

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

VOL. XX.—No. 229.]

1ST AUGUST, 1908.

[PRICE 3d.

“MANY INVENTIONS.”

It is only natural in this and other countries that the humane desire to improve the means for saving life from shipwreck should appeal to and occupy the minds of men with a turn for invention or mechanically inclined. Such being the case, it will surprise few to learn that the offices of the ROYAL NATIONAL LIFE-BOAT INSTITUTION are frequently visited by those who have given much time and thought to the praiseworthy object of the improvement of Life-boats or the methods of launching and transporting them, or to the gear used in connection with Life-boat work. It is perhaps needless to say that any suggestions or inventions likely to prove of even the smallest advantage are most eagerly welcomed, for, as has often been pointed out, the efficiency of the practical part of the Institution has been built up on experience gained from those who have to use the Life-boats and from those who have taken a deep interest in their improvement.

Unfortunately a very large number of inventors who visit the Life-boat Institution seem to have omitted what anyone would think would be the cardinal principle of finding out what has been done before in the particular direction in which they have spent much time, thought and often skill. A little trouble taken in making inquiries, either at the offices of the Institution, or at the Patent Office or the

British Museum, would in a very large percentage of cases save the expenditure of much misplaced energy and its resultant disappointment. It must be most disheartening, after weeks and months of trouble, to be told that your labours are wasted, and that the principle you are advocating has been tried and experimented on frequently before and found to be of no advantage. Such however is the experience of the greater number of inventors who visit the Institution, not that they ever go away convinced! No doubt the experiences of the Life-boat Institution are by no means singular in this respect.

A list of the strange devices which have been brought before the notice of the Life-boat Institution would fill a good-sized volume, but reference to a few of what might be called “Freak Life-boats” possibly would prove of some interest to the readers of this Journal, and also might possibly act as a deterrent to those who are ambitious to swell the list.

Different methods of propulsion (other than oars and sails) have long occupied the minds of inventors. A model of a steam Life-boat was submitted as early as 1850, but such is the difficulty of adapting means of propulsion to a boat which has to meet all the complicated requirements of Life-boat work, that it was not until 1889 that a steam Life-boat appeared on the list of the Institution's fleet, and even now so few are

the places at which a steam Life-boat can honestly be said to justify the great cost of upkeep, that there are only four of these boats on the coast.

A very favourite idea with inventors is to apply manual power to turn paddle-wheels or screw-propellers by means of cranks, and numerous models and designs have been submitted to the Institution having this method in view, but apart from many and obvious other reasons against this idea, there has never been any proof adduced that sufficient power or speed can be obtained by this means, and as a method of manual propulsion the oar of unknown antiquity still reigns supreme.

Numerous mechanical systems of propulsion have, and are being, continually advocated, such as engines driven by air or electricity, not to mention every conceivable kind of oil and gas motor, but with the exception of the last-named, with which the Institution is busily engaged, either from excessive complication, weight or other causes, none of these systems has yet been found suitable for Life-boat work.

It is, however, in the variety of form and shape that the inventors have given the greatest scope to their energies and imagination. Pontoons, rafts, catamarans and such-like contrivances, often excellent for special work in foreign countries, are continually being submitted. Most of such designs, undoubtedly possessing at least one good qualification for a Life-boat, namely, stability, but unfortunately lacking in nearly every other necessary quality. Catamarans are much used in many places, notably in Brazil, and it is known that they keep at sea in heavy weather, but that is a very different thing from being so much under control as to be able to approach a wreck; neither can they be considered satisfactory for pulling off a lee shore in a gale of wind. One type of pontoon description has been given a very fair trial in the Life-boat service, and also by

the Mersey Docks and Harbour Board, namely, Messrs. Richardson's Tubular Life-boat. For very many years a few of these were in use. One was tried at those very important competitive Life-boat trials conducted by the Institution which took place at Lowestoft and at Montrose in 1892-1893. Compared with the sailing competitors, the tubular boat was anything but a success, but in competition with the pulling Life-boats this type showed to better advantage, and in fact gained a good many adherents. In spite of this, and although for many years it was the custom to send deputations of Life-boat men to see a tubular Life-boat before deciding on the description of boat they required, this type of boat has not "caught on," and is represented by a solitary example at Rhyl, where, at any rate, it must be conceded that the men have every confidence and satisfaction in her.

