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[WITH WRECK CHART

## THE EFFECT OF STEAM FISHING=BOATS ON SMALL FISHING COMMUNITIES.

IN a former article in this journal (February, 1895) it was pointed out what an important part in the organization of the ROYAL NATIONAL LIFE=BOAT INSTITUTION was occupied by the fishermen living on the coasts of Great Britain and Ireland. At that date—1895—it was stated that at 104 Life-boat stations the entire Life-boat crews were composed of fishermen, and at 85 other stations they partly formed the crews—or a total of 189 stations the efficiency of which depended on fishermen. Such being the case, any questions affecting the fishing industry, and especially those acting adversely on the small fishing communities dotted along the coasts, must be of interest to the Life-boat Institution, and bear directly on the efficient manning of the Life-boats. Emigration and other causes have depleted many of the fishing villages on our coasts, especially in Ireland, and consequently several Life-boat stations having become inoperative have been closed. At the present time it would appear that there

are causes acting which possibly may have a far-reaching effect on the smaller fishing communities, especially on the north-east coast of Scotland.

Two very interesting articles entitled “The Fishing Industry on the North-East Coast” appeared in the *Scotsman* on the 12th and 13th October, 1904, and another article, “Shetland Notes,” in the *Scotsman* of the 16th November, 1904, is also well worth reading. These articles have special bearing on the small fishing communities and the effect on them made by the deep-sea fishing as it is now carried out in steam trawlers and steam drifters. The articles confirm in a marked way the information and practical experience obtained by the Inspectors of the ROYAL NATIONAL LIFE=BOAT INSTITUTION, and there are few people that have better opportunities than they have for observing the changes taking place in the coast population and its industries.

The effect of the change in the method of fishing is perhaps best illustrated on

the coasts of Caithness, Sutherland, Ross and Cromarty. On these coasts there are many villages with a small fishing population, and also a population of crofters who are partly fishermen—that is to say, they have been able in former times to cultivate their crofts and spare time to go to the “white fishing” (a term comprising fishing where it is not necessary to go so far afield as for herring fishing, and consequently done in smaller boats) and the winter herring fishing, and in this manner earning a livelihood. All this is changed now, and, as is pointed out in the *Scotsman*, “the humble fisherman, with no capital at his back, is unable, with his small fishing-boat and its inadequate gear, to reap what will repay his labour at sea. He has still his complaints against the trawler for injuring the line fishing; but, although he retains that old grievance, he has now in some measure become reconciled to the ‘predators’ as a necessary evil which must continue to be reckoned with from the commercial aspect of the industry. Another competitor has however sprung up in the ‘steam drifter,’ as it is called.” This is a class of boat which has come very much into use of late years. It is much larger than the largest sailing boats (some of the large sailing boats have had steam put into them also), and having steam power, is consequently able to get to the distant fishing grounds much quicker and return with their catches to the nearest market both faster and with greater regularity than the boats that have only sail power to trust to. It is obvious therefore that those who have not the capital to prosecute the herring fishing according to the new conditions must of necessity go to the wall. This it is which is affecting the small communities and small boat-owners in such a disastrous manner. They have to face

the situation; but what are they to do? That is the question which is troubling the minds of many. It is, as the *Scotsman* remarks, very largely a question which can only be solved by economic laws, but at the same time it is a question which should receive the most careful consideration of all those who have the interest of these small communities at heart, and there have not been signs wanting that the matter is receiving serious attention. As has been pointed out, the district most acutely affected is the north-east part of Scotland. Now from a Life-boat point of view this particular coast is not of first importance, and there is now no Life-boat station between Wick and Burgh Head, with the exception of Nairn. It was only recently the Life-boat Institution went very closely into the matter of providing additional Life-boats in this neighbourhood; and from their own inquiries, aided by Board of Trade returns, it was clear that the traffic was so small and the casualties so extremely rare on this part of the coast that the expense of another Life-boat station was not justified. However, it will be a very different matter if the fishing communities further along the east coast become affected in the same manner as their unfortunate neighbours further north, for if such a contingency was to arise it might mean the compulsory closing of some very useful Life-boat stations.

To return to the north-east coast. “The pinch of poverty is being felt with peculiar keenness in the isolated hamlets along the eastern coasts of Sutherland and Caithness, and a movement has been started among those affected for the purpose of drawing public attention to the decadence of a once remunerative industry, and of enlisting the support of the authorities in an endeavour to find

some remedy for the present unfortunate position of the inshore fishermen." A petition to the Congested Districts Board, of which the Secretary for Scotland is chairman, was consequently got up and largely signed, stating that the fishing had from a variety of circumstances been disastrously affected, their means of livelihood jeopardised, and "unless some strong steps are taken in the immediate future to assist us, we fear the very worst results to our families and to ourselves." This petition was signed by some 1,600 fishermen and others connected with the fishing industry on the coasts of Sutherland and Caithness; and on the 11th November the Secretary for Scotland, Mr. GRAHAM MURRAY, wrote to the DUKE OF SUTHERLAND, stating that he had given the matter his best consideration, and that his recent visit to the district had enabled him to satisfy himself that the fishing population on the northern seaboard of the Moray Firth "have suffered and are suffering grievously from the recent decline in the quantity and value of the fish landed on their shores. The British fisheries at large, and taken as a whole, have been prosperous; but while this is a legitimate subject for congratulation, I am very sensible of the great national importance of preserving, if it be possible, an active and industrious population of fishermen resident in towns and villages round the coasts. Whether the decline in local prosperity is capable of remedy, and if so what remedies should be applied, are in my opinion proper subjects for inquiry, and after communication with the Fishery Board and with the Congested Districts Board, I have decided to order an inquiry of the nature desired by the petitioners to be held without unnecessary delay." Let us therefore hope that

good will come out of this inquiry, though it is indeed difficult to see what recommendations can be made to mitigate the unfortunate course of events.

The following quotation from the *Scotsman* shows only too clearly what a difficult situation has to be met. "Financiers are also entering more largely into the fishing business, and companies are regularly being formed on the limited liability principle to work steam drifters, thus driving still closer to the wall the small fisherman who owns a sailing boat. In some quarters a suggestion has been made that money might be advanced to enable five or six fishermen to combine in procuring steam drifters, and that existing small harbours might be deepened and utilised for laying up the boats at the end of the season, the large harbours—such as Wick and Helmsdale—being used for disposing of the catches." This brings in the question of capital. The cost of a steam drifter varies from about 2,500*l.* to 2,800*l.*, and how is this to be obtained without State aid? And, as the writer truly remarks, it is not likely that Parliament will ever follow the Dutch and German practice of subsidising their fishermen. At any rate, it seems pretty clear that unless the fishermen of the small coast villages are enabled to procure steam drifters (or boats with some motive power besides sails), and be provided with better fishing-gear, they cannot carry on their industry with any hope of success.

The fishing season of 1904 on the east coast was an exceptionally good one so far as the quantity delivered in the markets was concerned, but on examining into the matter it is found that a very small proportion of the total catch was secured by the sailing boats, which, being dependent on the weather, could

make few trips to the distant fishing-grounds sixty or seventy miles away, whereas the steam drifter could go and return every day. "It has been alleged by some fishermen that these steam drifters have been multiplied to such an extent that they often form, during the herring fishing season, an almost unbroken line across the mouth of the Moray Firth, blocking the entrance of the fish into the Firth." Small wonder, then, that the inshore fishermen suffered!

Turning to statistics collected in relation to the subject in discussion, it appears that at Helmsdale there has been a continuous decline in the fishing, due to the causes alluded to. This last season there were so few boats fishing from here that only 300 crans were landed, as compared with 1,000 in 1903 and 1,498 in 1902. Forty years ago 38,000 barrels were exported, but last year only 470. The number of boats engaged has dwindled from 300 to 30, and in place of the seventeen curing establishments there is now not work for half a dozen. "The small fishing communities of Brora, Golspie, and Embo only use these villages as their homes, and ply their calling from Wick, Shetland, and Fraserburgh." Wick is the principal fishing port, in fact, third in importance of the East Coast stations; and it appears that of the 300 boats fishing from that centre this last season 40 were steam drifters, and they accounted for three-fourths of the whole catch. Lybster, which boasted a hundred boats twenty years ago, mustered but forty this last season. The same story was to be heard at Dunbeath, whence only a dozen boats went out last year. Latherauwheel, where not long ago thirty boats went out, is now reduced to half a dozen. Forse is practically deserted as a fishing station,

and such villages as Occumster, Clyth, Whaligoe, and Sarclett, all prosperous places in their small way in past times, now afford very little employment for the fishermen.

It is true only a small part of the coast is here touched on, but the agencies at work, which appear to have produced such a disastrous result, might well act, and probably are acting, in the same direction in other places, only the effects have not yet been so acutely felt. It would appear that the small fisherman is doomed to be a victim of the law of change, and must go the way of the hand-loom weaver, the stage-coach driver, and other picturesque survivals of a past age. And what a loss he will be to those who have known and worked with him. His local knowledge, his excellent ability to manage his boat, his power of undergoing exposure to the elements, and last, but by no means least, his pluck, which made him such a first-rate Life-boatman, will be a great loss, and by no means will his loss be least to the Life-boat service.

Perhaps after all the promised inquiry may find some method of resuscitating this dying industry. Many changes are taking place, especially in the mechanical world. The motor-boat, for instance, is coming to the front, though now in its infancy. It has been shown that an 80-H.P. motor can be produced which, with all its fittings, shaft, screw, gearing, and tank, weighs only 12 cwt. Much might be done with these small compact engines, and possibly, should the outlay fall to reasonable proportions, they may come into use for the smaller class of fishing boat frequenting small and shallow harbours; but capital appears to be the first necessity, and where is it to come from unless from grants made by the State?

## LIFE-BOAT SATURDAY.

ALL agree that the past year was one of unusual difficulty for any engaged in charitable enterprise. No good work, whatever its character or scope, can be carried on without money, and to obtain this necessary commodity in a sufficient amount caused every class of philanthropists during the past year more than usual labour and much anxious thought. The Life-boat Saturday workers have not escaped the depressing influences of the times, but the hope of "better times," backed by enthusiastic zeal and a strong sense of the importance of the cause, has urged them on and encouraged them to work constantly and earnestly on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Quite outside the Institution's ordinary branches, which are the backbone of the undertaking, the Life-boat Saturday Committees and the Ladies' Auxiliaries have continued to bring very directly and practically before the great industrial centres of the country

the claims and needs of the LIFE-BOAT INSTITUTION, and few nowadays can fairly urge ignorance as an excuse for not giving a ready and liberal response to the strong appeal made to them for help.

It is most gratifying to know that notwithstanding the bad times and the many difficulties experienced—but frequently overcome—very encouraging results have been secured; far better indeed than were expected, although not better than those aimed at. Those, therefore, who have done so well in gloomy and un auspicious times and in depressing and discouraging circumstances, may, we feel sure, look forward hopefully and confidently to brighter days and better prospects in this new year, and we would encourage them to do so. Failures in the past must and will give way to successes in the future, and the bad experiences—perhaps dearly bought—of bygone days will surely be succeeded by good ones in those to come.

