

# THE LIFE-BOAT.

JOURNAL

OF THE

## Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XX.—No. 226.]

1ST NOVEMBER, 1907.

[PRICE 3d.

### THE LINCOLNSHIRE COAST SHIPWRECK ASSOCIATION.

WHEN the "National Shipwreck Institution," as this Institution was then called, was re-organized and consolidated in 1850, there were various county associations which acted in harmony and unison with it, but for all practical purposes were separate organizations, with their own officers, rules and funds. Prominent among those associations were the following: Anglesey, North Devon, Norfolk, Suffolk and Lincolnshire. One by one they saw the advantage to be gained by throwing in their allegiance to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the prosperity of which after 1850 having advanced by leaps and bounds, and it having gained the national confidence in a remarkable degree.

The policy of the Institution with regard to centralization is well described in THE LIFE-BOAT, No. 4, p. 57, 1st June, 1852: "We are of opinion, then, that if the National Shipwreck Institution is to possess the advantage of being a united body, having many parts yet being but one, and under one head, it will be very desirable that, where their own interests will permit, the local committees should be considered as but an extension of, or offshoots from, the central one, and not as distinct bodies acting more or less in unison with it. That whilst therefore the London Committee would wish to sympathise with all bodies, whether county associations or others, working

in the same cause, and would be ready to give them the benefit of their experience and advice when solicited; to provide them with designs for their boats, render them any other service which might be in their power, and under certain circumstances to give them pecuniary assistance; yet that they should, as a general rule, require all bodies who might receive pecuniary aid from them towards the building and establishing Life-boats, to become branches of the Institution and to accept its rules and regulations for their guidance, modified where necessary to meet any local peculiarities." This policy found favour, and as already stated the various county associations fell in with the views put forward, the last to come in being the Lincolnshire Coast Shipwreck Association, which effected a complete union with the ROYAL NATIONAL LIFE-BOAT INSTITUTION in the early part of 1864.

The Lincolnshire Coast Shipwreck Association was instituted on the 31st July, 1827, three years after the formation of the present Parent Institution. It was formed for the protection of lives and property from shipwreck on the coast of Lincolnshire "in union with the Royal National Institution." It was officered by a patron, president, vice-presidents, treasurer and secretary, neither of the two latter being allowed any salary or any remuneration above actual expenses. The vice-admiral of

the county was *ex officio* patron, and in 1829 we find the Right Hon. the Earl Brownlow, Lord Lieutenant and Vice-Admiral of the County, presiding at the general annual board of governors, held in the Grand Jury Chamber of the Castle of Lincoln. The vice-presidents were limited to twenty-four, exclusive of the high sheriff, the Dean of Lincoln, the mayors of Lincoln, Boston and Grimsby, and the Warden of Louth. The governors were subscribers of one guinea annually, while benefactors of ten guineas in one or two payments were eligible to be life-governors. A board of governors was held annually, and they elected the treasurer and secretary for the year and passed the accounts. Special boards were convened as occasion desired. The general board also elected a central committee of governors for managing the affairs of the Association and to audit the accounts. The central committee could authorise the establishment of local committees and could define the powers of these local committees. The secretary was expected to attend the general boards, enter the minutes, issue advertisements and circulars, and generally transact the correspondence. Among other duties devolving on the general board and central committee, they had from time to time to give notice to the Trinity House, Shipowner's Society and Lloyd's of the stations fixed upon for Life-boats and apparatus (Manby's). Similar notice was also given to the Admiralty and the Customs with a request that such officers and men in their service employed on the coast may be directed to give the earliest possible information to the persons in charge of the nearest Life-boat station whenever they discover a vessel in a situation of danger.

Life-boats and other apparatus were ordered by the General Board. Under the heading of Rewards we find: "The claims of the widows, children and families of individuals who may perish

in their attempts to save a life shall also be especially considered by a special local meeting." Honorary medals were also bestowed and individuals admitted as honorary governors.

Arrangements were made for providing persons rescued from shipwreck in a state of destitution with food, lodgings, medicine and clothing until notice could be given to the proper parochial officer.

It is somewhat curious to note that at the time the rules of this association were framed it was thought necessary to state: "*Foreigners shall be treated in all respects with the same kindness and consideration as British subjects.*"

The practical work was (in 1829) divided into three districts, each district having its local committee. They consisted in—Spilsby with a Life-boat at Gibraltar Point, placed there by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and Manby's Apparatus at Skegness; Louth, with Life-boat at Theddlethorpe and apparatus at Ingoldmells and Theddlethorpe; and Northern District, with Life-boat at Donna Nook (recently removed from Saltfleet) and apparatus at Saltfleet.

From the report for 1829 it appears that the state of the funds showed a balance in hand of 124*l.* 6*s.* 4*d.*, "a sum not more than adequate to the expenses of the past year, exclusive of rewards." It is of interest to note that the name of Sir John Franklin, R.N., F.R.S., appears among the vice-presidents in 1829, and continued until the year of his last departure for the Arctic Regions in 1845, and indeed for some successive years. *He was a native of Spilsby.*

An incident recorded in the Annual Report for 1842 shows that rescue work was not confined to Life-boats and other boats, and the incident is not an isolated one. "Nov. 14th, 1841.—The sloop, *Two Brothers*, of Boston, laden with coals, struck on a sand-bank off Donna Nook in a heavy gale. The crew, consisting of the captain and two men,

after remaining four hours in the rigging, were rescued from their perilous position by Joseph Osborn and others, who, with great resolution, rode into the sea and carried off the men on horseback." To those who know Donna Nook, with its miles of flat sands, interspersed with gullies, locally called "binks," this feat is not so surprising. The local fishermen used to be seen shooting their nets from carts, and possibly still do so.

The Life-boat originally placed at Gibraltar Point had, prior to 1841, been removed to Skegness, and an additional Life-boat station at Huttoft appears in the 1842 report. In 1844 the Huttoft Life-boat was removed to Sutton. We also learn from the 1844 report that a small boat was required at Ingoldmells, but it does not appear to have been placed there, and that the Coastguard Officer had kindly consented to inspect the Skegness and Ingoldmells stations.

The name of the Rev. R. W. Cracroft, so well known and revered for forty-four years subsequently, first appears, in an official capacity, in the Annual Report as having attended the meeting of the Annual Board of Governors on 22nd July, 1861, and in the report for 1862 he figures as joint secretary with the Rev. J. Alington and the Rev. E. Rawnsley. The value of his work in connection with the Lincolnshire Life-boats could not be over-estimated, and the advantage of his experience was much appreciated by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and especially by its officers whose duties brought them in contact with him. The unflinching way in which he carried out his self-imposed duties, even in his latter days, when he was at a great age, was an object-lesson to all.

About the year 1863 the Lincolnshire Coast Shipwreck Association had to face a somewhat serious situation—its four Life-boats were old and worn out, three of the transporting carriages required

replacing and the boat-houses were old and too small to accommodate larger boats and the necessary equipment. The Association, which had always been self-supporting, found itself with a difficult problem to solve, for, in order to replace their Life-boats and carriages it would mean expending the whole of their invested capital of 1,700*l.* In these circumstances it occurred to some of the members of the board to approach the ROYAL NATIONAL LIFE-BOAT INSTITUTION unofficially, and the Inspector of Life-boats (Captain J. R. Ward, R.N.) was invited to be present at the biennial inspection and exhibition of the Life-boats which was to take place at Mablethorpe on the 30th July, 1863, the hon. secretary, the Rev. J. Alington, having given as a motive that the question of the expediency of their society coming into closer connection with the Institution would probably be discussed. On this occasion the matter was not referred to officially, but, at the public dinner which took place, Captain Ward took the opportunity of showing how great an advantage the closer union of the two societies would be should such a course be contemplated. Captain Ward's visit appeared to have given considerable satisfaction, and from that time the desire to amalgamate began to take concrete form. In January 1864 the question was ripe for settlement, and Captain Ward attended a meeting of the governing body at Spilsby on the 11th January, at which the terms of the union were settled. Great satisfaction was given by Captain Ward explaining that the Institution did not wish to view the question of union as one of £ *s. d.*, but that it offered its co-operation solely with the hope of enabling the association to increase the efficiency of its Life-boat establishments.

The chief condition of the union was that, in consideration of the sum of 600*l.* contributed from the funds of the

association the four stations on the coast should be entirely renovated by the Life-boat Institution. Another condition was that the crews should receive quarterly training, which the funds of the association had never hitherto permitted.

By the end of 1864 the Institution had fulfilled its principal obligation. Four new Life-boats and four new carriages, with the necessary gear, had been provided, and in addition four new

boat-houses had been built, the whole expense amounting to 2,054*l.* 15*s.* 9*d.*

It is only necessary to add that since then, as might be styled, act of union was passed, the relations between the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the Lincolnshire Coast Shipwreck Association have been of the most cordial and friendly description, both mutually endeavouring to keep the Life-boat stations in the most efficient condition.

### UNITED STATES LIFE-SAVING SERVICE.

At the close of the year ended the 30th June, 1906, the United States Life-Saving Establishment comprised 278 stations, an increase of one station as compared with the total of the preceding year. All the stations were comprised in thirteen districts. Of these 278 stations 200 were placed on the Atlantic and Gulf coasts; 61 on the coasts of the great lakes and 17 on the Pacific coast.

It would seem that, as in previous years, the stations are not for the most part kept open and fully manned throughout the whole year, but keepers are on duty at every station during the entire year, this course being sufficient to meet necessities.

The number of disasters to documented vessels within the scope of the service was 357. There were on board these vessels 4,099 persons, of whom 19 were lost. Help was afforded at the stations to 811 persons, to whom an aggregate of 1,727 days' relief was furnished. The estimated value of the documented vessels was \$10,187,545 and that of their cargoes \$4,548,805, making the total value of the property imperilled \$14,736,350. The estimated value of the property salvaged was \$11,972,280, and of the property lost \$2,764,070. Forty-nine vessels were totally lost. In addition there were 491 casualties to undocumented vessels (sailing and pulling boats, etc.) having

on board 1,221 persons, of whom ten were lost. The value of the property involved in the undocumented was estimated at \$304,790, of this \$293,820 was saved and \$10,970 lost.

