from the Coastguard that a vessel was ashore about half a mile to the west of Beachy Head. The wind was blowing strongly from W.S.W. and the sea was rough. Without delay the Life-boat *Michael Henry* was launched and proceeded to the scene of the disaster; on arrival they found the schooner *Emma Louise*, of Harburg, stranded, whereupon the crew of six hands were promptly taken into the Life-boat, which afterwards safely landed them at Newhaven.

LOWESTOFT, SUFFOLK.—At midnight on the 29th March the trawler *Industry*, of Lowestoft, while homeward bound, went ashore on the Newcome Sands. A strong wind was blowing accompanied by a heavy sea at the time. On information reaching Lowestoft the No. 2 Life-boat *Stock Exchange* pro-

ceeded with all despatch to the aid of those on board. The trawler was missed in the first attempt to reach her, but the Life-boat quickly put about, anchored to windward, and veered down to her. The master and four hands were then successfully rescued, but while taking them off a heavy sea struck the Life-boat, throwing her on to the trawl beam, which seriously damaged the boat, but not sufficiently to prevent her reaching Lowestoft again in safety at 1.40 A.M. on the 30th.

About an hour later the *Stock Exchange* went out again in tow of a tug to try to save the trawler. Several men were placed on board and manned the pumps, a hawser was then taken to the tug, and later in the day the *Industry* was towed into Lowestoft.

BERWICK-ON-TWEED, NORTHUMB-  
LAND.—A small sailing yacht, the *Little Teal*, of Berwick, was observed during the afternoon on the 1st April trying to keep in shore, but the westerly wind was too heavy for her to carry any after-sail, and she was driven out. At 4 P.M. the Coastguard telephoned to the Coxswain of the Life-boat, and the Life-boat *Matthew Simpson* was promptly launched. The yacht was by this time five or six miles off land, in great danger of being swamped owing to the roughness of the sea. On reaching her the Life-boat took her in tow, landing her and her crew of three at 8 P.M.

WEXFORD, IRELAND.—On the 2nd April the lightship's tender steamship *Belle*, of Wexford, stranded during a strong S.S.W. gale on the bar at the mouth of the river, and the Life-boat *James Stevens No. 15* was despatched with promptness to her assistance. The sea was heavy and broken, continually washing right over the Life-boat. On getting alongside, the *Belle*, over which the sea was also breaking, was found to have eight feet of water in her, her fires were extinguished, and her machinery disabled. The crew of four men and five lightship men, nine in all, were taken into the Life-boat, which then returned and landed them at Wexford Quay, some in a very exhausted state. Very shortly after the return of



the Life boat the steamer went to pieces.

Three days later the *James Stevens* No. 15 was again called out, and rescued the crew of seven men of the smack *Annie*, of Wexford. In answer to her signals of distress, the Life-boat proceeded at 7.30 P.M. and found the smack near the bar at anchor; her mast had been carried away, and she was in considerable danger of her cable parting. All the men were taken on board the Life-boat, which then took them to Wexford Quay. During this service a moderate W.S.W. gale was blowing, but after the men were landed it got very much worse; it was therefore decided to keep the Life-boat at Wexford that night. She returned to her station next day when the weather had moderated.

HOYLAKE, CHESHIRE.—A party of four Liverpool yachtsmen were rescued from a dangerous position on the 3rd April. They set out the night before in the yacht *Shrimp*, but had not proceeded far when they encountered a severe westerly gale, accompanied by violent showers of hail and a heavy sea. They lost their punt, and the yacht when in the Rock channel got into difficulties. In response to their signals of distress, the Life-boat *Coard William Squarey* was launched to them and succeeded in rescuing the four imperilled yachtsmen, landing them at Hoylake at 10.30 A.M.

