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THE ADVENT OF THE MOTOR-BOAT.

THIS year has been one of exceptional interest with regard to the development of Marine Motors, and it will be satisfactory to the supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION to know that the subject of placing motors in existing Life-boats and designing new Life-boats to carry them has occupied a very large part of the time of the Committee of Management and Officers.

It will be remembered that the first experiment made by the Institution in having a motor Life-boat was described in the Life-boat Journal in August, 1904 (No. 213, p. 247). The Life-boat referred to in that article was sent to Newhaven, Sussex, in November last year, where she won such golden opinions from the Coxswain and crew that, when she was transferred to Tynemouth as the Station Life-boat, the Newhaven men promptly asked to have their own Life-boat (a 37ft. by 9ft. 3in. self-righting boat) fitted with a motor. This was a most encouraging sign that the Institution was working on the right lines and that the efforts of the Committee and their Officers were being applied in a profitable direction.

In July last it was decided, after the report of the Sub-Committee, specially appointed to consider the question of motor Life-boats, had been received, to order three more motors, and also that the new Life-boats for Fishguard, Stronsay, Stromness and Thurso should be specially designed as motor Life-boats. The three motors to be installed were as follows:—

The Walton-on-the-Naze Life-boat, of the Norfolk and Suffolk type, 43ft. by 12ft. 6in., to be fitted with a 4-cylinder "Blake" motor of 40 B.H.P., making 550 revolutions, and approximate weight of 16 cwt. Diameter of cylinder, 5½in., length of stroke, 6¼in.

The Newhaven Life-boat, self-righting type, 37ft. by 9ft. 3in. to be fitted with a 4-cylinder "Thornycroft," 24 B.H.P., 1000 revolutions, 4¼in. diameter of cylinder and 5in. stroke. Approximate weight, 8 cwt.

The late Ramsgate Life-boat, of self-righting type, 42ft. by 11ft., to be fitted with a 4-cylinder "Briton" motor, 30 B.H.P., 900 revolutions, 5in. diameter of cylinder, 5in. length of stroke and approximate weight 8 cwt.

In each of the three boats reversing gear will be used, and not "reversing propellers," and it has been left to each firm to fit their own gear.

Of course, fitting these Life-boats for motors entails considerable structural alterations, which have occupied a considerable time in carrying out, but as soon as all is completed, and the engines installed, a very interesting series of trials is anticipated. In the design of the new Life-boats for Stronsay, etc., it is arranged that the propellers are placed in the very best position for Life-boat work—that is to say, to have them far enough forward to prevent any possibility of "racing," or, in other words, coming out of the water when the boat is pitching heavily; also a hatch is provided over the propeller to give access to it to clear it should it get entangled with ropes or other matter.

It will be readily understood that the nature of the Institution's work demands the very greatest caution in starting on such a new line. If there should be any doubt on such a subject the contemporary events connected with motor boats built for pleasure are quite enough to show that, though the marine motor has come to stay, it, so far as this year's experience shows, has not reached that state of perfection as to be able to say—expert management can be dispensed with.

There is no doubt that there are many marine motors which practically can be run without any skilled assistance, but generally speaking they are not suitable for the Life-boat service.

One of the most advantageous developments of the use of marine motors is that relating to fishing boats. Lieutenant Mansfield Cuming, R.N., has furnished the Scottish Office with an extremely interesting report on this subject. With the concurrence of the Admiralty, he was requested to inquire and report on the whole subject, and for

this purpose he first visited ports in Scotland and then Scandinavian and German ports in which motors had been successfully used in fishing boats. He found that this method of propulsion was in very general use in the countries he visited, and manufacturers had made a speciality of motor engines suitable for fishing boats.

Two points had to be considered, first, as to the installation of motors in existing fishing boats; and second, as to having specially-built boats for the purpose. Quoting from the report—the most important points to be considered were: (1) Safety. (2) Reliability. (3) Ease of management. (4) Handiness of control. (5) Cost of working. (6) Original cost of installation. (7) General efficiency. All these points are taken seriatim in the report, and (with the exception of No. 5, cost of working, which in the Life-boat service, on account of the very short time during the year when the engines would be working, need not be seriously considered) have their bearing on the Life-boat service.

The danger of explosion or from fire due to overheating is dwelt on, and it is pointed out that, unlike road motors, where any leakage of fuel drops on the road and evaporates, in a boat it finds its way into the bilge, and the fuel vapour being heavier than air may remain there some time and be liable to explosion. As a very small proportion of vapour when combined with air makes an explosive mixture, a leak so small as to be unnoticeable might be a source of danger. For these and other reasons, always remembering that Lieutenant Mansfield Cuming is dealing with fishing boats, he considers that volatile oils and spirits, such as petrol, gasoline, benzoline, alcohol, etc., are unsuitable, and he decided that it would be useless to consider motors designed to work with this fuel. His remarks on reliability are much to the point, and he considers the qualifications

to be observed are as follows: quality of design, workmanship and material, absence of complications or numbers of small parts, slow running, efficient lubrication, absence of vibration, and protection of the internal parts from sea water—this last quite as applicable to a Life-boat as a fishing boat, for it frequently happens that there is not a dry spot on board, and the motor must be well cased in. Coming to “ease of control,” here again there are some useful remarks advocating that the clutch lever, reversing gear, reversing lever and throttle valve should be brought within easy reach of the man steering.

Under the heading of General Efficiency there is much discussed which has considerable interest for those contemplating either building a motor-boat or adapting a boat already built. Such questions as the H.P. to be selected, the method of reversing, etc., etc., are touched on. The following remark is as applicable to Life-boat service as to fishing boats: “I consider that the average Scotch fisherman will have little difficulty in driving and managing a motor of low power, and no doubt, after handling, say, a 10 H.P. or 20 H.P. for some time, he would be competent to manage a more powerful engine. But there is considerable difference in the skill required to run a small engine or a big one, and I think it would be risking failure to commence the trial of this form of power by setting the men too difficult a task.”

The report shows that the motors examined were of two classes—those driven by petrol and those consuming petroleum crude oil. Motors of the petrol description were examined chiefly to find out whether one could be adapted to use petroleum by altering the system of carburation or of finding a better form of reversing gear than was then on the market. Some interesting accounts were given of the experience of the captains of some of the vessels who

had had motors under their observation for upwards of two years, and it came somewhat as a surprise to learn that some 600 Scandinavian fishing boats were fitted with motors.

As is known, Lieutenant Mansfield Cuming recommended that the “Dan” motor be tried, it in his opinion being the most suitable type for installing in a fishing boat, and having also the advantage of having had most satisfactory trials extending over a period of some years. This motor burns any ordinary commercial petroleum, such as “Royal Daylight,” “Tea Rose,” etc. As stated above, it must be remembered that the report only deals with motors as applied to fishing boats. For Life-boat work the motor recommended would not be suitable on account of its weight, dimensions, and also for the fact that it takes about twenty minutes before the engine can be started running.

This able report has, however, much of interest and much valuable information, apart from the question of adapting motors to fishing boats.

For other commercial purposes the year has been prolific in the adaptation of marine motors. They have come into use both at home and abroad for passenger traffic, ferry boats, and barges, and one or two coasters have also appeared fitted with motors.

It is, however, in the direction of yachts and other pleasure boats that the greatest development has taken place, and 1905 will be always remembered by those interested in this particular branch of the motor industry. Many motors have been installed for auxiliary power in sailing yachts, with, it is understood, very satisfactory results. Motor boats, pure and simple, although perhaps the application of these words is hardly appropriate, have certainly been much in evidence, and it would appear, generally speaking, that the design of the boat itself has not kept pace with the advance made in the engines. No doubt

excellent fine-weather racing machines have been turned out, and these are the boats mostly before the public, but there are other classes of motor-boats not so prominent where the seaworthiness of the craft has been, as it always should be, the first consideration.

Perhaps the most noteworthy incidents connected with the motor-boat racing which have taken place were those which occurred in the race which took place in the Mediterranean from Algiers to Toulon after leaving Port Mahon. On this occasion it was only too apparent that the boats were not of a design fit to undertake such conditions of sea and weather likely to be encountered in the open sea. One can but admire the great courage of those (and one was a lady) who undertook such a dangerous task. It will be remembered that these boats were accompanied by French torpedo boats, and if it had not been for the skill shown by the officers in command of these vessels in rescuing the crews of the motor-boats and taking their craft in tow it is more than likely

there would have been considerable loss of life.

The reliability trials held in the Solent and other places were also of deep interest, and no doubt will have considerable bearing on the future designs of engines and boats. An interesting novelty at these trials was the application of the use of suction gas to a marine motor in a boat designed and engined by Messrs. John I. Thornycroft and Co. Those who have had the opportunity of visiting the Naval Shipping and Fisheries Exhibition at Earl's Court, London, this year, must have been struck by the suction gas engine; belonging to Messrs. Crossley, which were working there; the simplicity and economy claimed for them would apparently give them many advantages. To recapitulate all the important events of the year in which marine motors have figured would go far beyond the scope of this article. It must be evident to everyone who has spent any time by the sea or lakes and rivers this year that the motor-boat has indeed "arrived."

LIFE-BOAT SATURDAY FUND.

NUMEROUS demonstrations and collections in connection with the Life-boat Saturday Fund have been arranged and admirably carried out during the past summer. The reports which have come in from all parts of the country indicate that, notwithstanding many difficulties, and in spite of a general complaint as to the badness of the times, the untiring zeal and enthusiasm of the thousands of helpers and friends giving themselves up to the cause have been productive of excellent results. The new arrangements in organisation mentioned in our article in the August number of the *Life-boat Journal* have on the whole worked as well as could have been expected, and the smooth working of the amended system in the various districts augurs well for the future. Those living in

the inland cities and towns have not the same incentive to interest themselves in the ROYAL NATIONAL LIFE-BOAT INSTITUTION and its efforts to save life as those residing on the coast, who have constantly before them an ocular demonstration of the terrible havoc so frequently wrought on our rock-bound shores by the "stormy wind and tempest," ever and anon resulting in "sorrow on the sea." It is therefore of the utmost importance that the needs of the LIFE-BOAT INSTITUTION, what it has done, is doing, and can do, should be brought directly and prominently under the notice of our inland populations in order that they may be stirred up to recognise their clear duty to assist in minimising the loss of life amongst those who "go down to the sea in

ships," to whom they owe so much, not only for the enjoyment of many of the necessities of life, but also for the benefit of those many luxuries which tend to increase happiness in life. The Life-boat Saturday movement has done much to educate the teeming populations of our great inland cities and towns in this direction; and we would wish in

every possible way to encourage the Life-boat Saturday Committees and Ladies' Auxiliaries to persevere in their self-denying efforts to enlist the sympathy of the masses with our Life-boats and their gallant crews, feeling assured that if they "faint not" they will secure even greater success in the future than in the past.

