

THE LIFE-BOAT.

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BOAT SAILING AND SAILS.

It might be objected that remarks in the nature of hints or suggestions on boat sailing are "coals to Newcastle" to those who manage the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and to a considerable extent such is the case. A large number of Life-boat stations are worked by men to whom the subject of this article is one in which they are better qualified to give advice than to receive it, and consequently it is not to them that these hints are directed. There are, however, a considerable number of Life-boat stations where the art of boat sailing has not been much practised, and others where, although the men are excellent in their own fishing-boats, the sailing of which has become second nature, they do not shine when they have to manage a Life-boat under sail. The rig is new to them, and they are often careless in such important details as having their sails properly set and their boats correctly trimmed.

Since the introduction of the beautiful Watson type of Life-boat, the spread of the sturdy broad-beamed Liverpool type, and the vast improvement in the Self-righting type, especially the smaller

boats, and the almost universal adoption of centre-boards, or drop keels, the custom of sailing instead of tugging at the oars on occasions when sails might be used, has steadily increased. The coxswains and crews will find that their Life-boats, when under sail, will respond more readily to what is required of them if only some of the most important and well-known details were better attended to, and it is for this end that the following suggestions are made:—

RIGS.

There are practically only three rigs used in the Life-boats of the Institution. There is a fourth rig, but it differs so very slightly from that shown in Fig. 2, that it is hardly necessary to refer to it. Fig. 1 shows the rig used in the Norfolk and Suffolk type Life-boats, viz., dipping fore-lug and standing mizen with an outrigger. Some of the large Self-righting boats are also rigged with a dipping fore-lug, but in their case the mizen mast is stepped at the second thwart from aft, and there is no outrigger for mizen sheet or bumpkin for fore-tack.

Fig. 2. Standing fore-lug, jib, and standing mizen lug. A very popular rig used in the Watson, Liverpool, and Self-righting Life-boats. The larger Watson boats carry a mizen-boom with this rig (as is shown), but the boom is not fitted in the other boats.

Fig. 3. Standing fore-lug, jib, and jib-headed mizen, popular with some of the coxswains of the smaller Self-

amount of canvas shown, but it must be remembered that Life-boats are not intended for fine weather, and their sails are practically storm sails.

SAILS.

A properly cut sail is a thing of beauty, and a badly cut sail is the reverse—at any rate to the seaman's eye. In times gone by it used to be

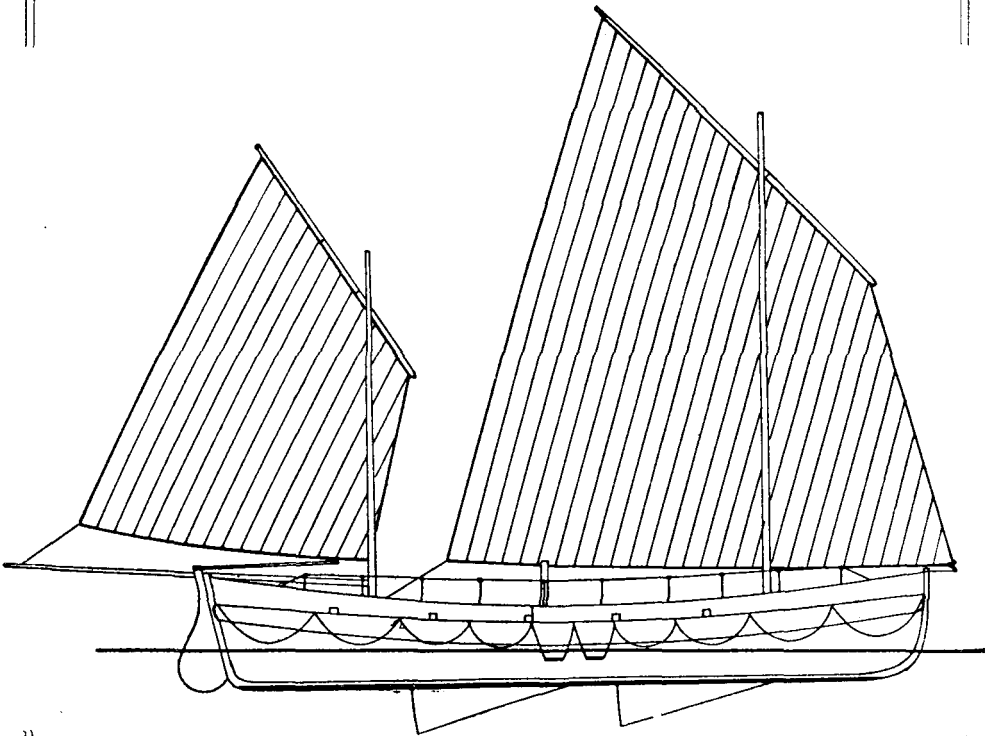


Fig. 1.

righting Life-boats. It will be observed that the position of the mizen mast prevents the use of a tiller.

In all the above figures the balance of sail is very carefully adjusted, so that the centre of effort shall be slightly ahead of the centre of lateral resistance, experience having shown that these relative positions are the best, allowing the boat when in normal trim to carry just sufficient weather helm.

The first thing that would strike a fisherman or a yachtsman on looking at these sail-plans is the very small

considered that it was better to have some "belly" in the sail than to have it flat. This is an exploded idea, proved wrong over and over again by modern practice. The flatter the sail is the better the boat will go to windward. It is not of so much importance when running with the wind free and of course in sails not fitted with booms it is impossible to preserve the flatness in this condition. Yachts by having the head of their sails "brought to" a gaff, and the foot laced to a boom, are able to have a flat sail at every point of

sailing, and it is pretty certain this custom would not prevail unless it was the right one. It is not intended by these remarks to convey the idea that in sailing to windward the sheets should be got as near amidships as possible and roused aft. Far from it. The exact angle with the keel to which the sail has to be trimmed can only be found out by experience, and it will be generally found that in light winds and smooth water the boat will stand having her sheets flattened aft better than she will in a seaway and strong wind.

The sailmaker's art is a difficult one, and is one in which this country has of late made very great progress. Mr. Ratsey's sails are admired all the world over, and there are now few sea-ports, especially fishing ports, where a sailmaker cannot be found capable of turning out excellent work. But the sailmaker's art is thrown away if the proper manner of treating a new sail is neglected, and many a new sail is utterly ruined by rough and improper treatment. If the sailmaker's work is not to be spoiled when the sail is first bent—

Don't haul the head taut out on the yard. Haul it out hand taut, and in "bringing the sail to" be very careful that the head rope is exactly under the centre of the yard.

Don't sweat the halyards up to the last inch.

Don't rouse the sheet aft with all hands on it; and above all, *don't* get a new sail wet unless it is unavoidable, and if so, be careful to ease in the head of the sail and check the halyards and sheets.

Should the above points be neglected, the sail will be spoilt, because it will be unfairly stretched; it will probably be baggy, and neither the foot nor the afterleach will ever look a credit to the unfortunate sailmaker. It is a very good practice to hoist new sails on a fine day with a light breeze, and let

them blow about, taking care that the sails are neither hoisted too taut up nor the sheets flattened aft. This gives the canvas and roping an opportunity of stretching gently and equally.

Of all faults in a fore and aft sail a baggy afterleach is the worst and the commonest. This may be the fault of the sailmaker, or of the first treatment of the sail, or possibly the sling is in the wrong position on the yard; but whatever the cause, it should be got rid of at all hazards, for such a fault makes the afterpart of the sail a "back" sail, and consequently impedes the boat. A shaking afterleach is not pretty, but far preferable to a baggy one.

One more remark with regard to sails. All lug sails should be marked on the head by the sailmaker, to show the position of the sling, and it will be generally found that the sailmaker's position will only vary by a few inches from the actual position of the sling on the yard found by subsequent experiment.

SETTING SAILS.

All Life-boats' sails are "blown out" first, and then carefully set (the sailmaker being present at the time) before the boats are sent to the coast. In the smaller Life-boats the slings are iron bands screwed into position on the yards. It was found absolutely necessary to adopt this plan, for the old-fashioned rope slings were continually being moved about by careless men on the coast and the set of the sails ruined. The larger Life-boats have "fish-plate" slings seized on to the yards.

Setting sail in a Life-boat is an operation which never should be done in a hurry, for if ever the saying "more haste less speed" is appropriate, it is here.

Whether the boat is starting under sail from a slipway, or has hauled out on a warp, or has pulled clear of the broken water, the more care that is taken in setting sail the quicker will

the boat get to her destination. In the case of a Life-boat having pulled out through broken water and got clear of

the smaller ones must use their jib for staying the mast, consequently the jib has to be set to attain this object, and

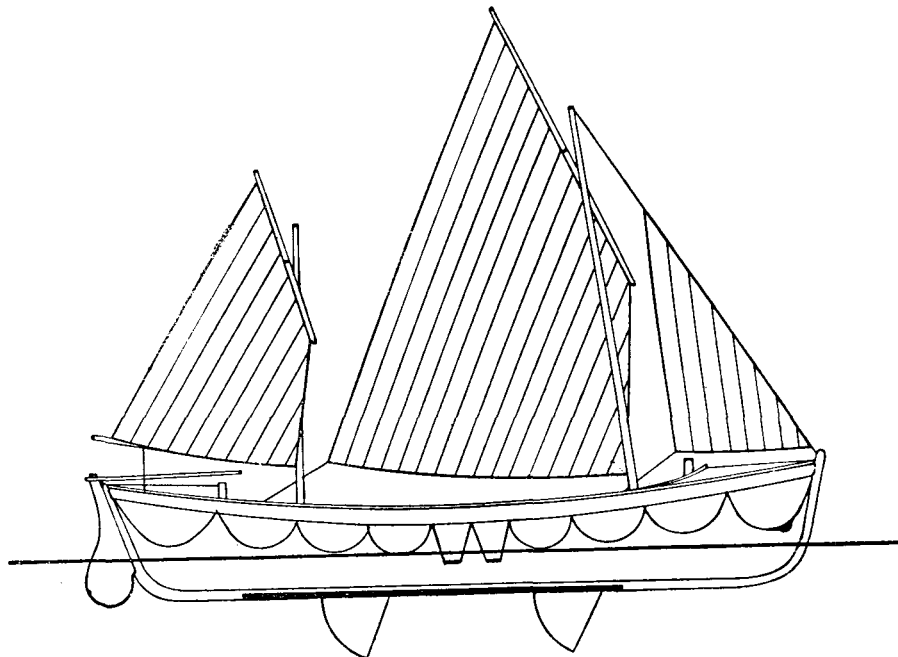


Fig. 2.

it, generally it is better to anchor and get the masts up and sails set than to do this whilst the boat is being drifted to leeward all the time.

It is quite unnecessary to address any remarks to those who man the Life-boats fitted with dipping lugs (Fig. 1), as to setting sails, for they are fully competent in the matter, and are accustomed to work their own boats, which are rigged in a similar manner. Suffice it to say that no boat should have a dipping lug rig unless those who man her are intimately acquainted with it; in the hands of skilled men it is a rig difficult to beat, but a great danger to men ignorant as to how to properly handle it.