Double boats, and even triple boats, have claimed a great deal of the attention of inventors. These of course have a strong affinity to the pontoon or tubular Life-boats, and their advocates have in many cases produced some excellent examples of craft having great stability and seaworthy qualities, but when all is said and done, this class of boat leaves much to be desired from a Life-boat point of view, both in handiness and speed; added to this, to be of any value they must be of considerable size, requiring large boat-houses, and rendering them difficult to transport.

Formerly inventors turned their minds towards fitting paddle-wheels in double boats, and many people will no doubt have seen boats of this description on ornamental waters in public parks, etc., usually propelled by cranks worked by the feet.

In addition to "double boats," by which is meant two boats joined together side by side, another form of "double boat" has claimed the attention of those anxious to help the Life-boat service, viz., one boat suspended within another,

much like a compass on its gimbals. Not content with this anything but simple departure in naval architecture, one design was submitted which further complicated the arrangement by introducing a screw propeller worked by six men.

Many designs for boats with open bottoms have also from time to time been submitted. This, of course, is only carrying to extremes the method for admitting water ballast formerly in vogue in the Norfolk and Suffolk Life-boats. It will be remembered that these boats had about 20 four-inch (or larger) plugs in their bottom, which were withdrawn as soon as the boat was afloat, the water then finding its own level in the boat. Even this was open to objection and has been superseded by the system of confining the water ballast in tanks. The open-bottom boat, except in the case of the tubular Life-boats, has never come into practical use in the Life-boat service.

A great variety of boats, completely covered in by convex steel decks, or some such method, having small hatches by which to obtain access to the interior, have been invented, and brought to the notice of the Life-boat Institution. Their power of keeping the sea has frequently been proved, but a great deal more than this is required to make a suitable coast Life-boat, and in these covered-in boats one of the most important necessities is absent, viz., the power of the crew to work the boat when nearing a wreck, and to assist in getting the shipwrecked crew from the ship to the Life-boat. It would indeed puzzle a Life-boat Coxswain to transfer a shipwrecked crew from a vessel stranded on the Goodwin Sands to a boat with a semicircular deck, with perhaps only a small hatch about eighteen inches diameter, down which each of the survivors would have to be taken.

Whatever the description of boat used

as a coast Life-boat, she must be so designed that her Coxswain and crew can not only see what they are about, but also have full freedom for their legs and arms, and be able, when required, to work together. Neither the introduction of steam nor motor-power will counteract this necessity.

Boats have been designed combining a method of land transport with their legitimate functions as boats. One such had carriage-wheels fixed on axles under two of the thwarts, with an arrangement for detaching the wheels by means of a lever as soon as the boat was afloat. Another had four little wheels, twelve inches in diameter, fitted into the keel, while several have been fitted with a cylindrical roller in their bottoms, to come into action when being launched or hauled up.

One of the strangest suggestions ever made was that of a wicker Life-boat covered with canvas, intended to be rolled along the beach to the site of the wreck, and then opened out into boat shape.

Many systems of obtaining the power to "self-right" have from time to time been submitted. In one case the design showed five round shot placed in the bilge to roll from side to side against a spiral spring. Another designer advocated a suspended weight, in conjunction with the usual high end-boxes as used by the Institution in their self-righting Life-boats. Traversing ballast in various forms other than the five round shot alluded to above have had many adherents; likewise many have favoured principles in which water is used for the self-righting agent, admitted in various ways into tanks. In fact, even to mention all the methods advocated for making a boat "self-right" would provide material for a long chapter.

