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THE CHANGES IN THE INSTITUTION'S LIFE-BOAT FLEET SINCE 1897.

ANY changes in the composition of the fleet of Life-boats under the management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION must always be a subject of considerable interest to those whose business it is to study the question of the best type of Life-boat for the place at which it is to be used, and certainly it must be of still more interest to those who man the Life-boats and risk their lives in them. Reference to this subject has from time to time been made in these pages, the last occasion being in THE LIFE-BOAT, 1st November, 1902, pages 546, 547. It is there stated that in 1850 all Life-boats were "not self-righting." In 1880 out of a fleet of 270 Life-boats only 22 were "not self-righting." In 1890 the fleet consisted of 293 Life-boats only 21 of which were "not self-righting."

The greatest change in the types used on the coast has practically taken place since 1897, for although in that year there were 36 "not self-righting" Life-boats out of a fleet of 295 (including 3 steam Life-boats and 5 Liverpool type boats taken over from the Mersey Docks and Harbour Board), 1908 finds the Institution with 280 Life-boats, out of which no less than 100 (built or building) are of various "not self-righting" types. This fact cannot fail to be of deep interest, and if it emphasises one thing more than another it is that the self-righting Life-boat is emerging out of a false position and taking its proper and natural place. There is little doubt that the self-righting Life-boat was for many years put in a position to which it could hardly have been

said to have attained on its own merits. The fact of a boat being able to right herself after being capsized was looked upon by many as a sort of universal panacea, and this quality was extolled at the expense of good sailing qualities and even pulling power, for as regards this latter virtue many self-righting boats were so cramped that the men could not properly pull their oars. However, these remarks do not apply to the modern self-righting Life-boats in which there is plenty of room to pull, and also they prove themselves to have most excellent sailing qualities. Let anyone who doubts this go to sea in one of the 35 ft. by 8 ft. 6 in. self-righting Life-boats in a moderate gale and plenty of sea and he will have his eyes opened as to her weatherly qualities and general handiness.

There is no intention to enter into a discussion on the relative merits of self-righting and not self-righting Life-boats. Heaven forbid! The subject has been discussed *ad nauseam*. The object of this article is to draw attention to certain facts regarding the undoubted change that has taken place in the composition of the Institution's fleet. One great cause for this change is certainly due to the policy of sending deputations, consisting of the coxswain of the Life-boat and two other selected men, to see other types of Life-boats before deciding as to the kind most suited to their own station on occasion when they have been offered or have asked for a new Life-boat. This in itself has widened the horizon of the coxswain's outlook and has promoted a healthy

interchange of ideas. The sending of these deputations is voluntary, so far as the men are concerned, that is to say, if they do not want to see other Life-boats the sending of a deputation is dispensed with. It is a point worth considering whether it should not be compulsory—there is everything to gain and nothing to lose, for even if the men do not want to change their type of boat they will have had the opportunity of discussing Life-boat matters with other Life-boat men differently situated and can exchange “wrinkles.” In addition to the advantage of seeing other types of Life-boats these deputations might gain considerable experience by seeing the different methods employed in launching them.

Another cause for the change is due to the fact that, no matter how good the self-righting Life-boat may be, there were many places supplied in old times with these boats where they were obviously unsuited, and immediately an opportunity occurred the men jumped at it and chose a boat more suitable and more to their liking. Still another cause—and again the self-righting Life-boat has to be alluded to—was undoubtedly due to the very narrow Life-boats chiefly built about 1887; these boats were never generally popular. If a coxswain is asked what his new Life-boat is to be like his almost invariable answer is, “Let her have *plenty* of beam, sir.” Small wonder, therefore, that the narrow-gutted Life-boats did not appeal to him, and when it came to his turn to have a new boat to supersede one of this class he probably was tempted to go to the opposite extreme and ask for one of the broad-beamed Liverpool boats (boats usually 35 ft. long and 10 ft. beam), this immense beam appealing at once to his eye. Such a choice was sometimes fraught with serious financial consequences, for it very often entailed widening the boathouse or even building a new house large enough to accommodate the new boat and her wider carriage. However, there are several types, to choose from and a very large percentage of the choosing at stations, especially where small Life-boats are required, is made in favour of the modern self-righting boat with its

increased beam and improved sailing qualities.

In examining the distribution of changes in type of Life-boats it is at once observed that very little alteration has taken place as regards the Norfolk and Suffolk Life-boats. In 1897 there were 17 of these and now there are 18. The only spread of this type being to Walton-on-the-Naze and Southend-on-Sea, the addition of these two boats and the closing of Gorleston No. 3 Life-boat station accounting for this change in numbers. As it has often been pointed out, the Norfolk and Suffolk type is generally used for launching off an open beach of a description which can neither be called steep or flat. Powerful Life-boats easily floated are required at these stations, hence the special advantage of this type, which are boats constructed to carry a very large quantity of water ballast taken on board as soon as the Life-boat clears the beach.

The Cromer type, of which there were 3 in 1897, is now represented by 1, viz., Wells; Cromer and Blakeney having chosen boats of the Liverpool type to replace their old ones.

There are now 2 small whale-boats on the coast, viz., at Ryde and Poolbeg, whereas in 1897 Ryde was the only representative.

Tubular Life-boats, of which there were 2 in 1897 (New Brighton and Rhyl), are now only represented by the boat at Rhyl.

There are now 4 steam Life-boats, viz., at Holyhead, New Brighton, Harwich, and Gorleston, the first 2 of the steam hydraulic description, the others driven by screw propellers. In 1897 there were 3.

In addition to the regular fleet of Life-boats there is also the steam-tug *Helen Peele*, stationed at Padstow in 1901.

It is not in the above-mentioned types that the chief interest in the change which has taken place since 1897 is to be found, but in the Watson and Liverpool types. In 1897 there were but 6 Watson Life-boats and 5 Liverpool boats, these latter being actually confined to the neighbourhood of Liverpool, and, in fact, were to be found at the four stations taken over from the Mersey Docks and Harbour Board in 1894.

Now there are 41 Life-boats of the Watson type, and it is noticeable that they are not concentrated in one part of the coast, such as the Norfolk and Suffolk Life-boats, but are to be found north, east, south, and west. These magnificent Life-boats are principally adapted for launching off slipways, or being kept afloat. There are, however, a few stations at which the launch always takes place at the same spot where the smaller sizes of these boats are provided with transporting carriages, but it cannot be said that they are well adapted for this method of launching. At New Brighton a large Watson Life-boat has taken the place of the tubular boat which was there in 1897, but in the forty other instances they either took the place of self-righting boats or were chosen for newly established stations. Among the stations where the largest of this type are to be found may be mentioned Harwich, Clacton, Mumbles, Fleetwood, Longhope, Howth, Kingstown, and Queenstown, where they have taken the place of large sailing self-righting Life-boats, except at the Mumbles, where the present Life-boat was chosen to take the place of a small self-righting boat.

A very popular size of Watson Life-boat is the 38 ft. by 9 ft. 4 in., pulling 12 oars and weighing about 6 tons. At a considerable number of places where the Life-boat is required to launch always at the same spot these boats will now be found mounted on slipways, their weatherly qualities, and, to a certain extent, their power under oars soon gaining popularity for them. They have been put to very severe tests both at wreck service and when out for exercise, with most gratifying results. These boats have for the most part taken the place of small self-righting boats which were obviously unsuited to the work required of them. The following are among some of the most noteworthy stations at which they are to be found: Poole, Weymouth, Torquay, St. Mary's, (Scilly), Tenby, Pwllheli, Abersoch, Bull Bay, Troon, Southend (Cantyre), Anstruther.

A rather larger size, viz., 40 ft. by 11 ft., also finds favour, especially at places where not much oar work is

required, but at the same time a fast sailing boat is necessary which may possibly be called away for some distance from her station. Littlehaven, Piel (Barrow), Wexford, and Helvickhead (Dungarvan) have these boats, and with the exception of Wexford, where the boat lies afloat, they are mounted on slipways.

To turn to the Liverpool type, these have increased in numbers from 5 in 1897 to 32 at the present date, and like the Watson boat may be found on every coast, and are usually much liked. Their general size is 35 ft. by 10 ft. and weight about 3 tons 15 cwt.; they are said to be easily launched off a carriage. These boats have in most cases taken the place of small self-righting Life-boats and are to be found at Grimsby, Mablethorpe, Skegness, Sheringham, Cromer, Salcombe, Hope Cove, Porthoustock, Coverack, Minehead, New Quay (Cardigan), Girvan, Ardrossan, Campbeltown, Buckhaven, Dunbar, Portrush, Groomsport, Cloughy, Killough, and Skerries, among other places.

There are 180 self-righting Life-boats now on the coast, and it is well worth the trouble of anyone interested in the subject to compare the list given in the Annual Report for 1907 (or better still, the list in the 1908 report when it is published) with that of 1897. It will be seen that the narrow-beamed class has almost disappeared, and no doubt will soon be a class of the past. It was stated earlier in this article that these boats were never popular. If any proof were required for this statement it is to be found in the fact that when it became necessary to replace them boats of similar description were never asked for.

North Deal, Walmer, and Kingsdown still stick to their large self-righting Life-boats, and as they find them both suitable for launching off their steep shingle beach and excellent boats for working on the Goodwin Sands, it is not to be surprised at that they do not change. An examination of the list will show how very popular the 37 ft. by 9 ft. 3 ins., and 35 ft. by 8 ft. 6 ins., or 35 ft. by 8 ft. 3 ins., self-righting boats are, and deservedly so.

The light 34 ft. by 8 ft. pulling Life-

boats on the Rubie system are also increasing in numbers. They are found to be excellent boats to transport along a flat coast and launch to leeward of a vessel in the breakers. These boats are not supplied with sails.

There is one new type of self-righting Life-boat which must be mentioned, also designed by the surveyor of the Institution, Mr. Rubie, the principal features of which are that the boat, although measuring 35 ft. by 8 ft. 10 ins., only weighs 3 tons 4 cwt. against the 3 tons 15 cwt. or so of the 35 ft. by 8 ft. 6 in. boats. They do not to so great an extent depend on a heavy iron keel for "righting" purposes, but the "righting" power is assisted by the water ballast which is admitted automatically and instantaneously on launching. It is very low down and adds enormously to the boat's power. There are at present but two of this class of boat, viz., at Ballantrae and Port Logan, and up to now they have

been well reported on, but Life-boats have to serve a long apprenticeship before they can be accepted as successes.

In the Annual Report for 1897 and each year since will be found a summary of the types of Life-boats at the end of the list of Life-boats, and in addition to this a letter or letters indicating the type is put against each Life-boat. It is a pity this excellent custom had not been adopted earlier, for it certainly is a great aid to those wishing for information on this head.

Although reference has been made in these pages as recently as last August to the action being taken by the Institution with respect to petrol motor Life-boats, it would be improper to conclude an article dealing with the component parts of the Life-boat fleet without alluding to these boats, but in this instance the allusion will only take the form of giving a list showing their type, size, and H.P.