OUR LIFE-BOAT CREWS.

There's fury in the tempest, and there's
madness in the waves;
The lightning snake coils round the foam, the
headlong thunder raves;
Yet a boat is on the waters filled with
Britain's daring sons,
Who pull like lions out to sea, and count the
minute guns.

'Tis mercy calls them to the work—a ship is
in distress,
Away they speed with timely help that many
a heart shall bless,
And braver deeds than ever turned the fate of
kings and crowns
Are done for England's glory by her boatmen
of the Downs.
ELIZA COOK.

UNITED STATES LIFE-SAVING SERVICE.

THE Life-Saving Service of the United States comprised at the close of the fiscal year which ended on the 30th June, 1904, 273 stations, no increase in the number having taken place during the year. Of those stations 196 were situated on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio River, Louisville, Kentucky.

As pointed out in previous years, the great majority of the stations are not kept open all the year round, but only for such periods as are deemed really necessary; and these vary from three months to ten months. Caretakers are, however, kept on duty at all the stations for the entire year.

Three hundred and fifty-nine documented vessels suffered disaster within the scope of the operations of the Service during the year. There were 2525 persons on board these vessels, of whom 2504 were saved, 21 only being lost. Among the smaller and undocumented vessels, sailing and pulling-boats, etc., 411 casualties were reported, involving 803 persons, of whom 790 were saved and 13 lost.

The estimated value of the documented vessels was \$4,698,855, and that of their cargoes \$1,757,925, making the total value of the property imperilled

\$6,456,780. Of this amount \$5,089,950 was saved and \$1,366,830 lost. The number of disasters involving the total loss of documented vessels was 50. The property value of the undocumented vessels and boats was estimated at \$248,750, of which \$240,130 was saved and \$8,620 lost.

During the year assistance was rendered by the Service to 1061 vessels of all kinds. In 480 of these cases they were saved from situations which otherwise must have resulted in partial or total loss, and of this number (480), 384 were saved by the unassisted work of the Life-Saving Service, no tugs, etc., being at hand to help. To the above total of 1061 vessels may be added 161 other vessels which were discovered by the patrolmen or look-out men running into danger, and were warned of their peril in time to avert disaster. These cases occurred—148 at night and 13 during the day-time, in thick weather.

The Surf-boat was used 867 times, making 1107 trips. The self-righting and self-baling Life-boat was used 61 times, making 104 trips. The gasoline launches at the City Point Station (Second district) were used 136 times, making 155 trips. Smaller boats were used 555 times, making 697 trips. The river life-skiffs at Louisville Station (Tenth district) were used 36 times,

making 40 trips. The breeches buoy was used 12 times, making 142 trips. The wreck-gun was employed 19 times, firing 45 shots. The heaving-stick was used 32 times. There were landed by the Surf-boat 679 persons; by the Life-boat, 150; by the gasoline launches, 291; by the river life-skiffs, 43; by other

station boats, 269; and by the breeches buoy, 147.

The net cost of maintaining the United States Life-Saving Service during the year ended the 30th June, 1904, was \$1,766,446, plus the sum of \$45,715 for the salaries and wages of officials at the head office. Total \$1,812,161 (£377,535.)

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

ALDEBURGH, SUFFOLK.—The ROYAL NATIONAL LIFE-BOAT INSTITUTION has established a new and additional Station at Aldeburgh, in order to strengthen the Life-boat service on that part of the coast, the local committee unanimously concurring, and a good crew being available for manning the boat. The new Life-boat is of the "Liverpool" non-self-righting type, 38 feet long and 10 feet 9 inches wide, rows 14 oars double banked, and is provided with masts and sails; she is, in addition, fitted with two drop-keels to increase her stability and weatherly qualities. The cost of the new boat and equipment has been defrayed from a munificent legacy bequeathed to the Institution by the late Mr. Edmond Dresden, of Mayfair, London, for a boat bearing his late father's name, the *Edward Z. Dresden*.

LOSSIEMOUTH, ELGINSHIRE; LOWESTOFT No. 1, SUFFOLK; RYDE, ISLE OF WIGHT; CARDIGAN, CARDIGANSHIRE; and FLAMBOROUGH No. 1, YORKSHIRE.—The Life-boats placed by the Institution on these Stations have recently been replaced by new boats of the most modern types, two of them (Cardigan and Flamborough No. 1) having been supplied with self-righting boats, Lowestoft No. 1 with a boat of the Norfolk and Suffolk type, Lossiemouth with a "Watson" type of boat, and the remaining Station (Ryde) with a whale boat. The Life-boat sent to Lossiemouth is named the *James Finlayson*, her cost having been defrayed from the legacy of Mr. James Finlayson, of Stirling. The boat for Lowestoft No. 1 is named the *Kentwell*, her cost being met from the bequest of Mrs. E. A. Moore, of Onslow Square, London. The Cardigan boat is

called the *Elizabeth Austin*, as desired by the testator, Miss Sarah Austin, of Tottenham, Middlesex. The Flamborough No. 1 new boat is named the *Forester*, the Institution having so named her in lieu of a boat bearing the same name presented by the Ancient Order of Foresters, and recently withdrawn from the Tynemouth Station. The Ryde boat is named the *Selina*, as provided by the will of Mrs. Selina Edwardes, of Cannock, Staffordshire.

SOUTHEND (CANTYRE).—As reported in a former number of the *Life-boat Journal* (No. 214), a new Life-boat has been sent to this Station. The ROYAL NATIONAL LIFE-BOAT INSTITUTION has now erected at a great expense a new house and slipway in order to make the Station complete in every respect. We reprint from the *Campbelltown Courier* a most interesting account of the ceremony of opening the new house and of the launching of the Life-boat on the 16th August last:—

"Dunaverty—'The Rock of Blood'—the centre of many feuds and hates and sanguinary fights, and not a few bloody massacres, in the old warring days; which has withstood the storms and thundering seas of centuries, and stands to-day a monument of nature to those clansmen who made its rock historic, and steeped it in their blood, bears in its story little of peace, little of human kindness. Deserted by those whose forebears had their fastness on its rocky eminence, the changes of the centuries which ended the fighting days have given the name a new significance. The waters over which it broods have become an ocean highway—one of the great sea highways of the world. But though men have changed, nature

remains the same. The coast is stern and rock bound, and when winds are fierce the sea lashes in fury on the rocky battlements of Kintyre, and the ships passing day and night, laden with human beings and merchandise from near and far, meet a rapid doom if driven shorewards in the vicinity of the dreaded Mull. Thus it is that in the shadow of Dunaverty has been built a life-saving station, one of the many around our coast founded by an Institution itself a monument to the new and better era in which the feuds of bygone times are forgotten, and there is more honour in saving than in taking life. Even now Dunaverty has already seen, and may see again, man at his best and bravest in his battle with the elements to save his fellow's life.

"The station at Dunaverty is by no means a new one. Near two score years it has stood there a means of succouring the sailor in distress. Some time ago, however, it was found that many improvements were required if the station was to be of use when the storm was fiercest and most dangerous to shipping at that part. The very wind that blew the hapless ship upon the rocks rendered the launching of the Life-boat at Dunaverty an almost hopeless task. The case of the barque *Argo* showed how imperative it was that better launching facilities should be provided. Then, it will be remembered, the gallant fellows of the Southend crew struggled for hours in the attempt to launch their boat, which time after time was thrown by giant waves like a cockle-shell upon the beach, while all the time on the rocks at Machariorch fourteen Norsemen clung to the wrecked hull of their ship, waiting for succour from the shore, with the angry, seething sea around them, threatening every moment to engulf and drag them to a watery grave. How the rescue was effected by the Campbelltown boat, which was launched and despatched to the scene of the wreck in anticipation of the condition of things at Southend, is too recent and thrilling a memory to require retelling here. The parent Institution at once resolved to construct launching facilities at Southend which would obviate the recurrence of a state

of matters such as was experienced in connection with the wreck of the *Argo*. The work occupied almost a year's time, being executed under many difficulties. It was finished in the late autumn of last year, and although there was no official opening then, a new boat, boat-house, and slipway were in readiness for whatever the winter might bring.

"The official opening of the reconstructed station and the christening of the new boat took place on Wednesday.

"With a history the early stages of which are dim in the mists of centuries, Dunaverty, perhaps, never before saw such a bright assemblage as that which gathered in its shadow on this occasion. The weather was ideal. The sun shone brightly, and scarce a breath of wind stirred on land or sea. Over the water hung a heat haze which dimmed to the view the near islands and shrouded from sight the Irish land and the outline of the Scottish coast to the east. The ceremony commenced at three o'clock in the afternoon, by which time the people from the town and the surrounding districts who had flocked to Southend had gathered around the boat-house, making a company numbering several hundreds. On the flagstaff on Dunaverty's peak a Union Jack was hoisted. At the boathouse there was a brave show of bunting, while over the entrance door fluttered the Scottish standard.

"The distinguished company taking part in the function took up their position at the boathouse door on the land side, which being in an elevated position provided a fine natural platform. The company included Her Grace the Dowager Duchess of Argyll, Miss Campbell of Blythswood, Lady Maud Keith Falconer, Mr. and Mrs. Boyd of Carskey; Captain Hector and Mrs. Macneal, junr., and Mrs. Macneal, senr., of Ugadale; Miss Campbell of Kildalloig; Provost and Mrs. Mitchell, Campbelltown; Lieutenant Basil Hall, R.N., District Inspector of Life-boats; Rev. Canon Wakeham and Mr. J. A. Gardiner, the joint-secretaries of the local branch; Mr. James Reoch (treasurer) and Mrs. Reoch; Rev. A. M. C. Tolmie and Mrs. and Miss Tolmie, Rev. A. M'Laren Young and Mrs. Young, Mr.