## THE LIFE-BOAT SERVICE IN FRANCE.

LA SOCIÉTÉ CENTRALE DE SAUVETAGE DES NAUFRAGÉS, which has its headquarters in Paris, was established in 1865, and has done excellent work in life-saving, having been the means of rescuing, up to the 1st March last, 13,915 lives from a watery grave, besides saving or succouring 1,202 vessels. Its operations embrace the entire coast of France, as well as those of Algeria and Tunis. The Society, like the ROYAL NATIONAL LIFE-BOAT INSTITUTION, is supported mainly by voluntary contributions, and is directed by a Committee of Management, with the assistance of a zealous and thoroughly competent staff of officers, the principal administrative official and secretary being Lieut. EMILE DUBOC, late of the French Navy. La Société Centrale receives no regular financial support

from the French Government, but is aided by it from time to time in meeting the cost of establishing a new Life-boat station. The crews of the Society's 101 Life-boats are composed entirely of volunteers, as in Great Britain, and are mainly fishermen. The sole object of the crews is, in accordance with the regulations, directed to the saving of life from shipwreck, but should an abandoned vessel be brought by them into port, the Society pays the men as for an ordinary launch. The Committee make no claim on owners or underwriters in respect of property salvage service, but accept anything they may voluntarily give, which is handed over to the salving crew. When, however, cases are brought into the law courts the Life-boat crews are permitted by the Society to receive the amount awarded

by the judge. The great majority of the Society's Life-boats are self-righting, one, if not two of them, having been built under the auspices of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The Committee have recently expended 75,000 francs (3,000*l.*) on a 374-ton steam-tug, which they have stationed at Royau, and which they are satisfied will prove very useful in rendering assistance to distressed vessels in the locality. There being no coastguard in France, the Society has found it necessary to establish rocket apparatus stations and other life-saving means at 500 places where circumstances do not permit the placing of Life-boats; and these are usually worked by the Customs'

officials, assisted by local committees. The cost of establishing a Life-boat station in France ranges from 25,000 to 30,000 francs at least, according to the locality, and that of a rocket apparatus station is about 4,500 francs. The Committee estimate the value of their Society's property on the coast at more than 3,000,000 francs, and are constantly appealing to the French public for funds to enable them not only to maintain efficiently their existing stations but to extend their sphere of usefulness. France also possesses two or three local Life-boat and Life-saving Societies, that which provides more especially for the Breton coast being the most important.

#### NEW LIFE-BOATS.

SHERINGHAM, NORFOLK.—The Life-boat stationed by the ROYAL NATIONAL LIFE-BOAT INSTITUTION many years since at Sheringham has been replaced by a new one, of the "Liverpool" type, 41 feet long and 11 feet wide, fitted to row 16 oars double-banked, and provided with two sliding or drop-keels and two water-ballast tanks. The Life-boat was built by the Thames Ironworks Company, and is named the *J. C. Madge*, her cost having been defrayed from a handsome gift to the Institution received from the late Mr. J. C. MADGE, of Southampton. She was publicly inaugurated at her new station on the 13th December last, in most inclement weather, the launch taking place at high water, in a strong wind and choppy sea, which displayed her good qualities to the best advantage.

The proceedings were opened by Mr. H. R. UPCHER, D.L., J.P., President of the Branch, who addressed those present, and pointed out that this was the third Life-boat presented to Sheringham by the Institution. He hoped she would remain there for many years; and he was confident that the gallant crew would ever be ready and competent to do good service in her when required. He also referred with satisfaction to the new house which had been prepared for the boat on a fresh site, the old one

no longer being available on account of the inroads of the sea.

The District Inspector of Life-boats, Commander HOLMES, R.N., handed over the charge of the new Life-boat Station to the care of the Local Committee, whose Chairman, the Rev. J. S. BARFORD, M.A., accepted the trust with gratitude, and welcomed the new boat with every confidence. He then offered prayer on behalf of the Life-boat and her crew, and finally all present joined in the Lord's Prayer.

Afterwards Miss UPCHER, in the absence of Mrs. UPCHER through ill-health, performed the ceremony of naming, and amid cheers the boat was successfully launched and tried by the crew, who were loud in their admiration of her as she sailed extremely well and proved herself a fast boat.

BRIGHTON, SUSSEX.—This Life-boat Station has been provided by the Institution with a new boat 35 feet long, 8 feet 6 inches wide, and rowing 10 oars double-banked. She is provided with masts and sails, and has, in addition, two water-ballast tanks and one sliding or drop keel. Like all the modern self-righting Life-boats built by the Institution, the boat will promptly self-right if capsized with all the crew and gear

in, masts up and sails set. A new transporting and launching carriage has been sent with the new boat, which is named *William Wallis*, her cost having been defrayed from a munificent legacy received for a Life-boat for the British or Irish coasts from the estate of the late Mr. WALLIS, of Brighton. She was publicly named, and had her inaugural launch at her Station on Thursday, 22nd December last. The occasion drew a great crowd of spectators to that part of the Front where the Life-boat Arch is situated, and the upper and lower esplanades and the steps and slopes leading to the beach were thronged with spectators for hundreds of yards adjacent, and the beach itself in the immediate vicinity was black with sightseers. A space on either side of the Life-boat and extending from the arch to the sea had been roped off, and here were stationed a guard of honour, composed of the Coastguard, the Brighton and Hove Company of the Royal Naval Volunteers, and a small party of the 1st Sussex Royal Engineer Volunteers. The Mayor of Brighton (Alderman F. BLAKER) presided, and was supported by a large number of influential local residents and others.

Councillor BOOTH, on behalf of Dr. MARCUS ALLEN and himself as executors of the late Mr. WILLIAM WALLIS, stated that he had the greatest pleasure in handing the boat over to the Life-boat Institution, with the earnest prayer that God would bless, prosper and preserve her, and that she might do a useful work for many years to come (applause).

The District Inspector of Life-boats,

Mr. KEPPEL FOOTE, in accepting the boat on behalf of the Institution, said Mr. WALLIS's memory would always be gratefully cherished by the Institution. He then handed her to the care of the Local Committee who were represented by Mr. H. A. PERRY (Chairman) and Mr. H. KING (Hon. Secretary), the former stating that the Local Committee would do their utmost to preserve her and see that she was well looked after.

The Dean of Chichester and the Vicar of Brighton then conducted the impressive dedication service customary on these occasions, the closing hymn, "Eternal Father, strong to save," being joined in by all present, the singing being led by the Parish Church choir, conducted by Mr. A. S. Cooke. Lady LOUISE LODER then broke the bottle of champagne against the vessel's stern post, exclaiming "God bless the '*William Wallis*,' and good luck to her," and this part of the proceedings terminated with hearty votes of thanks to her Ladyship and the Mayor. The Life-boat and carriage were then wheeled to the water's edge, and the members of the guard of honour manned the ropes, and with "a long pull and a strong pull" hauled her off the carriage, and she slid gracefully out upon the waters amid a round of cheering from the assembled multitude. A number of men from the Royal Navy on Christmas leave also rendered valuable assistance. The boat was rowed out about half a mile, and then her sails were hoisted and she was taken over the sunlit sea in a south-easterly direction, appearing to behave in a most satisfactory manner.

#### CIVIL SERVICE LIFE-BOAT FUND.

THE Thirty-Eighth Annual Meeting of the Committee of this Fund was held on the 20th ultimo, and was presided over by the Right Hon. Sir RALPH H. KNOX, K.C.B. Mr. CHARLES DIBDIN, the Hon. Secretary, reported that, notwithstanding the badness of the times, the Fund had received liberal support from the Civil Service during the past year, the number of contributors having for the first time exceeded 26,000. The Fund had paid in 1904 to the ROYAL NATIONAL LIFE-BOAT INSTITUTION,

1,572l. 7s., to meet all the expenses it had entailed in the year in respect of the seven Civil Service Life-boats and Stations provided by the Fund, and including 500l. to strengthen the endowment funds of the Boats, which have been instrumental in saving 488 lives. The total amount paid to the National Institution by the Fund since its establishment in 1866, has been 32,189l. 12s. 4d., all of which has been raised in half-crown subscriptions and other small amounts.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED  
THE 30TH JUNE, 1903.

THE British Public is much indebted to the BOARD OF TRADE for the carefully prepared tables and statistics which it provides year by year in connection with the shipping disasters which occur on or near the coasts of the United Kingdom. The Blue Book most recently issued on this subject contains the information and figures for the year ended the 30th June, 1903, and is well worth careful examination and study, more especially by those who take an interest in the great national life-saving work carried on by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The result is to show how absolutely necessary in the interests of life-saving is the efficient and proper maintenance of the Life-boat service.

In a concise form we give the more important statistics and information which are to be found in the "Wreck Abstracts," and in doing so cannot but feel that they speak volumes in support of any appeal which is made on behalf of the Institution and its gallant Life-boat crews.

The number of shipping casualties occurring on or near the coasts of the United Kingdom and Ireland in the year 1902-3 totalled 4,357, an increase, although not a very large one, of 233, as compared with the year 1901-2. The number of lives lost as the result of the casualties numbered 339, a very large decrease of 288, as compared with the corresponding figures of the preceding year, when the number of those who perished reached the sad total of 627.

The 4,357 casualties in question included every description of accident which befell vessels of any class—collisions, foundering, strandings, missing vessels, &c., and are classified as follows:—(1) Total loss; (2) serious casualties; (3) minor casualties. It is unfortunate that there was an increase, although

happily not a large one, in the number of cases of total loss and serious casualties, the numbers reaching 1,290, or an increase of 81 as compared with 1901-2. The minor casualties were also on the up-grade, the total of these being 3,067, or 152 more than during the preceding twelve months. It is very gratifying, however, to note that notwithstanding the increase in the various classes of casualties, life was lost as a result in only 94 cases, a falling off of 35 as compared with the year 1901-2.

As is generally the case, collisions represented a very considerable proportion of the casualties during the year under consideration, the totals being 1,452, but this total was smaller by 121 cases than that of the year 1901-2. The cases of total loss, *excluding* collisions, ran up from 257, the number for the preceding year, to 270, and the number of serious casualties increased from 605 to 668. The total of minor casualties, also *excluding* collisions, increased from 1,689 to 1,967.

Of the 4,357 casualties, 3,906 befell British and Colonial vessels, and 451 Foreign vessels, the British and Colonial casualties showing a considerable increase of 246 as against the preceding year, whilst on the other hand there was a decrease of 13 in the Foreign casualties.

The various localities of the casualties, *excluding* collisions, were as follows:—East coast of England, 682, or 35 less than in the year 1901-2; south coast, 414, or 18 more than the previous twelve months; west coast of England and Scotland and east coast of Ireland, 1216, or 220 more than the preceding year; north coast of Scotland, 147, a rise of 46; east coast of Scotland, 157, an increase of 30; other parts, 289, an increase of 75; total, 2,905, or 354 more than the year 1901-2.



The *loss of life* resulting from the 4,357 casualties, every description of casualty being included and allocated to the various districts previously mentioned, was as follows:—East coast of England, 68, or 205 less than in 1901-2; south coast of England, 44, or 21 more than the preceding year; west coast of England and Scotland and east coast of Ireland, 101, an increase of 14 as compared with the previous twelve months; north coast of Scotland, 14, the same number as in 1901-2; east coast of Scotland, 17, a large decrease of 38; other parts, 95: total, 339.

On reference to the chart of the United Kingdom, issued every year, it will be noticed that a black dot has been placed against each spot on the coast where any *serious* shipping casualty occurred in the year ended the 30th June, 1903, as well as an indication of the precise position of each of the 286 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Any intelligent reader will be able to see at a glance that great care has been taken to station the Life-boats where their services are most likely to be needed.

Between the year 1861 and the 30th June, 1903, 6,436 British, Foreign, and Colonial vessels were wrecked on or near the coasts of Great Britain and Ireland, in every case involving loss of life, the total number of lives perishing as the result being 27,771. Of the 339 lives lost during the year 1902-3, 232 were from British and Colonial vessels, and 107 from Foreign vessels. These figures, as compared with those for the previous year, show a very large decrease of 251 in connection with British and Colonial vessels, and 37 from Foreign vessels. Of the total of 339 lives lost, 78 were lost in foundered vessels, 65 in collisions, 114 in stranded vessels (a decrease of 123), 57 in missing vessels (a large decrease of 77 as compared with the year 1901-2), 25 in explosions, washed

overboard, &c. It is important as well as remarkable that of the 339 persons drowned during the year 1902-3, only 9 were passengers, the great bulk (330) of those who perished being officers or members of the crews of the vessels.