PORTHEVEN, CORNWALL.—The Life-boat *John Francis White* rendered very valuable assistance to the steam launch *Sterry*, of Lowestoft, on Easter Sunday morning, the 3rd April. There was a strong wind blowing from the west, and the vessel was unable to steam against the strong wind and sea. She had been at anchor about twenty hours, and her position was most dangerous; in addition to this the crew were without provisions and in an exhausted condition. The launch was taken in tow by the Life-boat and during the afternoon placed in a position of safety. The wind afterwards increased in force, and but for the help of the Life-boat she would probably have foundered. This

was the same vessel from which the crew were rescued by the Margate Life-boat on the 9th March.

PETERHEAD, ABERDEENSHIRE.—During the night of the 5th April the wind, which had been blowing strongly from the north-west, increased to a whole gale, the sea becoming extremely rough, and about 10.30 A.M. on the following morning information was received that one of the steam trawlers, which had been sheltering in the Bay, had stranded about two miles to the south of Peterhead. The Life-boat *George Pickard* was promptly launched and proceeded under sail to the distressed vessel. On getting alongside the trawler, which proved to be the *Ben Venue*, of Aberdeen, she was found to be full of water and in great danger of sliding off the rocks and sinking. The crew of nine men were therefore taken into the Life-boat, which was towed back to Peterhead by another trawler which had also come to assist the men on board the *Ben Venue*. Very shortly after the rescue the stranded trawler sank.

PORT LOGAN, WIGTOWNSHIRE.—Information was received at 5.15 P.M. on the 10th April that a vessel was showing distress signals in Luce Bay. The Life-boat *Frederick Allen* was as quickly as possible transported on her carriage to the most convenient launching place at Tirally Bay, upwards of two miles distant, and launched without delay. On reaching the vessel she was found to be in a dangerous position on a lee shore, she was also leaking and had lost one anchor. The master refused to leave his vessel, but asked the Life-boat to stand by him, which did so for about two hours; he then requested the crew to return ashore and telegraph for a tug and return with an answer. As no tug arrived an agreement was made for the Life-boat to take the vessel to a more windward anchorage. This operation occupied several hours, and it was 11 A.M. on the 12th April before the Life-boat arrived at her house again. The vessel was the barquentine *Jessy*, of Drogheda, bound from Drogheda to Ayr with a cargo of limestone.

KINGSDOWN, KENT.—At 9.20 A.M. on the 13th April signals were fired by the South Sands Head Light-vessel indicating that a vessel was in distress on the Goodwin Sands. The crew of the Life-boat *Charles Hargrave* were quickly mustered and the boat proceeded to the sands, where they found the barque *Baldur*, of Trondhjem. It was blowing hard from S.W., with a rough sea, which made it difficult for the Life-boat to get alongside; on doing so, the Life-boatmen were engaged to try to save the vessel. Men were placed on board, who jettisoned the cargo, and at high water that night she was towed clear and proceeded to London, eight of the Life-boatmen going in her, to work the pumps. The Life-boat returned to her station, which was reached at 5 A.M. on the 14th idem.

WHITBY, YORKSHIRE.—On the evening of the 15th April one of the most exciting scenes ever remembered was witnessed at Whitby. The fishing fleet had left port early in the morning, the weather then being generally favourable. During the afternoon a heavy swell began to get up, and the sea on the bar made very quickly. Before 5 P.M. several of the fishing boats returned, but experienced great difficulty and risk, and as the remainder of the boats would be later in reaching the harbour and the weather became worse every minute, the crew of the Life-boat *Robert and Mary Ellis* was mustered under the Coxswain of the Upgang Life-boat, her own Coxswain being at sea. Shortly afterwards the coble *Lady Morris* hove in sight. The Life-boat at once proceeded alongside and warned the skipper about the state of the bar, and then escorted her for the harbour, but just as the coble was crossing the bar a heavy cross sea struck her, capsizing her, and throwing her three occupants into the sea. The Life-boat promptly made for the spot, but the set of tide washed the men close to the West Pier, and the Life-boat had great difficulty in saving them. Owing to the strong easterly sea continually breaking over the Life-boat and setting her dangerously towards the West Pier, there was