In the standing-lug rigs (Figs. 2 and 3), the matter of first importance is to stay the fore-mast properly before hoisting the fore-lug. The larger Life-boats are fitted with a fore-stay and purchase, but

must be hoisted taut up, the tack being hauled out as close as possible to the fairlead on the fore-end box. Unless the fore-mast is well stayed the fore-lug will never set satisfactorily, the mast will sag aft, the clew will drop, and the lead of the sheet be thrown out altogether.

The mizen lug has a great disadvantage to contend with in not being able to have a stay to the mast, as such a fitting would be in the way of the fore-lug and its sheets when tacking, but to get as good a support as possible the halyards and shrouds are each taken as far ahead of the mast as circumstances will admit. In Fig. 3 the jib-headed mizen is fitted with a boom, and as it is laced both to the mast and boom great care must be taken to see that it is properly "brought to" before the mast is stepped. This is always a difficult sail to get to stand really well, but many coxswains like it

on account of the ease with which it can be got up and down, and the small space it occupies when stowed in the boat.

The degree of flatness of the sheets will depend on several circumstances, but if the masts are properly stayed, and the sails properly hoisted, the chief step to having well-set sails will be attained.

It is of the greatest importance in getting the masts up and setting the sails that perfect order should be preserved in the boat. A Life-boat, like a man-of-war's cutter, has such a large crew that unless this evolution be made a regular drill and the men accustomed to carry out the whole operation without standing up and moving about the boat, they will only get in each other's way and cause confusion. The coxswain, assistant coxswain, and bowman, are the only men that need stand up at all (this of course does not apply to the largest sailing Life-boats), all the crew should remain seated on their thwarts, and the coxswain should station them to attend to what-

also), there is no need to lift the mast in order to point the heel for the step, consequently it can be pushed up into position, using the jib halyards as a stay if necessary, without the need for anyone to stand up or move out of his place. This is a drill which should never be neglected, more especially in places where there are large numbers of men to draw from, resulting in frequent changes in the boat's crew.

TRIMMING AND STEERING.

It is difficult to overrate the importance of paying the strictest attention to the trim of the boat. The sailmaker's art in cutting good sails and the crew's trouble in carefully setting them is thrown away if proper steps are not taken to ascertain the best trim and to exercise proper skill in steering.

The normal trim of Life-boats in the condition of having all their gear on board and the crew in their places is about 3 inches by the stern, for, generally speaking, such a trim is found to be the

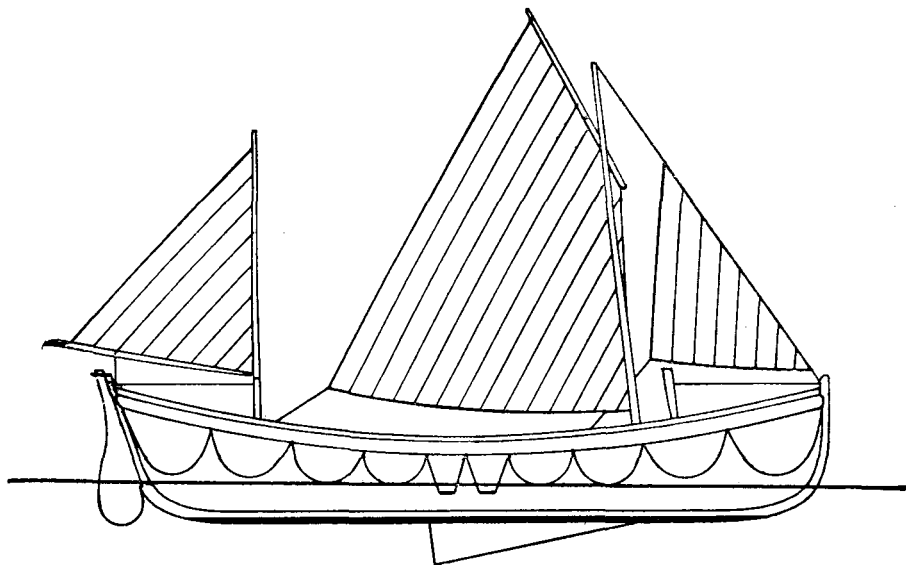


Fig. 3.

ever rope is nearest to them. The foremast being usually pivoted in a steel tabernacle (very often the mizzen mast

best, but the exact trim for each boat can only be found by experiment. No two boats behave exactly the same. It

is a well-known fact that two boats may be built alongside each other from the same lines, and come out the same weight when finished, and be to all intents and purposes exactly the same until they come to be tried under canvas, when the "personal equation" soon makes itself apparent. Such being the case it will readily be seen how necessary it is for coxswains to learn their boats. They should find out their best trim by experiment on every point of sailing and in different conditions of sea, for the trim which is found best in smooth water is not necessarily so good for rough.

Life-boats have an advantage over other boats in regard to trim, because on account of the air cases at the bow and stern in all types except the Norfolk and Suffolk (where the men like free access to the extreme ends), the weights cannot be put into the ends.

To ascertain the best trim it is as well after the sails are properly set to beat the boat to windward, care being taken not to have the sheets too flat, and not to "pin" the boat by sailing her too close. Then by moving the men about, the trim can be found which enables the coxswain to steer his boat with ease, but at the same time carrying sufficient weather helm to admit of the boat coming gradually up in the wind if the tiller is let go. In moving the crew about it is best to move the *whole* of them a little further aft or a little further forward according as to whether the boat is carrying too much or too little weather helm, of course moving them aft if the boat "gripes" or carries too much weather helm, and forward if the helm is too slack. If in boats fitted with water-ballast the requisite trim cannot conveniently be found by moving the crew, the trim can be assisted by pumping out or filling the tanks as necessary, but this should not be resorted to, especially in beating to windward, until all attempts to obtain a perfect

trim by moving the men have failed, the water-ballast, being low down and amidships, is in the best position, and consequently should, if possible, be left alone. In running the men should be kept well aft so as to immerse the stern deeply, otherwise the boat will yaw about and have a tendency to broach to. When the Life-boat is fitted with two drop-keels the coxswain will find that she will steer steadier in running if the aft-keel is lowered and the fore-keel triced up. He also will find that his boat will stay easier if, before putting his helm down, the after drop-keel be triced up. He will then be able to sail his boat round on to the other tack, using comparatively little helm.

Whilst on the subject of drop-keels it is as well to refer to the popular fallacy, which dies very hard, that drop-keels make a boat stiffer under sail. The reverse is the fact (unless, of course, the drop-keel is a very heavy metal one for the object of ballast), the boat is cranker when the drop-keels are down. She is more weatherly because the area of the drop-keel prevents her from being pressed to leeward, but the pressure is being exerted on the lee side, and being below the centre of gravity it is obvious that it must tend to make the boat heel over.

In conclusion, a few words on steering may not be amiss. The sails are well set and the boat properly trimmed, but she will not do her best unless her coxswain's hand is in sympathy with her. Sailing a boat has often been compared with the management of a horse's mouth, the man who is continually jamming his helm up and down will soon find that he will get his boat steering wild just like a heavy-handed man will spoil his horse's mouth and temper. The wind *never being quite steady, and the water not perfectly smooth*, it is evident that two forces are always acting to prevent the boat from remaining in the same condition, consequently too much attention

cannot be exerted on observing and watching, so as to humour the boat by the slightest, sometimes almost imperceptible, movement of the tiller. To men whose lives are spent in sailing boats, this sympathy with the boat is second nature, and is exerted quite unconsciously; but to those who have not got it, and there are many such in Life-boats, they should strive to cultivate it. The worst mistake in sailing a boat is to try and sail too close to the wind with the sheets dragged aft as flat as possible; this is especially the case in Life-boats which are heavy boats and under-canvassed, and consequently require all that can be given them to help them through the water. There is a happy medium between too close and too far off the wind, but in a Life-boat if an error *has* to be made, let it be by having her too far off the wind. A

more pitiful sight than a boat "pinned" and sagging to leeward is not to be seen.

Another frequent mistake is that of not reefing soon enough. In the smaller classes of Self-righting Life-boats it is not to be expected that they will stand up to their canvas like the more beamy Watson and Liverpool boats, and the nearer a boat is kept to an upright position, the better will she sail; consequently as soon as these boats begin to put their gunwales down, the sails should be reefed. In the Watson and Liverpool boats it is equally necessary to reef in time, otherwise the masts will be blown out of them.

Much more of course could be said on the subject of boat sailing and sails, but in a short article like this, it is only necessary to call attention to the salient points.

LIFE-BOAT SATURDAY.

SUCH serious problems as the "Unemployed" and the stagnation and alleged decline of trade, added to the general unrest throughout Europe on account of the Russo-Japanese war, now happily at an end, one and all rendered the self-denying, although self-imposed, task of those connected with the Life-boat Saturday Fund, a more than usually difficult one during the past year. Difficulties, however, and opposition have been gallantly and bravely met, and taking all things into consideration, the hard work of 1905—given without stint or sparing—has in the aggregate produced far better results than might well have been expected. The inspiring and patriotic objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are excellent weapons to conjure with, but even the best of weapons and the grandest of objects become in themselves almost powerless and useless unless wielded by those endued with unbounded enthusiasm and unflagging effort. Congratulations are therefore due to those who have "laboured long and laboured well" to promote the

great national work of life-saving which the Institution has assiduously carried on for upwards of fourscore years, and to assist which the Life-boat Saturday Fund was originated and has since continuously worked. We must cheerfully hope that the "bad times" are beginning to get behind us, and that the new year may prove in every way a more prosperous one than the last—for the Empire, for our people, and for the Life-boat cause. In any case, "come good or come bad," one thing is perfectly certain, namely, that "Life-boat Saturday" will not be allowed to suffer, but that every effort will be made by the Auxiliaries and Committees throughout the country to maintain and extend its operations, always bearing in mind the never-to-be-forgotten fact that still there is, and ever will be, "sorrow on the sea," which it is the duty as well as the privilege of every Britisher to endeavour to lessen by aiding and supporting such excellent means for the purpose as those employed by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

THE KING AND THE COXSWAIN.

WHEN His Majesty the King was staying for a few days at Londesborough Park last October, John Owston, the Coxswain superintendent of the Scarborough Life-boat, was sent for by Lord Londesborough to assist the shooting parties. After the King had performed the ceremony of planting a tree in the park, he saw Owston standing by, and noticing that he was wearing the silver medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, walked up to him, saying, "That's a fine medal you've got, my man. It's for saving life." The veteran Life-boatman explained that it had been given him by the Institution, in 1880, for going out in the Scarborough Life-boat five times in one day, and assisting to save 28 lives, each of the five vessels becoming a total wreck. The date of the rescues was twenty-five years to a day prior to his interview with His Majesty. The King asked Owston several questions, who in reply stated that he had been the Coxswain of the Scarborough Life-boat since 1872, and that he had been Coxswain longer and had saved more lives than any other Coxswain on the Yorkshire coast. "That's good! that's good!" exclaimed the King. His Majesty appeared interested in all that the gallant Coxswain told him, and when he wound up with the remark that he felt it a great honour to stand at the side of his King that day, His Majesty laughed heartily and seemed to be pleased.