The number of vessels meeting with casualties on or near the coasts of the United Kingdom must necessarily vary from year to year. The following table furnishes the statistics for the last 50 years:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067; 1900-1, 4,008; 1901-2, 4,124; 1902-3, 4,357. Total, 161,520.

It is found on examination of the "Abstracts" of the BOARD OF TRADE for the last half-century that during that period no less than 31,610 persons perished from shipwreck on or near the coasts of the United Kingdom; but notwithstanding this terrible sacrifice of human life, it is very satisfactory to note that had it not been for the saving, during the same total of years, of 34,575 lives by the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means used and recognised by the Institution, the number of those perishing would have been more than doubled, whereas, as a fact, those rescued exceeded the total of lives lost by 2,965.



**SUMMARY**

During the year ended the 30<sup>th</sup> June 1903, the Number of Vessels lost or damaged on the coasts and in the seas of the United Kingdom including cases of minor damage was 4357 and the loss of Life as far as can be ascertained was 339

|           | Life Boats | Rocket Stations |                     |
|-----------|------------|-----------------|---------------------|
| There are | 210        | 209             | in England & Wales. |
| " "       | 46         | 46              | " Scotland.         |
| " "       | 36         | 51              | " Ireland.          |
| " "       | 6          | 4               | " Isle of Man.      |
| " "       | 4          | 0               | " Channel Islands.  |

# WRECK CHART OF THE BRITISH ISLES

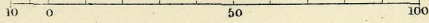
FOR THE YEAR  
1902-1903.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS.  
OF THE  
ROYAL NATIONAL LIFE BOAT INSTITUTION.

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

Scale of Nautic Miles



The BOARD OF TRADE continues to carry on its admirable and most useful work with the rocket apparatus, its 315 life-saving stations being ably manned by H.M. Coastguard and by rocket brigades. The number of lives saved by this means during the year 1903-4 was 142, a decrease of 93 as compared with the previous twelve months.

The Committee of Management of the

ROYAL NATIONAL LIFE-BOAT INSTITUTION confidently and earnestly appeal to the public for further and increased support to enable them to carry on efficiently the great national life-saving work entrusted to them. They feel that the fullest justification for their appeal is afforded by the Institution's splendid record of rescue which has been added to annually during the last four-score years.

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

TORQUAY, DEVONSHIRE.—On the 2nd May a large four-masted barque was observed at anchor in Torbay flying a signal for assistance. The Coastguard reported the matter to the Harbour Master, and within a quarter of an hour of the crew being summoned the Life-boat *Wighton* was on her way to the barque. A strong gale was blowing from the west, and on arrival at the vessel the captain requested the Life-boat to stand by him through the height of the gale. They learned that the barque was the *Howth*, of Dublin, a vessel of 3000 tons bound from San Francisco to Liverpool with a general cargo. After remaining with her some time, the Coxswain was asked by the Captain to take a message to Lloyd's Agent at Brixham, and the weather having moderated somewhat, this was done. On their return, as the wind was still dropping, the services of the Life-boat were no longer required; she therefore returned to her moorings during the afternoon.

WINCHELSEA, SUSSEX.—A telephone message was received on the 2nd May from Dungeness stating that a vessel off Dengemarsh was flying a signal, "Want immediate assistance." The crew and helpers of the Life-boat *John William Dudley* were assembled with all despatch, and the boat smartly launched, the helpers wading into the sea up to their necks in order to get her clear. The vessel proved to be the ship *Derwent*, of London, which in the strong south-

westerly gale prevailing had broken adrift from the tug which had had her in tow. The Life-boat stood by her, and later, when the weather improved, she was again taken in tow by the steamer. The Life-boat then started to return to Winchelsea, but on account of the heavy cross sea running had to make for Dungeness, where she remained that night, returning to Winchelsea next morning.

FOLKESTONE, KENT.—At 7.20 P.M. on 14th May the signal was fired denoting the Life-boat was required to assist some vessel in distress, and a steamer was seen in the fog making for the shore to the east of Folkestone. Within a very short time the *Leslie* had been launched, and was alongside ready to render aid if necessary. The vessel, which proved to be the steamship *Marzo*, of Bilbao, had been in collision about four miles off, sustaining serious damage, and was in a sinking condition when beached. Shortly after the arrival of the Life-boat a tug came from Dover, and it was then decided to move the steamer to a safer position. This was carried out by the aid of the tug and Life-boatmen, the pumps being kept going all night. Meanwhile efforts were made to stop the leaks, the *Leslie* remaining alongside, and next morning the steamer was taken successfully to Dover, where she was docked. The Life-boat then returned to Folkestone, which was reached about 8 P.M.

On the 5th October, about 10 P.M., signals of distress were seen from a fishing-smack being driven before a strong gale from the S.W. The assembly signal was made, and many willing hands quickly got the Life-boat *Leslie* to the water's edge; here a desperate struggle to launch took place. Enormous waves struck the boat, and time after time washed her broadside on; but in spite of the difficulty of their task the launchers stuck to their post, and the Life-boat was at length got clear of the beach. A flare was then seen off Copt Point, and the boat made for it. When nearing the smack, which was the *Good Intent*, of Folkestone, a heavy sea struck the Life-boat and washed two of the crew out of her; happily the next wave brought the boat close to them, and both were picked up. The Life-boat was then anchored and veered alongside the wreck, the three men on board were rescued and the boat started on the return journey. Notwithstanding the lateness of the hour large crowds had assembled on the harbour piers awaiting the return of the Life boat, and at 2.30 A.M. a tremendous cheer from the crowd denoted the safe return of the boat and the success of her mission. The crew were loud in their praises of the Life-boat, and said she behaved splendidly throughout. Having landed the shipwrecked men the boat was left in the harbour under the care of two watchmen, but her services were fortunately not required again. The smack within a short time of her crew being taken off was dashed on to the rocks and totally wrecked.

The Committee of Management as a special mark of their appreciation of the gallantry displayed during this service conferred the Silver Medal of the Institution with a framed copy of the vote inscribed on vellum on the Coxswain Superintendent, Mr. S. Cook, and made an additional monetary grant to each of the crew.

MARYPORT, CUMBERLAND.—Shortly before 11 P.M. on the 18th May it was reported that a vessel was showing signals of distress on the north side of the harbour. The Life-boat *Civil Service*

*No. 5* was launched and proceeded to her assistance. The weather was very squally, a moderate W.N.W. gale blowing, and a rough broken sea, but within a quarter-of-an-hour the Life-boat had rescued the crew of three hands from the vessel, which was the schooner *Jane*, of Wigtown, with a cargo of pitwood; she had been making for the harbour when she stranded; eventually she became a total wreck.

ST. DAVID'S, PEMBROKESHIRE.—Shortly after mid-day on the 25th May the Chief Officer of Coastguard reported that he had just received a telegram from Swansea, stating that the captain of the s.s. *Tyne* had reported a shipwrecked crew on the North Bishop's Rock. When observed by the steamer her life-boat was at once launched, but they were unable to effect any communication on account of the high sea running. Immediately on receipt of the news the Life-boat *Gem* was despatched to the help of the five men, whom they found on the rock as stated; they were taken into the Life-boat without delay and landed in safety at St. David's. They subsequently stated that their vessel, the schooner *Edith Crossfield*, of Barrow, had struck the rock at 6 P.M. on the 23rd and sank in half an hour. Happily they had all managed to get on to the rock in safety, but were compelled to remain there as the ship's boat was wrecked in landing.

HOPE COVE, DEVONSHIRE.—During a dense fog in the Channel on the 27th May, the passenger steamer *Lady Hudson Kinahan*, of Dublin, ran ashore half a mile to the eastward of the "Bolt Tail," on the South Devon coast. Information reached Hope Cove at 9.15 P.M., and the Life-boat *Alexandra* proceeded to the vessel with all despatch. Twenty-six of the passengers were taken into the Life-boat and landed. In the meantime steps were taken to refloat the steamer, and when this was successfully accomplished those who wished were taken back to the vessel which, in a damaged condition, proceeded to Plymouth. The Life-boat then returned to her station.

**ATHERFIELD, ISLE OF WIGHT.**—On the 28th May, during a temporary lift in the prevailing fog, a schooner was observed on the Atherfield Ledge. The crew of the Life-boat *Catherine Swift* were summoned, and the boat proceeded to the vessel's assistance. On going alongside they found that she was the *Dolly*, of Harburg, bound from Teignmouth to Leith with a cargo of china clay. A kedge anchor was laid out, and an unsuccessful attempt made to get her off. Later another attempt was made with the assistance of a tug, but without avail, and she gradually filled with water. The crew of five hands were then taken into the Life-boat, which landed them in safety about noon.

**SCARBOROUGH, YORKSHIRE.**—The Life-boat *Queensbury* was launched about 7.30 A.M. on the morning of the 9th June to render assistance to the fishing fleet, which had to return to harbour on account of the weather. The cobsles left for the fishing grounds about 3 o'clock in the morning, and shortly afterwards the N.E. wind increased until it was blowing half a gale, causing the sea to make very quickly. The Life-boat stood by ready to render assistance in the event of any casualty, but happily her help was not called for.

**SOUTHWOLD, SUFFOLK.**—About 10 P.M. on the 9th June it was reported that a punt, named the *Rapid*, belonging to Southwold, had not returned ashore. As the wind was blowing strongly from E. by S., accompanied by a very nasty sea, the No. 2 Life-boat *Rescue* was launched, and for a time searched for the missing boat; in the darkness, however, she could not be found. The Coxswain then remained at sea until daybreak, when the punt was seen about a mile away. The Life-boat at once made for it, and succeeded, about 4 A.M., in bringing both it and the four occupants ashore in safety.

**ARBROATH, FORFARSHIRE.**—At 3.30 A.M. on the 15th June two of the fishing cobsles were observed trying to make for the harbour. There was a heavy gale blowing from S.S.E., and it

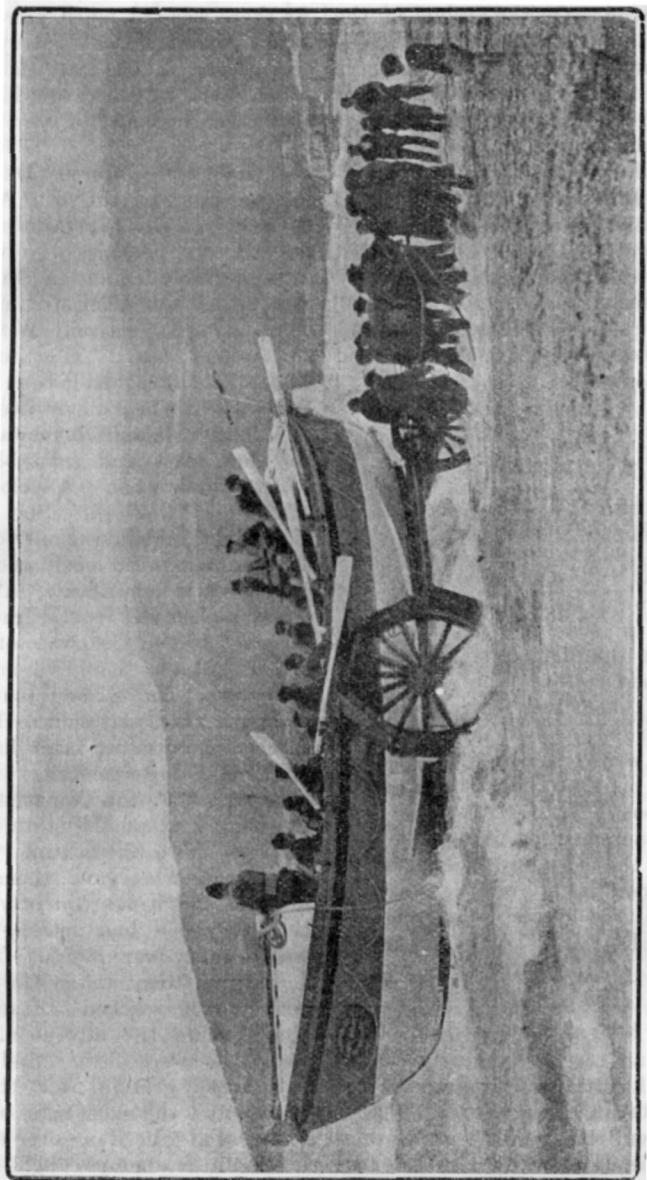
was evident that they could not cross the bar without considerable risk to the men on board. The Life-boat *James Stevens* No. 13 was accordingly launched, and remained in attendance until both cobsles were in safety.