considerable risk of crushing the drowning men between the boat and the pier, or of smashing the boat to pieces. Life-buoys were thrown the men from the pier, but they were too exhausted and knocked about to help themselves. Eventually, however, the Life-boatmen succeeded in picking them up and took them safely ashore. The Life-boat then again proceeded to sea and convoyed three more cobles safely over the bar; she then made a third journey and escorted another coble in. For the fourth time she put out, and having taken a man from one of the cobles, convoyed two more into safety and landed her passenger. By this time the state of the weather rendered it quite unsafe for any more cobles to attempt to return; the Life-boat therefore for the fifth and last time, again put to sea and warned the remaining boats to make for Runswick, which they did. During these services the crew had most arduous work and great difficulties to contend with. At times the seas dashed right over the boat, completely filling her, but every time she freed herself well and the work was successfully accomplished without damage to the Life-boat.

Three of the fishing cobles belonging to Whitby were overtaken by severe weather on the 10th June, and as their return to port could only be accomplished with great risk, the No. 1 Life-boat, *Robert and Mary Ellis*, was launched about 10 A.M., and escorted them into harbour. The wind was blowing moderately from the N.E. at the time, but the sea on the bar was very rough and broken.

FISHGUARD, PEMBROKESHIRE.—The Life-boat *Appin* rendered valuable assistance to the smack *George Evans*, of Cardigan, on the 18th April. About 3 P.M. a vessel was reported by the Coastguard showing signals of distress, and the Life-boat proceeded to her as quickly as possible. On getting alongside the master asked the coxswain to assist in getting his vessel clear, she having gone ashore in a dangerous position. This was agreed to. Some of the Life-boatmen were put on board, and eventually the smack was towed off and taken to Fishguard Bay.

TOTLAND BAY, ISLE OF WIGHT.—The schooner *The Saint*, of Padstow, while bound from Par, Cornwall, to Gravelines, with a cargo of china clay, stranded on the Warden Ledge in the early morning of the 2nd May. On receipt of information from the Coastguard that a vessel was in distress, the Life-boat *Robert Fleming* was launched and proceeded to her. On reaching the wreck, six persons, including the master's wife, were taken into the Life-boat, which landed them in safety, but the master and mate remained on board, as they hoped to save her; later in the day, however, they had to abandon her, and she became a total wreck. During this service a gale was blowing from S.W., the sea was very rough, and a strong tide running, and in rescuing the six

people the Life-boat was considerably damaged.

GORLESTON, SUFFOLK.—About 3.50 P.M. on the 14th May the Coxswain's attention was drawn to a small boat which was apparently in distress about a mile from the shore. With promptness the crew of the No. 1 Life-boat were summoned, and the *Mark Lane* proceeded to the assistance of the three occupants of the boat. Before the Life-boat reached them they succeeded in getting to the St. Nicholas Light-vessel, where they took refuge. On the arrival of the *Mark Lane* they were taken on board and landed in safety at Gorleston. The wind at the time was blowing strongly from the west and the boat was in an absolutely helpless condition, as both oars were broken.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 9th June, 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:—

Northern District—Montrose (two boats) and Dornoch Firth.

Eastern District—Hartlepool (three boats), Aldeburgh, Southwold (two boats), Redcar and Kessingland (two boats).

Southern District—Yealm River, Plymouth, Hope Cove, Teignmouth, Southend-on-Sea and Newhaven.

Western District—Holyhead (two boats), Llanddwyn, Rhosneigr, Llanddulas, Cemlyn, Cemaes, Bull Bay, Penmon, Moelfre, Rhoscelyn, Point of Ayr, Swansea and Port Eynon.

Irish District—Wexford, Cahore, Arklow, Courtown, Wicklow, Giles' Quay, Greenore and Blackrock.