The Motor Life-boats already on the coast are—

STATION.	SIZE.	TYPE.	H.P.	REMARKS.
Tynemouth . . .	38 ft. by 8 ft.	S.R.	10	2-cylinder, 2-cycle
Seaton Snook . . .	42 ft. by 11 ft.	S.R.	30	4-cylinder, 4-cycle
Newhaven . . .	37 ft. by 9 ft. 3 in.	S.R.	24	" "
Walton-on-the-Naze	43 ft. by 12 ft. 6 in.	N. & S.	40	" "

The following not yet completed—

Stromness . . .	42 ft. by 11 ft. 6 in.	S.R.	30	" "
Fishguard . . .	40 ft. by 10 ft. 6 in.	S.R.	24	" "
Stronsay . . .	43 ft. by 12 ft. 6 in.	W.	40	" "
Thurso . . .	40 ft. by 11 ft.	W.	30	" 2-cycle

What changes another 10 years will bring forth remain to be seen.

OFF-SPOKEN STORIES.

CALM is the ocean; fair is the sky;
Vessels are passing silently by;
Sunbeams are gilding the waves with their
glory;
Peaceful the scene! 'Tis an oft-spoken story.

Foaming and breaking close to our feet,
On the dark shingle, hear the waves beat!
Louder their tones as the wind, growing
stronger,
Tells us that peace can linger no longer.

Now they rise higher; fiercer their tones;
Back roll the waters, over the stones;
Dark clouds are forming, the thunder is pealing,
Lightning is flashing, new wonders revealing.

Lashed to a fury; strong in their might;
Billows are proving victors in fight;
Mothers are weeping, maidens are sighing,
Husbands in danger; men may be dying.

Out with the Life-boat! Ready the crew;
Every man anxious, steady and true;
Fellows in peril, the heroes' work urges
Each on to duty, though wild the sea surges.

Now the storm slackens! What is the end?
Dangered ones saved! Shout the news! Send
Forth the glad message. The Life-boatmen's
glory

Is greater to-day; 'tis an oft-spoken story!

THE WOODCUTTER.

LIFE-BOAT SATURDAY FUND.

BAD times, bad trade and, last not least, bad weather, have all militated against a full measure of success to the efforts and labours of the Life-boat Saturday workers during the past year, but notwithstanding difficulties, often of no small calibre, excellent and sometimes surprising results have been obtained. The great Napoleon used to say that an Englishman never knew when he was beaten, and we think he was right, but the same satisfactory "state of ignorance" would also seem to apply to the average Englishwoman. Whether or no, however, either view is correct as a general maxim, it is clear that both are true as far as Life-boat workers are concerned. Whatever obstacles come in their way or whatever disappointments befall them, they always—man, woman and child—"come up smiling," and go on zealously and enthusiastically as if nothing had happened. But why is this? Because they feel, and feel rightly, that the great work of life-saving, carried on now for more than fourscore years by the ROYAL NATIONAL

LIFE-BOAT INSTITUTION, is one of the grandest and most useful works ever launched by Britishers, and ought to have all the countenance and support it so much needs. The Life-boat Service whilst it appeals to our patriotism shows at the same time our wish and anxiety to aid all other nations; for the British Life-boatman never waits to inquire as to the nationality of a distressed vessel driven by the tempest and tossed by the storm, but is only too anxious to launch the Life-boat and man an oar to save with the utmost despatch those "in peril on the sea," whether they hail from the north, south, east or west. A new Life-boat Saturday Fund "season" is beginning, and we would cordially wish each and all of the workers for the Life-boat Institution a very hearty "God speed." They must not look back at the difficulties and failure of the past beyond utilising the valuable experience these brought, but they should rather look forward with confidence and hope, feeling assured that if they "sow plentifully" they shall "reap plentifully."



LIFE-BOAT NEWS FROM PALESTINE.

OUR readers will learn with deep interest that a Life-boat, 30 feet long, has recently been ordered for Palestine. This Life-boat—the first provided for Palestine—is to be stationed at Jaffa,

where a boathouse is being prepared for her. The boat is to fly the British flag and will be under British protection. Everybody interested in Life-boat work will wish the Jaffa Life-boat "God-speed."

THE WRECK REGISTER AND CHART FOR THE YEAR ENDED
THE 30TH JUNE, 1906.

ONCE again the Board of Trade has issued its very clear and valuable Annual Report—in the shape of a Blue Book—relative to the shipping casualties which occur on or near the coasts of the United Kingdom. The recent issue deals with the relative statistics for the year ended 30th June, 1906. The tables provided in the Report are full of interest and are well set out. Any taking an interest in our ships and sailors, and those who assist the important life-saving work carried on year in and year out by the ROYAL NATIONAL LIFE-BOAT INSTITUTION, will find them well worth their examination and study.

It is our practice each year to draw special attention to the figures shown in those tables of the "Wreck Abstracts" which more directly relate to the LIFE-BOAT INSTITUTION and its doings, these being, naturally, more especially interesting to the supporters of the Institution, and tending to show the great importance and necessity of its useful operations. We propose therefore, in a concise form, to deal, firstly, with the shipping casualties which occurred on or near our coasts during the year ended 30th June, 1906, and secondly, with the lives which were so unfortunately lost as the result of such casualties.

The total number of the casualties for the year in question was 3,685, a satisfactory decrease of 321 as compared with the year 1904-5, and the total number of lives lost as the result of the casualties was 269, a considerable decrease of 115 as compared with the previous year, when the number of those who were drowned was 384. The total of casualties (3,685) included accidents of all sorts and to vessels of all classes, namely, foundering, strandings, collisions, missing vessels, &c., and the casualties in question are classified by the Board of Trade as follows: (1) Total loss; (2) Serious casualties; (3) Minor casualties. The cases of total loss and serious casualty show a decrease of 50 when compared with the previous year, the total number being 1,167. There was

a very considerable falling-off in the number of minor casualties, which fell from 2,789 to 2,518, a decrease of 271. 96 casualties resulted in loss of life, an increase of 5 when compared with the year 1904-5.

A large proportion of the 3,685 casualties were collision cases, as has generally been shown, the total this time being 1,336, or 173 less than in the preceding year. The cases of total loss, excluding collisions, rose from 206 to 216, but the number of serious casualties fell from 654 to 628, a decrease of 26. There was also a falling-off in the number of minor casualties, which totalled 1,505, or 132 less than in the year 1904-5.

It is interesting to note that of the 3,685 casualties 3,273 befell British and Colonial vessels and 412 foreign vessels, the former being a satisfactory decrease of 320 as compared with the previous year, and the latter a decrease of only 1.

The localities of the 3,685 casualties, excluding collisions, were as follows:—East Coast of England, 619, *i.e.*, 13 more than in the year 1904-5; South Coast 481, or a considerable increase of 65; West Coast of England and Scotland and East Coast of Ireland 766, a fair decrease of 142; North Coast of Scotland 149, a falling-off of 2; East Coast of Scotland 153, or an increase of 2; other parts 181, or 84 less than the preceding year; total, 2,349, a decrease of 148 as compared with the corresponding total of the previous year.

The *loss of life* resulting from the 3,685 casualties, including *all* the casualties, and allocated to the several localities previously mentioned, was:—East Coast of England 51, an increase of 3 over the year 1904-5; South Coast of England 43, or 39 less than the total of the preceding twelve months; West Coast of England and Scotland and East Coast of Ireland 70, an increase of 1 only; North Coast of Scotland 33, a decrease of 12; East Coast of Scotland 22, an increase of 5; other parts 50; total 269.

On referring to the Chart of the United Kingdom, issued every year, it will be observed that a black dot is entered against each position on the coast where a *serious* casualty occurred during the year ended on the 30th June, 1906, and also that a red line is entered against the precise spot where each of the 279 Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION is stationed. The Institution's Life-boats are so placed that they may be able to render help to the crews of distressed vessels with the least possible delay.

Between the year 1861 and the 30th June, 1906, as many as 6,711 British, Foreign and Colonial vessels were unfortunately wrecked on or near the coasts of the United Kingdom, and in *each* of these cases life was lost, the total number of those perishing being 28,693. Of the 269 lives lost during the year 1905-6, 206 were from British and Colonial vessels and 63 from foreign vessels. On comparison with the figures of the preceding year it is found that there was a decrease of 86 as regards British and Colonial vessels and a decrease of 29 as regards foreign vessels. Of the 269 lives lost, 27 were in foundered vessels, 90 in collisions, 89 in stranded vessels, 25 in missing vessels, and 38 in explosions, washed overboard, &c. It is an interesting fact that of the 269 lives lost during the year 1905-6, *only* 13 were passengers, the rest of those who perished (256) being officers or members of the crews of the shipwrecked vessels.

The number of vessels incurring casualties on or near the coasts of the United Kingdom must necessarily vary from year to year. The following table gives the statistics for rather more than the last half century:—

1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873, (first six months), 1206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405;

1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067; 1900-1, 4,008; 1901-2, 4,124; 1902-3, 4,357; 1903-4, 4,668; 1904-5, 4,006; 1905-6, 3,685. Total 173,879.

The "Wreck Abstracts" for the last 53 years show that during those years a total of 32,532 persons perished from shipwrecks on or near the coasts of the United Kingdom. It is, however, a matter for the deepest gratitude to know that during the same period 36,307 lives were rescued by the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and the other means employed and recognised by it. Had it not been, therefore, for these grand and successful efforts in life-saving, the number of the lost would have been more than doubled. *It should be noted that the number of lives saved exceeded the number of those lost by 3,775.*

H.M. Coastguard, who will, we trust, long be employed in the important life-saving work which they so admirably carry on, continue, by means of the rocket apparatus, aided by the rocket brigades—all ably superintended by the Board of Trade—to save many lives. There are now as many as 331 life-saving stations under their care, and the number of lives saved during the year 1906-7 by this means was 268, an increase of 127 as compared with the total for the previous year.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION would earnestly appeal for further aid and liberal support to enable them to continue to carry on the great national life-saving work which for upwards of fourscore years has been the happy and very successful means of saving lives from shipwrecks on or near our coasts. The fact that since 1824 upwards of 47,000 lives have been so rescued, either by the Life-boats of the Institution or by the other means which it either employs or rewards is a sufficient justification for a call on the British Public for substantial help and cordial sympathy.



SUMMARY

During the year ended the 30th June, 1906, the Number of Vessels lost or damaged on the coasts, and in the seas of the United Kingdom including cases of minor damage was 3685 and the loss of Life as far as can be ascertained was 269.

	Life Boats	Rocket Stations	
There are	207	215	in England & Wales.
"	47	54	" Scotland.
"	35	55	" Ireland.
"	6	4	" Isle of Man.
"	2	0	" Channel Islands.

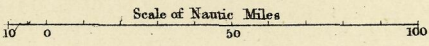
WRECK CHART OF THE BRITISH ISLES

FOR THE YEAR
1905 - 1906.

Compiled from the Board of Trade Register.

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

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



Standidge & Co. Ltd. 36, Old Jewry, E.C. (1904)

NEW LIFE-BOATS.

BROOKE, ISLE OF WIGHT.—It will be remembered that in the last number of the *Life-boat Journal* we mentioned that the boat on this Station had been replaced by a new Life-boat of the latest self-righting type provided for from the legacy of the late Mr. Charles Carr Ashley. The inaugural ceremony of naming the new boat took place on the 18th October. Sir Charles Seely, Bart., the President of the Isle of Wight Life-boat Board, presided, and among those present were Colonel J. E. B. Seely, D.S.O., M.P., and Miss Seely, the Treasurer and the several Honorary Secretaries of the Station Life-boat Committees on the island, together with many others.

Sir CHARLES SEELY addressing those present said it was 19 years ago since his sister, Mrs. Renwick, named the last boat which came to that station—the *William Stoney Lewis*. The old boat had a record of very good service indeed, and during her time had been instrumental in saving many lives. Her crew were always most efficient, and ready, when wanted, to perform the duty they had undertaken.