Many strange means for getting rid of or ejecting water have also been proposed. Here again the systems have been usually of so complicated a description as to render them quite

unsuitable for Life-boats, especially as an extremely simple arrangement for self-baling has been found to fulfil all the requirements.

Speaking generally, the inventors who visit the Life-boat Institution have one fixed idea in their heads as to how Life-boat work is done, and have worked in this direction, not having any experience of the multifarious ways in which Life-boats carry out their task, governed as it is by all sorts of geographical considerations. Again, nearly every inventor, in explaining his invention, begins by stating that his boat is uncapsizable. Here is another pitfall, for it is a statement not at all likely to impress those who have made the study of Life-boats their profession. It can honestly be said that no absolutely uncapsizable boat or even ship has ever yet made its appearance, rafts there may be. Stability

is comparative only, size, form and distribution of weights being the governing factors. If it is permissible to offer a word of advice to those anxious to improve the machinery used by the ROYAL NATIONAL LIFE-BOAT INSTITUTION; let them, before setting themselves to a hard and intricate task, first study the methods in which Life-boat work is carried out, not only at one part of the coast, but at many parts, and if this is impossible, they should try to ascertain what has been done before in the particular direction in which they think an improvement might be effected. By so doing valuable time will be saved and disappointment avoided.

The Life-boat Institution has much to be grateful for in the efforts of inventors, but it is specially indebted to those who have carefully studied the subject before making their proposals.

PRESENTATION BY H.R.H. THE PRINCE OF WALES TO A GALLANT LIFE-BOAT COXSWAIN.

ON the 4th May, 1908, the Prince of Wales, who is the President of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and takes the greatest interest in its work and welfare, graciously commanded Mr. William Owen, the Coxswain-Superintendent of the Institution's steam Life-boat *Duke of Northumberland*, stationed at Holyhead, to attend at Marlborough House in order that he might confer on him the Institution's Gold Medal, the highest award for life-saving bestowed by the Committee of Management, for a service of exceptional merit attended by grave risk to all on board the Life-boat, and which would almost certainly have ended disastrously had it not been for the gallant and extremely skilful management of the Life-boat by Owen. His Royal Highness, who was attended on the occasion by Colonel FitzRoy Clayton (Deputy-Chairman of the Institution), Mr. Charles Dibdin

(the Secretary), and Commander St. Vincent Nepean, M.V.O., R.N. (Chief Inspector of Life-boats), after pinning the Gold Medal on Owen's breast and presenting him with a framed vellum of the Committee's resolution, which H.R.H. had signed, conferring the medal, heartily congratulated him upon his gallant and intrepid conduct, and shook him cordially by the hand. Mr. William Owen when he was presented was wearing the Silver Medal of the Institution voted him for a gallant rescue in 1890, and also the Silver Medal of the Royal Humane Society. The following are the details of the service in respect of which the Gold Medal was conferred on Coxswain Owen.

On the 22nd February, 1908, a gale of unusual severity blew over the whole of the United Kingdom, and at about 2 P.M. the Holyhead Steam Life-boat

had returned but a very short time from rendering valuable assistance to a disabled steamer when information was received that another steamer, the *Harold*, of Liverpool, was in difficulties. She was attempting to reach Holyhead but was drifting with the ebb tide towards that precipitous and rockbound part of the coast of Anglesey between the two projecting headlands known as the North and South "Stacks." The Life-boat was ordered out again immediately and notwithstanding the terrible seas which were running she made for the disabled craft. By this time the wind, which was westerly and had been increasing, was blowing with hurricane force at a velocity of upwards of eighty miles an hour, but the Steam Life-boat made headway against it as probably no other boat could have done.