**NORTH SUNDERLAND, NORTHUMBERLAND.**—During a whole W.S.W. gale and rough sea on the 16th June, the fishing-boat *Pilgrim*, of Buckhaven, was observed about three miles off North Sunderland Harbour showing signals of distress. At 3.45 P.M. the Life-boat *Thomas Bewick* was sent to her assistance, taking with her a borrowed sail, as it appeared probable that the fishing boat's sails had been blown away. This proved to be the case, and after several attempts the Life-boat got alongside and placed the sail and five men on board. The boat's crew were much exhausted, but with the assistance thus rendered they were able to bring their boat safely into harbour.

On the 25th June the services of the *Thomas Bewick* were again called into requisition. Four of the herring boats belonging to the port were waiting for the tide to rise sufficiently for them to get into harbour, but in the prevailing weather—a N.E. gale and heavy sea—the harbour authorities considered it dangerous and hoisted the warning signal. The boats having their catches of fish on board, the men were anxious to land them and it was seen they intended to try to get in. As an attempt would be attended with considerable risk, the Life-boat launched and proceeded out of the harbour, and convoyed each of the boats safely in.

The fishing-boat *Affiance*, of St. Ives, whilst bound for the fishing-grounds on the 28th July, stranded on the Farne Islands, the weather being fine and the sea smooth at the time. In response to her signals of distress, the Life-boat *Thomas Bewick* was despatched to assist her, and stood by the boat until the tide flowed sufficiently to float her; the Life-boat then took her in tow and placed her in safety in the roadstead.

**SWANSEA, GLAMORGANSHIRE.**—About noon on the 6th July the Coastguard fired the Life-boat assembly signal, and



LAUNCHING TO THE RESCUE.

in response the crew quickly mustered, launched the boat, and at once proceeded to the s.s. *Lilian*, of West Hartlepool, which was ashore in a very dangerous position to the south of Mumbles Head. On the arrival of the Life-boat an offer was made to take the crew off, but this they declined as there was no immediate danger. After standing by the vessel for some time the boat returned ashore; but later in the day, on the weather becoming rather threatening, the Life-boat again went off to the vessel and remained by her until after high water. As the *Lilian* proved to be badly damaged and was in a very exposed position, no attempt was made to float her; and the Life-boat's assistance not being required she returned to her station at 2 A.M.

BERWICK-ON-TWEED, NORTHUMBERLAND.—During a thick fog on the 24th July, the s.s. *Torbryan*, of Glasgow, stranded on the rocks at Dodds Well, about 1½ miles north of Berwick Harbour, at 1.30 P.M. The life-saving apparatus went to her assistance and stood by in readiness, but towards evening the Chief Officer of Coastguard sent a message to the Life-boat authorities that it was desirable for the Life-boat to stand by during the night, in case she was required while attempts were being made to refloat the steamer. The Life-boat *Matthew Simpson* was therefore launched at 6 P.M. and proceeded to the scene of the accident. She remained in attendance until 11 P.M., when the vessel was refloated without mishap, and she then returned to Berwick.

YEALM RIVER, DEVONSHIRE. — A message was received shortly before nine o'clock in the morning of the 6th August, stating that a sailing-barge was in difficulties near the entrance to Mothecombe Harbour. The Life-boat *Michael Smart* was at once launched and proceeded to the barge, which was found dangerously near the rocks, and shipping a great deal of water, the crew of two men being in a very exhausted condition. She had put to sea the previous evening, but her rudder carried

away; she then anchored, but in the heavy weather which was prevailing, her cable also carried away, and when the Life-boat reached her she was depending only on two small anchors. As there was not much prospect of the barge remaining afloat very long, the crew were taken into the Life-boat, which then returned and landed them at Yealm Harbour.

ILFRACOMBE, NORTH DEVON. — On the morning of the 6th August, the Ilfracombe Life-boat *Co-operator No. 2* rescued two persons, who were found in a pitiable condition in a fishing boat, which was dismasted and drifting helplessly in a strong W.S.W. wind and rough sea. The boat *Bonnie Lad*, of Sennen, had been fishing at Salvon, and when about five miles east of Lundy Island homeward bound, had her mast and sails blown away in a squall, about 9 o'clock in the evening of the 5th. She drifted all that night, and it was only due to both men bailing continuously and pumping, that she was kept afloat. About 9 A.M. she was observed from Ilfracombe, and reported to the Coxswain of the Life-boat. In less than five minutes, the *Co-operator No. 2* was launched, and with the wind and tide in her favour, reached the disabled craft half an hour later, off Watersmouth. It was at once seen that the two men were in a thoroughly exhausted state and almost helpless. Two Life-boatmen were placed on board, who gave them rum and biscuits, and it subsequently transpired that they had had nothing to eat for over twenty-four hours. The *Bonnie Lad* was then taken in tow, and both boats reached Ilfracombe harbour during the afternoon. The two men, who were father and son, were both very grateful for their timely rescue, and the elder man subsequently stated that "he was never so delighted in his life as when he caught sight of the Life-boat." A few days later, after their safe return home, the Hon. Secretary of the Ilfracombe Branch, Mr. W. COLE, received a letter expressing the heartfelt gratitude of the rescued men and their relations to all who had assisted them in their hour of need.



KINGSTOWN, Co. DUBLIN. -- About noon on the 6th August, during a strong W.N.W. gale and rough sea, the Coastguard reported that the ketch *Standard*, of Fowey, was dragging her anchors and was in danger on a lee shore in Dublin Bay. The Life-boat *Dunleary* was promptly launched, and proceeded to the place indicated. In the meantime, the *Standard* had brought up to her anchors, and on the arrival of the Life-boat was riding head to sea. As the crew were in no immediate danger, the Life-boat stood by the ketch for an hour, and then, finding her services were not required any longer, returned to her station and was re-housed during the afternoon.

PENNON, ANGLESEY.—During a strong gale on the 6th August, the yacht *Maude*, of Glasgow, was observed flying a signal of distress while at anchor, and the Life-boat *Christopher Brown* at once proceeded to her. Having anchored to windward, the Life-boat was veered down to the yacht, and three of her occupants were taken off; the crew of two men, however, preferred to remain on board. The Life-boat therefore returned without them and landed the three men at Beaumaris. It appeared that the yacht was on her way to Scotland, but in the heavy weather lost her sails and some of her spars; she then anchored as stated above, and later in the day was towed by a steamer to moorings off Bangor.

POOLBEG, Co. DUBLIN.—On Sunday, the 14th August, the yacht *Psyche*, of Dublin, drove ashore near the Flash Light, on the north bank of the Liffey, during a heavy squall in a westerly gale, and as the position of the occupants was one of great danger the Life-boat *Richard Cresswell* was promptly despatched to their assistance. On reaching the disabled vessel the crew, three in number, were taken into the Life-boat, which conveyed them safely ashore.

HOWTH, Co. DUBLIN.—At 3 o'clock in the afternoon of the 25th August, two youths, aged 15 and 14 respectively, took a boat from her moorings in the harbour and proceeded out to sea.

On getting clear of the harbour, it was noticed by the onlookers that they were inexperienced, and unable to manage their craft. There was a strong W.N.W. breeze blowing with heavy squalls and a moderately high sea. The boat, being driven before the wind and tide, became unmanageable, and the lives of the lads were thought to be in danger. The Life-boat *James Stevens No. 7* was therefore launched and was sent to their assistance. In the meantime the wind lulled somewhat and shifted, and the lads rowed to the Bailey Lighthouse Cliffs, where two boatmen from the shore got on board. On the arrival of the Life-boat the whole party was taken on board, and the boat was towed back to harbour.

RHYL, FLINTSHIRE.—Shortly after noon on the 3rd August, while a diver was giving a performance at the pier-head, the attendant boat was capsized, throwing her two occupants into the water. There was a moderate N.W. gale, accompanied by a very heavy sea at the time. With the assistance of the diver one of the men managed to reach the pier, but the other commenced to drift rapidly out to sea, clinging to an oar. As no small boat could launch in so heavy a sea, the Life-boat, *Caroline Richardson*, was signalled for. Within a few minutes the boat was in the water, and with all speed proceeded to the drifting man, who was skilfully picked up in a very exhausted condition. As soon as the boat regained the shore medical aid was given the unfortunate man, who in due time was successfully restored. The accident having occurred in the middle of the day, both the launch and the rescue were witnessed by some thousands of spectators.

LOWESTOFT, SUFFOLK.—About 8 A.M. on the 1st September the Coastguard gave information to the Coxswain of the No. 1 Life-boat, *Samuel Plimsoll*, that a vessel was aground on the Holm Sand. He promptly mustered his crew, and left for the vessel in tow of a tug. On reaching the sands the Life-boat was anchored and veered down to the wreck, which proved to be the trawler *Paula Bertha*, of Ostend, outward bound from

Yarmouth. She was hard on the sand and leaking a great deal, the crew were therefore taken into the boat, which then proceeded to get clear of the sands. In the meantime the trawler on the rising tide floated off the sand into deep water. The boat at once made for her, and several of the men were placed on board, and an attempt made to save her. A hawser was carried to the tug, and the trawler was towed to Lowestoft and beached. During the service there was a strong N.N.E. breeze, with a heavy sea running on the sands.

BLYTH, NORTHUMBERLAND.—On the evening of the 5th September, a Spanish steamer, when entering Blyth, collided with the s.s. *Peña Cabarga*, of Santander, which was outward bound with a cargo of iron ore. The latter vessel nevertheless proceeded, but after getting a short distance out to sea, it was found that she was badly damaged, and she put about to return to harbour; in doing so, however, she struck on the Seaton Sea Rocks and commenced to settle down. Signals of distress were made, and in response the Life-boat *Dash* proceeded to her assistance. Shortly after the collision, fearing the steamer was about to sink, nine of the crew left her in one of the boats, and they were picked up by one of the steam cutters belonging to the Blyth pilots. On the arrival of the *Dash*, the remainder of the vessel's crew, fourteen in number, were taken off the steamer. The Life-boat then made for the shore, taking one of the steamer's life-boats in tow, containing the ship's papers, the clothes of the crew, &c. The sea was rough at the time, with a moderate S.E. wind blowing.