Mr. KEPPEL FOOTE, the Southern District Inspector of Life-boats, then, on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, formally handed over the new boat to the custody of the Local Committee, explaining that the boat possessed every possible improvement, being precisely similar to the boats at Bembridge, Brighthstone, and Atherfield.

Sir CHARLES SEELY accepted the boat on behalf of the Brooke Committee.

The service of Benediction followed, the Rev. R. L. Morris, M.A., officiating. The surpliced choir from the church was present, and the hymn "Eternal Father, strong to save," was impressively sung.

Coxswain JACOBS, from the boat, thanked Sir Charles Seely for his good wishes for the boat and crew, and the crew gave ringing cheers for Sir Charles.

Miss SEELY then named the new boat, saying: "I wish success to the *Susan Ashley*, and God-speed and good luck." Further cheering for the Brooke boat and Miss Seely concluded this portion of the proceedings.

Subsequently the Life-boat, with Col.

Seely and Mr. Keppel Foote aboard, was successfully launched, a thunderstorm passing over as the boat took the water. The wind was blowing hard and there was a rather high sea. The *Susan Ashley* showed herself to be a most seaworthy boat.

HASBOROUGH, NORFOLK.—This Station has been provided with a new Life-boat of the self-righting type, 34 ft. long by 8 ft. wide, fitted with one water-ballast tank and one drop-keel and rowing ten oars double-banked. The boat is named the *Jacob and Rachel Vallentine*, as desired by her generous donor, the late Mr. Samuel Vallentine, of Brixton.

The launching ceremony took place on the 30th November last, the ceremony passing off most successfully, thanks in no small degree to the arrangements made by the local honorary secretary, the Rev. S. C. Ward. The pleasure of the occasion was greatly increased by the presence of the Chairman of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, Sir Edward Birkbeck, Bart, who was accompanied by Lady Birkbeck. Before the proceedings commenced, Sir Edward greeted several of the older Life-boatmen, one particularly, the venerable ex-coxswain, John Cannon, now in his 83rd year. Punctually at noon Mrs. Albemarle Cator, accompanied by Mr. C. Cator, took her place on the platform, behind which was stationed the new Life-boat with her crew in their oilies, life-belts, and sou'-westers, ready for action.

Mrs. Cator briefly described the gift, and gracefully thanked Mr. and Mrs. Tijou, of London, the representatives of the donor, Mr. Tijou being the senior executor of the will of the late Mr. Vallentine. Addressing the Life-boat crew, she said there was no necessity to remind them of their duty, as they were always ready to do it. They could best manifest their love towards God by doing their utmost to rescue those in peril at sea. In common with all their brave comrades, she felt sure the Hasborough men would never turn back.

Mr. TIJOU, said that the late Mr. Vallentine, a prominent member of the

Jewish community in London, took a deep interest in promoting the welfare of deserving institutions, but in all his gifts he had veiled his identity by dedicating them to the memory of his parents, Jacob and Rachel Vallentine, whose names were inscribed on the boat before them. One condition of the bequest was that a Life-boat should be built and placed at a station on the east coast within a year of his death. This had been done, and it was a pleasure to him that Hasborough had been selected as the station for the boat.

Sir EDWARD BIRKBECK, who was accompanied by Commander Thomas Holmes, R.N., the District Inspector of Life-boats, said that as an old friend of the Hasborough Life-boatmen he was glad to be with them on that occasion. In 1866 Happisburgh was selected by the Institution to be one of their stations, and the inhabitants of Huddersfield provided the boat, which they named after their town. In 1887 it was replaced by another boat of the same name, but the time came when a new and up-to-date boat had to be provided. The late Mr. Vallentine had, by his munificence, supplied the need, and the Institution was very grateful for the gift. Addressing the crew, he urged them to be careful to study the instructions issued by the Institution, as by doing so much trouble would be saved, and many risks avoided. In a recent inquiry it was found the Coxswain was unable to read, and the result was disaster. The record of the Happisburgh station was fifty lives saved, and assistance rendered to two vessels in distress. He wished to testify to the admirable work done by the coastguard in rendering their assistance, and deprecated the action of the present Government in reducing the number of the coastguard stations. Sir Edward then, on behalf of the Institution, accepted the gift of the *Jacob and Rachel Vallentine*, and handed her over to the Chairman of the local committee, the Rev. R. A. Hitchcock, who, in a few well-chosen words, accepted the boat, and thanked the representatives of the donor for his gift.

The hymn, "Eternal Father, strong to save," was then sung. This was

followed by a special prayer for the crew and for those in peril at sea. After this the Lord's Prayer was recited. Mrs. Tijou then performed the ceremony of naming the boat. A bottle of champagne, decorated with the national colours, was attached to a cord fastened to the boat-house. On this being cut, the bottle struck the boat fairly athwart the bows, amid loud cheers. Horses were then yoked to the Life-boat carriage, and the safe descent of the steep gat-way was accomplished. The sun was shining brightly, and the beautiful craft gracefully glided into the water, Commander Holmes, the District Inspector, accompanying the crew.

After the ceremony a large party of visitors, on the invitation of Mrs. Cator, lunched at St. Mary's. Later in the day that lady, who takes the greatest interest in everything connected with the parish in which she resides, hospitably entertained the Life-boat crew in the Slater Memorial Hall. Amongst those present was Mr. Andrew Martin, who, previous to his removal, was for several years the much valued hon. local secretary, and did so much in organising the annual dinner for the Life-boatmen and the Beachmen's Company.

ACKERGILL, CAITHNESS-SHIRE; CEMAES, ANGLESEY; FERRYSIDE, CARMARTHEN-SHIRE; AND NEW QUAY, CARDIGANSHIRE.—The Life-boats placed by the Institution on these stations have recently been replaced by new ones. The Ackergill boat is of the self-righting type and her cost has been defrayed by the Co-operative Union and perpetuates the name *Co-operator No. 3*. The co-operative societies have always been very generous in their support of the Life-boat cause. The Ferryside new boat is also of the self-righting type, and is named the *Richard Ashley*; the Cemaes Life-boat is of the Watson type, and named the *Charles Henry Ashley*; while the New Quay boat is of the Liverpool type, and is called the *William Cantrell Ashley*. The three last mentioned Life-boats complete the five boats provided for under the bequest to the Institution of the late Mr. Charles Carr Ashley, of Mentone, France, and are named in accordance with the desire of their munificent donor.

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

ARANMORE, CO. DONEGAL.—Information reached Aranmore about 9 P.M. on the 2nd August that two fishing boats belonging to the place were in difficulties, and as there was a S.E. gale blowing, with a rough sea, the Life-boat *La Totitam* was launched and proceeded to their assistance. The boats were taking shelter under the little Island of Arran, and the Life-boat met one of them rounding the north side; about an hour later she fell in with the other one. She then escorted both home, Aranmore being reached shortly after midnight.

PORTHLEVEN, CORNWALL.—In response to a message on the 3rd August stating that a vessel was ashore on the Loe Bar, the Life-boat *John Francis White* was launched at 8.15 P.M. The Life-boat proceeded to the bar and met the men belonging to the stranded vessel in their own boat rowing towards Porthleven, but in complete ignorance of their position. They were taken into the Life-boat and conveyed to Porthleven. The weather was very thick at the time, and the vessel, which was the *Seierskrandsen* of Svendborg, was bound for Teignmouth in ballast. Later in the evening the Coxswain of the Life-boat went with the captain of the vessel to ascertain the exact position, and the captain and crew kept a watch throughout the night.

Next morning at 5 A.M. the Life-boat again put off and, assisted by a tug from Falmouth, the Life-boatmen and crew succeeded in saving the vessel.

POINT OF AYR, FLINTSHIRE.—A small yacht was observed on the West Hoyle Bank soon after midday on the 4th August with a signal flying denoting that they required assistance. The crew were assembled and the Life-boat *H. G. Powell* launched. There was a moderate W.N.W. breeze with a moderate sea, and when nearing the yacht the Life-boat grounded on the bank. The Life-boatmen succeeded however in floating her and getting a line to the yacht. They found that she was completely at the mercy of the

wind and sea, as the occupants, three in number, had lost the boat's anchor and the steering gear had broken. She proved to be the yacht *Pem* belonging to the Tranmere Sailing Club, and the Life-boat having taken her in tow conveyed her and the crew into safety at Mostyn.

POOLBEG, CO. DUBLIN.—Soon after midday on the 5th August information reached the Coxswain of the Life-boat *Richard Cresswell* that a man was adrift in the river in a small boat with only one oar. There was a strong offshore breeze at the time, and the boat was being quickly driven into danger. With great promptness the Life-boat was launched, and succeeded in picking her up and rescuing the man at the entrance to the river. The rescue was most opportune, as in a very short time the boat would have drifted far out into the bay and owing to her size, would probably have been swamped.

WALTON-ON-THE-NAZE, ESSEX.—At 1.30 A.M. on the 7th August a telephone message was received from the Gunfleet Lighthouse stating that the Kentish Knock Light-vessel was firing signals for a ship in distress. The crew of the Life-boat *James Stevens No. 14* were summoned, and within fifteen minutes the boat was on her way to the sands, where, on her arrival at about 4 A.M., she found the steam-trawler *Westward Ho!* of Hull, aground. The vessel was bound from the coast of Spain to Hull with a cargo of soles. At the request of the master the Life-boat stood by the trawler for some hours, and then, as the vessel was still ashore, he employed the crew to float her. All assistance possible was rendered by the Life-boat and crew, and at 11.30 A.M. she floated.

As the trawler was able to proceed on her way, the Life-boat returned to her station, arriving at 3.30 P.M. During this service the wind was blowing strongly from N.N.W., and the sea was rough; the behaviour of the Life-boat was reported to have been

highly satisfactory, and the motor which has recently been fitted in the boat worked without the least trouble.

NEW BRIGHTON, CHESHIRE.—During a moderate S.W. gale with a rough sea on the 7th August, a steam-tug reported at about 9 P.M. that a vessel was ashore on Taylors Bank. The crew of the steam Life-boat *Queen* were assembled, and the boat proceeded to the position indicated. On arrival she found the schooner *Problem* of Connah's Quay at anchor in dangerous proximity to the sand, although not actually ashore, and as the sea was heavy the three men on board were rescued. The Life-boat then returned to New Brighton, arriving at 11.30 P.M.

PETERHEAD, ABERDEENSHIRE.—Shortly after midnight on the 8-9th August, the Coxswain was informed by the Coastguard that a fishing-boat was ashore on the rocks behind Keith Inch. There was a heavy sea running with a strong N.W. breeze at the time, and the Life-boat *George Pickard* was promptly launched and proceeded to the wreck in tow of a tug. The stranded vessel proved to be the herring-boat *Concord*, of St. Combs, carrying a crew of seven hands. One man had already left the vessel and been landed by a boat, and as there was a prospect of the vessel becoming a total wreck, the remaining six were rescued and conveyed to Peterhead.

DUNGENESS, KENT. On the 15th August a youth was left in charge of a small boat called the *Mizpah*. He pushed off from the shore, but in doing so lost one of the oars, and in the prevailing gale quickly drifted out to sea. He was seen waving his hat for assistance, and the crew of the No. 1 Life-boat *R.A.O.B.* were promptly assembled. At 4 P.M. the boat was launched and succeeded in picking up the boat in time to save the occupant. A steam cutter then towed the Life-boat and boat back to Dungeness, which was reached at 5.30 P.M.