On reaching the neighbourhood of the distressed steamer it was found that she was anchored not very far from the shore but with such tremendous seas around her that it was quite impossible for the Life-boat to even get near her. Huge waves tossed the Life-boat about like a cork, but eventually, after two hours' very skilful manœuvring by Coxswain Owen and owing to the slackening tide for which he had waited, the Life-boat was able to approach sufficiently near for communication to be effected by means of a rope. Seven of the crew of the ill-fated steamer were by the use of lines drawn through the water to the Life-boat, when a heavy sea suddenly carried her almost alongside the steamer and the two remaining men jumped on board. The rope was slipped and the Life-boat steamed clear, happily successfully, and it was a great relief to all when Holyhead was reached in safety.

During the whole time the Life-boat was out the sea was described as "mountainous," and the successful rescue of the steamer's crew is worthy of unqualified praise. The service was attended by the greatest danger, as the Life-boat was at times in imminent

peril of being driven against the disabled ship. Had this occurred it would probably have meant death to all on board the Life-boat. The coolness and intrepidity displayed by Coxswain Owen and the crew of the Life-boat were the subject of universal admiration at Holyhead, and this, together with the Coxswain's gallant and skilful management were fully appreciated by the Committee of Management of the Institution. The slightest error of judgment on the part of Coxswain Owen or any hesitancy in carrying out his orders must have occasioned disaster.

In recognition of the gallantry displayed, the Committee of Management of the Institution, in addition to pecuniary grants, and conferring the Gold Medal upon Coxswain Owen, bestowed the Silver Medal on each of the engine-room staff and the deck hands (eleven in all), the position of the former having been particularly trying, as they were battened down below and in ignorance of what was taking place around them.

The behaviour of the Life-boat throughout was much extolled, both by those who were in her and by all who witnessed the service. The steamer *Harold* was a small craft of seventy-five tons and at the time of the disaster was bound from Teignmouth to Runcorn with a cargo of china clay. She became a total wreck the next day.

The Silver Medals of the Institution were publicly presented to the recipients on the 14th May at a function specially arranged for the purpose at the Town Hall, Holyhead, the President of the branch, Lord Stanley of Alderley, kindly handing them to them. The meeting was also attended by the Admiral Burr, C.M.G., M. V. O. (Vice - President), Captain McKinstry (Chairman), the Rev. Chancellor Owen Lloyd Williams, Mr. J. Lewis (Hon. Secretary), the Committee, and by a large and representative number of friends, the ceremony passing off with great *éclat*.

LIFE-BOAT SATURDAY FUND.

EVERYBODY is complaining that trade and business are bad, and that as a result any effort to raise money for charitable purposes requires an operation similar to that time-honoured one of extracting "blood from a stone"! It is sad indeed that we have fallen apparently on bad times, but notwithstanding this it is gratifying to find—and this gives a gleam of brightness in the darkness—that there are very many self-denying and good people about who are not to be daunted in their work for others by any obstacle or failure, unpromising as their efforts may appear. Fortunately for the ROYAL NATIONAL LIFE-BOAT INSTITUTION thousands of these good kind people seem to take a special interest in the Life-boat cause—the work of the Institution and its branches, the heroism of the Life-boat crews, their injured members, the tears of the poor widows and orphans of those breadwinners who nobly perish as Life-boatmen in their grand efforts to rescue fellow-creatures from a watery grave. The summer months which bring—or ought to bring—sunshine and

joy are those specially chosen by the Life-boat Saturday workers in which to urge the object of their appeal on the British Public, whether in the highways of our large cities and towns, on the promenade and the beach of our watering-places, or in the mill and the factory; and we would ask all who have any thought at all for the merits of the appeal to encourage and aid the efforts of the workers in their uphill and unselfish task. For fourscore years and more the Life-boat Institution of Great Britain has been strenuously working to minimise the loss of life from shipwreck on our dangerous shores, and hitherto the efficiency of this the oldest and largest life-saving service in the world has been maintained and supported by voluntary effort. This alone, coupled with the fact that directly or indirectly upwards of 47,000 lives have been saved as the result of the organisation, should entitle, we think, any application on its behalf for financial assistance to a response at once prompt and favourable.