ALDEBURGH, SUFFOLK.—About 1 A.M. on the 9th September, a telephone message was received from the Shipwash Light-vessel, stating that the brigantine *Laura*, of Whitstable, had been in collision with the Light-vessel, and was then drifting northwards. The Life-boat *City of Winchester* was launched, and proceeded to the Sands, keeping a sharp lookout, in the meantime, for the brigantine, but without result. On arrival at the Light-vessel, the mate of the *Laura* was found there, he having been knocked overboard by the collision, and rescued by the Lightship men in a drowning condition. He was taken into the Life-boat, which then proceeded to make a further search for the missing vessel, but no trace of her being found, the Life-boat returned ashore and landed the man they had brought from the Light-vessel.

DOUGLAS, ISLE OF MAN.—During a moderate E.S.E. gale, signals of distress were observed at 10.30 P.M. on the 11th September. The *Civil Service No. 6* Life-boat was immediately launched, and proceeded to the vessel, which proved to be the pleasure yacht *Eagle*, of Douglas, and succeeded in rescuing her six passengers and crew of two hands. The yacht was bound from Derby Haven to Douglas, and when about three miles south of Douglas Head, her rudder head was carried away by a heavy sea. In spite of the accident, her occupants managed to reach Douglas, but owing to the very heavy seas running, were unable to enter the harbour, and drifted into a very perilous position. When rescued, the yacht was in great danger of being dashed on the Conister Rocks.

### THE SHIPWRECK.

The crash of timbers and the rasp of rock,  
The stricken ship—mere plaything of the  
gale—  
Lies helpless, while the cruel waters mock  
Her swaying, cracking masts and flapping  
sail.  
The shrieking storm, the grinning, jagged  
crag,  
Tear at the sea-tossed, death-doomed,  
battered ship;

The mocking tongue of Death in frenzy wags  
Beneath its ghostly, ghastly, fleshless lip.

The curling breakers, with their mouths all  
white,  
Fasten their long fanged teeth upon the  
wreck,  
And drag her slowly down to lasting night,  
Where tangled seaweed creeps along her  
deck.

HAROLD EMERY JONES, M.D., Mold.

SUMMARY OF MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 13th October, 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 Deputy 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—Arbroath, Newburgh, Stonehaven, Johnshaven, Gourdon, Berwick-on-Tweed, North Berwick, Girvan, Campbeltown, Southend, Eyemouth and Buchhaven.

Southern District—Weymouth, Jersey, Guernsey, Swanage, Poole, Margate (two boats), Broadstairs, Dover, Clacton-on-Sea, Walton-on-Naze and Harwich (two boats).

Western District—Tenby, Barry Dock, Penarth, Port Isaac, Padstow (two boats and steam-tug), New Quay (Cornwall), Abersoch, Looe, Polkerris and Fowey, Mevagissey, Falmouth, St. Ives, Hayle, Sennen, Penzance and Porthleven.

Irish District—Southport (two boats), Lytham, Fleetwood, Killough, Newcastle, Giles Quay, Greenore, Blackrock, Kingstown, and Fenit (Tralee).

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

|  |     |    |    |
|--|-----|----|----|
| Mr. ARCHIBALD MUIR (the late)  | £   | s. | d. |
| (additional) . . . . .   | 100 | -  | -  |
| "M. E. A." (annual subscription) . . . . .   | 25  | -  | -  |
| Harvest Service Offeratories in Aldringham Church, per the Rev. C. du G. MAKEPEACE, M.A.     | 5   | 8  | -  |
| Offeratory Fund, Christ's Hospital (Herts) School Chapel, per Mr. JOHN B. SHARPE . . . . .   | 5   | -  | -  |
| Collected on board the s.s. <i>Peerless</i> , per Capt. J. THOMAS . . . . .                  | 4   | 2  | -  |
| Collected on board the steamer <i>Shamrock</i> at Morecambe, per Capt. G. ROBINSON . . . . . | 3   | 15 | -  |

—To be severally thanked.

Also the receipt of the following legacies:—

|   |       |    |    |
|---|-------|----|----|
| The late Miss M. J. WALKER, of Holloway (additional) . . . . .                            | £     | s. | d. |
| The late Mrs. E. A. MOORE, of Onslow Square (balance of residue) . . . . .                | 1,262 | 5  | 6  |
| The late Miss ELIZA DARLING, of Phillimore Gardens, W. . . . .                            | 360   | -  | -  |
| The late Mr. BENJAMIN HOCART, of Upper Norwood. . . . .                                   | 250   | -  | -  |
| The late Mrs. HETTY RUDDOCK, of Clapham . . . . .   | 202   | 12 | 6  |
| The late Mr. HENRY JONES, of Bristol . . . . .  | 110   | 7  | 10 |
| Ditto, per Wick Branch. . . . .   | 36    | 15 | 11 |
| The late Mrs. S. M. THOMPSON, of Wandsworth Common, in aid of Rhosneigr Station . . . . . | 90    | -  | -  |

Voted the thanks of the Committee to Mr. HENRY WARREN and Mr. GEORGE HICKS, in recognition of their past valuable services as Honorary Secretaries, respectively, of the Weymouth and Kessingland Branches of the Institution, which offices they had just resigned.

Reported the transmission to their Stations of the Aberdovey, Rhosneigr, and Shoreham new Life-boats.

Paid 8,531*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 119*l.* 1*s.* 9*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.                | Vessel.   | Lives saved. |
|---------------------------|---|--------------|
| Aldeburgh . . . . .       | Brigantine <i>Laura</i> , of Whitstable. Landed 1 from Shipwash Light-vessel. |              |
| Douglas . . . . .         | Yacht <i>Eagle</i> , of Douglas   | 8            |
| Gorleston No. 2 . . . . . | Shrimp boat <i>Adeline</i> , of Yarmouth. Saved boat and . . . . .            | 2            |
| Teignmouth . . . . .      | Ketch <i>Canterbury Belle</i> , of Plymouth . . . . .                         | 3            |
| Walton-on-Naze . . . . .  | Schooner <i>Willie</i> , of <i>Faversham</i> . Stood by vessel.               |              |
| Wexford . . . . .         | Schooner <i>Sarah Ann Huskell</i> , of Dublin.                                | 5            |

The Cromer Life-boat also assisted to save the S.S. *Rosalind*, of Newcastle, and her crew of 17.

Voted 157*l.* 16*s.* 2*d.* to pay the expenses of launches of Life-boats, or assemblies of crews, at the following Stations, with the view of assisting vessels in distress:—Arklow, Brixham, Castletown, Courtmacsherry, Fishguard, Gorleston No. 1, Hope Cove, Hornsea, Maryport, Palling No. 2, Porthdinllaen, Rhyl, Wicklow, and Yarmouth.

Also 1*l.* 15*s.* to seven fishermen, who put off in a boat from Torquay about 10 P.M., in a moderate S.E. breeze with a nasty ground swell, on the 18th September, to search for another boat, in which three young men had gone off earlier in the evening to attempt to reach Brixham.

THURSDAY, 10th November, 1904.

Captain the Hon. JOHN M. YORKE, R.N.,  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

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

Read the report of the Chief Inspector of Life-boats on his recent visits to the Port Isaac and Padstow Life-boat Stations:—

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Irvine, Troon, Girvan, Workington and Port Isaac Stations:—

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

Northern District—Maryport, Workington, Ardrossan, Ballantrae, Girvan, Troon, Irvine, Ayr, Berwick-on-Tweed, Anstruther, Broughty Ferry and Buckhaven.

Eastern District—Flamborough (two boats) and Bridlington Quay.

Southern District—Hythe, Folkestone, Winchelsea, Hastings, Harwich, Southend-on-Sea, Brixham, Torquay, Teignmouth, Exmouth and Lyme Regis.

Western District—St. Agnes (Scilly), Aberdovey, Pwllheli, Rhosneigr, Barmouth, Aberystwyth, Porthleven, Porthoustock, Lizard and Cadgwith.

Irish District—Courtnacsherry, Ballycotton, Youghal, Helvick Head (Dungarvan Bay), Fethard, Tramore, Dunmore East, Wexford, Kilmore, Rosslare Harbour and Howth.

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

|  | £   | s. | d. |
|--|-----|----|----|
| Ancient Order of Foresters (annual subscription)   | 150 | -  | -  |
| Collected in Capt. HEYWOOD-LONSDALE'S Chapel at Shavington, Adderley, per the Rev. CHARLES J. WINNER, M.A. | 4   | 18 | 3  |
| Collected on board the s.s. <i>Oakwood</i> , per Capt. T. B. LLOYD   | 4   | 10 | -  |
| Collected in Hesse Parish Church, per Mr. L. STROMBERG   | 3   | 16 | 1  |

—To be severally thanked.

Also the receipt of the following legacies:—

|  | £   | s. | d. |
|--|-----|----|----|
| The late Mrs. MARGARET ARNELL, of Glasgow  | 546 | 11 | 2  |
| The late Mrs. M. A. VAUGHAN, of Highbury New Park, N., for a Life-boat to be called the <i>Martha</i> (on account) | 520 | -  | -  |
| The late Mrs. E. BUCKLEY, of New Delph-in-Saddleworth  | 365 | 11 | 2  |
| The late Miss FRANCES REYNOLDS, of Tunbridge Wells   | 200 | -  | -  |
| The late Miss ELIZABETH BROWNE, of Parkstone, Dorset   | 100 | -  | -  |
| The late Mr. J. F. BUTTERS, of Plymouth  | 100 | -  | -  |
| The late Mr. JAMES JEWITT, of Southport  | 57  | 2  | 10 |

Great regret was expressed at the death of Mr. E. P. ROSKRUGG, Honorary Secretary of the Porthoustock Branch of the Institution, and Mr. P. F. CAREY, Treasurer and Assistant Honorary Secretary of the Guernsey Branch, and it was decided to send letters of condolence to their families.

Voted the thanks of the Committee to Mr.

J. G. NEVIN, in recognition of his long and valuable co-operation as Honorary Secretary of the Torquay Branch of the Institution, which office he had just resigned.

Paid 2,867*l.* for sundry charges in connection with various Life-boat establishments.

Voted 81*l.* 12*s.* to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel.   | Lives saved. |
|------------|---|--------------|
| Folkestone | Fishing-lugger <i>Good Intent</i> , of Folkestone         | 3            |
| Greenore   | Steam yacht <i>Mandolin</i> , of London. Stood by vessel. |              |

The Ramsgate Life-boat assisted to save s.s. *Abermoed*, of Swansea.

Also 80*l.* 2*s.* to pay for launching the Life-boats at the following stations, with the view of assisting vessels in distress:—Ballywalter, Gorleston (steam), Lowestoft No. 1 and Porthleven.

The Porthdinllaen Life-boat was also launched to endeavour to save a vessel.

Voted the Silver Medal of the Institution, accompanied by a framed copy of the vote on vellum, to Mr. STEPHEN COOK, Coxswain Superintendent of the Folkestone Life-boat, in recognition of his gallantry on the 5th October, when the Life-boat saved the crew of three hands of the fishing lugger *Good Intent*. An additional pecuniary award was also made to each member of the crew.

Also the thanks of the Institution, inscribed on vellum and framed, together with the sum of 1*l.* 10*s.* each, to Mr. WILLIAM COWLEY, Deputy Harbour Master at Harrington, and to Mr. JOHN ARMSTRONG, for gallantly putting off in a boat in a strong S.W. gale and very heavy sea and rescuing the crew of three of the schooner *Diamond*, of Douglas, which stranded off Harrington Harbour on the 5th October. A letter of thanks was also sent to Capt. MURCHIE, Harbour Master, who directed the operations on this occasion.

Also 10*l.* 5*s.*, including medical expenses, to a man who was injured at the launch of the Aldeburgh Life-boat on service on the 9th September.

Also 10*s.* to a fisherman for rescuing two men whose boat had been capsized on Teignmouth Bar in fine weather on the 18th October.