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

	£	s.	d.
Trustees of the late Mr. W. THORNGATE (annual subscription) . . . . .	80	-	-
Collected from Officers and Crew of H.M.S. <i>Leviathan</i> , per Rev. J. K. BOURNE, R.N. . . . .	1	8	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss ELEANOR E. WADE, of Sheffield . . . . .	2,000	-	-
The late Miss MARGARET ARNEIL, of Glasgow . . . . .	1,500	-	-
The late Mr. EDWIN KAY, of Southsea—To form "The Kay (Widows, Orphans and Reward) Fund" . . . . .	1,047	9	7
The late Miss MARIA LANGTON, of Chelsea, for a Life-boat to be named <i>Maria Stephenson</i> . . . . .	1,000	-	-
The late Mr. JAMES JEWITT, of Southport . . . . .	448	11	4
The late Miss ELIZABETH BETHUNE, of Leven . . . . .	100	-	-
The late Mrs. HARRIET BARRETT, of West Ham . . . . .	100	-	-
The late Miss E. S. BIRCHALL, of Lanesfield . . . . .	100	-	-
The late Miss HARWOOD, of York . . . . .	50	-	-
The late Mrs. SARAH DALE, of Ashton-under-Lyne . . . . .	20	-	-
The late Mrs. H. H. MURDOCH of Napier, N.Z. . . . .	19	15	1
The late Mrs. ELIZABETH YOUNG, of Tufnell Park (additional) . . . . .	5	2	6

Voted the thanks of the Committee to Capt. A. COULL, who had just retired from the Honorary Secretaryship of the Lossiemouth Branch of the Institution, after twelve years' efficient service.

Reported the transmission of Life-boats to the Bull Bay and Cemlyn (Anglesey) Stations. Paid 4,918l. 8s. 9d. for sundry charges in

connection with various Life-boat establishments.

Voted 133*l.* 0*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Atherfield . . .	Schooner <i>Dolly</i> , of Hamburg . . .	5
Gorleston No. 1 . . .	A rowing-boat, of Yarmouth. Landed 3.	
Hope Cove . . .	S.S. <i>Lady Hudson</i> <i>Kinahon</i> , of Dublin. Landed 26.	
Maryport . . .	Schooner <i>Jane</i> , of Wigtown . . .	3
Newhaven . . .	Schooner <i>Emma Louise</i> , of Harburg . . .	6
St. Davids . . .	Schooner <i>Edith Crossfield</i> , of Barrow. Landed 3 from North Bishop Rock.	
Winterton No. 1 . . .	S.S. <i>Osprey</i> , of London	36

The Folkestone Life-boat rendered assistance to the S.S. *Marzo*, of Bilbao.

Also voted 5*l.* 15*s.* to pay for an assembly of the crews at Salcombe and Whitelink Bay, with the view of launching to the aid of vessels in distress.

Also the Silver Medal of the Institution, together with a pecuniary reward, and a copy of the vote inscribed on vellum and framed, to ALFRED STONHAM for conspicuous bravery in swimming out and saving the master of the fishing-boat *William and Maria*, which sank off Hastings on the 28th May; also 7*s.* 6*d.* each to two other men for putting off in a boat and rescuing the remainder of the crew, three in number.

Also 1*l.* 10*s.* to R. MARSHFORD and 1*l.* and 10*s.* each to his two sons respectively for rescuing four persons from a small boat which was swamped, in a strong westerly breeze and rough sea on the 18th August, 1903, when trying to reach Yealm Harbour.

Also 30*s.* to three men for putting off in a boat in a strong easterly breeze on the 6th May and rescuing a man who was being blown out to sea in an open boat off Maryport.

THURSDAY, 14th July, 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 reports of the Deputy Chief Inspector of Life-boats on his recent visits to the Life-boat Stations at Dornoch Firth and Embo, Wick, Ackergill, Stromness, Longhope, Thurso and Huna.

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

Northern District—Wick, Ackergill, Stromness, Longhope, Thurso, Huna, Nairn, Lossie-

mouth, Banff and Macduff, Peterhead, Port Erroll, Newburgh, Stonehaven, Johnshaven, Gourdon, Arbroath, Newbiggin, Tynemouth (two boats), Cullercoats, Blyth, Cambois, Ballantrae, Troon, Ardrossan, Girvan and Irvine.

Eastern District—Pakefield, Lowestoft (two boats), Sunderland (three boats), Whitburn, Seaham, Seaton Carew, West Hartlepool, Redcar, Staithes and Saltburn.