LIFE-BOAT WORK IN FRANCE.

FROM time to time special attention has been drawn in the LIFE-BOAT JOURNAL to the excellent work in life-saving done by means of Life-boats, etc., connected with the Life-boat services on the Continent and elsewhere, all of which have come into existence since the establishment of our own Institution in 1824. No Life-boat services on the Continent are, perhaps, more interesting to us in Great Britain than those of our good friends the French, the largest and most important of which is, that so admirably and usefully managed by the Société Centrale de Sauvetage des Naufragés, which has its headquarters in Paris. This Society was founded by Decree on the 17th November, 1865, to render

assistance to shipwrecked persons and to the victims of the "événements" of the sea on the coasts of France, Algeria and Tunis. Ever since the formation of the Society the officials have been in constant communication with the officials of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, who have found it a pleasure and a privilege to give every possible aid and advice to their colleagues in France. Indeed, many years ago a Life-boat was built for Calais in England under the special supervision of our Institution. The great majority of the 107 Life-boats of the Société Centrale are of the self-righting type, which was introduced originally into France after correspondence with the

Institution, and most of them are provided with transporting carriages. As a general rule the crews of the Life-boats consist of twelve men—a coxswain, a second coxswain, and ten others for the oars, another ten men being enrolled for service in case of need. The coxswains, as with us, receive an annual retaining fee, the rest being paid only on the occasions when they are employed either for service or exercise. The crews, composed principally of fishermen, go out for exercise quarterly. The Society has recently added a steamer of 374 tons to its fleet at a cost of 3,000*l*. She has been stationed at Royan, where she will at all times be ready to render assistance to any vessel in distress at the mouth of the Gironde. At upwards of 500 places on the coast the Society has placed the rocket apparatus, life-buoys, and other life-saving apparatus, and these are for the most part entrusted to the care of Custom House officials. The cost of establishing a Life-boat station in France ranges

from 1,000*l*. to 1,200*l*., and the average expenditure on upkeep is at least 60*l*. a year. The Society estimates the value of its property on the coast at about 120,000*l*. The total number of lives saved by the Société Centrale, or for the saving of which it had granted rewards, since its foundation in 1865, was, on the 31st December, 1907, 16,382, and the total number of ships assisted was 1,349.

The Société Centrale is supported by voluntary contributions, and the Committee appeal earnestly to the public for help, as we do on this side of the Channel. The expenditure of the Society in 1907 was 332,044*f*. 2.35*c*. (13,281*l*. 7*s*. 2*d*.). Although the French Government gives the Société Centrale no regular financial assistance, it contributes to the establishment of each new station. Our readers will, we feel sure, wish the sister service in France a hearty "God-speed" and all possible success in its very important mission of mercy.

THE LIFE-BOAT'S CREW.

WHEN raging seas the bark assail,
And hope recedes before the gale,
Who follow in the storm's fierce trail?
The Life-boat's crew.

Who shrink not from destruction's throes,
Nor quail before the dreadful blows,
When hurricanes their forms disclose?
The Life-boat's crew.

Who, on the surging billows thrown,
Still thread the ever-darkening zone,
With courage but by heroes known?
The Life-boat's crew.

No death-bolts from their hands are hurled,
See "Rescue" on their flag unfurled!
They battle but to bless the world,
The Life-boat's crew!

Hail! to the hearts so true, so brave!
Defying oft the watery grave!
Intent alone to aid and save!
Hail! noble crew!

ALBERT MIDLANE.