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED THE 30TH JUNE, 1904.

THE Blue Book recently issued by the Board of Trade furnishing abstracts of the shipping casualties which occurred on or near the coasts of the United Kingdom, from the 1st July, 1903, to the 30th June, 1904, is not less interesting than its predecessors. Its admirably arranged tables show only too plainly and sadly, not simply the terrible loss of property which the casualties entailed, but—which is of paramount importance—the large number of lives which were in jeopardy and many of whom perished. The number of those who lost their lives would of course have been greatly increased had it not been for the excellent rescue work done by the crews of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and by the Rocket Brigades.

In accordance with our usual practice, we think it desirable to draw the special attention of the public to the more important statistics which are furnished in the "Wreck Abstracts," and in doing so are sure that the information given will afford interest to all, but more especially to those who support the LIFE-BOAT INSTITUTION and aid it in

recognising the services of their gallant Life-boat crews and others.

The total number of the shipping casualties occurring on or near the coasts of the United Kingdom in the year 1903-4 was 4,668, a small increase of 311 as compared with the total for the previous year. The number of lives lost as the result of the casualties was 269, a considerable decrease of 70 as compared with the corresponding figures for the year 1902-3, when the number of the lost lives was 339.

The 4,668 casualties in question included all descriptions of accidents befalling vessels of any class, viz.—collisions, foundering, strandings, missing vessels, etc., and are classified thus: (1) Total loss; (2) serious casualties; (3) minor casualties. In the cases of total loss and serious casualties there was an unfortunate increase of 81 as compared with the year 1902-3, the total number being 1,371. There was also an increase of 230 in the number of minor casualties, the total of these being 3,297. It is, however, very satisfactory to note that, notwithstanding the increase in number under all the heads of

casualties, the number in which life was lost was only 88, a decrease of 6 as compared with the preceding year.

The cases of collision, as usual, represented a large proportion of the 4,668 casualties, the total being 1,671, or 219 more than in the previous year. The cases of total loss, *excluding* collisions, fell from 270 to 269, and, curiously enough, the number of serious casualties was 668, the same as that in the year 1902-3. The total number of minor casualties, also irrespective of collisions, increased from 1,967 to 2,060.

Of the 4,668 casualties, 4,210 befel British and Colonial vessels, and 458 Foreign vessels, the former showing an increase of 304 as compared with the previous year, and the latter a small increase of 7 casualties.

The localities of the casualties, *excluding* collisions, were:—East coast of England, 739, or 57 more than in the year 1902-3; south coast, 531, a large increase of 117 as against the preceding year; west coast of England and Scotland and east coast of Ireland, 1,118, a decrease of 98 as compared with the year 1902-3; north coast of Scotland, 125, a decrease of 22; east coast of Scotland, 170, an increase of 13; other parts, 314, also an increase of 25; total, 2,997, or 92 more than the previous year.

The *loss of life* resulting from the 4,668 casualties, including all descriptions of casualty, and allocated to the several districts before-mentioned, was as follows:—East coast of England, 67, or 1 less than in 1902-3; south coast of England, 46, or 2 more than the previous year; west coast of England and Scotland and east coast of Ireland, 74, a decrease of 27; north coast of Scotland, 21, an increase of 7 as compared with the corresponding figures for 1902-3; east coast of Scotland, 13, a decrease of 4; other parts, 48: total, 269.

It will be observed on reference to the chart of the United Kingdom, issued year by year, that a black dot has been entered against each spot on the coast where any *serious* shipping casualty occurred during the year which ended the 30th June, 1904, and, in addition, the precise position of each of the 282 Life-

boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

It will be seen that the Life-boats are so stationed as to be able to render the best and most ready assistance to the crews of distressed vessels.

Between 1861 and the 30th June, 1904, —6,524 British, Foreign and Colonial vessels were wrecked on or near the coasts of the United Kingdom, in *each case* involving loss of life, the total number of lives lost as the result being 28,040. Of the 269 lives which perished during the year 1903-4, 218 were from British and Colonial vessels, and 51 from Foreign vessels. As compared with the preceding year, these figures show a decrease of 14 as regards British and Colonial vessels, and 56 in connection with Foreign vessels. Of the 269 lives lost, 51 were in vessels which foundered, 100 in collisions, 34 in stranded vessels (a large decrease of 80), 40 in missing vessels (a decrease of 17 as compared with the previous year), 44 in explosions, washed overboard, etc. It is interesting to note that of the 269 lives lost during the year 1903-4, 15 only were passengers, the great majority of those who perished being officers or members of the crews of the shipwrecked vessels.

Each year the number of vessels having casualties on or near the coasts of the United Kingdom must necessarily vary. The following table furnishes the statistics for the last half-century:—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; 1903-4, 4,668. Total, 166,188.



SUMMARY

During the year ended the 30th June 1904, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 4668 and the loss of Life as far as can be ascertained was 269.

	Life Boats	Rocket Stations	
There are	210	211	in England & Wales.
" "	46	47	" Scotland.
" "	36	50	" Ireland.
" "	6	4	" Isle of Man.
" "	2	0	" Channel Islands.

WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1903-1904.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

OF THE
ROYAL NATIONAL LIFE BOAT INSTITUTION.

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

Scale of Nautic Miles

10 0 50 100



It is found, on examination of the "Wreck Abstracts" for the last 51 years, that, during those years, as many as 31,879 persons perished from shipwreck on or near the coasts of the United Kingdom. These figures are terrible indeed to contemplate, but it is well to note at the same time that this sad total of lives lost would have been more than doubled had it not been for the 35,224 lives saved by the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means which it uses and recognises. It will be seen, therefore, that the total of lives saved exceeded that of the lives lost by 3,345.

H.M. Coastguard, by means of the rocket apparatus, assisted by the rocket brigades—all under the able management of the Board of Trade—continue to carry on efficiently and successfully

their life-saving work, and there are now 312 life-saving stations under their charge. The number of lives saved during the year 1904-5 by this means was 173, an increase of 31 as compared with the total for the previous year.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are at the present time greatly in need of increased financial support to enable them to carry on efficiently the important and national life-saving service committed to their charge. They would urge all who have the interests of their country at heart to assist them generously and promptly, and they feel that the grand result of the INSTITUTION'S work during the last 81 years amply justifies the appeal which they so confidently and earnestly make.

CIVIL SERVICE LIFE-BOAT FUND.

THE Thirty-Ninth Annual Meeting of the Committee of this Fund was held on the 26th ultimo, and was presided over by the Right Hon. Sir RALPH H. KNOX, K.C.B. Mr. CHARLES DIBDIN, the Hon. Secretary, reported that the Fund had continued to receive liberal support from the Civil Service during the past year, the number of contributors having again exceeded 26,000. The Fund had paid in 1905 to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, 1,536*l.* 16*s.* 2*d.*, to meet all the ex-

penses it had entailed in the year in respect of the seven Civil Service Life-boats and Stations provided by the Fund, and including 600*l.* to strengthen the endowment funds of the Boats, which have been instrumental in saving 495 lives. The total amount paid to the National Institution by the Fund since its establishment in 1866 has been 33,726*l.* 8*s.* 6*d.*, all of which has been raised in half-crown subscriptions and other small amounts.

NEW LIFE-BOATS.

NORTH DEAL, KENT; AND FETHARD, Co. WEXFORD.—The Life-boats placed by the Institution on these stations have recently been replaced by new boats—the North Deal boat being a large sailing boat of the self-righting type, named the *Charles Dibdin*, her cost having been provided by the Civil Service Life-boat Fund, and she is so named in memory of the celebrated naval poet, who died

in 1813, and of his great grandson, for thirty-six years past its honorary secretary. The Life-boat is fully endowed. The Fethard new boat is also of the self-righting type, and is named, like her predecessor, the *Helen Blake*, her cost and endowment having been met from the munificent bequest of the late Mrs. Blake, of Handcross, Sussex, for this particular part of the Irish coast.

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

WALMER, KENT.—On the 1st October, during hazy weather, the barquentine *Juno*, of Riga, stranded on the South Goodwin Sands, whilst bound from Portsmouth to Sunderland. Information reached the Coxswain of the Life-boat about 9 A.M., and with all speed the *Civil Service No. 4* Life-boat was launched to her assistance. On arriving alongside the Captain declined to leave his vessel, but requested the Coxswain to stand by in case they were unable to float her. In this, however, they were successful, and the Coxswain finding that no further assistance was required returned to his station.

WINTERTON, NORFOLK.—The barquentine *Britannia*, of Guernsey, whilst bound from London to Hartlepool, stranded on the Cockle Sand on the 4th October. There was a moderate N.W. gale blowing, increasing to a heavy gale, and the sea on the sands was very heavy. A yawl was launched at once and proceeded to the vessel, but owing to the heavy sea it was thought prudent to signal for the Life-boat. This was done, and in response the No. 1 Life-boat, *Edward Birkbeck*, was promptly despatched. On arriving at the vessel both the Life-boat crew and the yawl's crew were engaged to try and save her. This they succeeded in doing on the flood-tide, and the vessel, accompanied by the Life-boat, was taken into Yarmouth. Owing to the state of the weather the Life-boat men were unable to regain their station, they therefore returned home by train; and, five days later, when the wind moderated, they took the Life-boat back to Winterton.

PALLING, NORFOLK.—At 3.30 A.M., on the 5th October, during a strong north-westerly gale and a very heavy sea, the Coastguard observed a vessel ashore about half a mile to the north of Palling. He reported the matter to the Coxswain, who at once summoned the crew and helpers. With all despatch the No. 1 Life-boat, *54th West Norfolk Regiment*, was launched and proceeded to the distressed vessel—the *Sarnian Gem*, of Littlehampton.

There were seven hands all told on board and these were successfully rescued and taken to Palling. The position of the vessel was very critical, and she subsequently became a wreck.

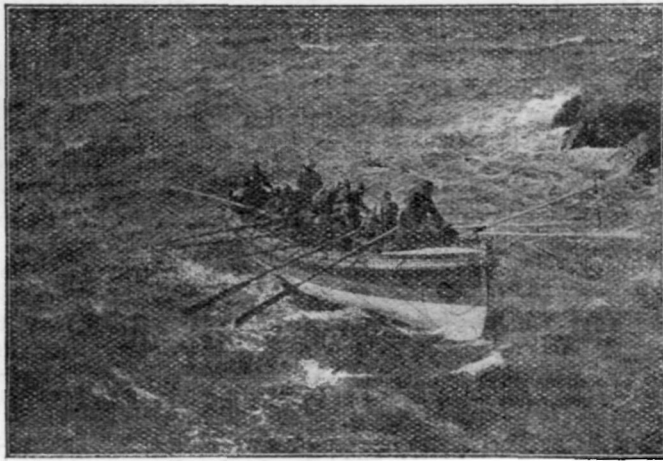
MARGATE, KENT.—During a moderate northerly gale and heavy sea, on the 6th October, a vessel was observed about 7 A.M. to make signals denoting that she required help. She had been riding to anchor in the Princess Channel, but in a heavy squall lost both anchors and chains. The Life-boat's crew were promptly summoned, and the Life-boat, *Civil Service No. 1*, was launched. In the meanwhile the vessel was seen running down the channel, and the boat made for her. Three men with difficulty were put on board, but owing to the heavy seas no more could be transferred. A second attempt enabled four more to board her, and steps were taken to set sails and get the craft into safety, in this they were successful, the vessel, which was the schooner *Margaret Hobley*, of Millom, being taken to Ramsgate Harbour. At the time of the accident, she was bound from Dover to London in ballast and had four men on board.