Also 1*l.* 15*s.* to seven men for putting off in a boat in heavy weather on the 21st October, and rescuing three persons who had taken refuge on the breakwater off Ardrossan Harbour, their boat having been swamped while attempting to reach Ardrossan from Horse Island.

THURSDAY, 8th December, 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 Cowes and Newhaven.

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

Northern District—Stromness, Longhope, Thurso, Dunbar and St. Andrews.

Eastern District—Hornsea, Withernsea, Hartlepool (three boats), Mablethorpe, Sutton, Donna Nook, Skegness, Wells, and Blakeney.

Southern District—Sidmouth, Yealm River, Plymouth, Salcombe, Hope Cove, and Margate (two boats).

Western District—Mullion, Coverack, Minehead, Watchet, Burnham, Abersoch, Porthdinllaen, Pwllheli, Criccieth, Llandudwn, and Llandudno.

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

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

|   | £  | s. | d. |
|---|----|----|----|
| Independent Order of Oddfellows (M. U.), annual subscription, 50 <i>l.</i> ;        |    |    |    |
| Donations, 7 <i>l.</i> 8 <i>s.</i> 8 <i>d.</i>                                      | 57 | 8  | 8  |
| Collected on board the S.S. <i>Columbia</i> , per Capt. W. BAXTER                   | 40 | —  | —  |
| Collected on board the P.S. <i>Royal Sovereign</i> , per Capt. E. J. HOLLAND        | 7  | 10 | —  |
| Collected in Hadnall Church, Salop, per the Rev. BROOKE C. MORTIMER, M.A.           | 4  | —  | 9  |
| H.M.S. <i>Pantome</i> , from the Canteen Fund, per Lieut. E. J. G. MAC-KINNON, R.N. | 2  | —  | —  |

—To be severally thanked.

Also the receipt of the following legacies:—

|  | £.  | s. | d. |
|--|-----|----|----|
| The late Mr. ERNEST FREDERICK DE WINTON TANFIELD VACHELL, of Llantwit-Major                | 500 | —  | —  |
| The late Mrs. BARNES, of Whitburn, per Whitburn Branch                                     | 100 | —  | —  |
| The late Miss ANN WILLIAMSON, of Cambridge Street, W.                                      | 100 | —  | —  |
| The late Countess of Shaftesbury (balance) for Groomsport Branch                           | 55  | 1  | 8  |
| Ditto for Greencastle Branch   | 55  | 1  | 8  |
| The late Mrs. AMELIA BAGNALL, of Upper Norwood, for Widows and Orphans on Coast of England | 50  | —  | —  |
| Do. do. Ireland  | 50  | —  | —  |
| The late Mrs. SARAH BUTTERS, of Plymouth   | 45  | —  | —  |

Great regret was expressed at the death of Mr. GEORGE LENNOX WATSON, who had for many years been Consulting Naval Architect to the Institution, and it was decided to send a letter of deep sympathy and condolence to his widow.

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

Paid 7,459*l.* for sundry charges in connection with various Life-boat establishments.

Voted 166*l.* 4*s.* 4*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.       | Vessel.   | Lives saved. |
|------------------|---|--------------|
| Broadstairs      | Barquentine <i>Tweed</i> , of Faversham. Stood by vessel. |              |
| Brooke           | Steam dredger <i>Triton</i> , of Rotterdam                | 10           |
| Eastbourne No. 1 | Five fishing-boats of Eastbourne. Stood by boats.         |              |
| Gorleston No. 2  | Fishing-boat <i>Burds</i> , of Banff. Stood by boat.      |              |
| Moelfre          | Schooner <i>Ellen</i> , of Wexford                        | 4            |
| Ramsey           | Schooner <i>Elizabeth Ellen Fisher</i> , of Fleetwood     | 4            |
| Seaton Carew     | Boat of schooner <i>Craig Alvah</i> , of Dover            | 8            |

The Harwich (steam) Life-boat assisted to save the s.s. *Tyne*, of Newcastle; the Newbiggin Life-boat assisted to save the s.s. *Willie*, of Amsterdam; and the Walmer Life-boat assisted to save the barque *Pinin*, of Genoa.

Also 867*l.* 14*s.* 6*d.* to pay the expenses of launches of Life-boats, assemblies of crews, &c., with the view of rendering assistance to vessels in distress at the following places:—Aldeburgh, Balcary, Bridlington Quay, Broadstairs, Caister Nos. 1 and 2, Cullercoats, Dungeness No. 1, Formby, Gorleston (steam), Harwich (steam), Hoylake, Lowestoft No. 1, Margate Nos. 1 and 2, New Brighton, North Deal, North Sunderland, Palling Nos. 1 and 2, Ramsgate, Scarborough, Shoreham, Southend-on-Sea, Sunderland (South Outlet), Upping, Walton - on - the - Naze, West Hartlepool, Whitby, Winchelsea, Winterton No. 2, and Yarmouth.

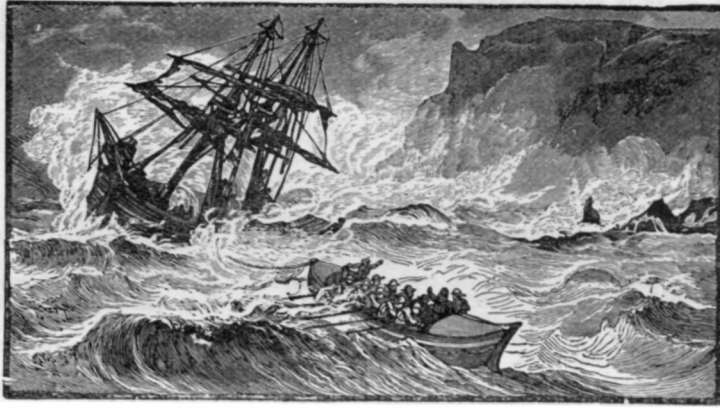
Directed that a special letter of thanks be sent to Mr. W. J. OLIVER, Hon. Secretary at Sunderland, for the active part he took in the proceedings at the stranding of the S.S. *Indianic*, and for assisting to save a man who was washed off his feet by a heavy wave.

Voted 1*l.* 10*s.* to six fishermen, who put off in a coble with the view of assisting the crew of a fishing boat, who were making signals of distress off North Sunderland, in moderate weather, on the 19th November.

Also 1*l.* 10*s.* to three men, for saving three of the crew of four hands of the fishing-boat *Family Friend*, of Kilkeel, which sank on Carlingford Bar, in a moderate S.W. wind and moderate sea, about midnight on the 3rd October. The fourth man was unfortunately drowned before the salvors could reach him.

Also 1*l.* 10*s.* to three men, for rescuing the crew of three hands of the ketch *Commodore*, of Watchet, which was driven on to the sea wall at Burnham, in a moderate westerly gale and rough sea, on the 7th November. The three men were lowered, with ropes round them waist deep into the water and succeeded in effecting communication with the ketch. Also 12*s.* 6*d.* to five other men who assisted in the rescue.

*Services of the Life-boats of the Institution during 1904.*



|       |        |            |  | Lives<br>saved. |
|-------|--------|------------|--|-----------------|
| 1904. |        |            |  |                 |
| Jan.  | 1.     | 8.30 a.m.  | Barque <i>Faulconnier</i> , of Dunkirk. Courtmacsherry Life-boat saved   | 11              |
| "     | 7.     | 12.13 p.m. | Ketch <i>John Rees</i> , of Plymouth. Newquay (Cornwall) Life-boat saved vessel and                                      | 3               |
| "     | 9.     | 8. 0 a.m.  | S.S. <i>Helea</i> , of Copenhagen. Yarmouth Life-boat stood by vessel.   |                 |
| "     | 12.    | 4.10 p.m.  | Ketch <i>Esther</i> , of Appledore. Ilfracombe Life-boat landed 2.   |                 |
| "     | 15-16. | 7.0 a.m.   | Steam trawler <i>Jules Orban de Xivry</i> , of Ostend. Palling No. 2 Life-boat assisted to save vessel.                  |                 |
| "     | 16.    | 8. 0 a.m.  | Five fishing-cobles, of Cullercoats. Cullercoats Life-boat stood by cobles.  |                 |
| "     | 16.    | 3.45 p.m.  | Ketch <i>Annie Christian</i> , of Liverpool. Watchet Life-boat saved vessel and  | 4               |
| "     | 17.    | 6.27 a.m.  | Schooner <i>Jasper</i> , of Fowey. Caister No. 1 Life-boat landed 4 from the Newarp Light-vessel.                        |                 |
| "     | 21.    | 10. 0 p.m. | S.S. <i>Cayo Bonito</i> , of London. Whitby No. 1 Life-boat assisted to save vessel.                                     |                 |
| "     | 21.    | 11.30 p.m. | S.S. <i>Cayo Bonito</i> , of London. Ufgang Life-boat assisted to save vessel.   |                 |
| "     | 27.    | 8.15 a.m.  | Brigantine <i>Sam Weller</i> , of Brixham. Palling, No. 1 Life-boat stood by vessel.                                     |                 |
| "     | 27.    | 11. 0 p.m. | Steam trawler <i>Glensk</i> , of North Shields. Boulmer Life-boat landed 1.  |                 |
| "     | 28.    | 11.15 a.m. | Ditto ditto ditto rescued  | 8               |
| "     | 29.    | 6. 5 p.m.  | Schooner <i>Useful</i> , of Barrow. Ramsey Life-boat rescued . . .   | 4               |
| "     | 29.    | 7. 0 p.m.  | Fishing-cobles, of Arbroath. Arbroath Life-boat stood by cobles.   |                 |
| Feb.  | 5.     | 3. 0 a.m.  | S.S. <i>Peña Rocías</i> , of Santander. Sunderland (South Outlet) Life-boat rendered assistance.                         |                 |
| "     | 12.    | 1.15 p.m.  | Schooner <i>Irish Girl</i> , of Dundalk. Holyhead (Steam) Life-boat assisted to save vessel.                             |                 |
| "     | 12.    | 2. 0 p.m.  | Schooner <i>Emily Warbrick</i> , of Fleetwood. Moelfre Life-boat landed 5.   |                 |
| "     | 12.    | 2.15 p.m.  | Fishing-cobles, of Girvan. Girvan Life-boat rendered assistance.   |                 |
| "     | 12.    | 4.24 p.m.  | Schooner <i>Progress</i> , of Wicklow. Llandudno Life-boat took derelict out of track of vessels.                        |                 |
| "     | 12.    | 6.10 p.m.  | Brig <i>Commerce</i> , of Newhaven. Newhaven Life-boat assisted to save vessel.  |                 |
| "     | 12.    | 11. 0 p.m. | Ketch <i>Amelia and Ann</i> , of Goole. Palling No. 2 Life-boat assisted to save vessel.                                 |                 |
| "     | 13.    | 2. 5 a.m.  | Brigantine <i>Mary Annie</i> , of Folkestone. Palling No. 1 Life-boat rescued . . . . .                                  | 1               |
| "     | 13.    | 10.45 a.m. | Ketch <i>Ocean Pearl</i> , of Wexford. Howth Life-boat saved vessel and  | 3               |
| "     | 13.    | 1.55 p.m.  | Trawler <i>Annie</i> , of Brixham. Padstow No. 1 Life-boat assisted to save vessel.                                      |                 |
| "     | 16.    | 7.30 a.m.  | Yacht <i>Lady Lucy</i> , of Liverpool. Rhyl Life-boat saved . . . . .  | 1               |
| "     | 17.    | 6.45 a.m.  | Ship <i>Wellgunde</i> , of Hamburg. Ballywalter Life-boat stood by vessel.   |                 |
| "     | 18.    | 1.40 a.m.  | S.S. <i>Lilian</i> , of Newcastle. Seaham Life-boat saved . . . . .  | 12              |
| "     | 19-21. | 5.30 a.m.  | S.S. <i>Lake Michigan</i> , of Liverpool. Dungeness No. 2 Life-boat stood by vessel and transferred 46 persons to a tug. |                 |