In 591 instances, vessels valued with their cargoes at \$7,966,450 were saved in circumstances which, but for the assistance rendered, would have involved serious or total loss. In 440 of these cases, in which the endangered property was valued at \$2,078,420, the station crews without assistance, other than that afforded by the crews of the vessels, saved property valued at \$2,060,485. In the 151 remaining cases, involving property valued at \$5,888,030, the services of the life-savers were rendered in conjunction with those of wrecking vessels, tugs and other agencies and the value of the property saved by these means was estimated to be \$5,487,890. The station crews also afforded assistance of more or less importance to 654 other vessels, making a total of 1,245 vessels to which aid was extended.

The surf-boat was used 924 times, making 1,224 trips; the self-righting and self-bailing Life-boat 91 times, making 141 trips; the power Life-boats 12 times, making 16 trips; the power launches 120 times, making 130 trips; the smaller boats 610 times, making 706 trips; the river life-skiffs at the

Louisville Station 39 times, making 70 trips; the breeches buoy 15 times, making 207 trips; the wreck gun 16 times, firing 39 shots; the heaving-stick 36 times. There were landed by the surf-boats 1,026 persons; by the self-righting Life-boats 218 persons; by the power Life-boats 22 persons; by the power launches 213 persons; by the river life-skiff 62 persons; by other station boats 330 persons, and by the breeches buoy 189 persons. The station crews rescued 42 persons connected with vessels, without the aid of boats or of other life-saving

equipment. Thirteen of these were taken from the surf, 14 had fallen overboard, 12 had suffered a capsize, 2 were taken from a piling, and 1, who had been attacked by heart disease, from a boat.

The total net cost of maintaining the United States Life-Saving Service during the year ended 30th June, 1906, was \$1,832,465 plus the sum of \$46,069 for the salaries and wages of the officers and other employés at the head office. Total, \$1,878,534 (£391,361).

### LIFE-BOAT SATURDAY FUND.

THE summer is now over, and the collecting season of the Life-boat Saturday Fund for the current year is therefore practically at an end. Much has been attempted by the thousands of workers in England, Scotland, and Ireland, and much, we are glad to report, has been accomplished. All must agree, however, that "all said and done" the people of our nautically-inclined country have not been over liberal in the financial support they have given in response to the self-denying efforts made throughout the land, either by the Institution's branches or by the Life-boat Saturday Fund, to raise funds—much-needed funds—for the maintenance of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The workers have done well, nay more, splendidly, but their encouragement from the public has been far too meagre. There are many things in connection with which our people might well "wake up," and the privilege of giving with an unstinted hand to the Life-boat Institution is one of them. The Life-boat Institution, with its gallant crews, has done much for the

country in minimising year by year the serious loss of life from shipwreck which year in and year out takes place on the coasts of the United Kingdom, and thousands of families retain the "breadwinner" who would now, but for the Institution's prompt and successful action, have been "sorrowing and bereaved." But what a poor return is given! It is not creditable that this should be so, and we would plead with all who are proud of their country and their name, to help and encourage those who so freely spend their time in efforts, not always pleasant ones, to promote the well-being and efficiency of the grand old life-saving service for which they so enthusiastically labour. Everyone can do or give something and this should not be forgotten. If you are not as yet connected with a branch of the Institution, a Life-boat Ladies' Auxiliary, or your local Life-boat Saturday Fund, lose no time in becoming so, and you will have the satisfaction of knowing and feeling that you are at all events doing something to mitigate those terrible evils which mean "sorrow on the sea."

## AWARD OF THE GOLD MEDAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

THE Gold Medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, which is only awarded in cases of exceptional gallantry, was granted by the Committee of Management on the 11th July, 1907, in the following circumstances:—

On Sunday morning, the 16th June, 1907, at about 11 A.M., a small yacht named the *Firefly*, of the "Mosquito" class, which is mostly used by the Penarth Yacht Club, was sailing off Lavernock Point, Glamorganshire, and when in the Ranie Race she suddenly capsized and threw her three occupants into the water. Mr. Harold M. Lloyd, of Cardiff, happened to see the accident, and realising that the three men were in great danger, he with great promptness telephoned to Penarth for assistance and asked that a steam or sailing boat should be sent to their aid. He then jumped on to his bicycle and went with all speed to Mr. Daniel Rees, who lives at Sully House. Mr. Rees, without hesitation, at once offered to try and save the unfortunate men who were clinging to the upturned yacht. There was only a very small punt or dinghy at his disposal, 6 feet in length, which he used in connection with his yacht and then lying in the yard. With all haste this little boat was carried to the water's edge, and within the short space of a few minutes from the time the accident was first observed, Mr. Rees had started in his frail and tiny craft to save the drowning men. The wind varied in strength from a strong breeze to a moderate gale, and blew from the westward, which against the ebb tide raised a heavy confused sea between Lavernock Point and Sully Island.

Mr. Rees, with great bravery, quite disregarding his own safety, proceeded on his way. Taking his little boat up channel until he got into the current he made for the men, who by this time had drifted nearly three miles from the shore, and were still clinging to their boat. Every moment the seas became heavier, but in spite of the grave risk Mr. Rees persevered. His boat constantly shipped water but this did not deter him. By dint of skilful seamanship he reached

the capsized sailing-boat, and in the most gallant manner proceeded to get the men out of the water, a task attended by the greatest risk in so small a boat, as the slightest error of judgment would have caused her to capsize and all would have perished. Happily, he succeeded in getting two of the men over the stern into his six-foot boat, one of them being practically unconscious, but the dinghy was then so low in the water that it was not possible to save the third man. Mr. Rees however did not desert him, but remained as close as possible for about twenty minutes until further help reached them. During this time the conditions were even more dangerous than before owing to the over-laden state of the dinghy.

In the meantime, those on shore had not been idle. Directly after Mr. Daniel Rees had started it was seen that it would not be possible for him to save all the men in so small a boat. His brother, Mr. Ivor Rees, and Mr. D. Morgan Rees, his nephew, who were on the beach, therefore decided to go off in another small "Mosquito" yacht, similar to the one which had met with the accident, and which was lying at moorings in Sully Sound. The sails were not in the boat, nor was there any way of getting to her as the dinghy had gone.

Mr. Ivor Rees, without more ado, entered the water, and fully dressed swam a distance of two hundred yards through broken water caused by the tide race; and brought in the sailing-boat; whilst Mr. D. Morgan Rees, in the meanwhile, ran to the house and obtained the sails. They then followed Mr. Daniel Rees with all speed, but owing to the sea running the boat made very bad weather. By this time the upturned boat had drifted more than four miles from the scene of the accident, but the third man still clung to her. It was an anxious time for the onlookers ashore; but eventually the boat was reached and the unfortunate man was taken from the water. The three men in the dinghy were then transferred to

the sailing-boat, and the whole party proceeded in the direction of Sully Island. After they had gone some distance a tug came upon the scene, and for the comfort of the rescued men they were placed on board to be conveyed to Barry whilst the three men who had rendered such yeoman service returned ashore.

The Committee of Management, in addition to conferring the Gold Medal upon Mr. Daniel Rees for his intrepid conduct, granted the Silver Medal to Mr. Ivor Rees, and the thanks of the Institution, inscribed on vellum and suitably framed, to Mr. D. Morgan Rees. A special letter of thanks was also sent



The indomitable pluck and skill displayed, more particularly by Mr. Daniel Rees, was spoken of in the highest terms by all—and these were many—who witnessed the incident, and had it not been for the prompt action taken and the bravery shown by the rescuers sad loss of life must have occurred.

to Mr. Harold M. Lloyd, who first observed the accident and took such prompt steps to obtain assistance.

The presentations were made by the Lord Mayor of Cardiff at a largely attended meeting at the Town Hall on the 14th October, when the heroes received quite an ovation.

#### THE LAUNCH OF THE LIFE-BOAT.

Go forth, thou gallant boat!  
God speed thee on the main!  
Not oft, if ever, wilt thou float  
Thus tranquilly again.

Go! proudly ride the wave—  
The restless waters sleep;  
Hereafter thou must breast and brave  
The fury of the deep.

Go! launched 'mid many a prayer—  
God aid thy bold design;  
The stateliest vessel doth not bear  
A mission high as thine.

Go! holier deeds perform!  
On mercy's errand go!  
Confronting death, defying storm,  
To succour friend and foe.

When, from the surging sea,  
Or from the rock-girt shore,  
The danger signal comes to thee  
Above the breaker's roar,—

Go! dare the ocean's strife;  
Thy dauntless course pursue—  
The messenger of hope and life  
To many a drowning crew.

H. E. HUNTER.

## NEW LIFE-BOATS.

BRIGHTSTONE GRANGE, ISLE OF WIGHT. —The Life-boat stationed here by the Institution many years ago has been replaced by a new one named the *Brothers Brickwood*, the cost of which was generously bequeathed to the Institution by the late Mr. E. D. Brickwood, of Boscombe. The new boat is of the self-righting type, 35 ft. long by 8 ft. 6 in. wide, and possesses all the latest improvements. She is fitted with masts and sails, two water-ballast tanks and two drop-keels, and pulls ten oars double-banked.

On Thursday, the 30th May, the ceremony of naming the new Life-boat proved a highly popular and attractive event at Brightstone. The inhabitants turned out *en masse* for the occasion, and the adjoining parishes were well represented. There were also present leading island Life-boat officials and many interested spectators from Newport and other parts of the Isle. The presence of Sir Charles Seely, Bart., the esteemed President of the Isle of Wight Life-boat Board and of his daughter (Miss Seely), who performed the naming ceremony, gave the liveliest satisfaction to the large company present. The ceremony took place outside the Life-boat House, where the beautiful new boat was resting on her carriage, with her gallant crew all in readiness waiting for the launching signal. The Rector of Brightstone (the Rev. E. W. Silver), who is the hon. secretary of the local Life-boat Branch, and the Vicar of Shorwell (the Rev. G. E. Jeans), with the surpliced choir from the Parish Church, carried out a short and appropriate religious service. In addition to Sir Charles and Miss Seely, the company included the Rev. R. L. Morris (Rector of Brooke) and Mrs. Morris, Mrs. Silver, sen., Mrs. E. W. Silver, Miss Silver, Mr. Charles J. P. Cave (member of the Central Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION), Mr. Keppel Foote (Inspector of Life-boats for the District), Capt. Travers,

R.N. (commanding the Coastguard, Ventnor Division); Mr. J. G. Pinnock (hon. treasurer), Mr. F. Pinnock (hon. secretary) and Capt. Frank King (hon. auditor), representing the Isle of Wight Life-boat Board; Messrs. James Attrill, J. R. Fisk, J. W. Fisk, and P. H. Lempriere (members of the local Life-boat Branch); and many others, including the Coxswains of all the six island Life-boats, were present.