MARGATE, KENT.—At about 11 A.M. on the 19th August information was

received that two large ketches had stranded on the N.W. part of the Margate sand. The weather at the time being very unsettled with a strong N.N.W. breeze and choppy sea, it was considered advisable to send assistance. The crew of the No. 2 boat, *Civil Service No. 1*, were summoned and the boat launched. She reached the two vessels at 1.30 P.M., and found that they were the *Norvic* and *Doric*, both of London. At the request of the Masters the boat stood by them as the wind had veered to north, and the weather had become very bad with heavy thunder-storms. About three hours later the wind again changed and moderated, and shortly afterwards the two vessels floated on the flowing tide. As no further assistance was required, the boat then returned to her station.

WALTON-ON-NAZE, ESSEX.—At 4.20 A.M. on the 22nd August, a telephone message was received from the Gunfleet Lighthouse stating that a vessel was ashore on the sand. Rockets were fired to assemble the crew, and within thirteen minutes the Life-boat *James Stevens No. 14* left her mooring under sail assisted by the motor which had been recently fitted in the boat. On arrival the vessel proved to be the barque *Adele* of Brevig, bound from that port to London with a cargo of ice. At the request of the captain the Life-boat stood by the vessel, but a few minutes before high water the vessel, with the assistance of a tug, floated and proceeded in tow of the tug to London.

The Life-boat then started for home, but seeing a motor launch that had come out from Frinton at anchor near the sand, the Life-boat made for her. It was found that the motor had broken down, and as there were nine persons on board, and the wind off the shore, the Coxswain took the disabled vessel in tow as far as Frinton. He then returned to Walton, arriving at 11.30 A.M., the motor having worked well during the whole time the boat was at sea.

WALTON - ON - NAZE, ESSEX.—The schooner *Mary Ann* of Faversham, whilst bound from London to Hull with a cargo of chalk, on the 26th August

stranded on the Gunfleet sand. Information reached Walton by telephone from the Lighthouse at 5.17 A.M., and with very great promptness the motor Life-boat *James Stevens* No. 14 was despatched to her assistance. On arrival it was low tide, and the vessel was so far on the sand that the Life-boat could not get alongside; three of her crew waded to the schooner, and the Master asked that the Life-boat should remain until high water. In the meanwhile steps were taken to jettison the cargo, the crew of the vessel being assisted by several smacks' crews. Towards high water the Life-boat helped to tow the vessel clear of the sand. It was then found that she was leaking, the Life-boat therefore assisted her to Harwich, some of the Life-boatmen remaining on board to help at the pumps. The harbour was reached at 3 P.M. and the Life-boat regained her station at 6 P.M. The weather was fine during the service, and the motor worked well during the whole time.

LLANDUDNO, CARNARVONSHIRE.—The smack *Midsummer* of Douglas was lying in the bay on the evening of the 2nd September, when the wind changed to N.N.W., increased to a moderate gale, and a heavy sea rose. The smack commenced to drag her anchor, and the Master, who was all alone on board, feared she would go ashore or founder; he therefore made a signal of distress, and the Life-boat *Theodore Price* was launched in the short time of seventeen minutes from the time the signal was made. On reaching the vessel the Life-boat took the Master off and brought him ashore. Both the launch and return of the Life-boat were witnessed by some thousands of visitors, the town being very full, and great satisfaction was expressed at the smart way in which the service was performed.

SCARBOROUGH, YORKSHIRE.—At 12.30 A.M. on the 3rd September the Coxswain of the Life-boat *Queensbury* was called by the Coastguard, they having received a message from Whitby expressing anxiety for the safety of a Whitby coble, owing to a strong north-easterly gale having suddenly sprung up. The

Life-boat was promptly launched and proceeded to sea, shortly afterwards falling in with the coble *Prince Lewellen*. The sea being very rough and heavy the boat was taken in tow, and she and her crew of four hands conveyed into safety. At 4.45 A.M. a Scotch fishing craft—the *Victoria* of Leith—carrying a crew of seven, was observed outside but without sufficient sail set to enable her to make the harbour in safety, the Life-boat therefore proceeded to her and brought them into harbour.

DUNGENESS, KENT.—In the early morning of the 6th September a telephone message was received stating that two steamers had been in collision about four miles to the southward of the Point, and that one was apparently sinking. The crew of the No. 1 Life-boat *R.A.O.B.* were at once assembled, and the boat proceeded to the spot, a tug towing them part of the way. They found the s.s. *Cambric*, of Hull, extensively damaged and the crew in the ship's boats. At the request of the Master, his wife was taken into the Life-boat and several Life-boatmen were put on board to make a hawser fast between the damaged steamer and the tug. The *Cambric* was then towed with difficulty to Dover, the Life-boat going with her in case any further help might be required.

CAISTER, SUFFOLK.—About an hour before sunset, in misty weather, on the 11th September a foreign schooner went ashore on the Barber Sand, and the Cockle Lightship commenced to fire guns. The crew of the No. 2 Life-boat *Nancy Lucy* were assembled, and the boat proceeded to her. She proved to be the *Zwaantje Cornelia*, of Groningen, bound from Yarmouth to Hull, in ballast. A kedge anchor had been laid out, but as there was a considerable swell on the sands, the Life-boat stood by the schooner. On the flowing tide the vessel floated, and the Life-boat, being no longer required, returned ashore.

PENZANCE, CORNWALL.—At about 5.30 P.M. on the 27th September the Coastguard reported that a vessel close

to the Runnel Stone rocks was flying signals for medical assistance and for a pilot. The weather was rough and threatening, with an E.S.E. gale blowing, and it was considered too rough for any pilots to go off in a gig. The Coxswain of the Life-boat *Elizabeth Blanche* therefore, after consulting the pilots, sent for a medical man, and with him on board proceeded to search for the vessel. She proved to be the s.s. *Ellesmere*, of Manchester, and on the Life-boat proceeding alongside, the Coxswain was asked to put the doctor on board. This was accordingly done, the Life-boat remaining alongside until he was ready, when the boat returned to Penzance.

BALLYCOTTON, CO. CORK.—During a whole S.E. gale on the 1st October, signals of distress were made from the yacht *Cyane*, of Cork, lying at anchor in the bay. The Life-boat *T. P. Hearne* was very smartly launched and proceeded to the yacht, which they found in a dangerous position on a lee shore. The crew were unable to weigh the anchors, and in the heavy sea running there was great probability of the craft being swamped. Three Life-boatmen were put on board, their boat in the meantime standing by, and with this assistance both the yacht and the two men on board were saved.

YARMOUTH, NORFOLK.—The lugger *Twilight*, of Inverness, when bound on the night of 4th October to Lowestoft for the herring fishing, stranded on the South Scroby Sands. There was a strong N.N.E. breeze with a heavy sea at the time, and their signals of distress were promptly responded to. The crew of the Life-boat *John Burch* were assembled, and the boat proceeded to the help of the shipwrecked men. Great difficulty was experienced in rescuing the crew of six hands, as the vessel was hove over and the sea swept her. The men were found clinging to the side of their craft, and from this perilous position were taken into the Life-boat. To reach the fishing boat the Life-boat had to go into very shoal water, and when making for shore with the rescued men on board she struck the sands heavily several

times, happily without serious consequences. Yarmouth was reached shortly after one o'clock in the morning and the rescued men were landed. The fishing vessel became a total wreck.

RHYL, FLINTSHIRE.—At about 7.30 A.M., on the 7th October, the Life-boat Coxswain, who was on the look-out, observed a yacht near the Middle Patch buoy, about four miles distant, showing signals of distress. He immediately summoned his crew, and the Life-boat *Caroline Richardson* was promptly launched. After about two-and-a-half hours' hard pulling in the teeth of a moderate N.N.W. gale and against a strong tide, the Life-boat succeeded in getting to the yacht, and rescued the two men who were on board. The yacht proved to be the *Ruby*, of Liverpool. She had been compelled to anchor on account of the heavy weather to prevent being driven ashore. The weather being too heavy to attempt to tow the yacht in, she was abandoned. The Life-boat is reported to have behaved splendidly, and when returning ashore both the crew and the rescued men were received with enthusiastic cheers by a large crowd.

TEIGNMOUTH, SOUTH DEVON.—At about 12.30 P.M. on the 10th of October, a schooner was seen driving dangerously near the outer end of Teignmouth bar. A strong S.S.W. gale had been blowing all night, but it had then moderated somewhat; the seas however were very heavy: Shortly afterwards the vessel anchored, and it was seen that she was quickly dragging into dangerous broken water. She then hoisted a distress signal, and the Teignmouth Life-boat *Alfred Staniforth* was about to be launched when a telephone message was received stating that the Exmouth Life-boat had already been launched. Repeated and meritorious attempts were made by this boat to get to the schooner, but about an hour later another message was received stating that the Exmouth Life-boat, being to leeward, could not get near the vessel, which by that time had been driven ashore on the outer part of the Pole Sands. The crew of the Teign-

mouth Life-boat were immediately re-assembled and the Life-boat promptly launched. It was then nearly low water, and the seas on the bar and for a half a mile seaward were very bad; nothing but a smother of broken water was to be seen. There was no hesitation however, and the boat made for it. The boat behaved splendidly, but at times the sea was so heavy that she was completely enveloped. On one occasion a heavy sea broke right over her, putting her completely out of sight, and every man of the crew was knocked over, and every oar went overboard, the boat being driven towards the harbour. Undaunted, they started afresh, and after strenuous efforts and hard work the task of crossing the bar was accomplished. Once outside the breakers sail was made, and the *Alfred Staniforth*, with all speed made for the wreck, a heavy sea being encountered all the way. On nearing the wreck the crew could be seen in the fore-rigging, as the ship was full of water and every sea was making a clean breach over her. The deck cargo of timber was washing out of the wreck, and the sea for a considerable distance was covered with timber and wreckage, which made the work of rescue both difficult and hazardous. Sails on the Life-boat were taken in, and the anchor let go; with great skill she was then veered down as near to the vessel as possible. Communication was obtained by ropes, and by this means the crew of eight men were dragged through the breaking seas to the Life-boat. This rescue, so skilfully carried out, was most opportune, as a quarter of an hour after it had been accomplished the three masts went by the board, and all that remained was wreckage. The prevailing weather precluded any attempt being made by the Life-boat to regain her station, and the crew were both wet and tired; she therefore crossed the Exmouth bar, and landed at Exmouth. Here the boat was left until next day, when, the weather having moderated, she was towed home.

The wrecked vessel was the schooner,

Tehwija, of Riga, bound at the time of the disaster from Lappvik, in Finland, to Exmouth, with a full cargo. Happily the whole of the crew were saved, although they unfortunately lost all their belongings. A dog belonging to the captain resisted all attempts at rescue, and had to be left to its fate; but it was eventually washed ashore in the deck house—this portion of the wreck coming ashore intact.

During this service the Honorary Secretary of the Teignmouth branch, Mr. W. J. BURDEN, was on board the Life-boat, and materially assisted in the success of her mission—both by encouraging the men and personally assisting in the management of the boat. During the critical time when crossing the Teignmouth bar he steered the Life-boat, which enabled the Coxswain and Bowman to assist in double-banking the oars. The Committee of Management, in addition to cordially thanking Mr. Burden for his gallant and valuable assistance, awarded him and the Coxswain-Superintendent, GEORGE RICE, the Silver Medal of the Institution, accompanied by a framed copy of the vote engrossed on vellum, as a special token of appreciation.