POINT OF AYR, FLINTSHIRE.—Information having been received on the 11th October that a vessel was ashore on the West Hoyle Bank, steps were taken to verify it, and at 5.35 P.M. signals were fired for the Life-boat. With all despatch the *H. G. Powell* was launched and proceeded to the scene of the casualty. She proved to be the barque *Daniel*, of Tvedstrand, bound for France, in ballast, and had stranded in the prevailing thick weather. As the prospect of re-floating the barque was good, the Life-boat stood by her in case her services might be required, but later, when the vessel came off, it was found that she was not seriously damaged; the Life-boat therefore accompanied her to a safe anchorage and then left for her station.

DUNBAR, HADDINGTONSHIRE.—About 6 o'clock on the morning of the 13th

October, whilst a strong northerly gale was blowing, a steamer which proved to be the *King Ja Ja*, of Swansea, bound from Newcastle to Methil, with a cargo of steam rails, was sighted in a perilous position in close proximity to the rocks a few miles west of Cockburnspath. The Life-boat, *William Arthur Millward*, was promptly launched, but as it was almost low water and the wind and sea were against the boat, the beachmen were compelled to haul her by ropes to the mouth of the new harbour; there a very strong swell was encountered, but the Life-boat behaved splendidly. On reaching the steamer it was found that her machinery had broken down. The

sea, huge waves driving her nearer and nearer to the rocky shore, and as she was lifted by each successive breaker, it looked as if both boat and crew would be dashed to pieces; but aided by the sails which had now been set, sea-room was ultimately gained, and the Life-boat made for the imperilled steamer, which by this time was about half-way between May Island and St. Abb's Head. With such a sea running the rescue of the crew was attended with much danger, the Life-boat incurring great risk of being dashed against the helpless vessel. More than an hour was occupied in establishing communication and drawing the crew—six in number—by



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Life-boat remained alongside for about four hours, and the machinery in the meantime having been repaired, the steamer was able to proceed to sea again. The Life-boat therefore returned to her station, arriving shortly before 1 o'clock; but in less than an hour the steamer again sent up signals of distress, having become quite unmanageable. By this time the northerly gale had caused the sea to rise tremendously, and it was doubtful if the Life-boat would be able to again get to sea. No time however was lost in making what proved to be not only a gallant but a successful attempt. The crew were got together and the boat was again hauled by the beachmen to the harbour mouth. Immediately she got outside she was caught by the

lines through the sea to the Life-boat, and directly this was accomplished the return journey was commenced. Having both wind and sea to contend with it was nearly three hours later when port was reached, and the excellent seamanship displayed by the Coxswain, Mr. Fairbairn, in crossing the bar, was much admired by the many spectators who awaited the return of the Life-boat. The rescued men were at once taken in by the Shipwrecked Mariners Society, to whose care they were handed over by Mr. Bertram, the energetic Honorary Secretary at Dunbar, under whose superintendence the rescue work had been carried out.

The abandoned steamer had in the meantime drifted on to the rocks near

Thorntonlooh, where she lay exposed to the full fury of the elements, and shortly afterwards became a wreck.

Two days later—Sunday—a violent northerly gale, with blinding showers of snow and sleet prevailed, and at about 3 P.M. a barque was observed off Skate-rav, displaying signals of distress. The Life-boat *William Arthur Millward* was at once despatched and within an hour arrived alongside the distressed vessel. She proved to be the barque *Ugunjeems*, of Riga, bound from Burntisland to Riga, with a cargo of coal and had been driven by the fury of the gale dangerously near to the rocks. Her anchors were then holding, but there was great risk of their dragging at any minute; the Master notwithstanding declined the help of the Life-boat, and desired that the Coxswain would send for the assistance of tugs. Accordingly the Life-boat returned to Dunbar; but about 7 P.M. the same evening the weather became worse, and she was again launched and stood by the barque throughout the night. At 5 o'clock the next morning the vessel was still holding to her anchors and the crew declined to leave her, hoping that tugs would come to their help; the Life-boat men by this time were suffering severely from the cold and want of food; sail was therefore made to return home.

The boat was seen off Dunbar about 8 A.M., and signals were at once made to warn the crew from attempting to come in, as the breakers were much too heavy for her to cross the harbour entrance in safety. The signals were observed and the Life-boat put to sea again. After beating about the Firth of Forth all the morning, they made for Cockenzie, and shortly after 2 P.M. that port was reached in safety. The crew were in a very exhausted condition, having suffered much from the heavy seas which continually broke over their boat, leaving them in a wet and pitiable condition. They were immediately cared for and received great kindness at the hands of the inhabitants. As there was no abatement in the storm the men remained at Cockenzie for the night and returned home with the Life-boat next day.

The Committee of Management at their meeting next following decided, as

a special mark of their appreciation of these splendid and gallant services—more particularly that to the S.S. *King Ja Ja*—to confer the Silver Medal of the Institution, accompanied by a framed copy of the vote, inscribed on vellum, upon the Coxswain Superintendent, Mr. Walter Fairbairn, and granted him and each member of the crew an additional pecuniary reward.

The Honorary Secretary, Mr. W. Bertram, was indefatigable during these four days, and his valuable services were also suitably recognised by the Committee of Management.

CAISTER, NORFOLK.—Signals of distress were seen shortly after 7 P.M. on the 19th October from the Barber Sands, and in response the No. 2 Life-boat *Nancy Lucy* was launched. When near the sands the brigantine *Primula* of Istorp, was seen with heavy seas breaking over her; the masts had gone by the board and her crew of eight were in considerable danger. To approach the wreck was attended with much risk, and it was only after three unsuccessful attempts that the men were rescued. During the operation the sea dashed over both vessel and Life-boat, wetting everyone through. When the work of rescue was completed the Life-boat made for Yarmouth and the shipwrecked men were landed soon after midnight in an exhausted condition due to the cold and exposure. Caister was then made for, and when there was sufficient daylight the boat was hauled up.

ARDROSSAN, Ayrshire.—Late on the night of the 25th October the s.s. *Araucania* of Glasgow stranded on the rocks known as the "Inches," outside Ardrossan harbour. The vessel had left dock with a cargo of coals for Genoa, and broke down shortly after putting to sea. The weather was comparatively fine when the accident occurred, but towards morning the S.W. wind increased to a strong breeze, and the Life-boat *James Stevens No. 8* was launched and took off part of the crew and landed them. The vessel lay in a bad position, and the weather, as the morning went on, got worse, the wind increasing to a gale and bringing up heavy breaking seas. As towards mid-

day the position of the men on board was one of decided danger, the Life-boat was again launched and proceeded to the steamer. On coming alongside, the task of taking off the captain and the remainder of the crew was one of the utmost difficulty, heavy seas sweeping over the steamer to windward, and the rocks to leeward preventing the boat taking shelter. At length the rescue was accomplished, but whilst the crew were being taken off a wave drove the boat against the wreck and stove her bows. When the wreck was cleared it was found that the boat was almost unworkable, the Coxswain therefore with good judgment, made no attempt to regain the harbour, but put about and with considerable skill beached her on the south beach. The service was an excellent one and resulted in the saving of twenty-three lives.

NEWHAVEN, SUSSEX.—At 7 o'clock on the morning of the 2nd November, a message was received from the Coast-guard, stating that a vessel was in distress about four miles to the east of Newhaven. The signal was fired, and within a quarter of an hour the Life-boat was launched and proceeded to the place indicated, where they found the s.s. *Millgate*, of Manchester, riding with a heavy list to port, her cargo having shifted. There was a moderate S.W. gale blowing, with a heavy sea, and at the request of the Captain, the Life-boat stood by. Half an hour later, the position of the ten persons on board became perilous and all were taken into the boat. She then stood by the steamer for another hour to see whether it would be possible to save her, but suddenly the vessel turned completely over and foundered. The Life-boat then returned to Newhaven, and landed the rescued men. This was a good service, in a heavy sea, and smartly performed, the boat behaving very well indeed and the Committee of Management granted an additional reward to each of the crew.

ST. ANDREW'S, FIFESHIRE.—A moderate easterly gale was blowing on the 3rd November, and with the flood-tide the sea increased considerably. During the afternoon two fishing boats, belong-

ing to St. Andrew's, which had been waiting for the tide, were observed in a position of considerable danger, and as any attempt to come into harbour would be attended with great risk, the Life-boat *Louisa* was launched and sent to stand by them. A man was placed on each of the boats, and life-belts were lent to those already on board. A start was then made, the Life-boat remaining closely in attendance, in case the small crafts should be swamped. Considerable difficulty was experienced, but happily both boats reached shelter in safety, and the Life-boat was able to return ashore.

WEXFORD, IRELAND.—During a S.E. gale on the 9th November signals of distress were seen in the direction of the Dogger Bank, and with all haste the Life-boat *James Stevens No. 15* was launched to render assistance. When crossing the bar rough and broken seas were encountered and considerable difficulty was experienced in reaching the vessel owing to the set of the tide across the bank. The Life-boat went alongside the vessel, which proved to be the ketch *Elizabeth*, of Bude, and succeeded in rescuing the crew of three hands, together with their dog, and landed them at the Life-boat station. The ketch was bound from Saundersfoot to Wexford, and had a cargo of coal on board.

YARMOUTH, NORFOLK.—The Yarmouth Life-boat men were exposed for more than eleven hours to the fury of a strong S.S.E. gale and heavy sea, in connection with the wreck of the barque *Erna*, of Arendal, which became unmanageable when off Yarmouth, on the 11th November. The barque was bound from Kramfors, Sweden, to Yarmouth, with a cargo of timber, and had practically reached her destination when misfortune overtook her. About 10.30 A.M. her anchors parted, and she commenced to drive towards the beach. The Life-boat *John Burch* was promptly launched, and shortly after she reached the barque a tug also arrived. Communication was effected, and an attempt made to tow the distressed vessel clear, but in the gale which was raging and the strong ebb tide, the vessel took charge, and

both vessel and tug, with the Life-boat in attendance, drifted towards the Barber Sands. Happily they cleared the sands, but the tug being unable to hold the barque, they drifted eleven miles up the coast. In the evening, when the wind had moderated somewhat, and the tide had turned, another tug went to the vessel, and she was brought back to the Yarmouth Roads. An attempt was made to enter the harbour—it was then shortly after 9 P.M.—but the hawsers were carried away, and before anything further could be done, the barque stranded on the North Sand, and eventually became a total wreck. Directly she stranded, the *Erna* commenced to bump heavily; the Life-boat, therefore, without delay, took off eight of the crew and landed them about 10 P.M. on the north beach. Four hours later, when the men were somewhat rested, the Life-boat was re-launched, and taken back to her station, having performed an excellent service.