Southern District—Shoreham, Worthing, Littlehampton, Selsey, Salcombe, Brixham, Torquay, Exmouth, Sidmouth, Lyme Regis and Brighton.

Western District—Polkerris and Fowey, Bude, Aberystwith, Aberdovey, Barmouth, Criccieth, Pwllheli, Abersoch, Llandudno, Porthdinlaen, Cemlyn, Bull Bay, New Quay (Card.) and Littlehaven.

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

Read also Special Reports of the Deputy Chief Inspector of Life-boats on his visits, as instructed by the Committee, to different parts of the coast of Scotland.

Resolved that, in accordance with his suggestions, the Dornoch Life-boat Station be closed, and that a new Life-boat Establishment be formed, subject to further enquiries, at Papa Sound, Stronsay Island.

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

	£	s.	d.
Mr. EDWARD DAVIS . . . . .	1,000	-	-
Mrs. JAMES WALKER, further towards the cost of the Life-boat <i>James and Mary Walker</i> for Anstruther . . . . .	330	-	-
Mr. E. F. WHITE (annual subscription) . . . . .	50	-	-
S. D. R. S. D. (additional) . . . . .	36	-	-
Miss S. E. WHITE (annual subscription) . . . . .	25	-	-
Mr. ROBERT CROSS . . . . .	50	-	-
Co-operative Wholesale Society, Manchester (annual subscription)	21	-	-
Collected on board R.M.S. <i>Leopoldville</i> , per Capt. Sparrow . . . . .	16	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. GEORGE RICHMOND, of Amberley . . . . .	2,000	-	-
The late Mrs. ESTHER BUCKLEY, of New Delph-in-Saddleworth (on account) . . . . .	800	-	-
The late Mrs. SARAH JANE WALKER, of Penge (to Margate Branch) . . . . .	100	-	-
The late Mr. GEORGE MILES, of Maldon . . . . .	89	9	6
The late Mr. W. N. K. GRIMBLE, of Newhaven . . . . .	82	10	10
The late Mr. W. H. DEAN, of Stratford (additional) . . . . .	68	17	7
The late Admiral Sir ROBERT H. MORE-MOLYNEUX, G.C.B. . . . .	22	10	-

The Committee expressed their deep regret at the death of Mr. T. H. CLAGUE and Mr. W. H. WILLIAMSON, Honorary Secretaries respectively of the Peel and Whitburn Branches of the Institution, and directed that letters of condolence be sent to the families of the deceased gentlemen.

The thanks of the Committee were also voted to Capt. E. C. DUBOIS PHILLIPS, R.N., who, on account of ill-health, had been compelled to resign the office of Honorary Secretary of the Formby Branch, which he had occupied with much advantage to the Life-boat cause during the past ten years.

Reported that new Life-boats had been forwarded to the Grimsby, Littlehampton and Southport No. 2 Stations.

Paid £10,155 3s. 9d. for sundry charges in connection with various Life-boat establishments.

Voted £105 10s. to pay the expenses of the following Life-boat services:—

Lifeboat.	Vessel.	Lives saved.
Arbroath . .	Two fishing cobles, of Arbroath. Stood by cobles.	
N. Sunderland	Fishing boat <i>Pilgrim</i> , of Buckhaven. Rendered assistance.	
N. Sunderland	Four fishing cobles, of N. Sunderland. Remained in attendance.	
Scarborough .	Fishing cobles, of Scarborough. Stood by cobles.	
Southwold No. 2	Punt <i>Rapid</i> , of Southwold. Saved boat and	3
Swansea . .	S.S. <i>Lillian</i> , of West Hartlepool. Stood by vessel.	
Whitby No. 1.	Three fishing cobles, of Whitby. Attended cobles.	

Also £48 12s. to pay the expenses of launches or assemblies of crews at the following stations, with the view of rendering assistance to vessels supposed to be in distress:—Dunbar, Girvan, St. David's, Wexford, and Winchelsea.