An additional pecuniary reward was also made to each of the Life-boatmen who took part in the rescue, and the whole of the awards were publicly presented at Teignmouth before an enthusiastic audience.

FOLKESTONE, KENT.—About 1.30 P.M. on the 16th October a fishing boat was observed to be on the Mole Rocks to the eastward of the breakwater; at the time it was blowing a moderate gale from S.E. with a rough sea. Without loss of time the crew were assembled and the Life-boat *Leslie* was launched. On reaching the craft, which proved to be the lugger *Bird of Freedom*, of Shoreham, it was found that she had bumped over the rock, but that the anchors which had been let go were dragging. The Life-boatmen assisted the vessel and eventually she was got into harbour in safety.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

Thursday, 10th October, 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.—Girvan, Ayr, Ardrossan, Irvine, Port Patrick, Southend, Campbeltown, Stornoway, Nairn, Lossiemouth, Buckie, Banff and Macduff.

Eastern District.—Bridlington Quay, Flamborough (two boats), Scarborough, Runswick, Saltburn, Redcar, Seaton Carew, Whitburn, Hartlepool (two boats) and Sunderland (three boats).

Western District.—Sennen Cove, Penzance, Hayle, St. Ives, Polkerris, Falmouth, Mevagissey, Looe and Weston-super-Mare.

Irish District.—Skerries, Howth, Poolbeg, Wicklow, Arklow, Cahore, Courtown, Greenore, Giles Quay and Blackrock.

Deep regret was expressed at the death of Admiral THOMAS LE HUNTE WARD, C.B., who had for a long period been a member of the Committee of Management of the Institution and it was decided to send a letter conveying the sincere sympathy of the Committee of Management to Mrs. WARD.

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

	£	s.	d.
Miss ELIZA WILKINSON, for a <i>William Henry Wilkinson</i> Life-boat.	1,000	-	-
"M. E. A."	25	-	-
Proceeds of concert on Clacton-on-Sea Pier, in aid of Clacton-on-Sea Branch, per the Coast Development Corporation, Limited	23	19	2
Collected on board the S.S. <i>Bruxellesville</i> , per Messrs. ELDER, DEMPSTER & Co.	5	18	5
Chapel Offertory Fund, of girls of Christ's Hospital, Hertford, per Mr. J. J. B. SHARPE	5	2	6
Ancient Order of Foresters, Court "Fountain of Friendship," 2634, collected at a church parade, per Mr. H. T. BEADLE, Snodland, Kent	4	10	-
Readers of <i>The Christian</i> , per Messrs. MORGAN & SCOTT (additional)	3	10	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. ELLEN ASHTON, of Walton-le-Dale, Preston, for a <i>William and Ellen Ashton</i> Life-boat for the West Coast of England, Scotland, and Wales; anywhere within 100 miles north or south of Preston	1,000	-	-
Ditto, for general purposes	2,000	-	-
The late Mr. HENRY FOX, of Clapham, for a Life-boat to be named the <i>Emily Fox</i> , and placed on the coast of Kent, as near Dover as possible	1,849	7	9
The late Mrs. HELEN GRUNDY, of Bury	1,000	-	-
The late Mrs. ISABELLA BLYTH MARTIN, of Newport, Fife	450	-	-
The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional)	400	-	-
The late Mr. J. L. TOOLE, of Brighton	180	-	-

Voted the best thanks of the Committee of Management to Mr. ROYSTON WALKER, of Halifax, in recognition of his valuable services for twenty years as Treasurer and Honorary Collector to the Halifax Branch of the Institution, which office he had just resigned, owing to ill health.

Reported the transmission to its Station of the Port Logan new Life-boat.

Paid 8,269*l.* for sundry charges in connection with various Life-boat establishments.

Voted 62*l.* 8*s.* 6*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Ballycotton	Yacht <i>Cyane</i> , of Cork, assisted to save yacht and	2
Caister No. 2	Schooner <i>Zwaantje Cornelia</i> , of Groningen, stood by vessel.	2
Rhyl	Yacht <i>Ruby</i> , of Liverpool	2
Yarmouth.	Lugger <i>Twilight</i> , of Inverness	6
The Dungeness No. 1 Life-boat also assisted to save the S.S. <i>Cambric</i> , of Hull.		

Also voted 356*l.* 10*s.* to pay the expenses of the following Life-boat launches, &c., with the view of assisting persons on vessels in distress:—Caister No. 1, Clacton-on-Sea, Cromer, Dunbar, Fenit, Giles Quay, Gorleston No. 1, Holyhead (Steam), Hope Cove, Margate No. 2, Palling No. 2, Peterhead and Winterton No. 2.

Ordered a special letter of thanks to be sent to Mr. DOWNING, Fishery Inspector under the Congested Districts Board, and voted the sum of 12*l.* to twelve men for their prompt and very valuable services in saving the lives of twenty-seven persons from a boat which capsized in Mynich Bay, Co. Galway, in a rough sea on the 18th July. A party of thirty-five persons were in the boat when the accident occurred, and unfortunately eight were drowned before help reached them. Two of the salvors, sergeants in the Royal Irish Constabulary, rendered very efficient help in restoring the apparently drowned, and their admirable services were brought to the notice of the Constabulary authorities.

Voted 10*s.* to two men for their promptness in rescuing two men whose boat capsized and sank in Stromness Bay, in a strong westerly breeze, on the 29th August.

Also 1*l.* 4*s.* to six men for putting off in a boat and rescuing the crew of four persons of the ship *Dart*, of Arbroath, which was totally wrecked on the Plough Seat, Holy Island, in moderate weather, on the 16th September.

Also 1*l.* 10*s.* to six men for assisting the fishing boat *Trio*, of North Sunderland, which lost her mast during a strong S.S.E. gale on the 5th September, when six miles from harbour.

Thursday, 14th November, 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 report of the Chief Inspector of Life-boats on his recent visits to Newhaven.

Also the report of the Deputy Chief Inspector of Life-boats on his visits to the Moelfre and Stonehaven Life-boat Stations.

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

Northern District.—Fraserburgh, Peterhead, Newburgh, Port Erroll, Eyemouth, Ackergill, Wick, Huna, Thurso, Longhope, Stromness, Johnshaven, Gourdon, Hauxley, Boulmer and Alnmouth.

Eastern District.—Redcar, Seaton Snook, Whitby (two boats), Uppang, Whitburn, Sunderland (three boats), Saltburn and Robin Hood's Bay.

Southern District.—Atherfield, Brooke, Brighton Grange, Poole, Swanage, St. Helier, St. Peter Port, Weymouth, Southend-on-Sea, Brighton and Newhaven.

Western District.—New Quay (Cornwall), Cadgwith, Porthoustock, Coverack, The Lizard, Mullion, Porthleven, Port Isaac, Padstow (two boats and a tug), Rhoscolyn, Bull Bay, Rhosneigr, Moelfre, Cemlyn and Penmon.

Irish District.—Groomspoint, Culdaff, Greencastle, Aranmore, Portrush, Cloughy and Feint (Tralee Bay).

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

Covent Garden Life-boat Fund, per Mr. GEORGE MONRO (additional)	£	s.	d.
	57	1	5
Newcastle-upon-Tyne Co-operative Society, Limited (additional)	25	-	-
Collected in Hadnall Church, Salop, per the Rev. BROOKE C. MORTIMER, M.A.	8	3	9
Canteen Fund of H.M.S. <i>Victorious</i> , per the Rev. H. M. HARVEY, R.N.	5	-	-
Harvest thanksgiving services at Aldringham and Thorpe, per Mr. F. GARRETT	4	1	8

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. EMILY MOORE, of Slough	£	s.	d.
	2,000	-	-
The late Mrs. LEWIS-HILL, of Grosvenor Square, W., on account of the endowment of <i>Ada Lewis</i> Life-boat at Newbiggin and <i>Samuel Lewis</i> Life-boat at Skegness	1,250	-	-
The late Mr. HENRY FINLAY, of Highbury, for the Life-boat to be named the <i>Henry Finlay</i> , for the south-west or north-west of Scotland	1,000	-	-
The late Miss MARIAN CHARRINGTON, of Englefield Green	800	-	-
The late Mr. JOSEPH DUXBURY, of Accrington	500	-	-
The late Miss M. L. JACKSON, of Bath	270	-	-
The late Mr. EDWIN CLEPHAN, of Leicester	100	-	-
The late Mr. EDMUND LYTGOE, of Melbourne (on account)	99	9	11
The late Mr. EDWARD ROBERTS, of Pwllheli (per Pwllheli Branch)	45	3	-
The late Miss LYDIA ANN FRY, of Eltham	45	-	-
The late Mrs. HANNAH MELLOR, of South Shields	5	-	-

Reported the transmission to their Stations of the new Life-boats for Ackergill, Cemaes, Ferryside and New Quay (Cardigan).

Paid 6,41*l.* for sundry charges in connection with various Life-boat establishments.

Voted 217*l.* 11*s.* 5*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Alnmouth . .	S.S. <i>Ina Mactavish</i> , of Glasgow	2
Fethard . .	Ketch <i>P. M. Wilcox</i> , of Aberystwith	4
Folkestone . .	Schooner <i>Bird of Freedom</i> , of Shoreham. Rendered assistance.	
Margate No. 1.	Sprit sail barge <i>George and Jehu</i> . Stood by barge.	
Montrose No. 1	S.S. <i>Condor</i> , of Bergen. Rendered assistance.	
Penzance . .	S.S. <i>Ellesmere</i> , of Manchester. Took a doctor to ship.	
St. Ives. . .	Ketch <i>Susan Elizabeth</i> , of St. Ives	4
Teignmouth .	Schooner <i>Tehwijsa</i> , of Riga	8
Whitby No. 1.	Three fishing cobles of Whitby. Stood by cobles.	

The Brixham Life-boat assisted to save the ketch *J. B. Charcot*, of Boulogne, and her crew of six, and the Pakefield Life-boat assisted to save the lugger *Maggie May*, of Lowestoft, and her crew of eight.

Also voted 808l. 6s. 9d. to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Brixham, Cadgwith, Caister Nos. 1 and 2, Cemaes, Cemlyn, Clacton-on-Sea, Dover, Dunbar, Exmouth, Eyemouth, Fenit, Formby, Hope Cove, Ilfracombe, Kessingland No. 1, Kilmington, Newcastle (Co. Down), Newhaven, Palling No. 2, Penzance, Plymouth, Point of Ayr, Port Erin, St. Anne's No. 1, Skateraw, Teignmouth, Tenby, Weymouth, Winterton No. 2 and Yarmouth.

Voted the Silver Medal of the Institution to JAMES LAMING, Coxswain Superintendent of the Kingsdowne Life-boat, in recognition of his long and gallant services in the Life-boat, extending over a period of forty-one years.

Voted an aneroid barometer, mounted on a shield and bearing a suitable inscription, to Mr. T. F. DAVIES, Honorary Secretary of the Pakefield Branch, and to Mr. E. W. FULLER, for their services in wading into the sea up to their armpits in a rough surf, in order to get communication and assist the fishing lugger *Maggie May*, of Lowestoft, which stranded about 150 yards from the beach at Pakefield, on the 1st November.

Voted 12l. to six men for putting off in a boat from Mousehole, Penzance, and at great risk saving five persons from the ketch *Baltic*, of Newport, Isle of Wight, wrecked on St. Clement's Isle, in a strong S.E. gale and very heavy sea, on the 1st November.