Sir CHARLES SEELY presided, and said they were all glad, he was quite sure, to be there that afternoon on so pleasant an occasion as the naming of a new Life-boat. He felt very grateful to the Committee for asking him to take part in those pleasant proceedings, and rightly, might they say, the Church was there to give her blessing for that boat, for certainly no more charitable or no more religious work was there than the Life-boat with its crew going out to save the lives of their fellow-creatures when they were in difficulty and danger. They wished for that new Brightstone Life-boat a long and prosperous career. Their boat no doubt was mortal, it would become old and obsolete; the crew were mortal, for in God's good time they would be laid one by one by the side of their fathers and their comrades in the quiet earth, but the spirit which animated the donor of that boat, and also the spirit which animated the crew, they trusted would always remain along the coasts of England. On behalf of the Isle of Wight Branch of the Life-boat Institution and of the people in that neighbourhood, he wished long prosperity for that Life-boat and happiness to her crew. (Cheers.) He then asked Mr. Keppel Foote, the District Inspector of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, to formally hand over the boat.

Mr. KEPPEL FOOTE said he was instructed by the Institution to hand over that Life-boat to the safe custody of the Brightstone Local Committee, and



in doing so he felt quite confident that every possible care would be taken of her. He wished the crew of the new boat every success, and he hoped, in the providence of God, that whatever she might be called upon to do it might be successful.

Mr. JAMES ATTRILL said on behalf of the Local Committee he accepted the charge of that beautiful new boat, and he sincerely trusted that she would prove a worthy successor to the old one.

The usual service of benediction then followed, the Rector and the Rev. G. E. Jeans taking part in the service, which concluded with the appropriate hymn, "Eternal Father, strong to save," and the Blessing pronounced by the Rector.

Miss SEELY then named the new boat the *Brothers Brickwood*.

After the ceremony, Miss Seely said: "I wish all happiness, prosperity and success to her gallant crew, and I pray that the blessing of God may rest upon this beautiful boat on her errands of love and mercy." (Cheers.)

After further proceedings, the new boat, on her carriage, was drawn to the shore by a team of horses, and in a few minutes the task of launching her was successfully accomplished, the boat floating gracefully on the water to the accompaniment of lusty cheers from the crowd of people assembled on the shore and the cliff.

REDCAR, YORKSHIRE. — This Station has been provided with a new Life-boat of the self-righting type, 35 ft. long by 8 ft. 3 in. wide, is fitted with three water-ballast tanks and rows ten oars double banked. The boat is named the *Fifi and Charles*, as desired by her generous donor, the late Mr. Charles Carr Ashley, of Mentone, France.

The launching ceremony took place on the 28th September, when several thousands of people met on the Promenade to witness the proceedings. A procession, headed by the Warrenby

Brass Band, assembled at the Life-boat House and marched to the top of Bath Street, where a staging had been erected. After a few remarks, Commander T. Holmes, R.N., the District Inspector, presented the boat, on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. He stated that the Station was one of the oldest on the north-east coast, and had a splendid record of life-saving. The new Life-boat was accepted by Mr. T. H. Nelson, Chairman of the Local Committee. The craft was then named by Mrs. Nelson, and following this, the Vicar, the Rev. J. Groves, performed the dedication service, the hymns "Peace, perfect peace," and "Fierce raged the tempest" being sung.

The boat was then launched for exercise, a trip out to sea being made. Notwithstanding the weather was foggy, everything passed off with the greatest enthusiasm, all the arrangements having been splendidly carried out by the indefatigable hon. secretary, Mr. J. M. Meek.

Through the kindness of Mr. T. Nelson, about fifty members of the Redcar Life-boat crew, Rocket Brigade, and Coastguardsmen were entertained at dinner on Saturday evening at the Swan Hotel, Mr. T. Nelson presiding.

BROOKE, ISLE OF WIGHT; CLOVELLY, NORTH DEVON; and PORT LOGAN, WILTSHIRE. — The Life-boats placed by the Institution on these Stations have recently been replaced by new ones, which are all of the latest self-righting type. The Brooke and Port Logan Life-boats were provided from the legacies of Mr. Charles Carr Ashley, of Mentone, France, and Mr. William McCunn, of Largs, Scotland. The boats are named respectively *Susan Ashley* and *Thomas McCunn*. The Clovelly Life-boat is the gift of Mrs. Roget, of Maida Hill, London, who also presented the cost of the old Life-boat to the Institution, and is named, like her predecessor, the *Elinor Roget*.

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

PALLING, NORFOLK.—About 1 A.M. on the 9th March the schooner *Vixen* of Fowey was wrecked on the beach about two and a half miles to the north of Palling. She was laden with burnt ore and was bound from London to the Tyne. The crew consisted of six hands. When she stranded the wind was blowing a strong gale from N.N.W. and the sea was very heavy. The Coast-guard reported the casualty to the Coxswain of the Life-boat and with all despatch he assembled the crew and obtained horses. The No. 1 Life-boat 54th West Norfolk Regiment was transported on her carriage along the beach to a suitable launching place, progress at times being delayed by the breakwaters. The boat was launched between 4 and 5 A.M., but before she could reach the wreck the mizen mast went by the board. On the boat coming alongside five of the crew were with difficulty rescued, the work in the darkness being impeded by the fallen mast and wreckage, and the mainmast threatened to fall every time the vessel rolled.

The master on getting into the Life-boat stated that there was still a man in the rigging, who could not clear himself as he was numbed and incapacitated by the cold and exposure. One of the Life-boat crew, James Pestle, Junior, boarded the wreck together with the master, and at great risk the former climbed the rigging of the tottering mast and ultimately, with some assistance from the master, got the man, who was a Russian, down. He and the master were then helped into the Life-boat, but before Pestle could regain her the sea drove the Life-boat away from the wreck. It was a considerable time before she could be worked back to the wreck, and during this time Pestle was in great danger of being washed overboard, as the seas made a clean breach over the wreck, and in addition there was considerable risk of the wreck going to pieces. Happily, however, the Life-boat got back and Pestle was rescued. The boat then returned ashore, having performed an excellent service.

The Committee of Management as a special mark of appreciation of the courage and bravery displayed by Pestle conferred on him the silver medal of the Institution and to him and to each member of the crew they granted an additional pecuniary reward.

PORTRUSH, CO. ANTRIM.—At 10.10 P.M. on the 9th March information was received from the Coastguard that a vessel was ashore at the mouth of the River Bann, which required assistance. The Life-boat *Hopwood* was launched and proceeded to the place indicated, but in the darkness and heavy surf the Coxswain was unable to get alongside. He remained in the vicinity of the vessel until daylight and then boarded her. Four of the crew desired to be landed. They were therefore taken into the Life-boat which conveyed them ashore; the remainder, four in number, stopped on board to try and save the vessel. During this service the weather was thick with occasional sleet showers, the wind blew strongly from the N.W. and the sea was rough. The vessel was the steamer *Loch Doon* of Glasgow, and was bound from Maryport to Coleraine, with a cargo of coal.

HOLYHEAD, ANGLESEY.—On the evening of the 16th March the S.W. wind at Holyhead is reported to have reached the force of a hurricane, and at 8.35 P.M. signals of distress were observed from the brigantine *Fortuna*, of Glasgow, and the ketch *Esmeralda*, of Milford, which were at anchor in the outer roads. The steam Life-boat *Duke of Northumberland* was with promptness despatched to their assistance, and found that the anchors of both vessels were dragging. The crews of five hands were rescued from the *Fortuna* and two hands from the *Esmeralda*, the Life-boat then returned ashore. The sea was very rough but happily both vessels rode out the gale in safety. The *Fortuna* was bound at the time from Tynemouth to Glasgow with a cargo of china clay, whilst the *Esmeralda* was on her way to Portmadoc laden with gunpowder.

ABERSOCH, CARNARVONSHIRE. — The Life-boat *Oldham* was launched on service at 11 P.M. on the 16th March in answer to signals of distress made by the schooner *Two Brothers*, of Carnarvon. There was a whole S.S.W. gale blowing and a very heavy sea, and on arrival at the vessel it was found that she had parted one of her chains and was in danger of drifting ashore. The four men on board were rescued and landed at Penrhyndu Point. During the night the wind veered to the west and the schooner rode out the gale. At 7 A.M. the crew were able to return on board and took the schooner into Pwllheli Harbour to await the arrival of new cable and anchor. The vessel was bound for Cork at the time with a cargo of slates.

CLOUGHY, CO. DOWN. — About 10 P.M. on the 16th March the wind veered to the west and increased to a gale, and half an hour later the Coastguard reported that a ketch, which was at anchor in the bay, was making signals of distress. The crew of the Life-boat *John* were immediately summoned and the boat was launched. On reaching the ketch the master stated that he was afraid of his cables parting and his vessel going on to the rocks. The crew of three hands were therefore taken into the Life-boat which then made for her station. On nearing the beach the surf was too heavy for them to land, and the Life-boat lay off until 2.30 in the morning, when the tide having ebbed, they were able to come ashore. The ketch was the *Witch of Wave*, of Belfast, trading between that port and Portaferry. When the crew were landed the vessel was still riding to her anchors.

THE LIZARD, CADGWITH, COVERACK, and PORTHLEVEN, CORNWALL. — A disaster of such magnitude as seldom occurs on the coast of the United Kingdom took place off Cornwall on the night of the 17th March. Thanks to the prompt action of the Life-boats in the neighbourhood and the splendid discipline maintained on board it was happily unattended by loss of life.