ARKLOW, CO. WICKLOW.—On Sunday morning, the 12th November, the schooner *Minnie Coles*, of Chester, with a cargo of coal from Runcorn, arrived off Arklow harbour, and was compelled, owing to the heavy seas, to anchor about a mile outside. During the afternoon an easterly gale sprang up and increased considerably. About 10 P.M. signals of distress were noticed from the schooner, and steps were immediately taken to launch the Life-boat *Frances and Charlotte*. In the heavy gale the efforts of the crew to pull the boat out of harbour proved unavailing, a rope from the shore was then made fast and the boat towed by many willing hands to the end of pier; here very heavy seas were encountered, the boat being continually driven back, but after repeated efforts the boat was got clear, and after a hard struggle reached the distressed schooner. They found that her anchors were dragging and that the heavy waves broke continuously over her. By the aid of ropes the crew, four in number, were rescued and conveyed in safety to Arklow.

SWANAGE, DORSET.—A telephone message was received about 9.15 A.M. on the 13th November, stating that a small

yacht was riding off Winspit, about a mile to the east of St. Alban's Head, with a man on board and that the Life-boat was wanted. A whole N.E. gale was blowing and the sea was very heavy. The Life-boat *William Erle* was launched and proceeded to the place indicated, and there found a small cutter yacht named the *Florinda* in distress, her sails having blown away in the gale. Soon after rescuing the man the wind veered to west, the Coxswain therefore decided to try and save the vessel; he accordingly took her in tow and brought her safely to Swanage.

SUNDERLAND, DURHAM.—During the evening of the 14th November the s.s. *Mary Ada Short*, of Sunderland, whilst attempting to enter the harbour, became unmanageable and drove ashore behind the old South Pier. At the request of the owners the South Outlet Life-boat *Richard and Nellie Hodges* was launched to assist the tugs in salving the vessel. The Life-boat was launched about 11.30 P.M., and some four hours later the stranded vessel was fortunately refloated. The weather at the time of the casualty was rough, a gale blowing from E.N.E.

HAYLE, CORNWALL.—The schooner *Welcome Home*, of Plymouth, was observed about 7 A.M. on the 19th November running for Hayle in an E.N.E. gale, and when attempting to cross the bar she stranded. The assembly signal for the Life-boat crew was at once fired, and within twelve minutes the Life-boat *E. F. Harrison* was launched and on her way to the rescue—a very smart piece of work. The schooner was bound from Garston to Hayle with a cargo of coal when disaster overtook her, and her crew were disinclined at first to leave their craft. They asked the Coxswain of the Life-boat to stand by them, and this was done. In the meantime two of the men on board took the ship's boat, but the great risk they incurred in the heavy sea prevented them from attempting to land. Shortly after the remaining men decided to abandon their craft, and having been taken into the Life-boat, she picked up the other two, and all five were conveyed in safety to Hayle.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 12th October, 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—Lossiemouth, Maryport, Workington, Whitehaven, Buckie, Stromness, Longhope, Nairn and Montrose (two boats).

Eastern District—Blakeney, Brancaster, Hunstanton, Cromer, Sheringham, Yarmouth, Gorleston (three boats), Caister (two boats), Hasborough, Palling (two boats), Lowestoft (two boats), Winterton (two boats), Pakefield, Sunderland (two boats), Staithes, Whitby (two boats), Flamborough and Hornsea.

Western District—Port Isaac, Padstow (two boats and a steam-tug), Newquay (Cornwall), Polkerris, Looe and Mevagissey Stations.

Irish District—Blackrock, Wicklow, Clogher Head, Drogheda, Kingstown (two boats), Skerries, Howth, Tramore and Dunmore East.

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

	£	s.	d.
"M. E. A." (annual subscription)	25	-	-
Harvest Offertory in Aldringham Church, Suffolk, per the Rev. C. DU G. MAKEPEACE, M.A.	6	11	4
Christ's Hospital, Hertford, Offertory in Chapel of Girls' School, per Mr. J. F. B. SHARPE	5	-	-
Contents of "Garramor" contribution box, per Mrs. F. BOWMAN	2	5	-
Share of Harvest Festival Offertory in Market Deeping Church, per the Rector and Churchwardens	1	1	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mrs. SARAH HALFON, of Paris, one moiety of her bequest for a Life-boat to be named the <i>Sarah Halfon</i> and placed as near the Port of Ramsgate as advisable	400	-	-
The late Mrs. ELLEN ANN RIDYARD, of Little Hulton, near Bolton	91	7	6
The late Miss LOUISA ASHMORE, of Heaton Norris, Lancashire (value of 60 shares in the Isle of Man Steam Packet Company, Limited)	45	-	-
The late Mr. ROBERT KEATING, of Newton Grange, co. Wexford	10	-	-

Voted the best thanks of the Committee to Miss VIOLET J. AYRE, in recognition of her long and valuable services as Assistant

Honorary Secretary of the Withernsea Branch of the Institution, which office she had just resigned.

Paid 6,035*l.* for sundry charges in connection with various Life-boat establishments.

Voted 47*l.* 1*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Palling No. 1	Barquentine <i>Sarnian Gem</i> of Littlehampton.	7
Walmer	Barquentine <i>Juno</i> , of Riga, stood by vessel.	

Also 196*l.* 2*s.* to pay the expenses of launches of Life-boats, or assemblies of crews, &c., with the view of assisting the crews of vessels in distress at the following places:—Brancaster, Caister No. 2, Clacton-on-Sea, Dunbar, Dungeness No. 1, Fishguard No. 2, Greencastle, Hunstanton, Kingsdowne, Lowestoft No. 2, Palling No. 1, *Penzance*, *Point of Ayr*, *Pwllheli*, *St. Agnes*, (*Scilly*), *Wells*, and *Winterton* No. 1.

Voted 1*l.* to two men for saving, at moderate risk to themselves, two brothers, whose boat was capsized in a south-west gale and choppy sea off Innisfree, co. Donegal, on the 7th September. A third brother was in the boat at the time of the accident, and before help could reach them he was unfortunately drowned.

Also 4*l.* 10*s.* to twelve men for rescuing the crew of seven hands of the lugger *Ariel Gasselle*, of Eyemouth, on the 16th September.

The vessel ran on to the Bush rock, Farne Islands, and was severely holed; by the efforts of the salvors in four cobsles she was got off, but whilst being towed to North Sunderland she sank, but happily all on board were saved.

THURSDAY, 9th November, 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 visits to the Sunderland, Tynemouth, and Cullercoats Life-boat Stations.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Penarth and Barry Dock Stations.

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

Northern District—Kirkcudbright, Balcary, Port Logan, Port Patrick, and Whithorn.

Eastern District—Kessingland (two boats), Donna Nook, Sutton, Mablethorpe, Skegness, Scarborough, Flamborough (two boats), and Filey.

Southern District—Dungeness (two boats), New Romney, Folkestone, Bembridge, Swanage, Poole, Southsea, Brighton, Hythe, Dover and Ramsgate, and Southend-on-Sea.

Western District—Porthoustock, Cadgwith, Coverack, The Lizard, Mullion, Porthleven, Hayle, St. Ives, Burnham, Watchet, Minehead, Penarth, Barry Dock, and Weston-super-Mare.

Irish District—Fethard, Wexford, Rosslare Harbour, Kilmore, Cahore, Courtown, Arklow, Hoylake, Helbre Island, Formby, and New Brighton (two boats).

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

	£	s.	d.
Ancient Order of Foresters (annual subscription)	160	-	-
Widow and children of the late Mr. Michaelis Hallenstein, in his memory, per Mr. Ernest M. Hallenstein	50	-	-
Newcastle-on-Tyne Co-operative Society, Limited (additional)	25	-	-
Proceeds of sale of work in aid of Lakes District Branch, per Mr. W. Oscar Little, Chapel Ridding, Windermere	21	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. THOMAS CHADWICK, of Warwick	150	-	-
The late Mr. THOMAS WORTHINGTON COOKSON, of Seaforth	100	-	-
The late Mr. ARTHUR MORRIS, of Liverpool, per Liverpool Branch	8	3	3
The late Mr. EDMUND JOY, of Nelson Square, Blackfriars	5	5	-

Reported that Her Royal Highness PRINCESS HENRY OF BATTENBERG had graciously opened a Fête organised at York on the 24th October, 1905, in connection with the Life-boat Saturday Fund.

Read letter from the Honorary Secretary of the Naval, Shipping, and Fisheries Exhibition, 1905, stating that the following awards had been made to the Institution by the Jury for Awards for its exhibits:—

For the Life-boat—A Diploma of Honour (being the highest award).

For Models, &c.—A Diploma for a Gold Medal.

Voted the best thanks of the Committee to Mr. ALFRED KENDRICK in recognition of his long and valuable services as Honorary Secretary of the Brixham Branch of the Institution, which office he had just resigned.

The Committee specially recognised the good services rendered by Lieutenant H. E. BURTON, R.E., Staff-Sergeant A. PAUL, R.E., and the Royal Engineers stationed at Clifford's Fort, North Shields, in connection with the Motor Life-boat sent by the Institution to the Tynemouth Station.

Decided to close the Penarth Life-boat Station, it being considered no longer necessary to maintain the station in view of the newer Life-boat Stations at Barry Dock and Weston-super-Mare.

Paid 1,710*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 244*l.* 13*s.* 11*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ardrossan	S.S. <i>Araucania</i> , of Glasgow	23
Caister No. 2	Brigantine <i>Primula</i> , of Istorp	8
Dunbar	S.S. <i>King Ja Ja</i> , of Swansea. Stood by vessel and saved	6
Dunbar	Barque <i>Ugunjeems</i> , of Riga. Stood by vessel.	
Newhaven	S.S. <i>Millgate</i> , of Manchester	10
Point of Ayr	Barque <i>Daniel</i> , of Tvedestrand. Stood by vessel.	
St. Andrew's	Two fishing boats of St. Andrew's. Rendered assistance.	

The Margate No. 2 Life-boat saved the schooner *Margaret Hobley*, of Millom, and her crew of four, and the Winterton No. 1 Life-boat assisted to save the barquentine *Britannia*, of Guernsey.

Also 210*l.* 5*s.* 9*d.* to pay the expenses of Life-boat launches, assemblies of crews, etc., with the view of assisting the crews of vessels in distress, at the following stations:—Aldeburgh, Boulmer, Dunbar, Ferryside, Gorleston No. 2, Huna, Penmon, Peterhead, Port Erroll, Runswick, Southport, and Whitby No. 2.

Also conferred the Silver Medal of the Institution, accompanied by a copy of the vote, inscribed on vellum and framed, on Mr. DAVID JONES, Coxswain Superintendent of the Ferryside Life-boat, for his gallantry and skilful seamanship on the occasion of the attempted service to the Barque *Signe*, of Christiania, on the 15th March.

Also conferred the Silver Medal of the Institution, together with a framed copy of the vote, upon Mr. WALTER FAIRBAIRN, Coxswain Superintendent of the Dunbar Life-boat, for his gallantry and skill, on the occasion of the rescue of the crew, six in number, of the S.S. *King Ja Ja*, of Swansea, in a N.W. gale and very heavy sea, on the 13th October. An additional monetary grant was also made to the Coxswain and each of the crew.