Also 12l. to a man for putting off in a dinghy from a small steam yacht and saving, at some risk, two of three persons from a pleasure boat which capsized near Puffin Island, in a north-westerly breeze and short, choppy sea, on the 20th August.

Thursday, 12th December, 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 report of the Chief Inspector of Life-boats on his recent visit to Newhaven.

Also the report of the Deputy Chief Inspector on his visit to the Gorleston Life-boat Station.

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

Northern District.—Buckhaven, Dunbar, Skateraw, Stonehaven, Arbroath and Montrose (two boats).

Eastern District.—Flamborough (two boats), Scarborough, Bridlington Quay, Runswick, Staithes, Donna Nook, Mablethorpe, Sutton, Skegness, Grimsby, Withernsea and Hornsea.

Southern District.—Margate (two boats), Broadstairs, North Deal, Kingsdowne, Walmer, Folkestone, Hastings, Eastbourne (two boats), Southsea, Hayling Island, Selsey, Littlehampton, Worthing, Exmouth, Brixham, Torquay, Yealm River and Plymouth.

Western District.—Porthdinllaen, Abersoch, Criccieth, Pwllheli, Point of Ayr, Rhyl, Llanddulas, Holyhead (two boats), Llandudno, Cemaes, Ferryside, Littlehaven and St. David's.

Irish District.—Courtmacsherry, Ballycotton, Youghal, Queenstown, Helvick Head, Fethard, Tramore, Dunmore East, Courtown, Wexford, Rosslare Harbour, Kilmore and Kingstown (two boats).

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

Co-operative Union, Limited, further towards cost of Ackergill Life-boat, the <i>Co-operator</i> No. 3	208	-	3
Ancient Order of Foresters (annual subscription)	172	-	-
Independent Order of Oddfellows (annual subscription)	50	-	-
Donation	5	18	6

Collected on board the S.S. *Caledonia*, per Capt. W. BAXTER 50 - -

—To be severally thanked.

Also the receipt of the following legacies:—

	Life-boat.	Vessel.	Lives saved.
The late Mr. HARRY LEWIS SALTARN, of Lyndhurst (on account) . . . 6,000	Gorleston No. 3 (Steam)	Steam drifter <i>Glenmoor</i> , of Aberdeen. Stood by vessel.	
The late Mrs. LEWIS-HILL, of Grosvenor Square, further on account of the endowment of the <i>Ada Lewis</i> Life-boat, at Newbiggin and the <i>Samuel Lewis</i> Life-boat at Skegness . . . 2,000	Greencastle Hartlepool No. 3	Schooner <i>Emily</i> , of Run-corn Steam fishing boat <i>Ranter</i> , of North Shields	5 5
The late Miss CAROLINE EVERARD, of Salisbury, for the Blakeney new Life-boat, the <i>Caroline</i> . . . 1,500	Holyhead No. 1 (Steam)	Brigantine <i>Benita</i> , of Whitehaven. Landed 5.	
The late Mr. ALEXANDER HOWE, W. S. of Edinburgh (to Edinburgh, Leith and Granton Branch) 500	Newbiggin Point of Ayr	Coble <i>Thistle</i> , of Newbiggin. Stood by coble. Fishing boat <i>Myosotis</i> , of Liverpool	3 3
The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional) . . . 300	Scarborough	Coble <i>Swanland Hall</i> , of Scarborough. Attended coble.	
The late Mr. EDMUND LYTHGOE, of Melbourne (additional) 249 1 3	Seaton Carew	Brigantine <i>Primrose</i> , of Calmar	6
The late Mrs. EMMA MARIA COOKE, of Bridgwater 103	Walmer	Boats <i>Orchid</i> and <i>Little Dick</i> , of Walmer. Rendered assistance.	
The late Mr. WILLIAM HARDING, of Brighton 100			
The late Mrs. MARY JANE DRIELSMAN, of Eastham, Chester (per Port of Liverpool Branch) 100			
The late Mr. JOSEPH DUXBURY, of Accrington (interest) 20			
The late Miss SARAH SIMPSON, of Lancaster 10			

Voted the best thanks of the Committee to Mrs. J. A. POMEROY, in recognition of her very long and valuable services, extending over seventeen years, as honorary secretary of the Enniskillen Branch of the Institution, which office she had resigned on account of her removal from the neighbourhood.

Reported the transmission to its Station of the Hasborough new Life-boat.

Paid 2,627*l.* for sundry charges in connection with various Life-boat establishments.

Voted 360*l.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barmouth	Fishing boat <i>Flora</i> , of Pwllheli. Rendered assistance.	
Bridlington Quay	Coble <i>Boys' Own</i> , of Hull. Saved coble and	3
Criccieth	Schooner <i>Owen Morris</i> , of Portmadoc	6
Dungeness No. 1	S.S. <i>Bayard</i> , of Christiania. Stood by vessel.	
Dungeness No. 1	Steam trawler <i>Perseverance</i> , of Boulogne	11
Flamboro' No. 1	Fishing cobbles, of Flamboro'. Stood by cobbles.	
Gorleston No. 2	Coal lighter <i>Lizette</i> , of Yarmouth	4

The Margate No. 2 Life-boat saved the ketch *Suste*, of Littlehampton, and 3. Ramsgate Life-boat stood by the barque *Forfarshire*, of Glasgow. Runswick Life-boat rendered assistance to the S.S. *Sardinian*, of London; and Winterton Nos. 1 and 2 Life-boats assisted to save the S.S. *Terra*, of Glasgow, and 22.

Also voted 595*l.* 8*s.* to pay the expenses of the following Life-boat launches or assemblies of crews, with the view of assisting persons on vessels in distress:—Brooke, Caister No. 1, Cemlyn, Courtown, Dunbar, Dungeness No. 2, Exmouth, Folkstone, Gorleston Nos. 1 and 2, Hartlepool No. 3, Holyhead Nos. 1 and 2, Hoylake, Ilfracombe, Kessingland No. 1, Margate No. 2, Pakefield, Plymouth, Port Logan, Rhyl, Southend-on-Sea, Whitby No. 1 and Yarmouth.

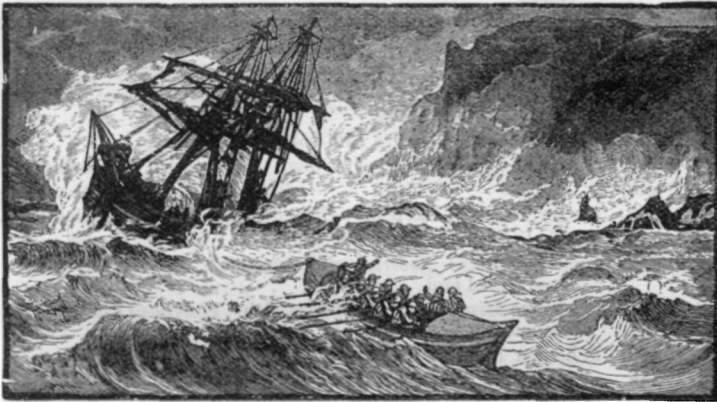
Voted the Silver Medal of the Institution to Mr. W. J. BURDEN, honorary secretary of the Teignmouth Branch, and to GEORGE RICE, Coxswain superintendent of the Life-boat, for their gallant and arduous services on the occasion of the wreck of the schooner *Tehwija*, of Riga, off Exmouth, on the 10th October last, when the crew of eight persons were all saved.

Also granted an additional pecuniary reward to the Coxswains and each of the crew.

Also voted 3*l.* to four men for rescuing at some risk four men from the steam drifter *Scotia*, of North Shields, which had been in collision and foundered off Lowestoft, in a strong S.S.E. breeze and very heavy sea off Lowestoft, on the 22nd November, 1907.

Also 4*l.* to four men for saving at considerable risk to themselves five men from the fishing boat *Mary*, of Newbiggin, which stranded near the south pier at Amble, in a very heavy ground swell. The boat used was damaged, and the cost of repair, amounting to ten shillings, was also allowed the salvors.

Services of the Life-boats of the Institution during 1907



1907.	Time of Launching.			Lives saved.
Jan. 2.	12.30 a.m.	Ketch <i>Harriet</i> , of Guernsey.	Montrose No. 2 Life-boat saved . . .	4
„ 7.	7.59 a.m.	S.S. <i>Citrine</i> , of Glasgow.	Aldeburgh No. 2 Life-boat stood by vessel.	
„ 7.	4.30 p.m.	S.S. <i>Highland Fling</i> , of London.	Cadgwith Life-boat stood by vessel.	
„ 19.	2.15 p.m.	Ditto ditto	Cadgwith Life-boat stood by salved portion of vessel.	
„ 18-19.	midnight.	S.S. <i>Strathbeg</i> , of Aberdeen.	Peterhead Life-boat stood by vessel.	
„ 22.	5.15 a.m.	Coble <i>Maggie</i> , of Scarboro'.	Scarboro' Life-boat saved boat and . . .	3
		Coble <i>Rosabel</i> , of Scarboro'.	Ditto ditto	3
		Coble <i>Rescue</i> , of Scarboro'.	Ditto ditto	3
„ 22.	7.15 a.m.	Coble <i>Perfection</i> , of Cullercoats.	Cullercoats Life-boat stood by coble.	
		Coble <i>Gloriana</i> , of Cullercoats.	Ditto saved coble and	4
		Coble <i>Maggie Storey</i> , of Cullercoats.	Ditto saved	4
„ 22.	8. 0 a.m.	Fishing boat <i>Margaret</i> , of Filey.	Whitby No. 2 Life-boat rescued .	4
		Fishing boat <i>Jane and Priscilla</i> , of Filey.	Ditto ditto	4
„ 22.	7.40 a.m.	Five fishing boats, of Montrose.	Montrose No. 1 Life-boat attended boats.	
„ 22.	8. 0 a.m.	Nine cobsles, of Staithes.	Staithes Life-boat stood by cobsles.	
„ 22.	8.30 a.m.	Fishing boats, of Holy Island.	Holy Island No. 1 Life-boat attended boats.	
„ 22.	10. 0 a.m.	Six cobsles, of Staithes.	Saltburn Life-boat stood by cobsles.	
„ 22.	5.30 p.m.	Ketch <i>Effort</i> , of Southampton.	Totland Bay Life-boat saved . . .	5
„ 22.	9.30 p.m.	Ketch <i>Lord Tennyson</i> , of London.	Winchelsea Life-boat saved . . .	3
		(Also a dog.)		
„ 23.	12.15 a.m.	S.S. <i>Pernambuco</i> , of Liverpool.	Hartlepool No. 3 Life-boat landed 9 and afterwards assisted to save vessel.	
„ 24.	10. 0 p.m.	Trawler <i>Successor</i> , of Lowestoft.	Caister No. 1 Life-boat stood by vessel.	
„ 26.	7.45 a.m.	Schooner <i>Demaris</i> , of Goole.	Walton-on-Naze Life-boat stood by vessel.	
„ 28.	2. 0 p.m.	A coble, of Staithes.	Runswick Life-boat rendered assistance.	
„ 30.	9.30 p.m.	Barquentine <i>Latona</i> , of Portsmouth.	Flamboro' No. 2 Life-boat rescued	8
			Afterwards assisted to save vessel.	
„ 31.	noon.	S.S. <i>Cedric</i> , of Landskrona.	Southwold No. 2 Life-boat landed an injured man.	
„ 31.	9.45 a.m.	S.S. <i>Clavering</i> , of London.	Seaton Carew Life-boat saved	15
Feb. 1.	8. 0 a.m.	Ditto ditto	ditto ditto	11
„ 1.	8. 0 a.m.	Ditto ditto	Hartlepool No. 1 saved	13
„ 1.	1.30 a.m.	Ketch <i>Ringdove</i> , of Bristol.	Ilfracombe Life-boat assisted to save vessel and	4
„ 8.	2.30 a.m.	Ship <i>Hermanos</i> , of Lillesand.	Cresswell Life-boat assisted to save vessel.	