King, representative of the Glasgow Life-boat Saturday Committee, and also the members of the local committee.

"Captain Macneal, addressing Her Grace the Dowager Duchess of Argyll and the assembled people, said he was taking, at the request of the Local Committee, the place of Mr. W. T. Douglass, the engineer and architect of the Institution, who had prepared the plans and supervised the boat-house and slipway that had been erected. He (Captain Macneal) was sorry he could not enter into the details of its construction as Mr. Douglass would have done, but he could tell them that it was owing to the difficulty experienced in launching the boat from the shore, on account of the heavy seas they were accustomed to on this coast, that it was found necessary to construct some launching arrangement. He could also tell them that the slipway had been constructed on the most modern principle for launching a Life-boat. Proceeding, Captain Macneal said it was now his privilege to present a gold key to her Grace and ask her to open the new boat-house. The interest which her Grace took in everything in this district was well known to all—(applause)—and he could assure her the committee were deeply grateful to her for undertaking this duty. It seemed scarcely necessary for him to add that this was only another proof of the kind and thoughtful interest her Grace had ever taken in every worthy object in this part of the country. (Loud applause.)

"The door was then unlocked by her Grace, who in declaring the house open, said:—'In fulfilling the duty which I have had so much pleasure in undertaking of opening the new Life-boat house and slipway for Southend, I must express the deep interest I feel on this occasion, as well as in all the important work accomplished by the Life-boat Institution throughout our sea-girt kingdom. We, who are dwellers on these shores, can realise more fully than many others the urgent need which exists for the noble services to which a Life-boat is dedicated. We have seen the great ocean which lies before us not only in its smiling aspect—a vast expanse of sapphire blue, a shining path-

way to far lands, the home, it may be, of friends and kindred; but we have seen it also in its stormy moods, when the waves, lashed into fury by the winds, rise mountains high, and many a stately ship which has 'walked the waters like a thing of life,' may be tossed a helpless wreck at the mercy of the tempest. In such an hour, when man is overwhelmed by a sense of his helplessness against the power of the elements, every earthly hope is centred in the thought of the Life-boat and her gallant crew, who with splendid courage and self-forgetfulness take their lives in their hands and venture forth upon the raging waters to bring life and safety to despairing souls who have well-nigh abandoned all hope of ever seeing home or loved ones again. One is thrilled by the thought that this spot on which we stand to-day will be consecrated as the scene of noble effort, of heroic self-sacrifice, of the joy of rescued lives. (Hear, hear, and applause.) In speeding the new Life-boat on her way, it is with the prayer that God will prosper her life-saving work, and bless the brave hearts who shall man her.' (Loud applause.)

"Lieut. Basil Hall, R.N., on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, then handed over the new house, boat, and slip to the care of the local committee. In doing so he said the Life-boat which her Grace had just revealed to view was the gift of Mr. Robert Ker. Nearly forty years ago Mr. Ker lost his son under very sad circumstances. He was drowned not very far from that spot, and Mr. Ker resolved to establish a Life-boat station in his memory, leaving a bequest to the LIFE-BOAT INSTITUTION establishing a Life-boat there in perpetuity, to be named the *John R. Ker*. This boat was one of nearly 300 Life-boats which ring the coasts of the United Kingdom, ready to go out at any time to the rescue of shipwrecked mariners. The first *John R. Ker* was a smaller boat than the present, and was of the self-righting type. Some twelve months ago the Institution decided that she was out of date, and resolved to place a new boat at Southend station. When boats were being changed it was the custom of the

Institution to allow the men forming the crew to choose their own boat. A deputation of the crew visited other stations, and saw other boats, the result being that they selected the type now in the house—and he thought a very good choice they had made. (Applause.) It was a totally different boat from the last one. She was a sailing boat, and he thought a sailing boat was just what was wanted for this coast. She was fitted with all the most modern improvements, was self-baling, unsinkable, and possessed all the latest improvements which a sailing Life-boat should have. The new house and slipway were fitted with all modern means for launching. The slipway was 130 feet long, and allowed the boat to slide down to the water without the men requiring to push her. With the new boat and the new means of launching her, the Southend crew had now everything that money could buy and human ingenuity devise for the provision of a Life-boat station. (Applause.) Southend station had a good boat and good launching facilities—and it also had a good crew, men of stout arms and brave hearts; in fact, at no place in the kingdom was there a better crew than at Southend. (Loud applause.) In Coxswain O'Hara and the others they had men ready to do their duty at any time and under any conditions.

"In concluding, Lieut. Hall said he could not address such an audience without, on behalf of the LIFE-BOAT INSTITUTION, paying a warm tribute to the work of the very energetic local joint secretaries. He considered it due to the work of Canon Wakeham and Mr. Gardiner that the Life-boat service in Kintyre was in the splendid state of efficiency in which it was to-day. (Loud applause.) He took that opportunity of thanking both gentlemen on behalf of the parent Institution. The Life-boat and house were now handed over to Provost Mitchell and the local committee, and he wished God-speed to her and her gallant crew. (Loud applause.)

"Provost Mitchell said that as chairman of the local branch, and on their behalf, he had very much pleasure in receiving into their care the boat, the slipway, and the house which had

been handed over to them under such pleasant and auspicious circumstances that day. In doing so he had to ask Lieut. Hall to convey to the parent Institution the Committee's appreciation of the confidence that had been placed in them in giving them so fine a boat and slipway at Southend after so shortly ago giving a new boat and similar launching facilities at Campbeltown. They accepted this gift with a full sense of responsibility attached thereto. Speaking personally, he was happy to be able to say that they had an excellent committee, composed of practical business men, and men who yielded to none of their citizens in the British Islands in their appreciation of the services rendered by the ROYAL NATIONAL LIFE-BOAT INSTITUTION. (Applause.) They had an excellent executive, hardy and competent crews, and if unfortunately they should be called upon at any time to proceed to the rescue of the shipwrecked, he was quite satisfied they would be as ready to proceed as they were in the case of the ill-fated Norwegian barque *Argo*, and he hoped, with the same success. (Loud applause.) Continuing, Provost Mitchell said the local branch was now established nearly half a century, and was within an ace of being self-supporting. He hoped all who were not subscribers would interest themselves in the work, and give a practical demonstration of that interest so that their branch might be in the proud position of being entirely self-supporting. (Loud applause.)

"The Rev. A. McLaren Young then read a portion of Scripture—Psalm cvii. from verse 23 — after which Rev. A. M. C. Tolmie offered up prayer.

"The gathering then joined in the singing of the following hymn:—

Eternal Father, strong to save.

"The Life-boat was then run on to the slipway, and the distinguished party having gathered round the bow,

"Canon Wakeham said he had much pleasure in presenting a medal to Mrs. Boyd on the occasion of the christening of the boat by her. Mrs. Boyd was new amongst them since the last boat was launched, but, long as the period

was since then, they were very glad that the lady who performed the ceremony on that occasion—Mrs. Fleming of Keil—was amongst them that day.

“Mrs. Boyd then gracefully christened the boat, wishing success to the *John R. Ker*.

“The crew gave three lusty cheers, in which many of the spectators joined. The boat was gaily bedecked, stem and stern, with flags, while over the bow hung a garland of flowers. Before the launch the following party entered the boat:—Her Grace the Dowager-Duchess of Argyll, Lady Maud Keith Falconer,

Miss Campbell of Blythwood, Mr. and Mrs. Boyd of Carskey, Miss Campbell of Kildalloig, Mr. Montagu, Miss Montagu, Miss Edwards, Master Jim Reoch, Canon Wakeham, Mr. Alex. Gardiner, Lieut. Basil Hall, R.N.

“All safely seated, the signal to let go was given, and the boat slipped gracefully seawards, keeling the waters of a glassy sea like a thing of life. Down dropped the oars with man-of-war-like precision, and the boat was pulled about for a time, after which she returned to the slip, and, the passengers being landed, she was smartly hauled into the house again.”

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

HOLYHEAD, ANGLESEY.—Very heavy seas accompanied a whole S.W. gale on the 15th March, and soon after daylight signals were observed from two vessels in the roads. The steam Life-boat *Duke of Northumberland* was immediately ordered out and made for the barquentine *Imogene* of Liverpool, as it was seen that she was drifting out to sea. On getting alongside the crew of eight were taken on board, the vessel's cables having both parted. The Life-boat then proceeded to the other vessel, which proved to be the *Harmony* of Padstow, and rescued her crew of five, as her anchors were dragging. The boat then returned ashore. Both vessels were carrying coal as cargo, and the *Imogene*, which was bound from Garston to Gibraltar, was driven out to sea and not seen again. The schooner happily weathered the storm.

PORT ST. MARY, ISLE OF MAN.—At 8.45 A.M. on the 15th March, when the wind was blowing a whole gale from S.W., with a very heavy sea running, the schooner *William Berry* broke from her moorings and commenced to drift to the shore on the opposite side of the bay, which is extremely rocky and dangerous. Within fifteen minutes she was fast on the rocks considerably holed and liable to go to pieces at any moment. In the meantime the casualty had been observed from the shore, and the Life-

boat *James Stevens No. 1* was sent to the rescue of the four men on board. In a short space of time she was skilfully taken to the wreck and the crew having been rescued she returned ashore.