In a dense fog at 10.30 P.M. the

S.S. *Suevic*, of Liverpool, ran on to the Maenheere Reef off the Lizard. The vessel, a White Star liner of upwards of 12,000 tons, was on her way home from Australia with five hundred and twenty-four persons on board and carried a general cargo. There was a strong S.W. wind and a heavy sea at the time. The signals of distress were speedily responded to by the Life-boats at the Lizard and Cadgwith *Admiral Sir George Back* and *Minnie Moon*, and further aid was summoned by telephone from Coverack, Porthleven and Mullion. Two of the ship's boats were lowered and promptly filled with women and children, but fortunately the two Life-boats arrived before they had proceeded far from the steamer, as they were in great danger owing to the officers in charge having no knowledge of the rocks all around them. The Lizard Life-boat took one in tow to Polpear, where, putting a Life-boat man on board, they slipped the boat close to the beach and returned to the wreck. The other boat was picked up by the Cadgwith Life-boat, and the Honorary Secretary of that branch of the Institution, the Rev. H. Vyvyan, being on board, he jumped into the ship's boat, and, slipping the tow rope in order to allow the Life-boat to return to the vessel, successfully piloted the boat ashore through the rocky and dangerous channel. He then attempted to return to the steamer in the boat but the ship's sailors were not strong enough and the boat was thrown upon the rocks and stove in. Happily no life was lost but the boat could not be floated. The Honorary Secretary then awaited the return of the Lizard Life-boat with another load of passengers, when he again proceeded to the wreck, where he assisted generally and superintended taking the passengers on board.

In the meantime the other Life-boats, *Constance Mélanie* and *John Francis White*, from Coverack and Porthleven, had arrived upon the scene, and the work of rescue was continued throughout the night. Between 3 and 4 o'clock in the morning the weather was at its worst, but neither this nor the intense darkness hindered the Life-boat men's hazardous task, and by noon

the next day everyone was in safety. Of the passengers one hundred and sixty were women and children, sixty of the latter being infants under three years of age, and the whole of this number were saved without accident.

Two seamen, named GEORGE ANDERSON and WILLIAM WILLIAMS, specially distinguished themselves. They carried the children down the rope-ladders, and when the Life-boats, which were surging up and down, rose on the waves, dropped them into the arms of the Life-boat men, who tended them until the mothers were lowered over the side and, steadied by the men, were also skilfully dropped into the boats.

The indomitable pluck and perseverance displayed by all during the service was much appreciated. Owing to the skilful handling of the boats no loss of life occurred, but when the work was over the battered condition of boats' wales and their damaged hulls were speaking testimony of the task which had been so meritoriously carried out.

The lives credited to the respective Life-boats are as follows:—

Cadgwith . . . .	227
Lizard . . . .	167
Coverack . . . .	44
Porthleven . . . .	18

The remainder, 68 in number, were conveyed in the ship's boats to tugs which were in attendance.

In addition to the monetary rewards granted to the crews and helpers amounting to upwards of 400*l.*, the Committee of Management granted the silver medal of the Institution to the Rev. H. VYVYAN, the Honorary Secretary at Cadgwith, in recognition of his gallant and arduous services. A similar honour was bestowed on E. RUTTER, Coxswain Superintendent of the Cadgwith Life-boat, W. H. MITCHELL, Coxswain Superintendent and EDWIN MITCHELL, Assistant Coxswain of the Lizard Life-boat, and special pecuniary awards were given to the crews of Coverack and Porthleven Life-boats.

To the two seamen who took such a meritorious part in the rescue the silver medal was also granted, together with a monetary reward of ten pounds.

HOPE COVE, SOUTH DEVON.—At about 2.15 A.M. on the 18th March, the Elder Dempster steamer *Jelba*, of London, from Sierra Leone, with passengers, mails, and general cargo, went ashore near Bolt Tail. When the vessel stranded she ran on to the rocks close under the cliffs, and remained fast. The Life-boat *Alexandra* was launched, and on arriving at the steamer found she was lying broadside to the shore with her outside rail under water and a heavy sea breaking over her. At each end of the steamer were rocks, making it impossible for the Life-boat to get on the land side of her, and to take off the passengers and crew, who numbered 155, it would have been necessary to haul them by ropes through the sea. By the time the Life-boat reached the steamer, the rocket apparatus had got communication from the cliff, and was working. By this means, and ropes from the shore, all on board were, with the able assistance of the local fishermen, happily saved, the Life-boat in the meantime standing by in case her services should be wanted. The rescue operations were skilfully carried out, and shortly after all had been saved the ship filled with water.

ARBROATH, FORFARSHIRE.—The steam trawler *Philorth*, of Dundee, left Dundee Harbour at 1.30 A.M. on the 18th March, bound for the fishing grounds, and at 3.45 she was seen from Arbroath Harbour to run on to the rocks about one mile to the eastward, and make signals of distress. Information was at once sent to the Coxswain of the Life-boat *James Stevens* No. 12, and at 4.5 A.M. the boat was launched. She proceeded under sails and oars towards the trawler, which was found in a very dangerous position on the rocks. A tug also proceeded to the trawler, but was unable to get close enough to get a line fast. The Life-boat offered to convey a line to the tug, but this assistance was declined by the Master. The offer to land the crew was also declined, but the cook of the vessel was at his own request taken into the Life-boat and conveyed to Arbroath. The S.S.W. wind was light at the time of this service, and the sea moderate.

NEWHAVEN, SUSSEX.—During a moderate westerly gale and heavy sea on the 18th March, information reached Newhaven at 7.25 A.M. that a steamer was ashore one mile west of Cuckmere. The Life-boat was promptly launched and proceeded to the place where they found the s.s. *Newstead*, of Newcastle—a large steamer of nearly 3000 tons—ashore. The Captain requested the Life-boat to stand by him, and later when two tugs arrived they ran hawsers to them, but all attempts to float the vessel failed. The Life-boat remained with the vessel until the evening of the following day, when about 7 P.M. it was decided to abandon her, and the crew of twenty-three were taken into the boat. Owing to the rough sea and the state of tide, it was impossible for the Life-boat to get to Newhaven, she therefore made for the beach, and when nearing it two of the Life-boat men swam and waded ashore with lines, and with the assistance of the onlookers the boat was pulled up on to the beach. Two men were left in charge of the boat, and the crew returned by land to Newhaven, arriving at 10.30 P.M. This was a very excellent service resulting in twenty-three lives being saved, and the endurance of the Life-boat men was severely tried, they having been on duty in cold and heavy weather continuously from 7.30 A.M. on the 18th until 10.30 P.M. on the 19th March. As the weather continued heavy a tug was sent on the 20th near to the scene of the wreck, and towed the Life-boat back to Newhaven.

WINCHELSEA, SUSSEX.—The s.s. *Swan*, of Sunderland, whilst bound from Havre to the Tyne, stranded on the 28th March about 50 yards to the westward of Rye Harbour. There was a moderate W.S.W. gale at the time, and the sea was heavy. The coastguard watchman having reported the casualty, the Life-boat *John William Dudley* was launched. At the request of the Master the Life-boat stood by the steamer in case of accident, but on the flowing tide she succeeded in getting off under her own steam and proceeded. The Life-boat then returned ashore.

WHITBY, YORKSHIRE.—The fishing

coble *Robert and Mary* had gone off fishing early in the morning of the 23rd March, and when returning at 8.30 A.M. it was seen that her passage over the bar would be attended with considerable peril for those on board, as the sea had become very rough. The Life-boat *Robert and Mary Ellis* therefore proceeded to the bar and accompanied the coble into safety, the men being wet through by the seas breaking over the boat.

WHITBY, YORKSHIRE.—On the 3rd April when the fishing fleet were returning from fishing a nasty cross sea was running at the harbour entrance, caused by a strong easterly breeze which had been blowing, and the broken sea on the bar together with the ebb tide was very dangerous. The Life-boat *Robert and Mary Ellis* proceeded to the bar at 10 A.M. and escorted all the cobsles in. Several had very narrow escapes of being swamped, but happily all made the harbour without loss of life. The rocket apparatus was also in attendance during this service.

FILEY, YORKSHIRE.—At 6 A.M. on the 4th April nine of the cobsles belonging to Filey went off fishing, in a moderate N.E. breeze. Later the sea increased very much, and at 9 A.M. one coble returned and reported the sea outside was very rough for the cobsles. When the other eight cobsles were seen approaching, the Life-boat *Hollon the Second* was launched and escorted them into safety. In two cases life-belts were lent to the men on the cobsles.

WHITBY, YORKSHIRE.—On the 5th April a heavy broken sea on the bar prevented the majority of the fishing fleet from putting out to sea, but three of the cobsles ventured out, incurring great risk and causing considerable excitement. About 1.30 two of them returned and anchored in the roads. As it was seen they were unable to regain the harbour, the No. 1 Life-boat *Robert and Mary Ellis* proceeded to them and brought them in. Shortly after 4 P.M. the other coble also returned; the Life-boat again proceeded to the bar and assisted that also.

HOWTH, CO. DUBLIN.—During a moderate S.S.E. gale on the 5th April a vessel was observed at 4.15 P.M. with a signal of distress flying, and as it was apparent that she required assistance, the Life-boat *James Stevens No. 7* was sent out. The Life-boat reached the vessel about two miles to the north of Howth Harbour, heading for Baldoyle Sands. The Master stated that his vessel was sinking, there being seven feet of water in the hold, and the crew exhausted from working the pumps. The Coxswain advised him to anchor his vessel, which he did, and the crew of three men were taken into the Life-boat, which returned to harbour, arriving at 6.20 P.M.

The vessel was the smack *Prosperity*, of Carnarvon, bound from that port to Dundalk with a cargo of slates.

Later in the evening the weather moderated, and at 10.30 P.M. the Life-boat again proceeded to the abandoned vessel and succeeded in bringing her into harbour at 1.45 A.M. next morning.

MONTROSE, FORFARSHIRE.—At 7.15 A.M. on the 6th April a schooner was seen making for the harbour entrance the wind then being south with a heavy sea on the bar, and a quarter of an hour later when the vessel had just got inside the river, the wind suddenly changed to W.S.W., driving the ship in the strong current on to the Annat Bank. As she was exposed to the full force of the sea which broke over her, it was considered desirable to send the Life-boat to her assistance. The No. 2 boat *Marianne Atherstone*, was launched but just before she reached the vessel, which was the *Marie*, of Kjöge, laden with coals from Bo'ness, she managed to get clear of the bank. The Life-boat stood by her to see if any assistance was required, but finding it was not she returned to her station.