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

ROSSLARE HARBOUR, CO. WEXFORD.—During a moderate E.S.E. gale on the 1st January signals of distress were observed at 9.30 A.M. on a schooner lying at anchor in Rosslare Bay. The crew of the Life-boat *Tom and Jennie* were assembled, and in a heavy sea the boat proceeded to the assistance of those on board. On reaching the vessel the master reported that she was leaking badly and he required the assistance of a tug to tow him into harbour. At the request of the master the Life-boat therefore returned ashore to telephone for a tug. The vessel was the *William Thompson*, of Wexford, laden with coal and bound from Newport to Wexford.

KESSINGLAND, SUFFOLK.—At 7.30 on the morning of the 6th January a vessel was observed on the West Barnard Sand with a signal of distress flying. Information was given to the Coxswain and the No. 1 Life-boat *Bolton* was smartly launched. On reaching the vessel, which proved to be the smack *Young Bert*, of Lowestoft, she was found to be in a bad state, having sprung a leak. The assistance of the Life-boatmen was accepted by the master and every effort was made to save the craft. Eventually the efforts were successful and the smack floated. She was then taken to Lowestoft accompanied by the Life-boat, the Life-boatmen remaining on board to assist at the pumps. The wind was blowing strongly from W.S.W. with a heavy swell at the time of the service, and considerable difficulty was experienced in getting alongside the smack, some of the Life-boat's gear being carried away.

MONTROSE, FORFARSHIRE.—During a whole W.S.W. gale on the 6th January a fishing-boat was observed in the offing in a helpless condition, with her foremast carried away. In response to her signals the No. 1 Life-boat *Sarah Jane Turner* was promptly despatched to her assistance under sail, but before she could reach her another fishing-boat went to the help of the men on board.

The fishing-boat took the boat in tow and proceeded towards the harbour. As there was a heavy sea running the Life-boat stood by the fishing-boats, until both were in safety, she then returned to her station and was re-housed. The disabled boat was the *Caledonia* of Ferryden.

ST. IVES, CORNWALL.—At about 9.15 P.M. on the 7th January, during a heavy N.W. gale, a vessel was seen running for the harbour, but on nearing the entrance she missed stays and was driven on to Porthminster Beach, first striking heavily on Pednolver Point. Within a quarter of an hour the Life-boat *James Stevens No. 10* was launched and on her way to the distressed vessel. After some little difficulty she succeeded in rescuing the crew, five in number, and in the teeth of the gale landed them safely in the harbour about 10.30 P.M. Owing to the heavy swell in the harbour the Life-boat could not be re-housed until 2 A.M. The vessel was the schooner *Lizzie R. Wilce*, of Falmouth, and was bound from Swansea to St. Malo with a cargo of coal. She became a total wreck.

About three hours after she had been re-housed the Life-boat was again called out to the assistance of the schooner *Mary Barrow*, of Barrow. The vessel had been making for the harbour for shelter, but owing to the low state of the tide she struck heavily on the ridge and was quickly driven ashore on the Porthminster Beach. The Life-boat anchored and veered down to the wreck. After considerable danger, due to the very heavy sea, the five men on board were rescued and taken into safety. The vessel, which also had a cargo of coal, was bound from Swansea to the Isle of Wight.

PENMON, ANGLESEY.—At 10.30 P.M. on the 7th January the Coxswain of the Life-boat *Christopher Brown* received information by telephone from the light-keeper at Trwyn Dhu Lighthouse, that a vessel in close proximity to the Dutch-

man Bank was making signals. The crew of the Life-boat were summoned and the boat launched. On reaching the vessel, she proved to be the schooner *Maggie Brocklebank*, of Barrow. She was anchored in a dangerous position on the edge of the bank where she would ground at low water and very much exposed to the northerly wind should it freshen (which subsequently happened eventually blowing a whole gale). The master asked for assistance to remove his vessel to a safer anchorage and four Life-boatmen were placed on board. She was then taken up to Fryar's roads, the Life-boat accompanying her until in safety. The schooner was bound at the time from Southampton to Birkenhead with a cargo of steel rails.