NEWCASTLE, CO. DOWN.—At 10 A.M. on the 15th March the barque *Cannebière*, of Marseilles, was observed being driven on to Dundrum Bar, in the furious W.S.W. gale which was raging. The Life-boat *Farnley* was launched and proceeded to her. On approaching the barque the in-draught of the tide and heavy cross seas caught the Life-boat and swept her beyond the wreck. As it was impossible for the boat to get back to her, the coxswain beached his boat at Ballykinlar, where the men remained to recover from their exposure and fatigue. In the meantime a tug went off to the wreck and succeeded in taking off ten of the endangered men, but in the gathering darkness and mountainous seas had to suspend operations. At 4 P.M. the Life-boat made another attempt, the crew having been provided by Mr. Clarence Craig, of Tyrella, with refreshments, he also furnishing men and horses to assist in the launch. Before the Life-boat could reach the wreck, however, one of her crew was taken ill, and the boat was compelled to put back to land him at Dundrum. As three of the crew were unfit to go to sea again,

three substitutes were obtained and a third start was made for the vessel. The boat reached her about midnight, to find her completely under water, and the remainder of the crew, ten in number taking refuge in the rigging. Having taken them all on board, the Life-boat made at once for Dundrum, where all received the greatest kindness, and the boat was left for the night. The Committee of Management decided, as a special mark of their appreciation of the valuable and unselfish services of Mr. Craig on this occasion, to present him with a mounted aneroid, bearing a suitable inscription, and also to bring to the particular notice of the Inspector General of the Royal Irish Constabulary the meritorious conduct of Sergeant McNaughten and Constable McGowan, who followed the Life-boat all day, and on several occasions were up to their necks in the water when assisting at the launches.

MONTROSE, FORFARSHIRE.—On the 15th March, during the afternoon, a message was received that a ketch was apparently running for Montrose, and asking that the Life-boat might be on the look-out for her. An hour later she appeared, and it was seen that she intended to attempt to come in. As there was a very heavy sea running and a S.E. gale raging, the Life-boat *Sarah Jane Turner* was launched to attend the ketch, which proved to be the *C.E.C.G.* of Jersey, bound from London to Montrose. The ketch fortunately succeeded in getting over the bar without mishap, although she was struck by several very heavy seas and was all but driven on to the Annat Bank.

SHOREHAM, SUSSEX.—The barque *Liburna* of Arendal, whilst bound from Gothenburg to South Africa, stranded off Shoreham about 5 P.M. on the 15th March. There was a S.W. gale blowing at the time, accompanied by a very heavy sea, and whilst the Life-boatmen were hastening to the rescue a heavy hailstorm came on. The Life-boat *William Restell* having been launched, was taken by the harbour tug to windward of the wreck and then veered down. This was a somewhat difficult operation,

as the boat had to be manœuvred with great care to prevent her being dashed against the side of the vessel. Eventually, however, the vessel's crew of ten men were got on board, but not before the Life-boat was somewhat seriously damaged; she was again picked up by the harbour tug, which assisted her into harbour. The rescue, which was carried out in the presence of some hundreds of spectators, was skilfully performed.

NEW BRIGHTON, CHESHIRE, and FORMBY, LANCASHIRE.—On the night of the 16th March a vessel was observed on "Taylor's Bank," and in response to a telephone message the steam Life-boat *Queen* was sent to her assistance. She found the s.s. *Innisfallen*, of Liverpool, inward bound from Cork, had been in collision, and had stranded. Two hoppers which had gone to help the steamer stranded in close proximity to each other. The Formby Life-boat *John and Henrietta* also arrived upon the scene, and as the weather was very threatening both Life-boats stood by the stranded vessels. Happily the wind decreased, and early next morning tugs were able to tow all three vessels clear. The Life-boats then returned to their stations.

APPLEDORE, NORTH DEVON.—The fishing craft *Elizabeth*, of Tenby, attempted about 5 P.M. on the 17th March to cross the bar, but with the tide and heavy sea, there being little or no wind, she drifted on to the North Tail. Within a few minutes the sea began to wash over her, and signals of distress were made. The Life-boat *Jane Hannah Macdonald* was promptly launched, and succeeded, with considerable difficulty owing to the state of the sea, in rescuing the three hands on board, bringing them safely ashore at 7.30 P.M.

PORTHDINLLAEN, CARNARVONSHIRE.—During a strong northerly gale on the 23rd March, the schooner *Julia*, of Runcorn, which was anchored in the bay owing to stress of weather, commenced to drag her anchors and drifted into shallow water. Signals of distress were displayed, and the Life-boat

Barbara Fleming was launched and proceeded to her. On getting alongside the master requested that he and his two men should be taken ashore; they were accordingly taken on board the Life-boat and landed in safety. During this service the sea was very rough and heavy rain was falling.

BERWICK-ON-TWEED, NORTHUMBERLAND.—A number of Spittal fishing cibles put to sea early on the morning of the 24th March, when a N.E. wind sprang up, with a very heavy sea running on the bar. It was seen that the small craft would have great difficulty in reaching the harbour, and that the attempt to do so would be attended with considerable danger. The Life-boat crew were summoned and the *Matthew Simpson* put to sea to render assistance if necessary. As the cibles approached the bar the Life-boat got on the weather side and shielded them. Whilst there the Life-boat was frequently struck by heavy waves, at times being quite buried, but both boat and crew behaved admirably, her manœuvres being watched by a large crowd of spectators.

NORTH SUNDERLAND, NORTHUMBERLAND.—On the 24th March the sea was very heavy from the early morning, and the cible *Two Brothers*, of North Sunderland, was the only one to go out, her lines having been shot overnight, and the crew were very anxious to get them. About noon the sea had increased considerably and as her return would be attended with great risk the Life-boat *Thomas Bewick* was launched and towed her over the bar.

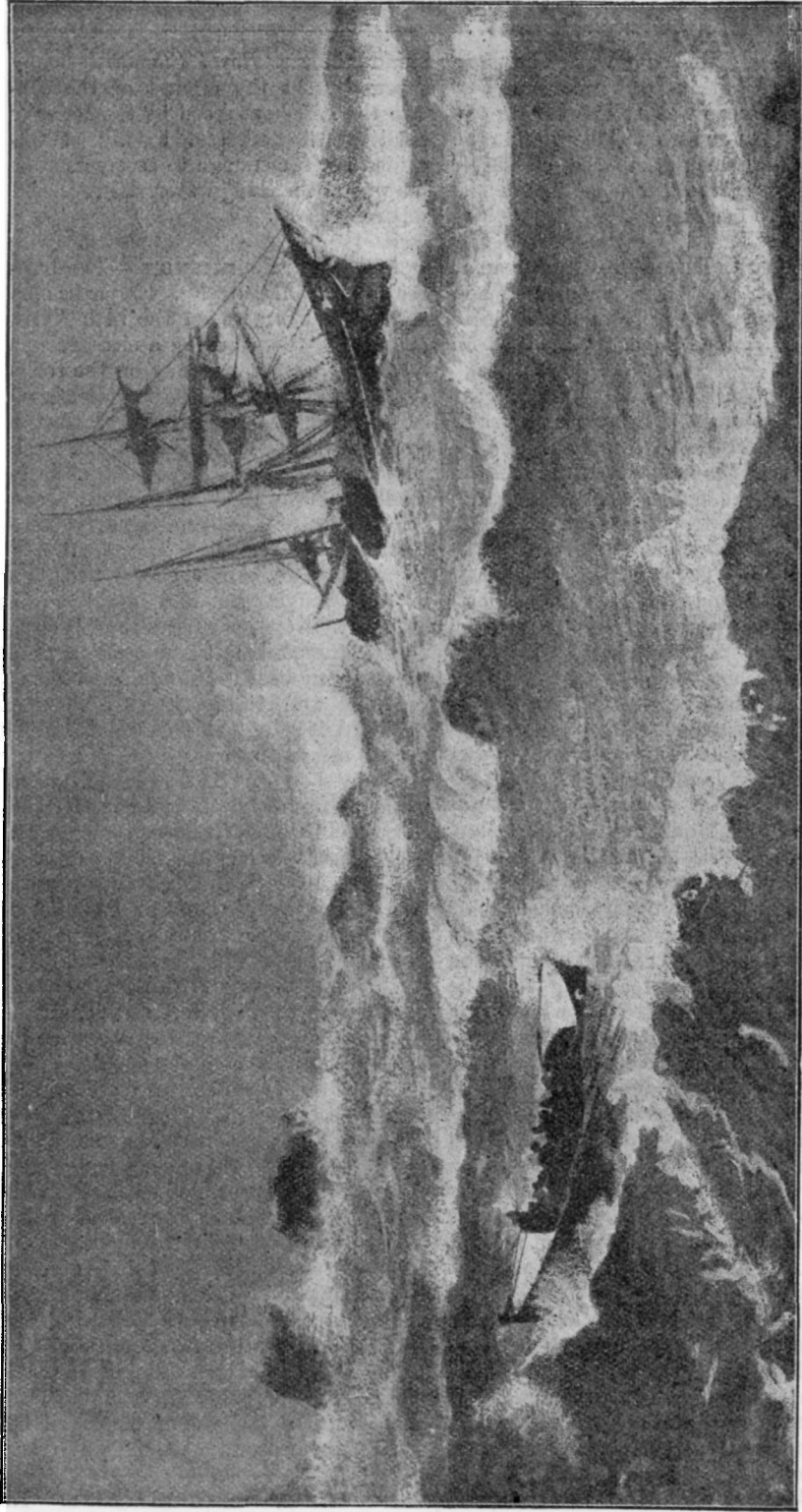
WHITBY, YORKSHIRE.—The fishing cible *May Blossom*, of Whitby, had a trying experience when making for Whitby on the 24th March. The cible had been out to the crab pots, and when returning a heavy easterly sea was breaking across the entrance of the harbour. The Life-boat *Robert and Mary Ellis* was launched and stood by the cible, which managed to cross the bar in safety, although she came near being swamped several times.

PAKEFIELD, SUFFOLK.—On the 25th March during foggy weather the fishing-boat *Clupeidæ*, of Lowestoft, grounded on a flat off Kirkley Beach. The Life-boat was launched to her assistance, and when a tug came upon the scene, conveyed a hawser to her, by which the fishing-boat was towed off and taken into Lowestoft Harbour, accompanied by the Life-boat.

NORTH SUNDERLAND, NORTHUMBERLAND.—While the fishing cibles were out on the 3rd April the S.E. breeze increased and the sea became very heavy. Two cibles nearly foundered when coming in, and as it was feared that the remainder would come to grief, the Life-boat *Thomas Bewick* was launched at 1.10 P.M. and assisted the boats to regain the port.