Also the thanks of the Institution inscribed on vellum and framed and £2 to Mr. GEORGE WHEELER, Commissioned Boatman, H.M. Coast Guard, for bravely wading into the surf and, at considerable risk to himself, rescuing a man whose boat had been capsized off Goswick, Northumberland, shortly after 3 a.m. on the 24th May.

Also £1 2s. 6d. to three boatmen for an attempt to save a man whose boat foundered in Hoy Sound in a strong S.E. wind and a rough dangerous sea on the 30th May. When the men reached the scene of the accident they could find no trace of the unfortunate man.

THURSDAY, 11th August, 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, Port 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 to inspect the Motor Life-boat.

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

Northern District — Ayr, Kirkcudbright, Balcarry, Whithorn, Port Logan, Port Patrick, Maryport, Workington, Whitehaven, North Sunderland, Cresswell, Cullercoats, Tyne-mouth (two boats), Hauxley, Boulmer, Alnmouth and Holy Island (two boats).

Eastern District—Grimsby, Whitby (two boats), Uppang, Runswick, Robin Hood's Bay, Scarborough and Filey.

Southern District — Dover, Shoreham, Brighton, Eastbourne (two boats), Ramsgate, North Deal, Walmer, Kingsdowne, Hayling Island, Southsea, Totland Bay and Newhaven.

Western District—Fishguard (two boats), St. David's, Angle, Ferryside, Burry Port, Minehead, Ilfracombe, Lynmouth, Clovelly and Appledore (two boats).

Irish District—Wicklow, Wexford, Kilmore, Rosslare Harbour, Howth, Carrickfergus, Portrush, Arranmore, Culdaff and Greencastle.

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

	£	s.	d.
"R. F." . . . . .	50	-	-
Half of proceeds of Sale of Work by Pupils at Cécile House School, <i>Crouch Hill</i> , per Miss E.K. EVANS	12	10	-
Court 2634, Ancient Order of Foresters, collected at Jubilee Church Parade, per Mr. H. T. BEADLE, Snodland, Kent . . . . .	10	15	-
Officers and Crew of S.S. <i>Everton Grange</i> , per Captain W. E. MAXWELL BROWN . . . . .	3	15	-
Offertory in Hamble Church, per the Rev. A. MACKINTOSH, M.A. . . . .	2	2	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Miss MARGARET JANE WALKER, of Holloway (on account) . . . . .	2,654	-	1
The late Mrs. SARAH OCKLESTON, of Cheadle . . . . .	1,000	-	-
The late Mrs. JANE JONES, of Bristol . . . . .	169	8	11
The late Mr. JAMES RANKEN, of Ardnacraig, per Glasgow Branch. . . . .	100	-	-
The late Miss LOUISA E. PYE, of Gloucester Road, Regent's Park. . . . .	100	-	-
The late Mr. F. W. N. LLOYD, of Bromley, Kent (interest) . . . . .	15	4	5

Voted the thanks of the Committee to Mr. A. H. FRY, in recognition of his valuable services for eight years as Honorary Secretary of the Brighton Branch of the Institution, which office he had just resigned.

Reported the transmission to their Stations of the Abersoch, Anstruther and St. Agnes (Scilly Islands) new Life-boats.

Paid 4,220l. 19s. 10d. for sundry charges in connection with various Life-boat Establishments.

Voted 82l. 4s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Berwick-on-Tweed	S.S. <i>Torbryan</i> , of Glasgow. Stood by vessel.	
Ilfracombe . . .	Fishing boat <i>Bonnie Lad</i> , of Penzance. Saved boat and . . .	2
Kingstown No. 2	Ketch <i>Standard</i> , of Fowey. Stood by vessel.	
North Sunderland	Fishing boat <i>Affiance</i> , of St. Ives. Rendered Assistance.	
Staithes . . .	Fishing cobles of Staithes. Stood by cobles.	
Yealm River . .	Barge <i>Thrush</i> , of Plymouth . . . . .	2

Also 54l. 15s. to pay for assemblies of crews or launches to the aid of vessels not ultimately needing help, by the following Life-boats:— Broadstairs, Bull Bay, Carrickfergus, Harwich (steam), Palling No. 1, and Penmon. The Ramsgate Life-boat was also launched on service.