CLACTON-ON-SEA, ESSEX.—The ketch *Sabine*, of Treguier, when bound from Colchester to London on the 7th April, stranded on the Buxey Sand. The northerly wind was moderate and the sea smooth, but as she was on a lee shore with the tide falling it was considered advisable to launch the Life-boat.

The assembly signal was fired at about 11 A.M. and within twelve minutes the Life-boat *Albert Edward* was on her way to the ketch. Assistance was offered to get the vessel off, but this the Master declined. The Life-boat then stood by the ketch until the tide flowed sufficiently to float her, and her crew, having got her clear of the sands, took her back to the River Colne. The Life-boat arrived at Clacton at 6 P.M.

HUNA, CAITHNESS-SHIRE.—At 3.30 A.M. a messenger arrived at Huna and reported that a vessel was ashore and burning flares in the direction of Duncansby Head. There was a strong E.S.E. wind blowing with a rough sea and the weather was cold and wet. The crew of the Life-boat were assembled and the Life-boat *Ida* was promptly on her way to the scene of the casualty. On nearing the vessel the Life-boat was anchored and veered down to her. She proved to be the trawler *Ardgowan*, of Glasgow, bound for Aberdeen with a cargo of fish. The Life-boat stood by to see if it would be possible to save the trawler but finding that nothing could be done the crew of ten men were saved and taken to Huna.

KESSINGLAND, SUFFOLK.—The No. 1 Life-boat *Bolton* was launched at 12.30 A.M. on the 11th April in response to distress signals from a vessel on the West Barnard Sands. On reaching the sands the tug *Java*, of London, was found stranded and the Life-boatmen were at once engaged to salve her if possible. Anchors were laid out and after a great deal of hard work and risk, as during this time the N.N.E. wind and sea had increased considerably, the vessel was floated on the flowing tide. The services of the Life-boat being no longer required she returned to her station at 6.30 A.M.

NEWBIGGIN, NORTHUMBERLAND.—In consequence of the heavy state of the sea on the 11th April fears were entertained for the safety of the fishing coble *Louisa*, which had been out fishing all night, more especially as it was seen that landing would be dangerous. At 5 A.M. the Life-boat *Ada Lewis* was

launched and remained in readiness to assist the coble when she returned, but the coble had gone very much farther than usual and it was not until the afternoon that she was observed making for port, when the Life-boat took her in tow and brought her safely in. The Life-boat men had an exhausting time on this occasion as they took neither food nor water in the boat and for ten hours were without either.

STAITHES, YORKSHIRE.—The wind on the 12th April suddenly increased to the strength of a gale, and the sea became very heavy, when the fishing cobles were at sea. As their return would be attended with considerable risk to those on board, the Life-boat was launched at noon and stood by them until all were again in safety.

LOWESTOFT, SUFFOLK.—At 3.45 A.M. on the 13th April the Coxswain of the Life-boat was called by the Coastguard, who stated that they thought a vessel was ashore. The Coxswain at once proceeded to the beach, but he was unable to distinguish anything and returned home, but he was at once called out again, as the Coastguard had located something on the Newcome Sands.

The crew were at once summoned, and the No. 2 Life-boat *Stock Exchange* left in tow of a tug, there being a very strong E.N.E. wind. On reaching the wreck it was seen that the foretop mast had gone and that three of the crew were clinging to the foremast, whilst two others were in the water on the wreckage. The boat was anchored and veered down to the ship, a line was made fast, and the boat pulled near to the vessel. An endeavour was then made to save the two men in the water, but it was impossible owing to the wreckage being athwart the boat, and whilst waiting for an opportunity to reach them a heavy sea broke over the wreckage washing them away, and nothing more was seen of them. Just about this time the main topmast was carried away and fell right across the Life-boat, but happily no one was hurt. The wreckage was cut away, and the Life-boat was then pulled close in under the mast, and the men in the rigging dropped into the boat and were saved.

Owing to the heaviness of the sea the Coxswain was obliged to cut the cable and lines and get clear of the wreck as quickly as possible. The rescued men were all in a state of exhaustion due to cold and exposure, and had it not been for the stimulants administered in the boat, would probably have collapsed. Sail was made, and with all despatch they were conveyed to Lowestoft, which was reached about 6 A.M.

The vessel was the schooner *Caledonia*, of Faversham, bound from Seaham to Whitstable with coal, and one of the crew stated that when she stranded on the sands it was so thick with rain that all shore lights were obscured. The seas commenced to break over the vessel, and all hope of being saved had been given up.

NEWBIGGIN, NORTHUMBERLAND.—A N.N.E. gale suddenly sprang up off Newbiggin on the 17th April whilst the fishing cobles were at sea, causing the sea to become very rough and rendering their return very risky. The Life-boat *Ada Lewis* was launched soon after noon, and accompanied some of them into safety. In one instance a coble was struck by a heavy sea and nearly swamped.

BERWICK-ON-TWEED, NORTHUMBERLAND.—During a heavy gale from S.W. on the 22nd April the yacht *Bittern*, of Berwick, was observed being rapidly driven seawards. The gale was increasing in violence, and it was considered necessary to launch the Life-boat to save the three men on board. By this time the yacht was out of sight, but a careful bearing having been taken of her last position, the Life-boat followed her under a double-reefed foresail. When clear of the land the sea was very heavy, and frequently broke on board. About 7.45 P.M., just before dark, the yacht was sighted, evidently in a bad plight and shipping water. Two of her occupants were taken into the Life-boat, and two Life-boat men were placed on board with the third. She was then taken in tow by the Life-boat, which made for land. Half an hour later a tug came up and offered to tow them

in, and this was accepted, the harbour being reached about 10.30 P.M., after a very wet passage.

FORMBY, LANCASHIRE. — At about 10 A.M. on the 20th April, a ketch was seen to miss stays and run aground on Taylors Bank, and as the cone had just been hoisted denoting a gale might be expected, the Life-boat *John and Henrietta* was launched and proceeded to her. When still about 500 yards from the ketch, she succeeded in getting off and proceeded. The Life-boat then made for the shrimp *Marjorie*, of Liverpool, which had also stranded and was in rather a bad position. On reaching her they found that there was only one man aboard. Assistance was given him, and an anchor laid out, by which means she was subsequently floated. The Life-boat then returned to her station.

SKEGNESS, LINCOLNSHIRE. — During a fresh N.N.W. breeze and moderate sea, on the night of the 27th April, the brig *Commerce*, of Yarmouth, stranded on the Knock Sand, and in response to her signals of distress, the Life-boat *Samuel Lewis* was launched and proceeded to her. On arrival they found that she was bound from Lowestoft to Boston in ballast. The Assistant Coxswain of the Life-boat went on board and the Life-boat stood by while steps were taken to float the vessel. At flood tide they succeeded, and the brig continued on her way to Boston, the Life-boatmen accompanying her.

NORTH DEAL, KENT. — The Coastguard called up the Coxswain of the Life-boat *Charles Dibdin* at 6 A.M. on the 2nd May, and reported that a large ship was ashore on the Main, near Sandown Castle. The crew were promptly assembled and the Life-boat launched in a heavy surf and very rough sea, there being a strong S.W. gale at the time. On nearing the vessel, which was the *Wilhelmine*, of Hamburg, the Life-boat anchored and veered down to her. The Master declined any assistance, but asked the Life-boat to stand by him until high tide, in case they should fail to float. The Life-boat accordingly did so, and the vessel having floated she returned ashore.

KINGSDOWNE, KENT. — The Coxswain of the Life-boat *Charles Hargrave* was called by a boatman in the early morning of the 2nd May, as the South Goodwin Light-vessel was firing signals. He at once proceeded to the beach, and seeing a large ship in dangerous proximity to the Goodwin Sands, summoned the crew and launched the Life-boat. The vessel proved to be the ship *Lonsdale*, of Liverpool, bound from Newcastle to Chili. They found her riding very heavily close to the sands, having already lost one anchor, and her sails had blown away; the Life-boatmen were engaged to try and get the vessel clear, and this they succeeded in doing during the evening, returning ashore at midnight.

HOLYHEAD, ANGLESEY. — Early in the morning of the 2nd May, during a W.S.W. gale, a small ketch was observed at anchor close to a lee shore in Church Bay, and at 10 o'clock she hoisted a signal of distress. A steamer, making for Holyhead, was seen proceeding to her with the object of towing her out of danger, but they were not successful in getting a hawser to the ketch, and as the distress signal remained flying, the Coxswain decided to launch the No. 2 Life-boat *Joseph Whitworth*. On reaching the ketch, which was the *Marjorie*, of Milford, the Master stated he did not wish to leave his vessel should it be possible to save her; the Life-boat therefore conveyed a hawser to the steamer, and six Life-boat men having been placed on board the ketch to weigh the anchor, she was towed into Holyhead Harbour.

SEAHAM, DURHAM. — At 2 P.M. on the 6th May, the steamer *Queen Louise*, of Glasgow, carrying a crew of twenty-nine persons, stranded on the rocks half a mile south of Seaham. There was a moderate N.E. wind blowing with a heavy ground swell, and this prevented any shore-boat getting near the steamer, as she was surrounded by rocks, on which the seas broke heavily. Towards evening the Life-boat *Skygger* was launched, and proceeded to her, and at the captain's request ran ropes to the tugs, as they also were unable to get near to the



steamer. The seas frequently broke over the Life-boat, but she cleared herself well, and about 8.30 P.M. the tug succeeded in towing the steamer clear. The boat remained with the vessel until it was ascertained that the damage was not serious, and then returned ashore, arriving at 9.30 P.M. The Honorary Secretary of the Branch, Captain JOHN SMITH, was on board the Life-boat during this service, and was specially thanked by the Committee of Management for his valuable co-operation.