FILEY, YORKSHIRE.—When the cibles belonging to Filey were returning from the fishing grounds on the 7th April they were overtaken by snow-storms and a strong north-easterly wind, causing a very rough sea in the tideway at the Brigg End. Great anxiety was felt on shore for the safety of the fishermen. At 9 A.M. the Life-boat *Hollon the Second* was launched and remained afloat until the whole of the boats had safely landed. One of the cibles incurred great danger, having lost her rudder.

ACKERGILL, CAITHNESS-SHIRE.—At 8.15 P.M. on the 11th April a telephonic message was received from the Coast-guard at Wick, stating that four fishing yawls were in distress in Wick Bay and making their way north. The sea at the time was very heavy and the weather was cold and hazy. The Life-boat *Jonathan Marshall, Sheffield*, was launched and proceeded under oars in the direction given. After pulling for two hours they found two of the yawls and sent them up the bay. After searching for a considerable time the Life-boat fell in with another of the yawls and took her into the bay. As soon as all three were safely anchored, the crews—nine hands all told—were taken off and landed. At this time nothing could be seen of the fourth



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R. ESDALE RICHARDSON.

THE LIFE-BOAT TO THE RESCUE .

yawl, the Life-boat was therefore beached. Within a few minutes a further message was received that the missing boat was off Wick, and the Life-boat again put to sea, but after a fruitless search for some hours she returned to her station.

WHITBURN, DURHAM.—The steamer *Enriqueta*, of Grangemouth, when bound from Lowestoft to the Tyne in ballast, stranded about 9.15 P.M. on the 12th April, on the "Black Steel," off Whitburn. The weather was foggy, with a moderate S.E. gale and rough sea. The Life-boat *William and Charles* was promptly launched and rescued the crew of ten men. Next morning the weather had moderated and the crew decided to make an attempt to save their vessel. They put off in a small boat and found the steamer, though badly holed, firmly on the rocks. They worked for a few hours, when the weather became bad again, and fearing to trust themselves in the small craft in which they had put off, they signalled for the Life-boat, which was launched and landed them.

YARMOUTH, NORFOLK.—On the afternoon of the 13th April the brigantine *Amanda*, of Newhaven, stranded a short distance from the St. Nicholas Light-vessel, and in response to guns from the latter the Life-boat *John Burch* was launched. When searching for the *Amanda* in the dense fog which prevailed, the *John Burch* found the Caister No. 1 Life-boat, which had also been launched, fast aground on a dangerous part of the shoal; she rendered what assistance she could, and remained by her until she floated some hours later. The *Amanda* had in the meantime received other assistance, and the *John Burch* was able to return to Yarmouth.

FLAMBOROUGH, YORKSHIRE.—During a thick fog, with a strong S.E. wind and choppy sea, on the 13th April, information reached the Coxswain of the Life-boat *Matthew Middlewood* that a steamer was signalling for assistance, apparently on the S. Smethic Sands. The Coxswain launched the boat and

found the s.s. *Royal Standard* firmly aground. At the request of the captain the Life-boat stood by the steamer until she floated, and having accompanied her far enough to ascertain that she was not making water, she returned ashore.

ARBROATH, FORFARSHIRE.—The Life-boat *James Stevens No. 13* performed an excellent service on the 14th April. At 5.30 in the morning a message was received that a vessel was on the rocks at Westhaven, Carnoustie. With all haste the Life-boat proceeded to the scene of the accident and found the schooner *Gesine*, of Oldenburg, practically under water, the forepart alone being clear, and on this the crew were standing. The boat anchored and veered down towards the wreck, but in the rough sea had considerable difficulty in getting near. This was eventually accomplished and a line thrown on board by which a rope, life-buoy and tail-block were hauled on board, it being the Coxswain's intention to rescue the crew by that means, but they, being foreigners, could not be made to understand. At considerable risk the Life-boat then went alongside. The vessel's crew, consisting of the captain and four hands, were got on board, but they were so benumbed with cold from the waves washing over them that the Life-boatmen had to lift them from the ship to the boat. In doing so the captain caught his legs in the bow chains, and was badly bruised. To save him from drowning the boat was hauled up close to the vessel, being somewhat damaged in consequence. As soon as all were on board the Life-boat made for Arbroath, the crew doing all that was possible for the shipwrecked men. With noble unselfishness they took off their own clothing for the benefit of their less fortunate brethren. When landed the men were well cared for, and later the captain of the wrecked ship expressed his and his crew's highest appreciation of the great service rendered them, and of the valour displayed by the Life-boat crew.

NEWBIGGIN, NORTHUMBERLAND.—In

consequence of a dense fog which came on during the morning of the 15th April, when five of the cobsles were at sea, their return in the heavy weather was attended with considerable risk. The Life-boat *Robert and Sarah* was therefore launched and convoyed all in safety. Some of the fishing-boats' crews being quite uncertain of their positions, the Life-boat's help was of great use.

ST. ANDREWS, FIFESHIRE.—The ketch *Diana*, of Rye, bound from that port to St. Andrews with a cargo of gravel, arrived on the 13th April, but was unable to make the harbour owing to the state of the tide. The captain therefore anchored about a mile to the north of the pierhead. Next day an E.S.E. gale sprang up, and on the 15th a dense fog came on. By this time the sea had become very rough, and when the fog lifted in the afternoon it was seen that the *Diana* was in a position of great danger, the seas continually breaking over her. About 5 P.M. a distress signal was hoisted, the Life-boat *Louisa* was launched, and after a stiff struggle reached the ship. There were eight persons on board, including the captain's wife and child; all were rescued, and the Life-boat made for the beach. The vessel at the time of the rescue was in close proximity to the rocks on a lee shore, and had her cable parted nothing could have saved her. Happily the cable held, and although the anchor dragged until every one gave the ketch up for lost, it brought her up when she was all but on the rocks. Two days later the weather moderated and the Life-boat took the crew off to the ketch and gave valuable help in saving her.

LOWESTOFT, SUFFOLK.—At 6.45 A.M. on the 19th April information was given to the Coxswain of the Life-boat, *Samuel Plimsoll* that a vessel was ashore on the Newcome Sands. He immediately proceeded to the beach, and seeing the vessel's position was a dangerous one and that the sea broke over her, he launched his boat. A tug took her to the vessel, which proved to be the s.s. *Spring*, of Christiania. An

attempt was being made to salve the steamer, and while the Life-boat remained alongside in case of necessity, several of her crew were placed on board to jettison the cargo. After three hours' hard work the steamer floated and went with the Life-boat into harbour. During this service the wind was blowing strongly from E. and the sea was very heavy.

WHITBY, YORKSHIRE.—On the 25th April the local fishing cobsles, which had gone to their pots in the early morning, returned during the afternoon. A strong northerly sea was breaking across the bar, and as coming into harbour was highly dangerous, the Life-boat *Robert and Mary Ellis* was launched and escorted them into safety.

RAMSGATE, KENT.—Soon after mid-day on the 28th April, during a S.W. gale accompanied by a rough sea, it was reported that a vessel was ashore on the Goodwins. The Life-boat *Bradford* proceeded to the Sands and found the fishing vessel *Adalina*, of Gravelines, ashore. As all offers of active assistance were declined the Life-boat stood by, the vessel in the meantime bumping heavily, until she floated. It was then ascertained that no further help was required, and the Life-boat returned to harbour.

TENBY, PEMBROKESHIRE.—The ship *Francesco Ciampa*, of Castellamare, was observed, about noon on the 1st of May, making signals of distress, and the Life-boat *William and Mary Devey* was promptly launched to her assistance. The wind was blowing a fresh gale from W.S.W. and there was a heavy ground sea, and on reaching the vessel she was found brought up on a lee shore. The captain declined any immediate assistance but requested the Life-boat to take a telegram ashore for a steam-tug. This was accordingly done, and later in the day a tug arrived and took the vessel into safety.

BROADSTAIRS, KENT.—At 6 P.M. on the 17th of May a full-rigged ship was observed on the Goodwin Sands, and

just then a signal of distress was hoisted. The crew of the Life-boat *Francis Forbes Barton* were summoned and the boat was launched. On getting alongside they were at once engaged by the captain to assist in getting the vessel off. A tow-rope was conveyed to a tug and the Life-boat stood by until the vessel was out of danger; she then returned to her station, arriving at 10.45 P.M. The ship was the *Scottish Isles*, of Liverpool, bound from Rochester to Valparaiso with a cargo of cement, and when she grounded the sea was rough with a strong N.E. breeze blowing.

WHITBY, YORKSHIRE.—A very thick fog having lifted somewhat about 10 o'clock in the morning of the 20th May, a steamer was sighted aground about half way to the outer part of the rocks off the pier. The No. 1 Life-boat, *Robert and Mary Ellis*, immediately proceeded to her, and on the coxswain boarding her the crew were engaged to save the vessel. The crew of the No. 2 Life-boat *John Fielden* were also engaged, they having launched soon after the No. 1 boat had put off. The vessel proved to be the s.s. *Cogent*, of Sunderland, bound from that place to Lisbon with a cargo of coal. Anchors were run out and everything possible was done to assist the distressed vessel. When the flood tide had made sufficiently they succeeded in getting her clear. The wind was blowing strongly from N.E. and the sea was rough and increasing, making the position of the steamer very dangerous; had she not been got off when she was she doubtless would have become a wreck.

STROMNESS, ORKNEY ISLANDS.—About 3 P.M. on the 23rd May information was received that a steam-drifter was ashore on Braga Skerry. The crew of the Life-boat *Good Shepherd* were promptly summoned and the boat sent to their assistance. On arrival at the vessel, which proved to be the *Sonnet*, of Wick, it was found that she was on the rocks and that three men were on her, the remainder, five in number, having already been rescued by

another drifter. The sea at the time was fairly smooth, but as the tide made it became rough and washed the drifter over the rocks, where she sunk in deep water.

GROOMSPORT, CO. DOWN.—One of the local fishermen, accompanied by his two sons, went off in his open fishing boat about noon on the 2nd June, in a strong breeze from S.W. to haul his lines, which were about $1\frac{1}{2}$ miles east of Blackhead, co. Antrim. He reached the place in safety about 1.30 P.M.; at that time the wind increased to a moderate gale from the west, and the boat was lost sight of. After ample time had been given for the return of the boat, and as it could not be seen, great anxiety was felt by the man's relatives and others on shore, it being feared the boat must be drifting out to sea. The Life-boat *Chapman* was accordingly launched about 3.30, and after an hour's searching fell in with the fishing boat, which was making for home under much difficulty. The Life-boat thereupon turned and keeping close to her in case of accident accompanied her back to Groomsport.