Voted the thanks of the Institution, inscribed upon vellum and framed, together with 1l. to J. JEWEL for putting off in a boat and gallantly diving into the sea and saving two men whose boat had capsized in Bourne-mouth Bay, in a moderate breeze and choppy sea on the 4th July. Ten shillings was also voted to a youth who was instrumental in saving another of the imperilled men; and 15s. was awarded three men who also rowed out with JEWEL to the scene of the accident.

Also 4l. 10s. to six men for putting off in a boat and saving three persons from a small boat, which was rapidly drifting into broken water, off Montrose, in a strong S.W. breeze and heavy sea, on the 24th June.

Also 1l. to four men for putting off in a boat through a rough sea and rescuing three persons from a small fishing boat, which was being carried out to sea by the strong tide and strong easterly breeze off Whithorn on the 25th July.

Also 10s. to two fishermen for their promptness in rescuing two men from a crab boat which capsized about 50 yards from the shore off Sheringham in a moderate swell, throwing the men into the water, on the 21st July.

Also 5s. to two men for going to the assistance of a visitor who was being blown out to sea in a small pleasure boat off Port Erin, in a S.E. gale and moderate sea on the 19th July.

THURSDAY, 8th September, 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 reports of the District Inspectors of Life-boats on their recent visits to the following Life-boat Stations:—

Northern District—Stornoway, Anstruther, Crail, Nairn, Lossiemouth, Buckie, Banff and Macduff, Fraserburgh, Whitelink Bay, Peterhead and Port Errol.

Southern District—Folkestone, Dungeness (two boats), New Romney, Hastings, Ryde, Brighthelm Grange, Brooke, Totland Bay, Bembridge and Littlehampton.

Western District—St. Agnes and St. Mary's (Scilly Islands).

Irish District—Groomsport, Cloughy, Ballywalter, Clogher Head, Drogheda, Skerries, Poolbeg, Arklow, Cahore and Courtown.

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

	£	s.	d.
Trustees and Residuary Legatees of the late Mr. JOHN HARLING, of Southport, on behalf of the Southport new Life-boat, "John Harling," per Southport Branch	2,000	-	-
Isle of Wight Special Life-boat Collection fund, per Lady ADELA COCHRANE, President, and Mrs. GARTSIDE-TIPPING, Honorary Secretary and Treasurer . . .	241	13	11
Proceeds of concert on Clacton-on-Sea Pier, per the Coast Development Company, Limited . . .	35	17	11
Carnarvon and Llanddwyn Branch, proceeds of Life-boat Fête organised by Ladies Committee, per Mr. HUGH RICHARDS . . .	24	14	6
Proceeds of concert in Rhosneigr Life-boat house . . . . .	19	13	6
Collected in Laleham Church, Staines, per the Rev. G. E. STODART, M.A. . . . .	5	-	4
Offertories in West Lulworth Parish Church, per Mr. E. J. RANDELL . . . . .	4	12	7
Collected on board H.M.S. <i>Leviathan</i> , per Lieut. L. H. CROZIER, R.N. . . . .	3	-	-

—To be severally thanked.

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

The late Rev. W. F. S. MAXNARD, of Gressingham, near Lancaster, further towards maintaining <i>William Maynard</i> Life-boat at Skerries (making a total of 6,581l. 11s. 2d.) . . . . .	3,390	12	8
The late Miss L. B. COURTENAY of Brompton Square, for a Life-boat to be named the <i>Brother and Sister</i> . . . . .	900	-	-

	£	s.	d.
The late Mr. RICHARD CRAWLEY, of Southampton, for a Life-boat to be named the <i>Richard Crawley</i> and stationed on the South Coast of England, and as near to the back of the Isle of Wight as possible, if a situation there presents itself . . . . .	900	-	-
The late Mrs. E. J. C. WILSON, of Scarborough . . . . .	300	-	-
The late Miss ANNE MASON, of Horwich . . . . .	225	-	-
The late Mr. S. B. COATES, of Stanton Drew . . . . .	200	-	-
The late Mrs. JANE JONES, of Bristol, per Wick Branch . . . . .	56	9	8
The late Miss EMILY JONES, of Clester Place, S.W. . . . .	43	6	4
The late Miss ELIZABETH BUTLER, Isleworth. . . . .	10	-	-