Voted an additional pecuniary reward to the crew of the Newhaven Life-boat for a very prompt and good service on the 2nd November, resulting in the saving of the crew of ten hands of the S.S. *Millgate*, of Manchester.

Also £6 15*s.* to nine men, who, at very considerable risk to themselves, put off in a boat with a view of rescuing the crew of the steam trawler *Nile*, of Hull, which stranded to the north of the Scars of Cruden, in a moderate but squally breeze from S. and heavy sea, on the 29th October.

Also £2 5*s.* to six men for putting off in two boats, in a strong southerly breeze and rough sea, and at some risk rescuing three men whose boat had capsized off Redcar on the 30th October.

THURSDAY, 14th December, 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 the reports of the District Inspectors of Life-boats on their recent visits to the following Life-boat stations:—

Northern District—Newbiggin, Tynemouth, Almouth, North Sunderland, Hauxley, Boulmer, Blyth, Cambois, Cresswell and Cullercoats.

Eastern District—Hartlepool (three boats), West Hartlepool, Sunderland (three boats), Gorleston (three boats), Yarmouth and Lowestoft (two boats).

Southern District—Walton-on-the-Naze, Clacton-on-sea, Harwich (two boats), Brighton, Salcombe, Hope Cove, Brixham, Torquay, Yealm River, Plymouth, Teignmouth, Exmouth, Sidmouth, Lyme Regis and Ryde.

Western District—Port Eynon, The Mumbles, Ferryside, Burry Port, St. Agnes (Scilly), St. Mary's (Scilly), Sennen Cove, Penzance, Rhoscolyn, Bull Bay, Cemaes, Cemlyn, Moelfre, Rhosneigr, Penmon, Holyhead (two boats), Llanddwyn and Rhyl.

Irish District—Port Erin, Castletown, Port St. Mary, Ramsey, Douglas, Lytham, Fleetwood, St. Anne's (two boats), Blackpool, Piel (Barrow), Southport, Skerries, Greenore, and Giles Quay.

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

Honorary Committee of Naval, Shipping, and Fisheries Exhibition held at Earls Court, 1905, out of Fund placed at their disposal for various Naval Charities	100	-	-
Miss MARIA CLARK, to provide a Life-boat to be named the "Maria"	1,500	-	-
Mrs. FRANCES ROGET, further towards the endowment fund of the <i>Elinor Roget</i> Life-boat, stationed at Clovelly	500	-	-
Independent Order of Odd Fellows (Manchester Unity) Annual Subscription, £50; Donation, £5 8s.	55	8	-
Mrs. J. SWAINSTON	20	-	-
Proceeds of a concert at Erroll, per <i>Carse of Gourie</i> (No. 871) Lodge of Freemasons, in commemoration of the Battle of Trafalgar	16	10	-
Offertory from Hadnall Church (Salop), per the Rev. BROOKE C. MORTIMER	8	15	-
Half of a collection at Taunton by Naval Pensioners on Trafalgar day, per Mr. T. B. WILLIAMS	7	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. HANNAH FINNIE, of £ Malvern Wells	s. d.	2,000	-	-
The late Mrs. EMMA FOLLETT CAMPBELL, of Weston-Super-Mare (on account)		500	-	-
The late Miss EMMA JONES, of Chester Place		470	-	-
The late Mrs. SARAH HALFON, of Paris, second moiety for a <i>Sarah Halfon</i> Life-boat, to be placed as near Ramsgate as possible		400	-	-
The late Mr. THOMAS SHELDON, of Clevedon		250	-	-
The late Mr. P. S. PEAT, of Glasgow (per Glasgow Branch).		100	-	-
The late Mr. EDWARD BAYLY, of Weymouth		100	-	-
The late Mr. WM. RYLAND of Sheffield		62	8	-
The late Miss MARY ANN ROBINSON, of Saffron Walden		18	7	6

Voted 22*l.* to the dependent relatives of two Lifeboat-men, who unfortunately lost their lives by asphyxiation on board the *New Brighton Steam Life-boat*, whilst she was under repair.

Voted the best thanks of the Committee to the Rev. D. BRYSON, Mr. H. BURDEN, and Mr. HILL CHARLEY, in recognition of their long and valuable services as Honorary Secretaries respectively of the Holy Island, Poole, and Belfast and Groomsport Branches of the Institution which they had just resigned.

Reported the transmission to their stations of the North Deal and Fethard (Ireland), new Life-boats.

Paid 5,80*l.* for sundry charges in connection with various Life-boat establishments.

Voted 27*l.* 1*s.* 3*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Arklow	Schooner <i>Minnie Coles</i> of Chester	4
Castletown	Fishing boat of Castletown. Saved boat and	1
Harwich (Steam)	Brigantine <i>Thirza</i> of Faversham. Assisted to save vessel and Tug <i>Spray</i> , of Harwich. Rendered assistance.	7
Hayle	Schooner <i>Welcome Home</i> , of Plymouth	5
Lowestoft No. 1	Smack <i>New Boy</i> , of Lowestoft	5
Moelfre	Smack <i>Pilgrim</i> , of Beaumaris	2
	Schooner <i>Conistol</i> , of Barrow	4
Palling No. 1	Smack <i>Economy</i> , of Lowestoft. Saved smack and	5
Southwold No. 1	Smack <i>Joseph and Yvonne</i> of Dunkerque	4

Life-boat.	Vessel.	Lives saved.
Swanage . . .	Yacht <i>Florinda</i> , of Portsmouth. Saved yacht and . . .	1
Tenby . . .	S.S. <i>Titan</i> , of Hamburg. Rendered assistance.	
Wexford . . .	Ketch <i>Elizabeth</i> , of Bude. (Also a dog.)	3
Whithorn . . .	S.S. <i>Riverside</i> , of Belfast	6
Yarmouth . . .	Barque <i>Erna</i> , of Arendal	8

The Margate No. 1 Life-boat assisted to save the S.S. *Leander* of London, and her crew of 24; also the schooner *Mary Fanny*, of Bridgwater, and 3 lives. Margate No. 2 Life-boat saved the cutter *Bessie*, of Whitstable. Palling No. 2 and Winterton No. 2 Life-boats assisted to save the S.S. *Bushmills*, of Dublin; and Sunderland, South Outlet, Life-boat assisted to save the S.S. *Mary Ann Short*, of Sunderland.

Also voted 751l. 17s. 11d. to pay expenses of the following Life-boat launches or assemblies of crews with the view of assisting persons on vessels in distress: Appledore No. 1, Arbroath, Blakeney, Broadstairs, Broughty Ferry, Caister No. 2, Carrickfergus, Clacton-on-Sea, Dunbar, Dungeness No. 1, Flamborough No. 1, Gorleston No. 1, Hornsea, Hythe, Kirkcudbright, Lowestoft No. 1, Margate No. 2, Peterhead, Palling No. 2, Ramsgate, Southend-on-Sea, Sunderland (N. Dock), Walmer and Winchelsea.

Voted the Silver Second Service Clasp to Mr. SIDNEY HARRIS, Coxswain Superintendent of the Gorleston Life-boats, in recognition of his gallantry in saving life on the occasion of the wreck of the lugger *Fruitful*, of Wick, on 11th November, when he swam out at great risk in a heavy sea and established communication with the vessel, by which means the crew of eight hands were saved.

Also 1l. to A. Newson, who also incurred considerable risk in the rescue.

Also granted an additional monetary reward to the crew of the Moelfre Life-boat for a very good service on the 26th November.

Also 1l. 10s. to three men for rescuing at some risk the crew of sixteen hands of the S.S. *Birtley*, of Newcastle, which stranded in a fog on the rocks to the north of Flamborough Head on the 10th November.

Also 2l. 5s. to three men for rescuing, at considerable risk to themselves, a man who was knocked overboard from the fishing-boat *Press On*, of Banff, when she was entering Lowestoft Harbour in a heavy sea, on the 11th November. The salvors, on seeing the accident, at once jumped into a small boat and made for the man, who when picked up was very near the bar. Had it not been for the promptness shown the man would undoubtedly have been drowned.

Also 1l. 4s. to eight men for putting off in a coble and bringing four men in a small boat safely ashore in Robin Hood's Bay on the 12th November. The rescued men belonged to the S.S. *Victor*, of Chester, which foundered about four miles off shore, and had it not been for the timely aid they would probably have perished in the heavy sea when attempting to land.

Also 1l. 2s. 6d. to three fishermen for attempting to save life after the collision between S.S. *Phillipville* and S.S. *Harlow* in foggy weather, off Dungeness, on the night of the 2nd December.

Also 10s. to four men for putting off in a boat and at slight risk rescuing three men whose boat was capsized when entering Whitehaven Harbour in a fresh N.E. wind and moderate sea, on the 3rd November. When rescued, one of the men was clinging to the upturned boat, and the other two were taken out of the water in an exhausted condition.

SUPPORT THE LIFE-BOAT INSTITUTION.

OUR LIFE-BOAT HEROES.

How came the might of England? Not by the tongue or pen;

Deeply it grew as a flower in the hearts of its bravest men.

And it scattered the seeds of heroes along the storm-swept shore,

That they might work for glory, for the strange sea-love they bore.

Now, this is the joy of the Life-boat, that its joys be known anew;

Fearless and free at its launching, bearing its gallant crew;

Proudly it ploughs the billows, or joyously leaps the waves,

Clearing the sands and shallows, and spurning the depths of the graves.

And this is the dirge of the Life-boat; in the days of its stressful pride

There's death in the waters, brother, when wreckage comes in with the tide;

Death when the fathers of little ones, and husbands of loving wives,

For the sake of an unsung glory go out to the saving of lives.

Dark the night when the storm breaks; fighting the blinding spray,

Heedless of dazzling flashes that lighten the darksome way;

On, on to the work of rescue! Hearts that are weak may fail,

But souls in distress bear hope when the men of the Life-boat hail.

These are the men that labour—saviours and heroes all;

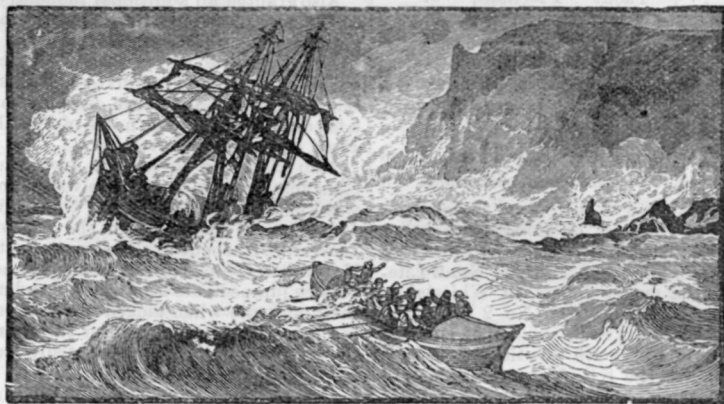
Snatching the prey from the hunger of the treacherous ocean's thrall.