1907.	Time of launching.		Lives saved.
Feb. 10.	10.30 a.m.	S.S. <i>Coronel</i> , of Krägero. Margate No. 2 Life-boat assisted to save vessel.	
„ 11.	4.30 a.m.	Smack <i>Herald</i> , of Ramsgate. Kessingland No. 2 Life-boat saved . . .	3
„ 11-12.	4.30 p.m.	S.S. <i>Atbara</i> , of London. Palling No. 2 Life-boat saved	12
„ 11-12.	4.35 p.m.	Ditto ditto Cromer Life-boat saved	12
„ 12.	2.30 a.m.	Brigantine <i>Adelaide</i> , of Fowey. Polkerris Life-boat stood by and assisted to save vessel.	
„ 12.	3.30 a.m.	Smack <i>Dinas</i> . Moelfre Life-boat saved	2
„ 13.	4. 0 a.m.	Schooner <i>Perseverance</i> , of Fowey. Margate No. 2 Life-boat rescued	5
„ 13.	8. 0 a.m.	Ditto ditto ditto assisted to save vessel.	
„ 13.	3.15 p.m.	Cutter <i>Eva</i> , of Liverpool. Fishguard No. 2 Life-boat landed 3.	
„ 13.	9. 0 p.m.	Ketch <i>Swin</i> , of Blyth. Gorleston No. 1 Life-boat saved vessel and	4
„ 15.	3.30 p.m.	Smack <i>Francis Roberts</i> , of Lowestoft. Caister No. 1 Life-boat saved vessel and	5
„ 19.	8.50 p.m.	Schooner <i>Miss Evans</i> , of Aberystwith. Holyhead (Steam) Life-boat rescued	4
„ 20.	2.20 p.m.	Schooner <i>Isabella</i> , of Barrow. Ramsey Life-boat saved	4
„ 20.	4. 5 p.m.	Schooner <i>J.T.S.</i> , of Barrow. Moelfre Life-boat saved (Also a dog.)	5
„ 21.	10. 0 a.m.	Schooner <i>Becca and Mary</i> , of Beaumaris. St. Anne's No. 1 Life-boat stood by vessel.	
„ 21.	1.25 p.m.	Boat of S.S. <i>Vala</i> , of Grangemouth. Gorleston No. 1 Life-boat saved	5
Mar. 3.	4.30 p.m.	S.S. <i>FitzClarence</i> , of Glasgow. Walmer Life-boat assisted to save vessel.	
„ 3.	10.15 p.m.	S.S. <i>Kingford</i> , of Newcastle. Margate No. 1 Life-boat assisted to save vessel.	
„ 5.	5.50 a.m.	S.S. <i>Bluff</i> , of Durban. Gorleston No. 1 Life-boat stood by vessel.	
„ 7.	9.30 p.m.	Barquentine <i>Roma</i> , of Pernau. Dungeness No. 2 Life-boat assisted to save vessel.	
„ 9.	4.30 a.m.	Schooner <i>Vizen</i> , of Fowey. Palling No. 1 Life-boat saved	6
„ 9.	10.45 p.m.	S.S. <i>Lock Doon</i> , of Glasgow. Portrush Life-boat landed 4.	
„ 16.	9. 0 p.m.	Brigantine <i>Fortuna</i> , of Glasgow. Holyhead (Steam) Life-boat rescued	5
„ 16.	9.15 p.m.	Ketch <i>Esmeralda</i> , of Milford. Holyhead (Steam) Life-boat rescued	2
„ 16.	9.15 p.m.	Smack <i>Prosperity</i> , of Carnarvon. Porthdinllaen Life-boat saved . . . (Also a dog.)	2
„ 16-17.	11. 0 p.m.	Schooner <i>Two Brothers</i> , of Carnarvon. Abersoch Life-boat rescued	4
„ 16-17.	11.15 p.m.	Ketch <i>Witch of Wave</i> , of Belfast. Cloughey Life-boat rescued . . .	3
„ 17-18.	11.45 p.m.		
„ 18.	12.30 a.m.	"White Star" Liner S.S. <i>Suevic</i> , of Liverpool.	Lizard Life-boat saved . . .
„ 18.	4. 0 a.m.		Cadgwith Life-boat saved . . .
„ 18.	4.45 a.m.		Coverack Life-boat saved . . .
„ 18.	3.30 a.m.	S.S. <i>Jebba</i> , of London. Hope Cove Life-boat stood by vessel.	
„ 18.	4. 5 a.m.	Steam trawler <i>Philorth</i> , of Dundee. Arbroath Life-boat landed 1.	
„ 18-19.	7.40 a.m.	S.S. <i>Newstead</i> , of Newcastle. Newhaven Life-boat rescued	23
„ 18.	9.25 a.m.	S.S. <i>Swan</i> , of Sunderland. Winchelsea Life-boat stood by vessel.	
„ 23.	8.30 a.m.	Coble <i>Robert and Mary</i> , of Whitby. Whitby No. 1 Life-boat stood by coble.	
Apr. 3.	9.30 a.m.	Fishing cibles, of Whitby. Whitby No. 1 Life-boat attended cibles.	
„ 4.	11. 0 a.m.	Fishing cibles, of Filey. Filey Life-boat stood by cibles.	
„ 5.	2. 0 p.m.	Three fishing cibles, of Whitby. Whitby No. 1 Life-boat attended cibles.	
„ 5.	4.48 p.m.	Smack <i>Prosperity</i> , of Carnarvon. Howth Life-boat saved Afterwards assisted to save vessel.	3
„ 6.	8.15 a.m.	Schooner <i>Marie</i> , of Kjöge. Montrose No. 2 Life-boat stood by vessel.	
„ 7.	11.15 a.m.	Ketch <i>Sabine</i> , of Treguier. Clacton-on-Sea Life-boat stood by vessel.	
„ 8.	3.45 a.m.	Trawler <i>Ardgowan</i> , of Glasgow. Huna Life-boat saved	10
„ 11.	12.30 a.m.	Tug <i>Java</i> , of London. Kessingland No. 1 Life-boat assisted to save vessel.	
„ 11.	5. 0 a.m.	Coble <i>Louisa</i> , of Newbiggin. Newbiggin Life-boat attended coble.	
„ 11.	noon.	Fishing cibles of Staithes. Staithes Life-boat attended cibles.	

1907.	Time of Launching.		Lives saved.
Apr. 13.	4.45 a.m.	Schooner <i>Caledonia</i> , of Faversham. Lowestoft No. 2 Life-boat saved	3
,,	17. 12.30 p.m.	Two cobles, of Newbiggin. Newbiggin Life-boat attended cobles.	
,,	20. 10.55 a.m.	Shrimper <i>Marjorie</i> , of Liverpool. Formby Life-boat rendered assistance.	
,,	22. 6.15 p.m.	Yacht <i>Bittern</i> , of Berwick. Berwick-on-Tweed Life-boat saved . Also assisted to save yacht.	3
,,	27-28. 9.30 p.m.	Brig <i>Commerce</i> , of Yarmouth. Skegness Life-boat assisted to save vessel.	
May 2.	6. 0 a.m.	Ship <i>Lonsdale</i> , of Liverpool. Kingsdowne Life-boat assisted to save vessel.	
,,	2. 6.15 a.m.	Ship <i>Wilhelmine</i> , of Hamburg. North Deal Life-boat stood by vessel.	
,,	2. 11. 5 a.m.	Ketch <i>Marjorie</i> , of Milford. Holyhead No. 2 Life-boat assisted to save vessel.	
,,	6. 5.30 p.m.	S.S. <i>Queen Louise</i> , of Glasgow. Seaham Life-boat assisted to save vessel and	29
,,	8. 1.45 p.m.	Brigantine <i>Antje</i> , of Warsingsfehn. Margate No. 2 Life-boat rendered assistance.	
,,	20. 8. 0 p.m.	H M. Ship <i>Cherwell</i> . Caister No. 1 Life-boat rendered valuable assistance to vessel, on board which were 70 persons.	
,,	20. 8.50 p.m.	H.M. Ship <i>Ettrick</i> . Yarmouth Life-boat rendered valuable assistance to vessel, on board which were 70 persons.	
,,	24. 1.35 a.m.	Steam trawler <i>Preston</i> , of Pittenweem. Boulmer Life-boat stood by vessel.	
,,	25. 4.30 a.m.	Schooner <i>Princess of Thule</i> , of Chester. Rhoscelyn Life-boat stood by vessel.	
,,	29. 9.15 a.m.	Lugger <i>E. M. L.</i> , of Folkestone. Folkestone Life-boat landed 3.	
,,	30. 3.30 a.m.	Brigantine <i>Polly</i> , of Bristol. Porthleven Life-boat rendered assistance.	
June 1.	8.30 a.m.	Nine cobles, of Flamboro'. Flamboro' No. 1 Life-boat attended cobles.	
,,	1. 8.30 a.m.	Coble <i>Claudia</i> , of Scarborough. Scarborough Life-boat saved coble and	2
		Coble <i>Lady Adeline</i> , of Scarborough. Scarborough Life-boat saved coble and	2
		Coble <i>Ferland</i> , of Scarborough. Scarborough Life-boat saved coble and	2
,,	16. 1.30 a.m.	S.S. <i>Enterprise</i> , of Cardiff. Staithes Life-boat saved	16
,,	19-20. 10.30 p.m.	S.S. <i>Ariadne</i> , of London. Aldeburgh No. 2 Life-boat stood by vessel.	
,,	19-20 11.22 p.m.	S.S. <i>Ariadne</i> , of London. Harwich (Steam) Life-boat stood by vessel.	
July 6.	11.20 a.m.	Ketch <i>Charlotte Kilner</i> , of Goole. Caister No. 2 Life-boat stood by vessel.	
,,	13. 5. 0 a.m.	Cutter <i>Lilian</i> , of Arklow. Kilmore Life-boat landed	3
,,	21. 12.45 p.m.	A pleasure boat, of Montrose. Montrose No. 2 Life-boat saved.	2
,,	23. 10. 0 p.m.	Ketch <i>Fanny</i> , of Bidford. Lizard Life-boat saved	3
,,	24. 7. 0 a.m.	Boat <i>Moa</i> , of Port Patrick. Port Patrick Life-boat saved	3
,,	30. 10.35 a.m.	Ketch <i>Brothers</i> , of Cardigan. Cardigan Life-boat rescued	2
Aug. 2.	9. 0 p.m.	Two fishing boats, of Aranmore. Aranmore Life-boat attended boats.	
,,	3. 8.15 p.m.	Brigantine <i>Seierskrandsen</i> , of Svendborg. Porthleven Life-boat landed 7.	
,,	4. 5. 0 a.m.	Brigantine <i>Seierskrandsen</i> , of Svendborg. Porthleven Life-boat assisted to save vessel.	
,,	4. 2.20 p.m.	Yacht <i>Pem</i> , of Tranmere. Point of Ayr Life-boat saved yacht and	3
,,	5. 2. 0 p.m.	An open boat, of Dublin. Poolbeg Life-boat rescued	1
,,	7. 2.15 a.m.	Steam trawler <i>Westward Ho!</i> of Hull. Walton-on-Naze (Motor) Life-boat assisted to save vessel.	
,,	7. 9.25 p.m.	Schooner <i>Problem</i> , of Connah's Quay. New Brighton (Steam) Life-boat rescued	3
,,	9. 12.15 a.m.	Lugger <i>Concord</i> , of St. Combs. Peterhead Life-boat rescued	6
,,	15. 4. 0 p.m.	An open boat, of Dungeness. Dungeness No. 1 Life-boat saved boat and	1