MOELFRE, ANGLESEY.—One of the worst gales that had been experienced for some years blew off Anglesey on the 8th January, and at 8.40 A.M. the ketch *Margaret Elizabeth* of Beaumaris stranded near Moelfre.

The Life-boat *Star of Hope* was promptly launched and in a very heavy sea rescued the two men on board. The rescue was a timely one because two hours after the crew were taken off the ketch had gone to pieces on the rocks. At the time of the disaster she was bound from Cemaes to Glasson Dock with a cargo of oats.

SOUTHEND-ON-SEA, ESSEX.—Shortly before 9 A.M. on the 8th January a telephone message was received from the Maplin Lighthouse, stating that there was a barge ashore on the "Burrows" with a signal of distress in her rigging. There was a strong W.N.W. gale at the time accompanied by a rough sea, and with all promptness possible the Life-boat *James Stevens No. 9* was despatched to the assistance of the men on board. About 10.30 the Coxswain found the barge *Dorothea* of Harwich stranded in the position indicated with her sprit broken and sails blown away. She was bound from Lowestoft to Grays, Essex, and her boat had been smashed. The Life-boatmen were employed to save the vessel and succeeded in getting her and her crew

of two men into safety about 4 P.M. The Life-boat then made for Southend, arriving at midnight.

PADSTOW, CORNWALL.—During a whole N.N.W. gale on the 8th January a vessel was sighted dismasted and apparently at anchor about eight miles off Trevose Head. The crew of the No. 2 Life-boat *Edmund Harvey* were summoned, and in tow of the Institution's tug she proceeded to the vessel. A very heavy sea was running and on arrival it was found that fourteen of the crew had been rescued by a steamer, whilst a boy had unfortunately perished before the arrival of help. Seven men still remained on board and with considerable difficulty they were rescued and conveyed into safety, Padstow being reached at 5.30 P.M. The vessel was the barque *Europa* of Bilbao.

GILES QUAY, CO. LOUTH.—About 4 o'clock in the afternoon on the 8th January a telephone message was received from Newcastle stating that a schooner had been sighted to the south-westward drifting in an apparently disabled condition. A look-out was kept and an hour and a half later the vessel was seen to the south-east of Giles Quay. The Life-boat *Providence* was launched and on reaching the vessel found that she was the schooner *Ethel* of Drogheda, bound from Dublin to Belfast with a cargo. A heavy sea was running and in the fresh E.N.E. gale the schooner's foreyard was carried away and all the head sails had blown away. At the request of the Master five of the Life-boatmen went aboard and stowed the torn canvas; the Life-boat then stood by the vessel until the weather moderated about 3 A.M. the next morning.

LOWESTOFT, SUFFOLK.—The schooner *Janet*, of Carnarvon, whilst bound from Yarmouth to Portsmouth, with a cargo of wood, stranded on the 10th January on the Holm Sand. The No. 1 Life-boat *Kentwell*, in tow of a tug, proceeded to her assistance, but just before she got to her the schooner knocked over the sand into deep water. As she was leaking badly several of the Life-boat-

men were put on board and they assisted to make fast the tow-rope from the tug. The vessel was then taken to Lowestoft Harbour accompanied by the Life-boat. During this service the sea was heavy but the wind was light.

ROSSLARE HARBOUR, CO. WEXFORD.—About 8 P.M. on the 11th January, the Coastguard reported that there was a vessel on the Splaugh rock, and the Life-boat *Tom and Jennie* was promptly despatched to her assistance. After a heavy beat against wind and tide the Life-boat found the schooner *Navigator*, of Arklow, as stated. She went alongside and rescued the six men on board, regaining her station at 6 o'clock the next morning. The schooner was bound from Liverpool to Foynes with a cargo of coal, and but for a sudden change in the direction of the wind after the crew were rescued she would have become a total wreck.