Sons of Old England, true to their trust; cherish their manhood well;

For the duty they give to their brothers is such as no words may tell.

Roy.

Services of the Life-boats of the Institution during 1905.



1905.				Lives saved.
Jan.	6.	2. 0 p.m.	Barquentine <i>Brazilian</i> , of South Shields, Longhope Life-boat saved vessel and	8
"	6.	4. 0 p.m.	A small boat of Skegness. Skegness Life-boat saved	2
"	8.	0.32 a.m.	{S.S. <i>Stella Maris</i> , of Glasgow } Holyhead (Steam) Life-boat {S.S. <i>Oria</i> , of Bilbao } landed 12.	
"	8.	12.40 p.m.	S.S. <i>Ole Bull</i> , of Bergen. Ramsgate Life-boat rendered assistance.	
"	9.	10.15 a.m.	S.S. <i>Domino</i> , of Liverpool. Longhope Life-boat remained in attendance.	
"	12.	9.10 a.m.	Schooner <i>Volunteer</i> , of Carnarvon. Broadstairs Life-boat saved	4
"	12.	9.20 a.m.	Ship <i>Kalliope</i> , of Hamburg. New Brighton (Steam) Life-boat stood by vessel.	
"	13.	1.30 a.m.	S.S. <i>M. J. Hedley</i> , of Penzance. Holyhead (Steam) Life-boat assisted to save vessel.	
"	14.	9. 0 p.m.	Ketch <i>Advance</i> , of Bideford. Appledore No. 1 Life-boat saved	3
"	15.	7. 5 p.m.	Brig <i>Celerity</i> , of Lowestoft. Gorleston (Steam) Life-boat saved	6
"	15.	8.10 p.m.	Ketch <i>Jane Anne Elizabeth</i> , of Swansea. Clovelly Life-boat rescued	3
"	15.	3.50 a.m.	Ketch <i>Thomas Edwin</i> , of Plymouth. Clovelly Life-boat rescued	3
"	15.	3.50 a.m.	Ketch <i>Malvoisin</i> , of London. Margate No. 1 Life-boat saved	4
"	17.	6. 0 a.m.	Ditto ditto ditto ditto assisted to save vessel.	
"	16.	Noon.	Schooner <i>Seven Brothers</i> , of Beaumaris. Abersoch Life-boat rescued	3
"	16.	5.15 p.m.	Schooner <i>Gowerian</i> , of Aberystwith. Abersoch Life-boat rescued	5
"	16.	2.50 p.m.	Schooner <i>Sarah Davies</i> , of Dublin. Abersoch Life-boat rescued	4
"	16.	2.50 p.m.	Schooner <i>Ensign</i> , of Plymouth. Clovelly Life-boat rescued (Also a dog.)	5
"	19.	1. 5 p.m.	Four-masted barque <i>Optima</i> , of Hamburg. Gorleston (Steam) Life-boat saved	11
"	20.	1.30 p.m.	Four-masted barque <i>Optima</i> , of Hamburg. Gorleston No. 1 Life-boat saved	5
"	21.	8.15 a.m.	Ship <i>Jessomene</i> , of Liverpool. Caister No. 1 Life-boat rendered assistance.	
"	21.	4.32 p.m.	Schooner <i>Dashing Wave</i> , of Fowey. Harwich (Steam) Life-boat assisted to save vessel.	
"	26.	10.30 p.m.	Steam trawler <i>Ulundi</i> , of Grimsby. Newburgh Life-boat stood by vessel.	
"	28.	5.15 p.m.	Schooner <i>Helen Hutcheson</i> , of Peterhead. Thurso Life-boat rescued	3
"	28.	7.20 p.m.	S.S. <i>Bencroy</i> , of Liverpool. Winterton No. 2 Life-boat stood by vessel.	
"	28.	7.25 p.m.	{S.S. <i>Sinloo</i> , of Newcastle } Gorleston (Steam) Life-boat landed {S.S. <i>Douglas</i> , of Sunderland } 33.	
"	31.	10. 0 a.m.	Six cobsles of Cullercoats. Cullercoats Life-boat remained in attendance.	
Feb.	1.	5.20 p.m.	Fishing-boat <i>Polly</i> , of Girvan. Girvan Life-boat saved	4
			Fishing-boat <i>Helen Walker</i> , of Girvan. Girvan Life-boat rescued	4

				Lives saved.
1905.				
Feb. 2.	9. 0 a.m.	Fishing-boat <i>Helen Walker</i> , of Girvan.	Girvan Life-boat rendered assistance.	
" 4.	1.30 a.m.	S.S. <i>Riso</i> , of Hangesund.	Dunbar Life-boat rescued	11
" 6.	1.20 p.m.	Barque <i>Marianna</i> , of Arendal.	Port Patrick Life-boat landed 1.	
" 15.	8.45 a.m.	Steam ketch <i>Dunnikier</i> , of Kirkcaldy.	Walton-on-Naze Life-boat stood by vessel.	
" 18.	4.30 p.m.	Three schooners.	Thurso Life-boat landed 15.	
" 18.	6.25 p.m.	Lugger <i>Magnificent</i> , of Buckie.	Stornoway Life-boat stood by vessel.	
" 20.	10. 0 a.m.	Ketch <i>Myrtle</i> , of Yarmouth.	Hartlepool No. 2 Life-boat saved .	3
" 23.	1.30 p.m.	Fishing cobses, of Newbiggin.	Newbiggin Life-boat stood by cobses.	
" 26.	2. 5 a.m.	Schooner <i>Mary Annie</i> , of Dublin.	Holyhead (Steam) Life-boat rescued	3
		Schooner <i>Margaret Garton</i> , of Castletown.	Holyhead (Steam) Life-boat rescued	5
" 26.	10.30 a.m.	Barque <i>Countess of Anglesey</i> , of Liverpool.	Weymouth Life-boat rescued	2
Mar. 1.	3. 0 p.m.	Two cobses, of Flamborough.	Flamborough No. 1 Life-boat stood by cobses.	
" 2.	7.45 a.m.	Brig <i>Traen</i> , of Christiania.	Berwick-on-Tweed Life-boat saved .	7
" 7.	1.20 a.m.	Schooner <i>Maria</i> , of Hull.	Palling No. 1 Life-boat rendered assistance.	
" 8.	6.20 a.m.	Ketch <i>Wesley</i> , of Jersey.	Ramsgate Life-boat saved	3
" 8.	1.30 p.m.	Fishing-boat <i>Irex</i> , of Port Patrick.	Port Patrick Life-boat saved .	3
" 8.	10.25 p.m.	Brigantine <i>Clio</i> , of Ardrossan.	Yarmouth Life-boat assisted to save vessel.	
" 12.	2.30 p.m.	Schooner <i>R. T. K.</i> , of Fowey.	Margate No. 2 Life-boat stood by vessel.	
		S.S. <i>St. Vincent</i> , of Glasgow.	Margate No. 2 Life-boat landed one injured man.	
" 12.	2.45 p.m.	Barque <i>Eugene Schneider</i> , of Nantes.	Bembridge and Southsea Life-boats rendered assistance.	
" 15.	2.30 a.m.	Schooner <i>Millom Castle</i> .	Tenby Life-boat saved	3
		(Also a dog.)		
" 15.	5.45 a.m.	Schooner <i>Pluvier</i> , of Aberystwith.	Abersoch Life-boat rescued .	6
" 15.	2.30 p.m.	Schooner <i>Jannet</i> , of Carnarvon.	Abersoch Life-boat rescued . .	5
" 15.	6.35 a.m.	Brigantine <i>Minnie Eaton</i> , of Lowestoft.	Yarmouth Life-boat stood by vessel.	
" 15.	7. 5 a.m.	Brigantine <i>Imogene</i> , of Liverpool.	Holyhead (Steam) Life-boat saved	8
		Schooner <i>Harmony</i> , of Padstow.	Holyhead (Steam) Life-boat saved	5
" 15.	9. 0 a.m.	Schooner <i>William Berey</i> , of Port St. Mary.	Port St. Mary Life-boat saved	4
" 15.	10.40 a.m.	Steam <i>Hopper No. 3</i> , of Liverpool.	Formby Life-boat rendered assistance.	
" 15.	10.40 a.m.	Barque <i>Cannebiere</i> , of Marseilles.	Newcastle (co. Down) Life-boat saved	10
" 15.	3. 0 p.m.	Ketch <i>C. E. C. G.</i> , of Jersey.	Montrose No. 1 Life-boat stood by vessel.	
" 15.	5.45 p.m.	Barque <i>Liburna</i> , of Arendal.	Shoreham Life-boat saved	10
" 16.	10.35 p.m.	S.S. <i>Innisfallen</i> , of Liverpool.	New Brighton (Steam) Life-boat stood by vessel.	
" 16.	10.45 p.m.	S.S. <i>Innisfallen</i> , of Liverpool.	Formby Life-boat stood by vessel.	
" 17.	5.15 p.m.	Ketch <i>Elizabeth</i> , of Tenby.	Appledore No. 1 Life-boat saved . .	3
" 23.	10.45 p.m.	Schooner <i>Julia</i> , of Runcorn.	Porthdinllaen Life-boat rescued . .	3
" 24.	11. 0 a.m.	Six cobses of Spittal.	Berwick-on-Tweed Life-boat stood by cobses.	
" 24.	12.15 p.m.	Coble <i>Two Brothers</i> , of North Sunderland.	North Sunderland Life-boat stood by cable.	
" 24.	4. 0 p.m.	Coble <i>May Blossom</i> , of Whitby.	Whitby No. 1 Life-boat stood by cable.	
" 25.	1.45 p.m.	Fishing-boat <i>Clupeidae</i> , of Lowestoft.	Pakefield Life-boat rendered assistance.	
Apl. 3.	1.10 p.m.	Six cobses, of North Sunderland.	North Sunderland Life-boat stood by cobses.	
" 7.	9. 0 a.m.	Fishing-cobses, of Filey.	Filey Life-boat stood by cobses.	
" 11.	8.35 p.m.	Three fishing-yawls, of Wick.	Ackergill Life-boat landed 9.	