1907.	Time of Launching.		Lives saved.
Aug. 19.	11.30. a.m.	Ketches <i>Norvic</i> and <i>Doric</i> , of London. Margate No. 2 Life-boat stood by vessels.	
„ 22.	4.25 a.m.	Barque <i>Adele</i> , of Brevig. Walton-on-Naze (Motor) Life-boat stood by vessel. Motor launch, of Frinton. Walton-on-Naze (Motor) Life-boat assisted vessel.	
„ 26.	5.25 a.m.	Schooner <i>Mary Ann</i> , of Faversham. Walton-on-Naze (Motor) Life-boat rendered assistance.	
Sept. 2.	8. 2 p.m.	Smack <i>Midsummer</i> , of Douglas. Llandudno Life-boat rescued .	1
„ 3.	1. 0 a.m.	Coble <i>Prince Lewellen</i> , of Whitby. Scarborough Life-boat saved coble and	4
„ 6.	6.55 a.m.	S.S. <i>Cambric</i> , of Hull. Dungeness No. 1 Life-boat assisted to save vessel.	7
„ 11.	5.30 p.m.	Schooner <i>Zwaantje Cornelia</i> , of Groningen. Caister No. 2 Life-boat stood by vessel.	
„ 27.	5.45 p.m.	S.S. <i>Ellesmere</i> , of Manchester. Penzance Life-boat took a doctor off to ship.	
Oct. 1.	8.10 a.m.	Yacht <i>Cyane</i> , of Cork. Ballycotton Life-boat assisted to save yacht and	2
„ 4-5.	10.40 p.m.	Lugger <i>Twilight</i> , of Inverness. Yarmouth Life-boat saved . . .	6
„ 7.	8. 5 a.m.	Yacht <i>Ruby</i> , of Liverpool. Rhyl Life-boat rescued	2
„ 10.	1.45 p.m.	Schooner <i>Tekuija</i> , of Riga. Teignmouth Life-boat saved	8
„ 16.	1.45 p.m.	Lugger <i>Bird of Freedom</i> , of Shoreham. Folkestone Life-boat rendered assistance.	
„ 16.	3.40 p.m.	Ketch <i>J. B. Charcot</i> , of Boulogne. Brixham Life-boat assisted to save vessel and	6
„ 17.	6.10 a.m.	Schooner <i>Susan Elizabeth</i> , of St. Ives. St. Ives Life-boat saved .	4
„ 17.	2.30 p.m.	S.S. <i>Ina Mactavish</i> , of Glasgow. Alnmouth Life-boat saved . .	2
„ 20.	12.30 a.m.	S.S. <i>Condor</i> , of Bergen. Montrose No. 1 Lifeboat rendered assistance.	
„ 28.	7. 0 a.m.	Ketch <i>P. M. Wilcox</i> , of Aberystwith. Fethard Life-boat rescued .	4
„ 28.	10.30 a.m.	Three fishing cobbles, of Whitby. Whitby No. 1 Life-boat stood by cobbles.	
Nov. 1.	9.20 a.m.	Fishing lugger <i>Maggie May</i> , of Lowestoft. Pakefield Life-boat assisted to save vessel and	8
„ 6.	3.35 a.m.	Sprit sail barge, <i>George and Jehu</i> . Margate No. 1 Lifeboat stood by barge.	
„ 10.	12.10 p.m.	S.S. <i>Bayard</i> , of Christiania. Dungeness No. 1 Lifeboat stood by vessel.	
„ 13.	12.32 a.m.	Brigantine <i>Benita</i> , of Whitehaven. Holyhead (Steam) Life-boat landed 5.	
„ 14.	1.40 a.m.	Steam fishing boat, <i>Ranter</i> , of North Shields. Hartlepool No. 3 Life-boat rescued	5
„ 17.	8.10 p.m.	Fishing boat, <i>Myosotis</i> , of Liverpool. Point of Ayr Life-boat rescued	3
„ 20.	8. 0 p.m.	S.S. <i>Sardinian</i> , of London. Runswick Life-boat rendered assistance.	
„ 21.	2.10 p.m.	Steam drifter, <i>Glenmoor</i> , of Aberdeen. Gorleston (Steam) Life-boat stood by vessel.	
„ 21.	7.30 p.m.	Schooner <i>Emily</i> , of Runcorn. Greencastle Lifeboat rescued . . .	5
„ 22-26.	11.30 a.m.	S.S. <i>Terra</i> , of Glasgow. Winterton No. 2 Life-boat assisted to save vessel and	22
„ 22.	2.10 p.m.}	S.S. <i>Terra</i> , of Glasgow. Winterton No. 1 Life-boat rendered	
„ 24.	11.30 a.m.}	assistance.	
„ 23.	1.52 a.m.	Coal lighter <i>Lizette</i> , of Yarmouth. Gorleston No. 2 saved . . .	4
„ 25.	9.20 a.m.	Boats <i>Orchid</i> and <i>Little Dick</i> , of Walmer. Walmer Life-boat rendered assistance.	
„ 25.	10. 0 a.m.	Coble <i>Thistle</i> , of Newbiggin. Newbiggin Life-boat stood by coble.	
„ 26.	11. 0 a.m.	Fishing boat <i>Flora</i> , of Pwllheli. Barmouth Life-boat rendered assistance.	
„ 26.	4.30 p.m.	Coble <i>Swanland Hall</i> , of Scarborough. Scarborough Life-boat attended coble.	

1907.	Time of Launching.		Lives saved.
Nov. 29.	4.30 a.m.	Brigantine <i>Primrose</i> , of Calmar. Seaton Carew Life-boat saved .	6
Dec. 3.	5.10 a.m.	Steam trawler <i>Perseverance</i> , of Boulogne. Dungeness No. 1 Life-boat saved	11
„ 4.	2.45 a.m.	Coble <i>Boy's Own</i> , of Hull. Bridlington Quay Life-boat saved coble and	3
„ 4.	2.30 p.m.	Three fishing cobles, of Flamborough. Flamborough No. 1 Life-boat stood by cobles.	
„ 4.	7.15 p.m.	Ketch <i>Susie</i> , of Littlehampton. Margate No. 2 Life-boat saved vessel and	3
„ 8.	2. 5 a.m.	S.S. <i>Scheldestroom</i> , of Amsterdam. Folkestone Life-boat rescued .	7
„ 8.	4.25 a.m.	Barque <i>Forfarshire</i> , of Glasgow. Ramsgate Life-boat stood by vessel.	
„ 8.	1.40 p.m.	Schooner <i>Owen Morris</i> , of Portmadoc. Criccieth Life-boat saved .	6
„ 8.	7.20 p.m.	Ketch <i>Lily</i> , of Falmouth. Brixham Life-boat landed 2.	
„ 8.	11.20 p.m.	Sloop <i>Pilgrim</i> , of Cemaes. New Brighton (Steam) Life-boat rendered assistance.	
„ 10.	11.30 a.m.	Twelve fishing cobles, of Newbiggin. Newbiggin Life-boat stood by cobles.	
„ 11.	7.25 a.m.	Steam trawler <i>Shakespeare</i> , of Hull. Stromness Life-boat saved .	3
„ 12.	12.45 a.m.	Ketch <i>Sleuthhound</i> , of Ramsgate. Margate No. 2 Life-boat stood by vessel.	
„ 12.	6.45 a.m.	S.S. <i>Volano</i> , of Sunderland. Hastings Life-boat rendered assistance.	
„ 13-14.	9.0 p.m.	Barge <i>Thames</i> , of Greenhithe. Ramsgate Life-boat saved barge and	2
„ 13.	11.55 p.m.	Barge <i>Decima</i> , of London. Southwold No. 1 Life-boat assisted to save barge and	2
„ 14.	10. 0 a.m.	Barge <i>Britisher</i> , of London. Cromer Life-boat rescued	3
„ 14.	10. 0 a.m.	Schooner <i>Windermere</i> , of Chester. Broadstairs Life-boat assisted to save vessel and	6
„ 14.	2.30 p.m.	Barge <i>Blanche</i> , of London. Southsea Life-boat stood by barge.	
„ 15-16.	11.0 p.m.	Schooner <i>Hans</i> , of Brake, Germany. Totland Bay Life-boat rendered assistance.	
„ 18.	11.30 a.m.	S.S. <i>Andalusia</i> , of London. Caister No. 1 Life-boat stood by vessel.	
„ 18.	11.48 a.m.	Ditto ditto Yarmouth Life-boat stood by vessel.	
„ 21.	2.30 a.m.	S.S. <i>Cap Lopez</i> , of Antwerp. Kingsdowne Life-boat saved (Also a dog.)	14
„ 26.	2.30 p.m.	Schooner <i>John Ewing</i> , of Cardigan. Mumbles Life-boat rescued .	6
„ 27.	„	Ditto ditto Mumbles Life-boat assisted to save vessel.	
„ 26.	6.45 p.m.	S.S. <i>Hanna</i> , of Stavanger. Hartlepool No. 3 Life-boat rescued .	23
„ 29.	10.30 a.m.	Fishing boats, of Brixham. Brixham Life-boat rendered assistance.	
Total lives saved by the Life-boats in 1907, in addition to 43 vessels and boats			932
Life-boats also landed 34 persons, some of whom had taken refuge on light-vessels, while others were brought ashore in the Life-boats as a precautionary measure.			
Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc.			224
Total for 1907			1156

NOTICE.

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

ROYAL NATIONAL LIFE=BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

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

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

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



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INSTITUTION
LONDON."

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No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1907) the ROYAL NATIONAL LIFE=BOAT INSTITUTION expended £71,426 on its Life-boat Establishments.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1907.

	£	s.	d.
Number of Lives rescued by Life-boats, in addition to 43			
Vessels and Boats saved by them and 34 persons landed			
from vessels in distress and lightships	932	...	...
Number of Lives saved by Shore-boats, &c.	224	...	...
Amount of Rewards granted during the Year	10,560	4	4
Honorary Rewards:—Gold Medal	1	...	...
Silver Medals and Clasps	15	...	...
Binocular Glasses	6	...	...
Aneroid Barometers	5	...	...
Votes of Thanks on Vellum	38	...	...
Certificates of Service	12	...	...
Total	77	1,156	£10,560 4 4

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., 1907), is 47,345. The rewards and recognitions granted by the Institution in the same period comprise 100 Gold Medals and Clasps, 1,247 Silver Medals and Clasps, 66 Decorations, 287 Binocular Glasses, 15 Telescopes, 77 Aneroid Barometers, 1,858 Votes of Thanks, inscribed on vellum and framed, 196 Certificates of Service framed, and £276,465 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. COUTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—February, 1908.