MARGATE, KENT.—The brigantine *Antje*, of Warsingsfehn, whilst bound from London to Plymouth with a cargo of cement on the 8th May, stranded in moderate weather, on the north-west part of the "Shingles." Her position was perceived, and as the weather looked threatening it was decided to launch the No. 2 Life-boat *Civil Service No. 1* to her assistance. The boat was launched at 1.45 P.M., and the master asked them to stand by him. They did so accordingly, but just before high water the wind changed to W.N.W. and increased to a whole gale; the Life-boatmen were therefore engaged to lay out anchors and if possible get the vessel off the sands. With the help of the anchors the vessel was floated, and taken by the Life-boat men into Margate Roads, where, the wind having moderated and backed to S.W., she was left at anchor. The Life-boat got back to her station at 3.30 the next morning.

CAISTER and YARMOUTH, NORFOLK.—At about 7.45 P.M. on the 20th May two of H.M. Torpedo-boat Destroyers, the *Cherwell* and *Ettrick*, when near the Barber Sand steaming northward, ran aground. The weather was moderate, but the ships being unable to get clear fired signals for assistance. The *Covent Garden* Life-boat from Caister and the *John Burch* Life-boat from Yarmouth, together with tugs promptly responded. The former boat went to the *Cherwell* and the latter to the *Ettrick*, and both rendered valuable assistance in getting the vessels off, there being no less than seventy persons on board each ship.

BOULMER, NORTHUMBERLAND.—The

steam-trawler *Preston*, of Pittinweem, bound for North Shields with fish, stranded about 1.20 A.M. on the 24th May, to the south-east of the coast-guard station. The Life-boat *Melissent* was immediately launched in answer to her distress signals and proceeded to her. She stood by the trawler until 3 A.M., but the captain and crew declining to leave their vessel, as they hoped to get her off during the day, the Life-boat returned ashore and was rehoused. At the time of the accident the night was very thick and dark, with a moderate sea and moderate N.E. wind. The stranding was apparently due to the ship's compass being out of order.

RHOSCOLYN, ANGLESEY.—During foggy weather on the 25th May the schooner *Princess of Thule*, of Chester, bound from London to Liverpool, stranded on the Fish Rock, Treaddur Bay. At 4.30 A.M. the Life-boat *Ramon Cabrera* was launched to assist her, but just as she got alongside the vessel floated. The Life-boat then stood by her, as she was leaking, until well clear of the rocks and on her way to Holyhead, which was reached in safety.

FOLKESTONE, KENT.—In a strong easterly breeze on the night of the 28th May, the mast of the lugger *E. M. L.*, of Folkestone, was carried away in a heavy squall. The crew then rigged up a jury mast and proceeded towards Folkestone Harbour, but were unable to make it. Finding they were on a lee shore they anchored and signalled for assistance. At 9.30 A.M. on the 29th May the Life-boat *Leslie* was launched and proceeded to her. As the crew of three hands were exhausted they were taken into the Life-boat and landed, three Life-boatmen being left in charge of the lugger. The Life-boat then returned to the lugger and towed her into safety.

PORTHLEVEN, CORNWALL.—The Coast-guard reported at 3.10 A.M. on the 30th May that a vessel was ashore on the Gunwalloe Beach and within twenty minutes' time the Life-boat *John Francis White* was on her way to assist her.

The weather was moderate but thick at the time. On reaching the vessel it was found that she had just got clear, but at the request of the captain one of the Life-boat men was placed on board to pilot the vessel to Penzance. It appeared that the ship had missed stays and struck the ground aft, damaging her rudder, but it could not be ascertained what further damage had been sustained. The vessel was the industrial training ship *Polly*, of Bristol, a brigantine of 200 tons, and she was cruising with about fifty persons on board.

SCARBOROUGH, YORKSHIRE. — The Coxswain of the Life-boat *Queensbury* when returning from the fishing-ground at 8 A.M. on the 1st June, experienced very great difficulty in making the harbour and incurred considerable risk in the prevailing E.S.E. gale. He therefore launched the Life-boat and proceeded to the coble *Claudia* which was then in sight making for the harbour. As the sea was very heavy for the coble the two men were transferred to the Life-boat which returned ashore with the coble in tow. Two other cobbles, the *Fernland* and *Lady Adeline*, each containing two men, were also saved in a similar manner.

FLAMBOROUGH, YORKSHIRE. — The Life-boat *Forester* was launched at 8.30 on the morning of the 1st June to assist nine of the local fishing cobbles. An easterly gale having sprung up, the sea became very heavy across the landing and it was necessary for the Life-boat to proceed to sea and accompany each coble as she came in. Fortunately there was no disaster and the Life-boat had completed her work and was re-housed by 11.30 A.M.

STAITHES, YORKSHIRE. — The s.s. *Enterprise*, of Cardiff, loaded with coal, stranded on "Cowbar Steel," off Staithes, about 11 P.M. on the 16th June. The cobbles belonging to the place went off to her assistance, but finding the conditions of weather were becoming dangerous they returned ashore, at the same time bringing the captain's wife and daughter with them. As the crew

were on board, the Life-boat *James Gowland* was launched and proceeded to the steamer. Fifteen men were rescued, but the captain refused to leave; the Life-boat therefore conveyed them ashore and returned to the captain. Later it was seen that there was little or no chance of the vessel being saved, and the captain was rescued. During this service there was a strong N.W. wind and moderate sea.

ALDEBURGH, SUFFOLK, and HARWICH, ESSEX. — The Aldeburgh No. 2 Life-boat *Edward Dresden* was launched at 10.30 P.M. on the 19th June in a strong westerly breeze and moderate sea to the assistance of the s.s. *Ariadne*, of London, ashore on the Shipwash Sands. It appeared that the steamer was bound from Hull to the River Plate with a cargo of coal when she stranded, and as the sea was becoming rougher the Life-boat stood by her. About an hour later the Harwich steam Life-boat *City of Glasgow* also arrived, and both Life-boats stood by the steamer throughout the night and the greater part of the next day as she was at times bumping heavily. In the meanwhile the captain treated the Life-boatmen very kindly, providing them with food and doing what was possible to lessen the discomfort of their long service. Next day tugs succeeded in towing the vessel clear, and the Life-boat returned ashore.

CAISTER, NORFOLK. — About 11 o'clock in the morning of the 6th July a ketch stranded on the Barber Sands. The accident was observed, and as the vessel failed to float off the No. 2 Life-boat *Nancy Lucy* was despatched to her assistance. There was a strong south-westerly breeze with heavy squalls and the sea was rough. On arriving at the vessel, which proved to be the ketch *Charlotte Kilner* of Goole, the master requested her to stand by him whilst efforts were made to get the vessel off the sand. The boat therefore remained for about three hours when with the rising tide the vessel floated; during this time however the ketch was bumping heavily and leaking, but the damage sustained was not sufficient to

prevent her proceeding when clear of the sand to Exmouth, where she was bound.

KILMORE, WEXFORD.—In the early morning of the 12th–13th July the cutter *Lilian*, of Arklow, stranded on the bar of Tacumshane, about six miles from Kilmore Quay. At low water two of the crew managed to get ashore and made for Kilmore for assistance. They reported that three men were still on board, and as the weather looked threatening and the barometer was falling, it was considered advisable to launch the Life-boat *The Sisters*. She proceeded to the vessel without loss of time and took off the three men, whom they landed in safety. When the Life-boat arrived the vessel was full of water, but she was subsequently saved.

MONTROSE, FORFARSHIRE. — About 12.30 P.M. on the 21st July a pleasure boat containing two men was observed being carried down the river by the ebb tide, and as it appeared probable that she would run on to the Annat Bank the Life-boatmen assembled and proceeded to the boathouse. When they arrived there it was seen that the boat was amongst the breakers and the men were in imminent danger; the No. 2 Life-boat *Marianne Atherstone* was therefore launched with all speed and followed them. A few minutes later the boat was observed from the Scurdyness Light-house. Although the easterly wind was quite light the sea on the Annat Bank was heavy and broken, and by the time the Life-boat reached the endangered men the boat was in the middle of it, in great danger of being capsized. Both men were taken into the Life-boat, one being totally prostrated through seasickness; one of the crew was then placed on board to steer her, and a rope having been made fast she was towed into harbour. It subsequently appeared that the two men who were visitors had lost one of the oars and in their helpless condition despaired of ever reaching safety; in all probability they would have been drowned if the Life-boat had been less prompt in putting off to rescue them.

THE LIZARD, CORNWALL.—The ketch *Fanny*, of Bideford, stranded on the Leys Reef, off Green Lane Cove, on the evening of the 23rd July, during a thick fog. Information reached the Life-boat authorities between 9 and 10 o'clock, and the Life-boat *Admiral Sir George Back* was promptly despatched to her assistance. On reaching the ketch she was found to be leaking badly, and directly the Life-boat got alongside the Master and his crew of two men at once left her. As there was little or no chance of saving the ketch the Coxswain returned to Polpear and the vessel became a total wreck.

PORT PATRICK, WIGTOWNSHIRE. — About 10.30 P.M. on the 23rd July, three youths engaged a small lug-sail boat, called the *Moa*, to go for a moonlight sail. They were caught by the tide and being inexperienced in boating were unable to make any headway and drifted to the north of Black Head, where they were able to pull in near the shore. Next morning the owner of the boat missed her and having given the alarm it was found that the three young men were still absent. It was then blowing freshly from S.E., and the sea was moderately rough; the Life-boat was therefore sent out at 7 A.M. and proceeded to search for the missing boat and the occupants. About an hour later she fell in with the boat and found the youths much exhausted and frightened by the experience. They were taken into the Life-boat which then took the boat in tow and returned to harbour.

CARDIGAN, CARDIGANSHIRE.—During a moderate northerly gale with a choppy sea on the 30th July the ketch *Brothers*, of Cardigan, commenced to drag her anchors. As the vessel was on a lee shore signals of distress were made, and in response the crew of the Life-boat *Elizabeth Austin* were assembled and the boat launched. On reaching the vessel it was found that she was rolling heavily with the sea breaking over her and was very close to the rocks. The two men were rescued and the Life-boat, which is reported to have behaved splendidly, returned ashore.

## SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

THURSDAY, 13th June, 1907.

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 Mullion Life-boat Station.

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

Northern District.—Arbroath, Broughty Ferry and Montrose (two boats).

Eastern District.—Withernsea, Staithes, Filey, Hornsea, Hartlepool (two boats), Seaton Carew, Sunderland (three boats), Whitburn, Seaham, Redcar and Seaton Snook.