ATHERFIELD, ISLE OF WIGHT.—The Life-boat *Catherine Swift* was launched on the 3rd June to the assistance of the barque *St. Monan*, of Stavanger. During a thick fog the barque ran on to the Typet Ledge and on her signals being heard steps were taken to send help. The Life-boat was launched at 6 A.M., and on reaching the vessel ran out an anchor and did all that was possible to render assistance and prevent her drifting further ashore. A tug arrived upon the scene about 9 A.M., and when the barque had been towed off, the boat returned to her Station. The vessel was bound at the time from Buenos Ayres to London with a cargo of grain.

RAMSGATE, KENT.—During the morning of the 13th June, the Life-boat *Charles and Susanna Stephens* was launched in answer to guns from the East Goodwin Light-vessel, and on reaching her found the crew of the schooner *Cicerone*, five in number, taking refuge there. The men were

transferred to the Life-boat, which returned to Ramsgate and landed them. It appeared that the schooner in question, whilst bound from Fowey to Bo'ness with a cargo of china clay, collided in a dense fog during the early morning with a Russian steamer. Within a few minutes the schooner foundered, but her captain and crew, five in number all told, took to the vessel's boat and succeeded in reaching the Light-vessel in safety.

WINCHELSEA, SUSSEX.—During a thick fog in the early morning of the 22nd June, the s.s. *Clara*, of London, bound from Malta to Rotterdam with a cargo of grain, collided with another vessel in the vicinity of the Royal Sovereign Light-vessel. She was seriously damaged, and quickly commenced to settle down in the water, but a tug coming upon the scene of the accident, took the sinking steamer in tow. In the meantime a message was received at Winchelsea stating that the Life-boat was required by a steamer in distress, and the *John William Dudley* Life-boat was launched with all haste. On reaching the *Clara*, which was in tow of a tug, it was seen she was so low in the water that her decks were awash. At the request of the master, the Life-boat stood by. Finally the damaged vessel foundered when off Pett Coastguard station, and the crew having been transferred to the tug, the Life-boat returned to her station.

CAISTER, NORFOLK.—Shortly before 10 P.M. on the 29th June, the Coastguard at Caister informed the Coxswain that a vessel was aground on the Barber Sands. The crew were assembled and launched the No. 2 Life-boat *Nancy Lucy*. On reaching the sands she found the ketch *Amelia Ann*, of Goole, ashore on the south part of the sands. The master of the vessel, finding he was unable to float her without assistance, engaged the Life-boatmen, who laid out anchors and eventually succeeded in getting the vessel afloat, when they took her to Yarmouth Roads.

APPLEDORE, NORTH DEVON.—Shortly after midnight on the 4th-5th July,

flares were observed by the Coastguard on duty at Westward Ho! He at once communicated by telephone with Appledore, and the No. 1 Life-boat *Jane Hannah Macdonald* was sent to the place indicated. The barge *Amy*, of Bideford, bound from Clovelly to that port, was found fast on the sand, and at high tide the sea made a clean breach over her. The Life-boat proceeded alongside, took off her crew of three hands, and landed them. The weather at the time was fine, with a moderate N.W. breeze blowing.

ST. PETER'S PORT, GUERNSEY.—In smooth but very foggy weather on the 27th July, information reached St. Peter's Port during the afternoon that a vessel had stranded off Perrelle Bay, and within half an hour the Life-boat *Vincent Wilkinson*, *Kirk Ella* had proceeded in tow of the s.s. *Vixen*. On arrival in the vicinity they found the s.s. *Trignac* was on a rock known as the Soufleurasse. The Captain asked the Life-boat to stand by him, and also that the crew would assist to jettison part of the cargo. The Life-boatmen were therefore placed on board and worked all night to lighten the ship; they then stood by her, in case their services should be required, throughout the night and the following day. At 3 A.M. on the 29th the steamer floated off. Both she and the Life-boat then made for St. Peter's Port, which was reached at 7.30 that morning. The vessel, which was a large one of nearly 1,500 tons, had twenty-six hands on board, and at the time of the accident was bound from Buenos Ayres to Rouen with a cargo of maize.

CAISTER, NORFOLK.—About noon on the 31st July a small fishing smack, the *Fawn*, of Yarmouth, was seen to be aground on the east side of the Barber Sands. As the sea, which was very broken on the sands, commenced breaking over the smack, and the crew had no small boat by which to leave her, the No. 2 Life-boat *Nancy Lucy* was launched and proceeded to her. The fishing vessel was rolling and bumping very heavily, and she seemed likely to go to pieces, but the master hoped to

save her and asked the Coxswain of the Life-boat to stand by him and see if she would come clear on the rising tide. Some three hours later this occurred, the smack driving over the sands into deep water. It was then seen that the services of the Life-boat were no longer required and the *Nancy Lucy* returned ashore.

PADSTOW, CORNWALL.—On the 3rd August a S.S.W. gale was blowing, accompanied by a heavy ground sea, and about 11.20 a telephone message was received stating that a fishing boat was outside, and unable to make the harbour. A look-out was kept, and when, some two hours later, it was seen that she was getting into difficulties through her anchor dragging, the Life-boat *Arab* was promptly summoned. By this time the ground sea had increased considerably and was breaking heavily across the entrance to the harbour. The *Arab* stood by the boat for some time until the tide had made, and then taking her in tow brought both boat and her crew of three hands into safety. The fishing boat was the *Oneida*, of Sennen Cove.

MONTROSE, FORFARSHIRE.—The steam trawler *Rosa*, of Montrose, in attempting to cross the bar at low water, on the morning of the 4th August, was struck by a heavy sea, and having taken a sheer, stranded on the Annat Bank. There was a very heavy cross sea at the time, and an E.S.E. gale blowing. Signals of distress were immediately made, and the No. 1 Life-boat *Sarah Jane Turner* proceeded to the scene of the casualty. On nearing the trawler, it was seen that the sea was making a clean breach over her; the Life-boat went alongside and offered to take the crew off, but they, hoping that the vessel might be saved, declined to leave, and asked the Life-boatmen to telephone for a tug to assist them. This was accordingly done, and the Life-boat then returned to the imperilled men. It was pointed out to them that it was not safe for the Life-boat to lie alongside the trawler in the prevailing weather, and that the boat would stand by clear of the sea inside the Bank.

Shortly after the *Rosa* made a signal, and the boat returned to her. The crew, numbering seven in all, were then at their own request taken into the boat, which was somewhat damaged in performing the service, and conveyed to Montrose, where they were landed. By this time the tug had proceeded to the wreck, and the Life-boat again went down the river and rendered useful help, including placing some men on board the wreck from the tug, and later, when the tide rose, the trawler came off the Bank and was towed into safety.

GOURDON, KINCARDINESHIRE.—A heavy sea, together with a moderately strong S.E. wind, placed several of the local fishing boats in considerable danger when returning to harbour on the 4th August. The Life-boat *Theophilus Sidney Echalaz* was launched about 10.30 a.m. to their assistance. Having helped one or two, she then stood by the remainder until they reached safety, and her further services not being required she was re-housed.

CAMPBELTOWN, ARGYLLSHIRE.—In the early morning of the 19th August it was blowing a moderate gale from W.N.W., with wild squalls of wind and rain. At 3.45 a.m. it was reported that a fishing-boat when coming into the harbour had carried away her yard. Although the anchor was let go, it would not hold, and she was being driven out to sea. The Life-boat *James Stevens No. 2* was at once ordered out and proceeded to search for the missing vessel, but without success. It was however subsequently learnt that she had reached a place of safety. When returning from her search the Life-boat came upon another fishing-boat—the *Mary Jane* of Campbeltown—with her sails blown away, and in danger of being wrecked. She stood by her, and then took her in tow, thereby saving both the craft and her crew of three hands.

GREENCASTLE, COUNTY DONEGAL.—The Coxswain of the Life-boat *Brittan Willis* was informed at 9 p.m. on the 1st September that a ketch was drifting on to the rocks on the north side of

Lough Foyle, at a place called the Warren. He at once assembled the crew, and the Life-boat was promptly launched. On arrival it was found that the vessel was a ketch belonging to Buncrana, bound from Lough Swilly to Londonderry, and that her jib had blown away. As the crew would have been exposed to considerable risk had they remained on board they were taken into the Life-boat which landed them shortly after 11 P.M. The weather was moderate.

GORLESTON, SUFFOLK.—At about 4.20 P.M. on the 2nd September a telephone message was received stating that a vessel was ashore on the Corton sands. The steam Life-boat *James Stevens No. 3* proceeded with all despatch to the sands, and found the schooner *Bertha*, of Dunkerque, hard aground on the north part of the sands. As the wind was blowing strongly from W.N.W., and the sea was rough, the Life-boat stood by the vessel in case it became necessary for the crew to leave the schooner; but happily at about 7.30 P.M. the vessel floated as the tide rose, and was able to get clear of the sands. The *James Stevens No. 3* then returned to harbour, and the schooner proceeded on her voyage to Dunkerque, whither she was bound from Iceland.

ALDEBURGH, SUFFOLK.—On the 7th September, during the afternoon, a small cutter yacht was seen to be in difficulties

off Aldeburgh, with seas washing right over her. Without delay the No. 1 Life-boat *City of Winchester* was launched, and proceeded to the help of the men on board. On getting alongside the yacht, which was named the *Lily*, she was found to be quite unmanageable, and her two hands promptly jumped into the Life-boat. A large quantity of water was in the yacht, but it being possible to save her, some of the Life-boatmen went aboard, and passed a rope to the Life-boat, which proceeded to tow her into safety. There was a moderate S.W. gale at the time with squalls and rain, and the sea was rough.