|          |             |           |   |   |    | Lives<br>saved. |
|----------|-------------|-----------|---|---|----|-----------------|
| 1904.    | Feb. 19-20. | 10.0 a.m. | S.S. <i>Lake Michigan</i> , of Liverpool.     | Dungeness No. 1 Life-boat stood by vessel.                  |    |                 |
|          | „ 20-25.    | 8.0 a.m.  | Ditto ditto                                   | Winchelsea Life-boat stood by vessel.                       |    |                 |
|          | „ 20.       | 3. 0 p.m. | Ditto ditto                                   | Dungeness No. 1 Life-boat landed 46 from tug.               |    |                 |
|          | „ 22-25.    | 11.0 a.m. | Ditto ditto                                   | Dungeness No. 2 Life-boat stood by vessel.                  |    |                 |
|          | „ 24.       | 9.30 a.m. | A fishing-boat, of Gourdon.                   | Gourdon Life-boat remained in attendance.                   |    |                 |
|          | „ 26.       | 1.45 a.m. | S.S. <i>Villalegre</i> , of Aviles.           | Boulmer Life-boat rescued . . .                             | 20 |                 |
| Mar. 1.  | 12.30 a.m.  |           | Ditto ditto                                   | ditto landed 6.   |    |                 |
| Feb. 26. | 9.40 a.m.   |           | Schooner <i>Leif</i> , of Rudkjobing.         | Walton-on-Naze Life-boat assisted to save vessel.           |    |                 |
| „ 26.    | 2.20 p.m.   |           | Fishing-boat <i>Olive</i> , of Banff.         | Wick Life-boat rendered assistance.                         |    |                 |
| „ 26.    | 6.14 p.m.   |           | Ship <i>Alauda</i> , of Hamburg.              | Weymouth Life-boat stood by vessel.                         |    |                 |
| „ 27.    | 8.38 a.m.   |           | Barque <i>Actaon</i> , of Drammen.            | Winterton No. 2 Life-boat stood by vessel.                  |    |                 |
| Mar. 4.  | 9. 0 a.m.   |           | S.S. <i>Margarethe</i> , of Bergen.           | Broadstairs Life-boat assisted to save vessel.              |    |                 |
| „ 4.     | 7.45 p.m.   |           | Ketch <i>Rothie May</i> , of Fowey.           | Margate No. 1 Life-boat saved vessel and . . .              | 4  |                 |
| „ 5.     | 12.40 p.m.  |           | Fishing-boats of Stonehaven.                  | Stonehaven Life-boat remained in attendance.                |    |                 |
| „ 7.     | Midnight.   |           | Schooner <i>Yarra Yarra</i> , of Skerries.    | Rosslare Harbour Life-boat saved . . .                      | 3  |                 |
| „ 8.     | 6.15 a.m.   |           | S.S. <i>Aythia</i> , of London.               | Runswick Life-boat saved . . .                              | 36 |                 |
| „ 9.     | 6.27 p.m.   |           | Shrimp boat <i>Falcon</i> , of Yarmouth.      | Gorleston No. 2 Life-boat saved boat and . . .              | 2  |                 |
| „ 9.     | 11.45 p.m.  |           | Steam launch <i>Sterry</i> , of Lowestoft.    | Margate No. 1 Life-boat saved . . .                         | 3  |                 |
| „ 10.    | 4.40 a.m.   |           | Ketch <i>Robert Henry</i> , of Rye.           | Margate No. 1 Life-boat saved vessel and . . .              | 3  |                 |
| „ 12.    | 3.20 a.m.   |           | Brigantine <i>Eleanor</i> , of Yarmouth.      | Ramsgate Life-boat assisted to save vessel.                 |    |                 |
| „ 20.    | 9.50 p.m.   |           | Barque <i>Gwydyr Castle</i> , of Liverpool.   | Ramsgate Life-boat assisted to save vessel.                 |    |                 |
| „ 21.    | 4.55 a.m.   |           | S.S. <i>Clan Grant</i> , of Glasgow.          | Holyhead (Steam) Life-boat stood by vessel.                 |    |                 |
| „ 21.    | 6. 0 a.m.   |           | Schooner <i>Regulus</i> , of Riga.            | Ramsgate Life-boat assisted to save vessel.                 |    |                 |
| „ 24.    | 1. 0 a.m.   |           | Schooner <i>Antje</i> , of Geestemunde.       | New Romney Life-boat saved . . .                            | 5  |                 |
| „ 24.    | 4. 0 a.m.   |           | Steam trawler <i>Frobisher</i> , of Yarmouth. | Pakefield Life-boat assisted to save vessel and . . .       | 9  |                 |
| „ 26.    | 6.20 p.m.   |           | A Fishing-boat of Montrose.                   | Montrose No. 2 Life-boat saved . . .                        | 4  |                 |
| „ 27.    | 8.30 a.m.   |           | S.S. <i>Maggie Ross</i> , of Aberdeen.        | Staithe Life-boat saved . . .                               | 6  |                 |
| „ 29.    | 4.15 a.m.   |           | Ketch <i>Progress</i> , of Brixham.           | Newhaven Life-boat stood by vessel.                         |    |                 |
| „ 29.    | 12.40 a.m.  |           | Trawler <i>Industry</i> , of Lowestoft.       | Lowestoft No. 2 Life-boat saved . . .                       | 5  |                 |
| „ 30.    | 2.30 a.m.   |           | Trawler <i>Industry</i> , of Lowestoft.       | Lowestoft No. 2 Life-boat assisted to save vessel.          |    |                 |
| April 1. | 5. 0 p.m.   |           | Yacht <i>Little Teal</i> , of Berwick.        | Berwick-on-Tweed Life-boat saved yacht and . . .            | 3  |                 |
| „ 2.     | 1.15 p.m.   |           | S.S. <i>Belle</i> , of Wexford.               | Wexford Life-boat saved . . .                               | 9  |                 |
| „ 3.     | 4.33 a.m.   |           | Yacht <i>Shrimp</i> , of Rockferry.           | Hoylelake Life-boat rescued . . .                           | 4  |                 |
| „ 3.     | 11.25 a.m.  |           | Steam launch <i>Sterry</i> , of Lowestoft.    | Porthleven Life-boat rendered assistance.                   |    |                 |
| „ 5.     | 7.30 p.m.   |           | Smack <i>Annie</i> , of Wexford.              | Wexford Life-boat rescued . . .                             | 7  |                 |
| „ 6.     | 10.15 p.m.  |           | Steam trawler <i>Ben Venue</i> , of Aberdeen. | Peterhead Life-boat saved . . .                             | 9  |                 |
| „ 10-11. | 6. 5 p.m.   |           | Barquentine <i>Jessie</i> , of Drogheda.      | Port Logan Life-boat stood by vessel.                       |    |                 |
| „ 11-12. | 1. 0 p.m.   |           | Barquentine <i>Jessie</i> , of Drogheda.      | Port Logan Life-boat rendered assistance.                   |    |                 |
| „ 13.    | 9.30 a.m.   |           | Barque <i>Baldur</i> , of Trondhjem.          | Kingsdowne Life-boat assisted to save vessel.               |    |                 |
| „ 15.    | 5.15 p.m.   |           | Fishing-coble <i>Lady Morris</i> , of Whitby. | Whitby No. 1 Life-boat saved . . .                          | 3  |                 |
|          |             |           | Fishing-cobles, of Whitby.                    | Whitby No. 1 Life-boat landed 1 and remained in attendance. |    |                 |
| „ 18.    | 3.15 p.m.   |           | Smack <i>George Evans</i> , of Cardigan.      | Fishguard No. 2 Life-boat rendered assistance.              |    |                 |
| May 2.   | 7.20 a.m.   |           | Schooner <i>The Saint</i> , of Padstow.       | Totland Bay Life-boat saved . . .                           | 6  |                 |