Southern District.—Atherfield, Ryde, Brooke, Hope Cove, Brighton, Shoreham, Eastbourne (two boats) and North Deal.

Western District.—Weston-Super-Mare, Little Haven, St. David's and Fishguard (two boats).

Irish District.—Poolbeg, Wexford, Kilmore, Rosslare Harbour, Arklow, Cahore, Courtown, Piel (Barrow) and Fleetwood.

Great regret was expressed at the death of Sir CHARLES MARK PALMER, Bart., M.P., who had for many years been a member of the Committee of Management of the Institution, and it was decided to send a letter conveying the deep sympathy of the Committee of Management to Lady Palmer.

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

	£	s.	d.
"Cornish Coast". . . . .	1,000	-	-
"Friend B." (additional) . . . .	100	-	-
Employees of Dalziel Co-operative Society (annual subscription) . .	1	-	-
Ancient Order of Foresters, collection at service for men at Pike Hill Wesleyan Chapel, Falmouth . .	14	-	-
—To be severally thanked.			

Also the receipt of the following legacies:—

	£	s.	d.
The late Lieut.-General G. E. BAYNES . . . . .	1,000	-	-
The late Mrs. E. C. A. LLOYD, of Cheltenham . . . . .	251	13	10
The late Miss MARY BASTOW, of Stanhope Gardens, S.W. . . . .	200	-	-
The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional) . .	200	-	-
The late Mr. W. T. SYMONDS, of Croydon . . . . .	200	-	-
The late Mr. W. H. DEAN, of Stratford (additional) . . . . .	67	18	-

The late Mrs. JANE PEARS, of Workington (to Workington Branch) .	58	8	10
The late Mrs. HARRIET PERRY, of Gloucester . . . . .	50	-	-
The late Miss M. E. WINTER, of Torquay . . . . .	50	-	-
The late Mr. HENRY WAY, of Newport, Isle of Wight . . . .	45	12	1
The late Mr. W. G. BRYSON, of Edinburgh (per Buckie Branch) .	45	-	-
The late Mr. WILLIAM RYLAND, of Sheffield (additional) . . . . .	26	9	6

Voted the thanks of the Committee of Management to the Rev. E. L. DAUBENEY and Mr. WILLIAM MCEWEN in recognition of their past kind services as Honorary Secretaries respectively of the Brancaster and Balcarry Branches of the Institution, which offices they had just resigned.

Reported the transmission to their stations of the Brighstone Grange and Clovelly new Life-boats.

Paid 5,202*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 97*l.* 13*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Boulmer . . . . .	Steam trawler <i>Preston</i> , of Pittinweem. Stood by vessel.	
Flamboro' No. 1 . . . . .	Nine cobsles of Flamborough. Attended cobsles.	
Folkestone . . . . .	Lugger <i>E. M. L.</i> , of Folkestone. Landed 3.	
Porthleven . . . . .	Brigantine <i>Polly</i> , of Bristol. Rendered assistance.	
Rhoscolyn . . . . .	Schooner <i>Princess of Thule</i> , of Chester. Stood by vessel.	
Scarborough . . . . .	Coble <i>Claudia</i> , of Scarborough. Saved coble and . . . . .	2
	Coble <i>Lady Adeline</i> , of Scarborough. Saved coble and . . . . .	2
	Coble <i>Fernland</i> , of Scarborough. Saved coble and . . . . .	2

The Abersoch Life-boat took a doctor to the schooner *Cadwalader Jones*, of Portmadoc; Caister No. 1 and Yarmouth Life-boats rendered valuable assistance to H.M. Torpedo destroyers *Cherwell* and *Ettrick*, on board of which were 140 persons; Margate No. 2 Life-boat rendered assistance to the brigantine *Antje*, of Warsingsfehn; and the Seaham Life-boat assisted to save the s.s. *Queen Louise*, of Glasgow, and 29.

Voted 140*l.* 18*s.* to pay the expenses of assemblies of crews or launches of the following Life-boats, with the view of assisting persons on vessels in distress:—Caister No. 1, Clacton-on-Sea, Gorleston No. 1, Pakefield, The Mumbles, Robin Hood's Bay, Walmer,

Whitby No. 2, Whitehaven and Winterton No. 2.

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

Voted the Silver Medal of the Institution and an additional pecuniary reward to JAMES PESTLE, jun., for bravely boarding the schooner *Vizen*, of Fowey, wrecked off Palling on 9th March, and rescuing one of the crew from the rigging.

Also granted an additional pecuniary reward to the other members of the Palling No. 1 Life-boat crew for their services on the same occasion.

THURSDAY, 11th July, 1907.

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.—Campbeltown, Southend, Stornoway, Ackergill, Wick, Huna, Longhope, Stromness, Thurso, Lossiemouth, Buckie, Banff, Nairn, Fraserburgh, Peterhead, Port Erroll, Newburgh, North Berwick, Dunbar, Skateraw, Johnshaven, Gourdon and Stonehaven.

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

Southern District.—Hayling Island, Totland Bay, Brightstone Grange, Bembridge, Southsea, Clacton-on-Sea, Harwich (two boats), Southend-on-Sea, Brighton, Dungeness (two boats), New Romney and Dover.

Irish District.—Kingstown (two boats), Queenstown, Youghal, Ballycotton, Fenit (Tralee), Courtmacsherry, Helvick Head and Fethard.

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

Trustees of the late Mr. W. THORN-	£	s.	d.
GATE (annual subscription) . . .	80	-	-
Mr. E. F. WHITE (annual subscrip-			
tion) . . . . .	50	-	-
Miss S. E. WHITE (annual subscrip-			
tion) . . . . .	25	-	-
Co-operative Wholesale Society,			
Limited (annual subscription) . .	21	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. ARABELLA VERNON, £	s.	d.
of Weston-super-Mare, for a Life-		
boat to be named <i>Henry Vernon</i> 2,000	-	-
The late Miss WINIFRED ALICE		
COODE, of Polapit, Tamar, Devon,		
for two new Life-boats for the		
coast of Cornwall . . . . .	2,000	-
The late Miss E. A. OPENSHAW, of		
Bury, Lancashire . . . . .	1,000	-
The late Mrs. FANNY E. THOMAS, of		
Nunney, Somerset (balance) . .	903	12
The late Mr. J. H. PARKINSON, of		
Bayswater . . . . .	450	-

The late Mrs. MARY ANDREW, of £	s.	d.
<i>Dunoon (balance)</i> . . . . .	286	12

The late Mr. ADAM MURRAY, of		
Manchester (per Manchester		
Branch) . . . . .	100	-

The late Mrs. MARY CURTIS, of		
Walling (further on account) . .	1	9

The Committee of Management expressed great regret at the death of Mr. A. J. BOYLE, who had for a long period been an Organising Secretary of the Life-boat Saturday Fund, and it was decided to send a letter of condolence to Mrs. Boyle.

Paid 5,841*l.* for sundry charges in connection with various Life-boat establishments.

Voted 99*l.* 19*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aldeburgh No. 2	S.S. <i>Ariadne</i> , of London, stood by vessel.	
Caister No. 2 .	Ketch <i>Charlotte Kilmer</i> , of Goole, stood by vessel.	
Harwich (Steam)	S.S. <i>Ariadne</i> , of London, stood by vessel.	
Staithe . . . .	S.S. <i>Enterprise</i> , of Cardiff . . . . .	16

Also voted 74*l.* 9*s.* 5*d.* to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Barry Dock, Brixham, Broadstairs, Clacton-on-Sea, Gorleston No. 1, Grimsby, Harwich (steam) and Swanage.

Granted 17*l.* 5*s.* 6*d.*, including medical expenses, to a man for an injury sustained on Life-boat service at Palling on 11th February, 1907.

Voted the Gold Medal of the Institution to Mr. DANIEL REES for his intrepid conduct in putting off in a very small boat in rough weather and saving, at very great personal risk, two persons from a small yacht which had capsized off Lavernock Point, Glamorgan-shire, on the 16th June. Also awarded the Silver Medal to Mr. IVOR REES, and the thanks of the Institution inscribed on vellum to Mr. D. MORGAN REES for their gallantry on the same occasion. Ordered a letter of thanks to be sent to Mr. H. M. LLOYD, who observed the accident and displayed great promptness and energy in securing assistance. (See the *Life-boat Journal*.)

Also voted the Silver Medal, together with a pecuniary award to JOHN SIMPSON for a gallant rescue of two persons near Johnshaven, Scotland, on the 7th June, whose boat had been swamped and sunk. Simpson hearing the cries of the drowning men put off in a flat bottom surf-boat and at great danger rescued them. The boat struck the rocks on two occasions but Simpson by jumping out managed to push it clear. Also awarded 5*s.* each to two men who attempted to assist by ropes from the rocks and helped the men when landed.

Also granted 10*s.* to a man for saving a fellow-fisherman whose boat had capsized off Exmouth, when returning to harbour, in a southerly gale and heavy sea on the 4th July.

THURSDAY, 1st August, 1907.

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.—Montrose (two boats), Arbroath, Broughty Ferry, Crail, Anstruther, St. Andrews, Newbiggin, Alnmouth and Hauxley.

Eastern District.—Skegness, Mablethorpe, Donna Nook, Sutton, Hornsea, Robin Hood's Bay, Gorleston (three boats), Lowestoft (two boats) and Pakefield.

Southern District.—Hythe and Folkestone.

Western District.—Cemlyn, Cemaes, Rhosneigr, Bull Bay, Rhoscolyn, Moelfre, Penmon, Holyhead (two boats), Llanddulas, Rhyl, Llandudno, Point of Ayr, Porthdinllaen, Abersoch, Criccieth, Pwllheli, Aberdovey, Barmouth, Aberystwyth, New Quay (Cardigan) and Cardigan.

Irish District.—Tramore, Dunmore East, Wexford, Kilmore, Rosslare Harbour and Castletown.