DUNGENESS, KENT.—During a W.S.W. gale on the 8th September the coast-guard reported at about 3 A.M. that signals were being made by a vessel in distress. The No. 1 Life-boat *R.A.O.B.* was promptly launched, and proceeded alongside. The Coxswain boarded the vessel, and found that she was a fishing lugger named the *St. Louise* of Boulogne; she was leaking badly, and had five feet of water in the hold. The master was unable to speak English and the Coxswain therefore had to communicate by signs, and by his advice the lugger was beached to prevent her sinking in deep water. When this was done the crew of eight hands were taken off in safety. At high tide the vessel filled, but when the tide ebbed the leaks were stopped and later tugs were able to take her to Folkestone for repair.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 8th June, 1905.

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

Read and confirmed the minutes of the previous meeting.

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

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

Read the report of the Chief Inspector of Life-boats on his recent visit to the Douglas Life-boat Station.

Also the report of the Deputy-Chief Inspector of Life-boats on his visits to the Llandudno and Ayr Stations.

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

Northern District—Balcary, Kirkcudbright, Newbiggin, Cresswell, Tynemouth, Alnmouth, Hauxley, Boulmer and Holy Island (two boats).

Eastern District—Hartlepool (three boats), Wells, Brancaster and Blakeney.

Southern District—Lyme Regis, Sidmouth, Exmouth, Brixham, Torquay, Teignmouth, Hythe, Hope Cove, Salcombe, Yealm River, Plymouth, Newhaven, Folkestone and Dover.

Irish District—Skerries, Clogher Head, Drogheda, Wexford, Kilmore, Rosslare Harbour, Wicklow, Douglas, Ramsey and Peel.

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

| | | | |
|---|----|----|----|
| Mrs. CHARLES STEPHENS, further on account of the Ramsgate new Life-boat <i>Charles and Susanna Stephens</i> | £ | s. | d. |
| 200 | - | - | - |
| Thorngate Trustees (annual subscription) | 80 | - | - |
| First Saloon Passengers on R.M.S. <i>Omrak</i> , Sydney to London, May, 1905, per Mr. JOHN HOWARD | 5 | - | - |
| Readers of "The Christian," per MESSRS. MORGAN AND SCOTT | 3 | 17 | - |
| —To be severally thanked. | | | |

Also the receipt of the following legacies:—

| | | | |
|--|-----|----|----|
| The late Mrs. SELINA LAURA CLARK, of Trebovir Road, Earl's Court, S.W., for a Life-boat to be called the <i>Charles and Eliza Laura</i> , and her equipment and house; also for her maintenance while she exists; the balance, if any, to go to the general funds of the Institution | £ | s. | d. |
| 3,000 | - | - | - |
| The late Mr. JOHN HATFIELD, of Colwyn Bay, for a <i>John and Sarah Hatfield</i> Life-boat (on account) 750 | 750 | - | - |
| The late Miss ELIZABETH CAROLINE BROWN, of Ormesby, Yorkshire 500 | 500 | - | - |
| The late Mr. WILLIAM MARLOR, of Denton, Lancashire | 500 | - | - |
| The late Mr. W. H. DEAN, of Stratford (additional) | 73 | 3 | 4 |
| The late Mr. WILLIAM LANCE, of Coventry | 70 | 2 | 7 |
| The late Miss GERTRUDE HATFIELD, of Sussex Square, W. | 50 | - | - |
| The late Miss MARY DUNCAN, of Downin, Huntly | 50 | - | - |
| The late Mrs. ELLEN THOMAS, of Llanstephan, Carnarvon (to Ferryside Branch) | 5 | 5 | 0 |

Voted the thanks of the Committee to Captain G. A. BROWNING, R.N., in recognition of his kind services for four years as Honorary Secretary of the Dawlish Branch, which office he had just resigned.

Reported the transmission to their stations of the Maryport and Ramsgate new Life-boats.

Paid 4,821*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 15*l.* 4*s.* 6*d.* to pay the expenses of the following services:—

| Life-boat. | Vessel. | Lives saved. |
|--------------|---|--------------|
| Groomsport . | A Fishing boat, of Groomsport. Attended boat. | |
| Stromness . | Steam-drifter <i>Sonnet</i> , of Wick | 3 |

The Broadstairs Life-boat rendered assistance to the ship *Scottish Isles*, of Liverpool, and the Whitby Nos. 1 and 2 Life-boats assisted to save the s.s. *Cogent*, of Sunderland.

Also 83*l.* 12*s.* 6*d.* to pay the expenses of launches, etc., at the following Life-boat stations, no service being rendered:—Broadstairs, Hastings, Shoreham, Walmer, Walton-on-Naze and Yealm River. The Ramsgate Life-boat was also called out, but her services were not eventually required.

Voted 1*l.* 10*s.* to three men for rescuing an old man from a hooker which was wrecked at Spiddal, co. Galway, in a strong E.S.E. breeze and heavy swell on the 10th March.

Also 15*s.* to two men for putting off in a boat and assisting two men whose fishing boat had gone on to the rocks near Cemlyn in fine weather on the 20th May.

THURSDAY, 13th July, 1905.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Chief Inspector of Life-boats, on his recent visit to the Bembridge Life-boat station.

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

Northern District—Dunbar, Eyemouth, North Berwick and Stornoway.

Eastern District—Sheringham, Cromer, Hasborough, Palling (two boats), Winterton (two boats), Gorleston (three boats), Caister (two boats), Yarmouth, Lowestoft (two boats), Kessingland (two boats), Pakefield, Southwold (two boats) and Aldeburgh.

Southern District—Shoreham, Ramsgate, Broadstairs, Southend-on-Sea, Littlehampton, Selsey, Southsea, Brighton, Margate (two boats), Atherfield, Brightstone Grange, Kingsdowne, Brooke, Totland Bay, Ryde, Harwich, North Deal and Walmer.

Western District—Llandudno, Penarth, Barry Dock, Weston-super-Mare, Port Eynon, Mumbles, Barry Port, Ferryside, Littlehaven,

St. David's, Barmouth, Fishguard (two boats), New Quay (Cardigan), Aberystwyth and Aberdovey.

Irish District—Port Erin, Port St. Mary, Castletown, Poolbeg, Courtown, Groomsport, Newcastle, Killough, Portrush and Aranmore.

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

| | | | |
|--|-----|----|----|
| Trustees of the late Mrs. ELIZABETH ROBB, of Dundee | £ | s. | d. |
| Mrs. SUART | 100 | - | - |
| Co-operative Wholesale Society, Limited (annual subscription) | 21 | - | - |
| Collected on board the S.S. <i>Gisella Groedel</i> , of London, by Capt. G. Chase and officers | 5 | 14 | 2 |
| Church collection on board H.M.S. <i>Cambridge</i> , per the Rev. F. BALL, R.N. | 1 | 6 | - |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|---|-------|----|----|
| The late Mr. WILLIAM RILEY, of Leamington, for the purpose of building, equipping, and endowing a Life-boat to be named the <i>William Riley</i> , of Birmingham and Leamington, and stationed on some part of the coast between the mouth of the Humber and the mouth of the Tyne, or on the coast of Lancashire | £ | s. | d. |
| The late Miss THOMASINE ELIZABETH FAWSETT, of Maidenhead (of which £1000 is to be applied in founding a Life-boat at or near Bamfborough Castle, Northumberland, to be called the <i>Forster Fawsett</i>). | 3,050 | - | - |
| The late Mr. F. D. MOCATTA, of Connaught Place, W. | 200 | - | - |
| The late Miss ELIZABETH PORTER, of Halifax, balance of legacy to provide and endow a Life-boat to be called the <i>Lizzie Porter</i> (total £3,500) | 175 | - | - |
| The late Mrs. JAMES EPPS, junr., of Upper Norwood | 100 | - | - |
| The late Miss EMILY S. M. PEAT, of Nottingham | 90 | - | - |
| The late Mrs. EMMA WOOD, of Rochdale | 51 | - | - |

The Committee expressed much regret at the decease of Mr. GEORGE S. RUST who had for six years served as Honorary Secretary of the Cromer Branch of the Institution and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Committee to Mr. JAMES ROONEY, Mr. J. H. LEAL and Miss D. M. WHITEHOUSE, in recognition of their long and valuable services as Honorary Secretaries respectively of the Plymouth, Ryde and Redditch Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Lowestoft No. 1 and Lossiemouth new Life-boats.

Paid 8,639*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 54*l.* to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel. | Lives saved. |
|-----------------|---|--------------|
| Appledore No. 1 | Barge <i>Amy</i> , of Bideford. Landed 3. | |
| Atherfield . . | Barque <i>St. Monans</i> , of Stavanger. Rendered assistance. | |
| Winchelsea . . | S.S. <i>Clara</i> , of London, Stood by vessel. | |

The Caister No. 2 Life-boat rendered assistance to the ketch *Amelia Ann*, of Goole, and the Ramsgate Life-boat landed five of the crew of the schooner *Cicerone*, of Falmouth, from the East Goodwin Light-vessel.

Also 121*l.* 11*s.* 6*d.* to pay the expenses of launches, assemblies of crew, etc., no service being rendered, by the following Life-boats:—

Arklow, Caister No. 1, Carrickfergus, Dunbar, Harwich No. 1 and Steam, Margate No. 1, Palling No. 1, Poolbeg, Saltburn, Tynemouth and Walton-on-Naze.

Ordered a special letter of thanks to be sent to Mr. GEORGE JARDINE and Mr. J. W. MUIR for promptly putting off in a boat and saving the lives of two boys whose boat had been run down by a passing steamer in Rothesay Bay on the 5th May. One boy when picked up was unconscious.

Voted 4*l.* to four men for saving at great risk to themselves the lives of four men whose boat was capsized near Aranmore, in a strong southerly gale, which suddenly sprang up on the 20th June.

Also 10*s.* to a man for saving the lives of two persons from a small boat, which capsized about 2½ miles to the north of Walton-on-Naze, in a fresh N.E. breeze and rough sea, on the 12th June.

THURSDAY, 3rd August, 1905.

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

Read and confirmed the minutes of the previous meeting.

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

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

Northern District—Broughty Ferry, Crail, Anstruther, Johnshaven, Montrose (two boats), Arbroath and Gourdon.

Eastern, District—Caister, West Hartlepool Seaton Carew, Sunderland (three boats), Whitburn and Seaham.