				Lives saved.
1905.				
Apl. 12.	9.30 p.m.	S.S. <i>Enriqueta</i> , of Grangemouth.	Whitburn Life-boat saved . . .	10
" 13.	9.15 a.m.	S.S. <i>Enriqueta</i> , of Grangemouth.	Ditto ditto landed 10.	
" 13.	5.38 p.m.	Brigantine <i>Amanda</i> , of Newhaven.	Yarmouth Life-boat stood by Caister No. 1 Life-boat.	
" 13.	6.30 p.m.	S.S. <i>Royal Standard</i> , of Sunderland.	Flamborough No. 2 Life- boat stood by vessel.	
" 14.	5.50 a.m.	Schooner <i>Gesine</i> , of Oldersum.	Arbroath Life-boat saved . . .	5
" 15.	11.20 a.m.	Five cobbles, of Newbiggin.	Newbiggin Life-boat stood by cobbles.	
" 15.	5.30 p.m.	Ketch <i>Diana</i> , of Rye.	St. Andrew's Life-boat saved	8
" 17.	10. 0 a.m.	Ditto	St. Andrew's Life-boat assisted to save vessel.	
" 19.	7. 0 a.m.	S.S. <i>Spring</i> , of Christiania.	Lowestoft No. 1 Life-boat assisted to save vessel.	
" 25.	2.40 p.m.	Six fishing-cobbles, of Whitby.	Whitby No. 1 Life-boat attended cobbles.	
" 28.	1.50 p.m.	Fishing-vessel <i>Adalina</i> , of Gravelines.	Ramsgate Life-boat stood by vessel.	
May 1.	12.30 p.m.	Ship <i>Francesco Ciampa</i> , of Castellamare.	Tenby Life-boat rendered assistance.	
" 17.	6. 5 p.m.	Ship <i>Scottish Isles</i> , of Liverpool.	Broadstairs Life-boat rendered assistance.	
" 20.	10. 0 a.m.	S.S. <i>Cogent</i> , of Sunderland.	Whitby Nos. 1 and 2 Life-boats assisted to save vessel.	
" 23.	4. 0 p.m.	Steam drifter <i>Sonnet</i> , of Wick.	Stromness Life-boat rescued . . .	3
June 2.	3.45 p.m.	A fishing-boat, of Groomsport.	Groomsport Life-boat attended boat.	
" 3.	6. 0 a.m.	Barque <i>St. Monan</i> , of Stavanger.	Atherfield Life-boat rendered assistance.	
" 13.	11.45 a.m.	Schooner <i>Cicerone</i> , of Falmouth.	Ramsgate Life-boat landed 5 from a Light-vessel.	
" 22.	8. 0 a.m.	S.S. <i>Clara</i> , of London.	Winchelsea Life-boat stood by vessel.	
" 29-30.	10. 0 p.m.	Ketch <i>Amelia Ann</i> , of Goole.	Caister No. 2 Life-boat rendered assistance.	
July 5.	1. 0 a.m.	Barge <i>Amy</i> , of Bideford.	Appledore No. 1 Life-boat landed 3.	
" 27-29.	5. 0 p.m.	S.S. <i>Trignac</i> , of Nantes.	St. Peter's Port Life-boat assisted to save vessel.	
" 31.	1.10 p.m.	Smack <i>Fawn</i> , of Yarmouth.	Caister No. 2 Life-boat stood by boat.	
Aug. 3.	1.30 p.m.	Fishing-boat <i>Oneida</i> , of Sennen Cove.	Padstow No. 1 Life-boat saved boat and	3
" 4.	9.40 a.m.	Steam trawler <i>Rosa</i> , of Montrose.	Montrose No. 1 Life-boat saved (Afterwards assisted to save vessel.)	7
" 4.	10.30 a.m.	Fishing-boats, of Gourdon.	Gourdon Life-boat attended boats.	
" 19.	4.35 a.m.	Fishing lugger <i>Mary Jane</i> , of Campbeltown.	Campbeltown Life- boat saved vessel and	3
Sept. 1.	9. 0 p.m.	A ketch, of Buncrana.	Greencastle Life-boat landed 2.	
" 2.	4.45 p.m.	Schooner <i>Berthe</i> , of Dunkerque.	Gorleston (Steam) Life-boat stood by vessel.	
" 7.	3.30 p.m.	Yacht <i>Lily</i> , Aldeburgh No. 1	Life-boat saved yacht and	2
" 8.	2.55 a.m.	Fishing lugger <i>St. Louise</i> , of Boulogne.	Dungeness No. 1 Life-boat (Also assisted to save vessel.)	8
Oct. 1.	9.10 a.m.	Barquentine <i>Juno</i> , of Riga.	Walmer Life-boat stood by vessel.	
" 4.	5.10 p.m.	Barquentine <i>Britannia</i> , of Guernsey.	Winterton No. 1 Life-boat assisted to save vessel.	
" 5.	5.30 a.m.	Barquentine <i>Sarnian Gem</i> , of Littlehampton.	Palling No. 1 Life- boat saved	7
" 6.	7.30 a.m.	Schooner <i>Margaret Hobley</i> , of Millom.	Margate No. 2 Life-boat saved vessel and	4
" 11.	6. 5 p.m.	Barque <i>Daniel</i> , of Tvedestrand.	Point of Ayr Life-boat stood by vessel.	
" 13.	6.30 a.m.	S.S. <i>King Ja Ja</i> , of Swansea.	Dunbar Life-boat stood by vessel.	
" 13.	1. 0 p.m.	Ditto ditto	Dunbar Life-boat saved	6
" 15.	7. 0 p.m.	Barque <i>Ugunjeems</i> , of Riga.	Dunbar Life-boat stood by vessel.	
" 19.	7.30 p.m.	Brigantine <i>Primula</i> , of Istorp.	Caister No. 2 Life-boat saved . . .	8
" 26.	5.20 a.m.	S.S. <i>Araucania</i> , of Glasgow.	Ardrossan Life-boat saved	10
" 26.	Noon.	Ditto ditto	Ardrossan Life boat saved	13
Nov. 2.	7.20 a.m.	S.S. <i>Millgate</i> , of Manchester.	Newhaven Life-boat saved	10
" 3.	3.30 p.m.	Two fishing-boats, of St. Andrew's.	St. Andrew's Life-boat rendered assistance.	

				Lives saved.
1905.				
Nov. 9.	6.15 p.m.	Ketch <i>Elizabeth</i> , of Bude.	Wexford Life-boat saved	3
		(And a dog.)		
" 11.	11. 0 a.m.	Barque <i>Erna</i> , of Arendal.	Yarmouth Life-boat saved	8
" 12.	11. 0 p.m.	Schooner <i>Minnie Coles</i> , of Chester.	Arklow Life-boat saved	4
" 13.	9.40 a.m.	A small yacht <i>Florinda</i> , of Portsmouth.	Swanage Life-boat saved yacht and	1
" 14.	11.30 p.m.	S.S. <i>Mary Ada Short</i> , of Sunderland.	Sunderland, South Outlet, Life-boat assisted to save vessel.	
" 19.	8. 0 a.m.	Dredger <i>Beaufort</i> , of London.	North Deal Life-boat assisted to save vessel and	10
" 19.	8.50 a.m.	Schooner <i>Welcome Home</i> , of Plymouth.	Hayle Life-boat saved	5
" 23.	8. 8 a.m.	Brigantine <i>Thirza</i> , of Faversham.	Harwich (Steam) Life-boat assisted to save vessel and	7
		Tug <i>Spray</i> , of Harwich.	Harwich (Steam) Life-boat rendered assistance.	
" 23.	2.10 p.m.	Smack <i>New Boy</i> , of Lowestoft.	Lowestoft No. 1 Life-boat rescued	5
" 24.	8. 0 a.m.	S.S. <i>Riverside</i> , of Belfast.	Whithorn Life-boat rescued	6
" 25-26.	12.30 a.m.	S.S. <i>Leander</i> , of London.	Margate No. 1 Life-boat assisted to save vessel and	24
" 26.	10. 0 a.m.	S.S. <i>Titan</i> , of Hamburg.	Tenby Life-boat rendered assistance.	
" 26.	9. 0 p.m.	Smack <i>Pilgrim</i> , of Beaumaris.	Moelfre Life-boat rescued	2
		Schooner <i>Conistol</i> , of Barrow.	Moelfre Life-boat rescued	4
" 27.	1.30 a.m.	Schooner <i>Mary Fanny</i> , of Bridgwater.	Margate No. 1 Life-boat saved vessel and	3
" 27.	3.40 a.m.	Smack <i>Economy</i> , of Lowestoft.	Palling No. 1 Life-boat saved smack and	5
" 27.	7.15 a.m.	Cutter <i>Bessie</i> , of Whitstable.	Margate No. 2 Life-boat saved vessel.	
" 27.	7.30 a.m.	Smack <i>Joseph et Yvonne</i> , of Dunkerque.	Southwold Life-boat saved	4
" 28.	1.10 p.m.	A small fishing-boat, of Castletown.	Castletown Life-boat saved boat and	1
Dec. 8-9.	10. 0 a.m.	S.S. <i>Bushmills</i> , of Dublin.	Winterton No. 2 Life-boat	
" 8-9.	10.10 a.m.	and Palling No. 2	Life-boat assisted to save vessel.	
" 17.	6.15 p.m.	Schooner <i>Annetta</i> , of Dungarvan.	Youghal Life-boat saved	3
" 19.	2. 5 a.m.	Schooner <i>Earl of Beaconsfield</i> , of Chester.	Holyhead (Steam) Life-boat (also assisted to save vessel)	5
" 27.	8.30 a.m.	S.S. <i>Rockcliff</i> , of West Hartlepool.	Caister No. 1 Life-boat rendered assistance.	
" 27.	10.35 a.m.	Schooner <i>Mary and Gertrude</i> , of Wexford.	Tenby Life-boat rescued	4
		Schooner <i>Denis Carty</i> , of Wexford.	Tenby Life-boat rescued	4
" 28.	4.40 a.m.	Steam trawler <i>Shamrock</i> , of Hull.	Cloughby Life-boat rendered assistance.	
" 29.	10. 5 a.m.	Schooner <i>Dora</i> , of Carnarvon.	Ramsgate Life-boat rendered assistance.	
" 31.	9.45 a.m.	Schooner <i>Harkaway</i> , of Castletown.	Carrickfergus Life-boat stood by vessel.	
" 31.	10.30 a.m.	Fishing smack <i>Commodore</i> , of Milford.	Angle Life-boat rescued	2
" 31.	11.30 a.m.	Schooner <i>Martha Ann</i> , of Newry.	Peel Life-boat stood by vessel.	
" 31.	12.42 p.m.	Schooner <i>Elwood</i> , of St. Ives.	Howth Life-boat saved	4
" 31.	1.20 p.m.	Schooner <i>Janie</i> , of Truro.	Abersoch Life-boat rescued	5
Total lives saved by the Life-boats in 1905, in addition to 27 vessels and boats				397
Life-boats also landed 91 persons, some of whom had taken refuge on light vessels, while others were brought ashore in the Life-boats as a precautionary measure.				
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc.				153
Total for 1905				550

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.



Telegraphic Address:

"LIFE-BOAT
INSTITUTION,
LONDON."

Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1905) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £68,715 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1905.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 27 Vessels and Boats saved by them and 91 persons landed from vessels in distress and lightships	397	...	...
Number of Lives saved by Shore-boats, &c.	153	...	...
Amount of Rewards granted during the Year . . . . .	...	8,736	3 3
Honorary Rewards:—Silver Medals and 1 Second Service Clasp	6	...	...
Binocular Glasses	13	...	...
Aneroid Barometers	6	...	...
Votes of Thanks on Vellum	21	...	...
Certificates of Service	11	...	...
Total	57	550	£8,736 3 3

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., 1905), is 45,439. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,212 Silver Medals and Clasps, 63 Decorations, 370 Binocular Glasses, 15 Telescopes, 66 Aneroid Barometers, 1,776 Votes of Thanks, inscribed on vellum and framed, 174 Certificates of Service framed, and £257,513 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 282 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. COURTS AND Co., 440, Strand, London; and by all the other Bankers in the United Kingdom.—February, 1906.