Reported the receipt of the following special contribution since the last meeting:—£ s. d.  
"S. D. R. S. D" (additional) . . . 50 - -

Also the receipt of the following legacies:—

The late Mrs. MIRIAM NEWTON, of £ s. d.  
Harrogate . . . 2,050 10 8

The late Mr. J. G. HOBMAN, of  
Rotherhithe . . . 500 - -

The late Mrs. A. J. LLOYD, of  
Kensington . . . 200 - -

The late Miss MARY BOARDMAN  
Beswick, of Bolton (total 1,424l.  
8s. 2d.) (balance) . . . 174 8 2

The late Mr. HUMPHREY PARRY, of  
Carnarvon, in aid of Life-boats  
on coasts of Carnarvonshire and  
Anglesey . . . 90 - -

The late Mr. A. F. GARDINER, of  
Strood . . . 18 - -

The late Mrs. MARIAN COMYN, of  
Powis Square, W. . . 10 - -

The late Miss ISABEL MILLS, of  
Groomsbridge, Sussex . . . 5 - -

Voted the best thanks of the Committee of Management to Mr. E. C. KERR in recognition of his very valuable services for the long period of twenty-six years as Honorary Secretary of the Ramsey Branch of the Institution, which office he had just resigned.

Paid 2,701l. for sundry charges in connection with various Life-boat establishments.

Voted 55l. 7s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Kilmore . .	Cutter <i>Lilian</i> , of Arklow. Landed 3.	
Lizard . .	Ketch <i>Fanny</i> , of Bideford . . . . .	3
Montrose . .	A pleasure boat of Montrose . . . . .	2
Port Patrick .	Boat <i>Moa</i> of Port Patrick . . . . .	3

Voted 31l. 18s. to pay the expenses of assemblies of crews or launching the following Life-boats, &c., with the view of rendering assistance to persons on distressed vessels:—  
Gorleston No. 1, Holy Island No. 1, and The Mumbles.

Also 1l. 15s. to two men for putting off in a boat and at moderate risk saving four men whose boat was capsized in a sudden squall in Lough Foyle, on the 3rd July. There was a moderate sea at the time, and a fifth man was unfortunately drowned before help reached them.

Also 1l. 2s. 6d. to three Coastguardmen for very promptly putting off in a boat and saving a man whose boat was being driven out to sea, off Ringsend, Dublin, in a N.W. gale and heavy sea at 11.20 p.m. on the 24th June.

Also 1l. 5s. to five men for going into the surf at Kessingland on the 18th July and saving a man whose boat was swamped when landing.

THURSDAY, 12th September, 1907.

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.—Tynemouth, Boulmer, Cambois, Blyth, Cullercoats, Cresswell, North Sunderland, Berwick-on-Tweed, Holy Island (two boats), Eyemouth, Newbiggin, Whitehaven, Maryport, Stonehaven, Balcary, Kirkcudbright, Port Logan, Whithorn, Troon and Ballantrae.

Eastern District.—Kessingland (two boats), Hasborough, Palling (two boats), Winterton (two boats), Sheringham, Cromer, Southwold (two boats), Blakeney, Wells, Brancaster, Hunstanton, Withernsea, Fley and Staithes.

Southern District.—St. Helier, St. Peter Port, Walton-on-the-Naze and Winchelsea.

Western District.—Ferry-side, Bude, Clovelly, Appledore (two boats), Lynmouth, St. Mary's, St. Agnes, Angle, Tenby, Port Eynon, Ilfracombe and Minehead.

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

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

	£	s.	d.
Oldham Branch, for one year's maintenance of Oldham Life-boat at Abersoch . . . . .	70	0	0
Mr. JOHN CORY . . . . .	50	0	0
"S. W. A." . . . . .	25	0	0
Mr. G. CECIL WHITAKER . . . . .	20	0	0
Collection at Lichfield Cathedral, per the Rev. E. BRADLEY, M.A. . . . .	7	13	10

	£	s.	d.
Collected at Sheerness Regatta, per			
Mr. H. DRUMMOND . . . . .	5	19	0
"H. M. J." . . . . .	5	0	0

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. JAMES LEATH, of			
Winchmore Hill, for a James			
Leath Life-boat and her endow-			
ment . . . . .	3,049	6	11
The late Mr. WM. CLARK, of Bath	1,800	-	-
The late Mr. WILLIAM G. MCCUNN,			
of Largs, for the Port Logan			
Life-boat <i>Thomas McCunn</i> . . .	1,175	-	-
The late Miss FANNY HARRIET ROE,			
of Bath, for a Life-boat . . .	787	9	2
The late Mr. HENRY NORRIS, of			
Victoria Street, S.W. . . . .	500	-	-
The late Miss AMELIA ANN BUR-			
DATT, of Warwick . . . . .	200	-	-
The late Mrs. URY NICHOLLS			
HANNAFORD, of Portscatho, Corn-			
wall (on account of residue) . .	150	-	-
The late Mr. W. F. N. LLOYD, of			
Bromley, Kent (additional) . .	15	4	-
The late Miss S. HUDSON, of Glo'ster	10	-	-

The Committee of Management expressed their regret at the decease of Mr. T. B. JERHCOTT, Honorary Secretary of the Margate Branch of the Institution, and decided that their sympathy be conveyed to his family.

Voted the best thanks of the Committee of Management to Mr. WILLIAM THOMAS, M.D., J.P., of Southport, in recognition of his valuable services for fourteen years as Joint Honorary Secretary of the Southport Branch of the Institution, which office he had just resigned.

Reported the transmission to their Stations of the Brooke and Redcar new Life-boats.

Paid 6,829*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 193*l.* 18*s.* 8*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aranmore . . . . .	Two fishing boats of Aranmore. Attended boats.	
Cardigan . . . . .	Ketch <i>Brothers</i> , of Cardigan . . . . .	2
Dungeness No. 1 . . .	An open boat of Dungeness. Saved boat and	
Llandudno . . . . .	Smack <i>Midsummer</i> of Douglas . . . . .	1
Margate No. 2. . . . .	Ketch <i>Norvic</i> , of London. Ketch <i>Doric</i> , of London. Stood by vessels.	
New Brighton. (Steam.)	Schooner <i>Problem</i> , of Connahs Quay . . .	3
Peterhead . . . . .	Lugger <i>Concord</i> , of St. Combs . . . . .	6
Point of Ayr . . . . .	Yacht <i>Pem</i> , of Tranmere. Saved yacht and	
Poolbeg . . . . .	An open boat of Dublin	1
Porthleven . . . . .	Brigantine <i>Seierskranden</i> , of Svendborg. Landed 7, and afterwards assisted to save vessel.	

Life-boat.	Vessel.	Lives saved.
Scarborough . . . . .	Coble <i>Prince Lewellyn</i> , of Whitby. Saved coble and . . . . .	4
	Fishing vessel <i>Victoria</i> , of Leith. Saved vessel and . . . . .	7
Walton-on-Naze (Motor.)	Barque <i>Adele</i> , of Brévig. Stood by vessel. Motor launch of Frinton. Assisted launch.	

Walton-on-Naze (Motor) Life-boat also assisted to save the steam trawler *Westward Ho!* of Hull, and rendered assistance to the schooner *Mary Ann* of Faversham.

Also voted 212*l.* 8*s.* 6*d.* to pay the expenses of the following Life-boat launches, &c., with the view of assisting persons on vessels in distress:—Formby, Gorleston No. 1, Harwich (steam), Hilbre Island, Kilmore, Kingsdowne, Lyme Regis, New Brighton (steam), Salcombe, Stromness, Walmer and Whitby No. 1.

The Ramsgate Life-boat was also out but her services were not required.

Voted 15*l.* to a man injured in the Life-boat service at Poolbeg.

Voted 7*l.* to three men for putting off in a boat and assisting to save thirty-two persons from the s.s. *Awa Maru* of Tokio, wrecked off Redcar in a N.N.W. gale and very heavy sea on the 27th December, 1906.

Voted the thanks of the Institution inscribed on vellum and 1*l.* each to Messrs. ARCHIBALD M. REES, EVAN DAVIES, and WILLIAM WILLIAMS, for gallantly putting off in a boat and, at considerable risk to themselves, rescuing two of three men whose boat was swamped and sunk off Borth, Cardiganshire, in a strong S.W. breeze and very rough sea, on the 22nd August, 1907.

Also 5*l.* to ten men who formed the crew of the pier Life-boat *W. H. Gibson* at Brighton, for putting off and saving the life of one of two men, whose boat had capsized in rough squally weather on the 2nd September.

Also 1*l.* 10*s.* to three men for putting off in a boat and saving three men who were in difficulties about two miles off shore off Redcar, in a strong westerly breeze on the 25th August.

Also 7*s.* 6*d.* to a man for his promptness in saving an old fisherman whose boat capsized in a squall off Teignmouth in a smooth sea, on the 7th August.

Also 1*l.* to two men for saving at moderate personal risk three persons from the small yacht *Bob Tit*, of St. Margaret's Bay, which capsized near Hope Point in a strong S.W. wind and moderate to rough sea, on the 25th August.

Also 12*s.* to three men for putting off in a boat and rescuing two persons who were in difficulties in a pleasure skiff, about two miles from Deal, in a moderate N.N.W. breeze, and fairly smooth sea, on the 22nd August.

Also 10*s.* to four men for their promptness in rescuing two men whose boat capsized off Deal pier in fine weather and smooth sea, on the 4th August.

## NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1908.

# 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 (1906) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £63,490 on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1906.

		£	s.	d.
Number of Lives rescued by Life-boats, in addition to 46				
Vessels and Boats saved by them and 99 persons landed				
from vessels in distress and lightships . . . . .	595	...		
Number of Lives saved by Shore-boats, &c. . . . .	177	...		
Amount of Rewards granted during the Year . . . . .	...	8,392	11	5
Honorary Rewards:—Silver Medals and 1 Second Service				
Clasp . . . . .	20	...		
Binocular Glasses . . . . .	11	...		
Aneroid Barometers . . . . .	6	...		
Votes of Thanks on Vellum . . . . .	44	...		
Certificates of Service . . . . .	10	...		
Total . . . . .	91	772	£8,392	11 5

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1906), is 46,211. The rewards and recognitions granted by the Institution in the same period comprise 99 Gold Medals and Clasps, 1,232 Silver Medals and Clasps, 63 Decorations, 381 Binocular Glasses, 15 Telescopes, 72 Aneroid Barometers, 1,820 Votes of Thanks, inscribed on vellum and framed, 184 Certificates of Service framed, and £265,905 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 280 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, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COUTH AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—November, 1907.