Southern District—Newhaven, Hastings, Winchelsea, Eastbourne (two boats) and Shoreham.

Western District—Criccieth, Porthdinllaen, Abersoch, Pwllheli, Llanddwyn, Appledore (two boats), Bude, Ilfracombe and Lynmouth.

Irish District—Hilbre Island, Hoylake, New Brighton (two boats), St. Anne's (two boats), Formby, Fleetwood and Lytham.

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

| | | | |
|---|----|----|----|
| Mr. E. F. WHITE (annual subscription) | £ | s. | d. |
| Miss S. E. WHITE (annual subscription) | 50 | - | - |
| "S.D.R.S.D." (additional) | 25 | - | - |
| Collected from first-class passengers of R.M.S. <i>Danube</i> , per the Hon. JOHN WALLOP | 50 | - | - |
| Ancient Order of Foresters, Court 2634, Snodland, Kent, collection at Church Parade, per Mr. H. T. BEADLE | 12 | 5 | 10 |
| Offerory from St. Andrew's Church, Hamble-le-Rice, per the Rev. A. MACKINTOSH, M.A. | 7 | 10 | - |
| | 3 | 5 | 5 |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|--|-------|----|----|
| The late Mr. J. H. LUCKING, of Streatham Hill | £ | s. | d. |
| The late Miss B. M. ROSS, of Belsize Park, N.W. (additional) | 2,000 | - | - |
| The late Mr. PHILIP LOMAX, of Bolton (per Bolton Branch) | 179 | 3 | - |
| The late Mr. PHILIP LOMAX, of Bolton (per Bolton Branch) | 100 | - | - |
| The late Mr. JOSEPH MARRIOTT, of Nottingham (on account) | 58 | 6 | 8 |
| The late Miss AMELIA WOOD, of Winton, Bournemouth | 50 | - | - |
| The late Miss HARRIET HORTON, of Boston, Lincolnshire | 45 | - | - |
| The late Mr. G. S. CLARKE, of Ipswich | 22 | 10 | - |

Voted the thanks of the Committee to Mr. JOHN CONNELL for his kind services as Honorary Secretary of the Runcorn Branch of the Institution, which office he had just resigned.

Reported the transmission to their stations of the Cardigan and Ryde new Life-boats.

Paid 2,250*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 23*l.* 5*s.* 6*d.* to pay the expenses of the launch of the Brighstone Grange Life-boat.

THURSDAY, 14th September, 1905.

COLONEL FITZROY CLAYTON, V.P.,
in the chair.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance

and Correspondence, and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

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

Northern District—Huna, Thurso, Wick, Ackergill, Nairn, Buckie, Banff and Macduff, Newburgh, Peterhead, Fraserburgh, Port Erroll, Southend (Cantyre) Campbeltown, Irvine, Troon, Girvan, Ballantrae and Ardrossan.

Eastern District—Robin Hood's Bay, Runswick, Whitby (two boats), Uppang, Staithes, Redcar, Saltburn, Scarborough, Flamborough (two boats), Filey, Bridlington Quay, Withernsea, Hornsea, Grimsby, Aldeburgh (two boats), Southwold (two boats), and Wells.

Southern District—Weymouth, St. Heliers and St. Peter's Port.

Western District—Clovelfy.

Irish District—Blackpool, Piel (Barrow), Southport, Poolbeg, Queenstown, Fenit (Tralee Bay), Courtmacsherry, Ballycotton, Youghal, Helvick Head, Aranmore, Greencastle, Culdaff, Greenore and Giles Quay.

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

| | | | |
|---|-------|----|----|
| Miss MARIA MERCER, for a Life-boat to be named the "John and Robert C. Mercer," in memory of her deceased brothers. | £ | s. | d. |
| On behalf of Old and Present Carthusians, per Mr. F. K. W. GIRDLESTONE, for the Fishguard No. 2 Life-boat, to be named "Charterhouse" | 1,200 | - | - |
| "R. F." (additional) | 1,000 | - | - |
| Proceeds of concert in Pavilion on Clacton-on-Sea Pier, per Coast Development Corporation, Limited | 50 | - | - |
| | 29 | 6 | 2 |

—To be severally thanked.

Also the receipt of the following legacies:—

| | | | |
|---|-------|----|----|
| The late Mr. THOMAS JOHN BELL, of Ramsgate (on account) | £ | s. | d. |
| The late Mr. WYNDHAM F. COOK, of St. Paul's Churchyard | 4,000 | - | - |
| The late Mr. HORACE DOWNEY HARRAL, of Chobham, Surrey | 1,000 | - | - |
| The late Mr. C. H. LEAR, of West Kirby, Cheshire, in aid of the cost of Hoylake new Life-boat | 500 | - | - |
| The late Miss CHARLOTTE YOUNG, of Dunmow, Essex | 450 | - | - |
| The late Mrs. M. A. VAUGHAN, of Highbury New Park, for a Life-boat to be called the "Martha" (balance) | 450 | - | - |
| The late Mr. JOHN HATFIELD, of Colwyn Bay, for a Life-boat to be called the "John and Sarah Hatfield" (balance) | 380 | - | - |
| | 189 | 6 | 1 |

| | £ | s. | d. |
|--|-----|----|----|
| The late LADY MARGARET BOAK McCULLOCH, of Chislehurst | 150 | - | - |
| The late Mrs. E. E. LEAMON, of Eastbourne | 45 | - | - |
| The late Mr. WILLIAM HAYES, of New Wandsworth (balance) | 38 | 8 | 8 |
| The late Mr. F. W. N. LLOYD, of Bromley (half-year's interest) | 15 | 4 | - |

The Committee expressed great regret at the death of Mr. HORATIO H. AYRE, J.P., who had been for more than thirty years Honorary Secretary of the Withernsea Branch of the Institution, and it was decided to send a letter of sympathy to his family.

Voted the best thanks of the Committee to Captain W. G. Le Cocq, R.N., in recognition of his valuable services as Honorary Secretary of the Guernsey Branch of the Institution, which office he had just resigned.

Reported the transmission to their stations of the Aldeburgh No. 2 and Flamborough No. 1 new Life-boats.

Paid 4,809l. for sundry charges in connection with various Life-boat Establishments.

Voted 140l. 2s. to pay the expenses of the following Life-boat services:—

| Life-boat. | Vessel. | Lives saved. |
|------------------------|---|--------------|
| Aldeburgh No.1 | Yacht <i>Lily</i> . Saved vessel and | 2 |
| Caister No. 2 . | Smack <i>Fawn</i> of Yarmouth. Stood by vessel. | |
| Campbeltown . | Fishing lugger <i>Mary Jane</i> , of Campbeltown. Saved vessel and | 3 |
| Dungeness No. 1. | Lugger <i>St. Louise</i> , of Boulogne. Also assisted to save vessel | 8 |
| Gorleston No.3 (Steam) | Schooner <i>Bertha</i> , of Dunkerque. Stood by vessel. | |
| Gourdon . . | Fishing boats of Gourdon. Attended boats. | |
| Greencastle . | A ketch of Buncrana. Landed | 2 |
| Montrose No. 1 | Steam trawler <i>Rosa</i> , of Montrose. Also assisted to save vessel | 7 |
| Padstow No. 1. | Fishing-boat <i>Oncida</i> , of Sennen. Saved boat and | 3 |
| St. Peter's Port | SS. <i>Trignac</i> , of Nantes. Assisted to save vessel. | |

Also 178l. 8s. 9d. to pay the expenses of launching the following Life-boats, or as

sembling the crews, with the view of assisting the crews of vessels in distress:—Aldeburgh No. 1, Arbroath, Dunbar, Gorleston No. 3 (Steam), Hasborough, Hayling Island, Holy Island, Littlehampton, Llandudno, Lowestoft No. 2, Moelfre, Newhaven, Palling No. 1, Port Logan, Rhyl and Sidmouth.

Also 15s. to three men for putting off in a boat, in a strong S.W. breeze and moderate sea, and rescuing one of three men whose boat had capsized about 1½ miles from Paignton, on the 29th July. One of the men succeeded in swimming ashore, but the third unfortunately perished before assistance reached them.

Also 10s. to two men for promptly proceeding to the assistance of the shrimp boat *Girl Flo*, of Yarmouth, which capsized and threw her two occupants into the water, about ½ mile to the S.E. of Gorleston Pier, in squally weather and heavy sea, on the 2nd August. Both men were rescued.

Also 15s. to three men, members of the Life-boat's crew at Cresswell for saving one of three men, whose boat was capsized, in fine weather, about 2.30 A.M., on the 29th July, about a mile to the W. of Cresswell. The salvors, who were fishing in the neighbourhood, hearing cries for help, at once made for the spot and found one man clinging to the upturned boat, but the other two were unhappily drowned.

Also 1l. to four men of the Life-boat crew at Cresswell for putting off in a coble and rescuing four persons from a small boat which was being driven out to sea in a strong westerly wind and moderate sea about four miles from Cresswell on the 12th August.

Also 1l. 10s. to four men for putting off in a coble, and at moderate risk rescuing two persons from a small boat which was being driven out to sea in a moderate south-west gale and rough sea on the 29th July off Cullercoats.

Also 2l. 5s. to four men for assisting at some risk to save the crew of four hands of the ketch *Village Belle* of Arbroath, which was wrecked on the breakwater at Arbroath in a strong E.N.E. breeze and rough sea on the 27th August.

Also 1l. 17s. 6d. to five coastguards for promptly putting off in their boat to the assistance of the occupants of two boats in a strong south-west breeze and moderate sea off Glenarm, co. Antrim, on the 24th July. One of the boats which carried four men was struck by a squall and capsized. They then got into the other boat which was very small and already had eight occupants; when the salvors reached the boat she was in a sinking condition.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1906.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—His Royal Highness THE PRINCE OF WALES, K.G.

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

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

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

Telegraphic Address:

"LIFE-BOAT
INSTITUTION,
LONDON."



Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (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 | ... | ... | ... |
| Total | 48 | 528 | £6,777 | 1 6 |

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 284 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, W.C.; by the Bankers of the Institution, Messrs. COUTTS AND CO., 440, Strand; and by all the other Bankers in the United Kingdom.—November, 1905.