Life-boat.	Vessel.	Lives saved.
Penmon . . . . .	Yacht <i>Maude</i> , of Glasgow. Landed 3.	
Poolbeg . . . . .	Yacht <i>Psyche</i> , of Dublin	3
Rhyl . . . . .	A rowing boat of Rhyl .	1

Lowestoft No. 1 Life-boat saved the crew of six, and assisted to save the trawler *Paula Bertha*, of Ostend.

Also voted 197l. 7s. 6d. to pay the expenses of the launches of the following Life-boats, with the view of rendering help to the crews of vessels in distress:—Appledore No. 1, Berwick-on-Tweed, Brighton, Bude, Gorleston No. 1, Holyhead (steam), Ilfracombe, North Sunderland, Poole, Rhoscolyn and Yarmouth.

Also 15s. each to two men for promptly putting off in a small boat and saving two persons from the yacht *Rita*, of Belfast, which capsized in a strong westerly breeze and rough sea off Blackhead, co. Antrim, on the 6th August.

Also 15s. each to five men for saving the fishing lugger *Joe and Christina*, of North Sunderland, and her crew of six hands, the vessel having stranded off Beadwell in a moderate gale from N.N.W. and a rough sea, about 10.30 p.m. on the 12th August.

Also 5s. each to three men for rescuing two men, the crew of a fishing boat, which when returning to Selsey was struck by a heavy sea and capsized, throwing her occupants into the water, on the 26th August. Also 2s. 6d. to a man who helped to launch the salvors' boat.

Reported the transmission to her Station of the new Life-boat for Southend (Cantyre).  
Paid 5,322l. for sundry charges in connection with various Life-boat Establishments.  
Voted 58l. 10s. to pay the expenses of the following Life-boat services.

Life-boat.	Vessel.	Lives saved
Blyth . . . . .	S.S. <i>Peña Cabarga</i> , of Santander. . . . .	14
Howth . . . . .	A rowing boat of Howth. Assisted boat.	

THE SONG OF THE LIFE-BOAT.

When the tempest raves, and the angry waves  
Break crashing on the shore;  
When the vessel cracks, and drops in her  
tracks,  
I face the ocean's roar.  
I dance o'er the heaving surge and the foam,  
For the stormy sea is my chosen home;  
I plough through seething wave;  
I make for the wreck with its shattered deck,  
And shipwrecked sailors save.

When hurricane blows, and the Sea-king  
throws  
Himself against my bow,  
Why, I dance with glee o'er the tossing sea,  
And through its waters plough.  
I race to the ship—in the Storm-fiend's grip—  
I take her men away;  
I fly o'er the deep, where angry waves leap,  
I laugh at blinding spray.

When the Storm-fiend shrieks, and the light-  
ning streaks  
The black and leaden sky,  
I weather the gale, the rain and the hail,  
And light go dancing by.  
I skim o'er the sea like a sea-bird free,  
I rescue sailors brave,  
And I bear them home through the frothing  
foam,  
I prance o'er bounding wave.

I laugh at the storm, whose shadowy form  
Raves shrieking in my ear;  
And the flying scud it fires my blood—  
The Life-boat knows no fear!  
And I face the blast, a sail at my mast,  
I rush through angry foam;  
Like a bird I soar, o'er the ocean's roar—  
The seething sea's my home.

HAROLD EMERY JONES, M.D.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1905.

# 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	...	...
<b>Total . . . . .</b>	<b>56</b>	<b>709</b>	<b>£9,931 15 5</b>

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 **286** 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, CHABING CROSS ROAD, London; by the Bankers of the Institution, Messrs. COUTTS AND CO., 440, Strand; and by all the other Bankers in the United Kingdom.—1st November, 1904.