|           |            |  |  | Lives<br>saved. |
|-----------|------------|--|--|-----------------|
| 1904      |            |  |  |                 |
| May 2.    | 10. 0 a.m. | Four-masted barque <i>Howth</i> , of Dublin.           | Torquay Life-boat stood by vessel.                                 |                 |
| " 2.      | 4.25 p.m.  | Ship <i>Derwent</i> , of London.                       | Winchelsea Life-boat stood by vessel.                              |                 |
| " 14.     | 3.55 p.m.  | A rowing-boat, of Gt. Yarmouth.                        | Gorleston No. 1 Life-boat landed 3.                                |                 |
| " 14.     | 7. 0 p.m.  | Schooner <i>Emma Louise</i> , of Harburg.              | Newhaven Life-boat saved   | 6               |
| " 14.     | 7.40 p.m.  | S.S. <i>Marzo</i> , of Bilbao.                         | Folkestone Life-boat rendered assistance.                          |                 |
| " 18.     | 11. 5 p.m. | Schooner <i>Jane</i> , of Wigtown.                     | Maryport Life-boat saved   | 3               |
| " 25.     | 1. 5 p.m.  | Schooner <i>Edith Crossfield</i> , of Barrow.          | St. David's Life-boat landed 5.                                    |                 |
| " 27.     | 10. 0 p.m. | S.S. <i>Lady Hudson Kinahan</i> , of Dublin.           | Hope Cove Life-boat landed 26.                                     |                 |
| " 28.     | 4. 0 a.m.  | Schooner <i>Dolly</i> , of Harburg.                    | Atherfield Life-boat saved   | 5               |
| June 5-6. | 3.20 p.m.  | S.S. <i>Osprey</i> , of London.                        | Winterton No. 1 Life-boat saved                                    | 36              |
| " 9.      | 7.30 a.m.  | Fishing-cobles, of Scarboro'.                          | Scarboro' Life-boat stood by cobles.                               |                 |
| " 9.      | 11. 0 p.m. | Punt <i>Rapid</i> , of Southwold.                      | Southwold No. 2 Life-boat saved boat and                           | 3               |
| " 10.     | 10. 0 a.m. | Three fishing-cobles, of Whitby.                       | Whitby Life-boat remained in attendance.                           |                 |
| " 15.     | 3.45 a.m.  | Two fishing-cobles of Arbroath.                        | Arbroath Life-boat stood by cobles.                                |                 |
| " 16.     | 3.45 p.m.  | Fishing-boat <i>Pilgrim</i> , of Buckhaven.            | North Sunderland Life-boat rendered assistance.                    |                 |
| " 25.     | 9.15 a.m.  | Four fishing-cobles, of North Sunderland.              | North Sunderland Life-boat remained in attendance.                 |                 |
| July 6.   | 12.15 p.m. | S.S. <i>Lillian</i> , of West Hartlepool.              | Swansea Life-boat stood by vessel.                                 |                 |
| " 19.     | 7. 0 a.m.  | Fishing-cobles, of Staithes.                           | Staithes Life-boat stood by cobles.                                |                 |
| " 24.     | 6. 0 p.m.  | S.S. <i>Torbryan</i> , of Glasgow.                     | Berwick-on-Tweed Life-boat stood by vessel.                        |                 |
| " 28.     | 8.10 p.m.  | Fishing-boat <i>Affiance</i> , of St. Ives.            | North Sunderland Life-boat rendered assistance.                    |                 |
| Aug. 6.   | 9. 5 a.m.  | Barge <i>Thrush</i> , of Plymouth.                     | Yealm River Life-boat saved  | 2               |
| " 6.      | 9.55 a.m.  | Fishing-boat <i>Bonnie Lad</i> , of Penzance.          | Ilfracombe Life-boat saved boat and                                | 2               |
| " 6.      | 12.30 p.m. | Ketch <i>Standard</i> , of Fowey.                      | Kingstown No. 2 Life-boat stood by vessel.                         |                 |
| " 6.      | 2.40 p.m.  | Yacht <i>Maude</i> , of Glasgow.                       | Penmon Life-boat landed 3.   |                 |
| " 14.     | 3.45 p.m.  | Yacht <i>Psyche</i> , of Dublin.                       | Poolbeg Life-boat saved  | 3               |
| " 15.     | 4. 0 p.m.  | A rowing-boat of Howth.                                | Howth Life-boat assisted boat.                                     |                 |
| " 31.     | 1. 0 p.m.  | A rowing-boat of Rhyl.                                 | Rhyl Life-boat saved   | 1               |
| Sept. 1.  | 8.30 a.m.  | Trawler <i>Paula Bertha</i> , of Ostend.               | Lowestoft No. 1 Life-boat assisted to save vessel and              | 6               |
| " 5.      | 8.30 p.m.  | S.S. <i>Peña Cabarga</i> , of Santander.               | Blyth Life-boat saved  | 14              |
| " 9.      | 1.45 a.m.  | Brigantine <i>Laura</i> , of Whitstable.               | Aldeburgh Life-boat landed one man from the Shipwash Light Vessel. |                 |
| " 11.     | 10.45 p.m. | Pleasure-yacht <i>Eagle</i> , of Douglas.              | Douglas Life-boat saved  | 8               |
| " 17.     | 6.55 a.m.  | Shrimp-boat <i>Adeline</i> , of Yarmouth.              | Gorleston No. 2 Life-boat saved boat and                           | 2               |
| " 22.     | 5.45 p.m.  | Schooner <i>Sarah Ann Ruskell</i> , of Dublin.         | Wexford Life-boat rescued<br>(Also a dog.)                         | 5               |
| " 27.     | 6. 8 a.m.  | Schooner <i>Willie</i> , of Faversham.                 | Walton-on-Naze Life-boat stood by vessel.                          |                 |
| Oct. 5.   | 8.55 p.m.  | Ketch <i>Canterbury Belle</i> , of Plymouth.           | Teignmouth Life-boat rescued                                       | 3               |
| " 5.      | 10.50 p.m. | Fishing-boat <i>Good Intent</i> , of Folkestone.       | Folkestone Life-boat saved   | 3               |
| " 8 10.   | 10. 0 p.m. | S.S. <i>Rosalind</i> , of Newcastle.                   | Cromer Life-boat assisted to save vessel and                       | 17              |
| " 10.     | 1.45 a.m.  | Steam yacht <i>Mandolin</i> , of London.               | Greenore Life-boat stood by vessel.                                |                 |
| " 27.     | 11.55 a.m. | S.S. <i>Abermaed</i> , of Swansea.                     | Ramsgate Life-boat assisted to save vessel.                        |                 |
| Nov. 10.  | 3.50 a.m.  | Schooner <i>Elizabeth Ellen Fisher</i> , of Fleetwood. | Ramsey Life-boat rescued   | 4               |
| " 10-11.  | 11.15 p.m. | S.S. <i>Willie</i> , of Amsterdam.                     | Newbiggin Life-boat assisted to save vessel.                       |                 |
| " 11.     | 4.15 a.m.  | Fishing-boat <i>Burds</i> , of Banff.                  | Gorleston No. 2 Life-boat stood by vessel.                         |                 |



|   |            |   | Lives saved. |
|---|------------|---|--------------|
| 1904.   |            |   |              |
| Nov. 18.  | 2. 0 p.m.  | Steam dredger <i>Triton</i> , of Rotterdam. Brooke Life-boat rescued.                       | 10           |
| " 19.   | 5.55 p.m.  | Fishing-boat <i>Mizpah</i> , of North Sunderland. North Sunderland Life-boat stood by boat. |              |
| " 21.   | 10.30 p.m. | Five fishing-boats, of Eastbourne. Eastbourne No. 1 Life-boat stood by boats.               |              |
| " 22.   | 2. 0 a.m.  | Schooner <i>Ellen</i> , of Wexford. Moelfre Life-boat rescued . . .                         | 4            |
| " 22.   | 8.30 a.m.  | Boat of sch. <i>Craig Alvah</i> , of Dover. Seaton Carew Life-boat saved                    | 8            |
| " 23.   | 2.41 p.m.  | S.S. <i>Tyne</i> , of Newcastle. Harwich (Steam) Life-boat assisted to save vessel.         |              |
| " 26.   | 12.30 p.m. | Barque <i>Penin</i> , of Genoa. Walmer L.-boat assisted to save vessel.                     |              |
| " 30.   | 7.40 a.m.  | Barquentine <i>Tweed</i> , Faversham. Broadstairs Life-boat stood by.                       |              |
| Dec. 4.   | 10. 0 a.m. | Brigantine <i>Carrie Belle</i> , of Plymouth. Poole Life-boat stood by.                     |              |
| " 4.  | 3. 0 p.m.  | Ketch <i>Zenobia</i> , of London. Poole Life-boat assisted to save vessel.                  |              |
| " 8.  | 11.30 a.m. | Five fishing-boats, of Cromer. Cromer Life-boat stood by boats.                             |              |
| " 8.  | 10. 0 p.m. | Lugger <i>Lily</i> , of Arklow. Arklow Life-boat saved . . .                                | 4            |
| " 9.  | 6. 0 a.m.  | Ketch <i>Shamrock</i> , of Barnstaple. Appledore No. 1 Life-boat rescued                    | 4            |
| " 9.  | 6. 0 a.m.  | A coble of Newbiggin. Newbiggin Life-boat saved . . . . .                                   | 1            |
| " 9.  | 9. 0 a.m.  | Dandy <i>Catherine Lathom</i> , of Chester. Blackrock Life-boat rescued                     | 4            |
| " 9.  | 10.15 a.m. | Sch. <i>Agnes</i> , of Preston. Skerries Life-boat assisted to save vessel.                 |              |
| " 9.  | 7. 0 p.m.  | Three fishing-boats, of Port Isaac. Port Isaac Life-boat rendered assistance.               |              |
| " 9.  | 8.20 p.m.  | Cutter <i>Take Care</i> , of Portsmouth. Totland Bay Life-boat rendered assistance.         |              |
| " 10.   | 12.37 p.m. | S.S. <i>Ulloa</i> , of Barcelona. New Brighton (Steam) Life-boat landed 1.                  |              |
| " 11.   | 8.55 p.m.  | S.S. <i>Ulloa</i> , of Barcelona. New Brighton (Steam) Life-boat rescued                    | 10           |
| " 12.   | 3.30 p.m.  | Boat <i>Melrose Abbey</i> , of Wexford. Wexford Life-boat rescued . . .                     | 2            |
| " 12.   | 4.45 p.m.  | Fishing-boat <i>Rosebud</i> , of Portavogie. Cloughy Life-boat rescued                      | 3            |
| " 12-13.  | 10.20 p.m. | Barque <i>Touraine</i> , of Nantes. Groomsport Life-boat stood by vessel.                   |              |
| " 13.   | 0.26 a.m.  | Hopper barge <i>Rhinoceros</i> , of London. New Brighton (Steam) Life-boat saved . . . . .  | 6            |
| " 13.   | 5.15 a.m.  | Ditto Hilbre Island Life-boat assisted to save barge.                                       |              |
| " 13.   | 3. 0 a.m.  | S.S. <i>Tweed</i> , of Berwick-on-Tweed. Berwick-on-Tweed Life-boat stood by vessel.        |              |
| " 13.   | 8.40 a.m.  | Flat <i>Fair Trade</i> , of Llandulas. Hoylake Life-boat saved . . .                        | 3            |
| " 13.   | 10.30 a.m. | Schooner <i>Bans</i> , of Christiansand. Dunbar Life-boat saved . . .                       | 8            |
| " 14.   | 4.15 a.m.  | Ketch <i>Dolphin</i> , of Bideford. Clovelly Life-boat rescued . . .                        | 3            |
| " 16.   | 10. 0 a.m. | S.S. <i>Bonawe</i> , of Glasgow. Irvine Life-boat rendered assistance.                      |              |
| " 16.   | 3.45 p.m.  | S.S. <i>Filippo Artelli</i> , of Trieste. Palling No. 2 Life-boat assisted to save vessel.  |              |
| " 16.   | 7.30 p.m.  | Ditto Winterton No. 2 Life-boat assisted to save vessel.                                    |              |
| " 30.   | 9.10 a.m.  | Fishing-boat <i>Ebenezer</i> , of Johnshaven. Johnshaven Life-boat rendered assistance.     |              |
| " 30.   | 10.30 a.m. | Barge <i>Sandy</i> , of London. Southend-on-Sea Life-boat rescued . . .                     | 3            |
|   |            | Afterwards saved barge.   |              |
| " 30.   | 12.30 p.m. | Barge <i>Kimberley</i> , of Ipswich. Southend-on-Sea Life-boat saved barge and . . . . .    | 2            |
| " 30.   | 10.40 a.m. | Schooner <i>Nancy</i> , of Goole. Lowestoft No. 1 Life-boat assisted to save vessel.        |              |
| " 30.   | 11.50 a.m. | Schooner <i>Juniper</i> , of Bideford. Clovelly Life-boat rescued . . .                     | 4            |
| <b>Total lives saved by the Life-boats in 1904, in addition to 37 vessels and boats . . . . .</b>   |            |   | <b>390</b>   |
| <b>Life-boats also landed 104 persons, some of whom had taken refuge on light vessels, while others were brought ashore in the Life-boats as a precautionary measure.</b> |            |   |              |
| <b>Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . .</b>                                       |            |   | <b>138</b>   |
| <b>Total for 1904 . . . . .</b>   |            |   | <b>528</b>   |

NOTICE.

The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 1st May.

# 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.



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“LIFE-BOAT  
INSTITUTION,  
LONDON.”

Telephone:

No. 2964  
 (“GERRARD  
EXCHANGE.”)

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1904) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £84,860 on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1904.

|   | £         | s.         | d.                |
|---|-----------|------------|-------------------|
| Number of Lives rescued by Life-boats, in addition to 37 Vessels and Boats saved by them and 104 persons landed from vessels in distress and lightships . . . . . | 390       | ...        | ...               |
| Number of Lives saved by Shore-boats, &c. . . . .   | 138       | ...        | ...               |
| Amount of Rewards granted during the Year . . . . .   | 6,777     | 1          | 6                 |
| Honorary Rewards:—Silver Medals . . . . .   | 2         | ...        | ...               |
| Decoration . . . . .  | 1         | ...        | ...               |
| Binocular Glasses . . . . .   | 13        | ...        | ...               |
| Aneroid Barometers . . . . .  | 8         | ...        | ...               |
| Votes of Thanks on Vellum . . . . .   | 19        | ...        | ...               |
| Certificates of Service . . . . .   | 5         | ...        | ...               |
| <b>Total . . . . .</b>  | <b>48</b> | <b>528</b> | <b>£6,777 1 6</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., 1904), is 44,889. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,206 Silver Medals and Clasps, 63 Decorations, 357 Binocular Glasses, 15 Telescopes, 60 Aneroid Barometers, 1,755 Votes of Thanks, inscribed on vellum and framed, 163 Certificates of Service framed, and £248,777 in money.

The Committee earnestly appeal to the British Public for Funds to enable them to maintain their 285 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., 440, Strand; and by all the other Bankers in the United Kingdom.—February, 1905.