KESSINGLAND, SUFFOLK.—About 10 P.M. on the 15th January, the Coastguard watchman reported that a steamer was blowing her whistle apparently close to the shore. The weather was thick at the time and nothing could be seen, but on the fog lifting a little a steamer was observed stranded two miles to the southward. The Coxswain at once decided to launch the No. 2 Life-boat *St. Paul*. On arriving on the scene of the casualty the steamship *Briton*, of Stettin, bound from Calais to Leith with a general cargo, was found in need of assistance. The crew were at once employed to salve the vessel, and the majority of the Life-boatmen were placed on board. It was then seen that to save the vessel additional help would be necessary, and signals to the shore were accordingly made. In response the No. 1 Life-boat *Bolton* was launched and reached the steamer shortly after midnight. Throughout the night the Life-boatmen in conjunction with tugs worked to float the vessel, and at 8 A.M. on the 16th idem. they were successful, the steamer being taken to Lowestoft. During the night there was a very rough sea alongside the steamer and the men were exposed to a strong and bitter S.S.W. wind.

PALLING and WINTERTON, NORFOLK.—At 9.25 A.M., on the 16th January, a telephone message was received at Palling stating that a steamer was ashore on the Hasboro' Sands.

The No. 2 Life-boat *Hearts of Oak* was promptly despatched and found the s.s. *Excellent* of Sunderland, bound from the Tyne to London with a cargo of coal on the sand. The weather at the time was hazy, the wind about S.W., a fresh breeze and a nasty choppy sea. The Life-boat in going alongside the steamship received considerable damage being partially stove in, but the crew were engaged to try and salve the vessel and failing that to save the twenty-two men on board. The crew of the *Winterton* No. 2 Life-boat, which had also put off to the vessel, were in addition engaged by the Captain to assist in the salvage work. Anchors were run out and the work proceeded until the afternoon when with the assistance of a tug the vessel got off. She was then taken, accompanied by the Life-boats, into Yarmouth Harbour, the Life-boats getting back to their respective stations next day.

NEWBIGGIN, NORTHUMBERLAND.—A strong westerly gale with a rough sea came up, on the 16th January, whilst the fishing cobles were at sea, and about 11 A.M. the Life-boat *Ada Lewis* was launched to attend them into safety. The gale having arisen quite suddenly the fishing gear had to be left, and the Life-boat was launched very hurriedly. Some of the crew being at sea a scratch crew manned the boat and the women of the place assisted in launching her. Great alarm was felt for some time for the safety of one coble whose sail had been lowered as she could not be seen in the spindrift; happily however the boats reached the harbour in safety.

WALMER, KENT.—The four-masted barque *Lisbeth* of Hamburg, whilst sailing into the Downs on the 17th January took the ground off Walmer Castle. The Coastguard having warned the Coxswain of the Life-boat *Civil Service* No. 4, the boat was launched and proceeded to her. At the request of the captain the boat stood by the

barque until about 10 P.M., when with the help of a tug the vessel was floated. A moderate W.S.W. gale was blowing at the time and the sea was rough.

CLOVELLY, NORTH DEVON.—At about 4.15 on the morning of the 27th January during a thick fog a boat with nine men in her landed at Clovelly. They reported that their steamer, the *Huddersfield*, of Cardiff, was ashore about four miles to the westward with the remainder of the crew, twelve in number, on board. The sea was rough with a heavy ground-swell and the wind was strong from W.S.W.

The Life-boat *Elinor Roget* was launched and found the steamer as reported about a mile from the Hartland Lighthouse, with the sea making a clean breach over her. All the boats on board had been smashed and the men had no means of escape. The twelve were successfully rescued and conveyed to Clovelly, where they were landed at 9.30 A.M.

The vessel was bound from Barry to the River Plate with 3,000 tons of coal, and when the men were rescued the steamer was completely submerged.

NORTH SUNDERLAND, NORTHUMBERLAND.—A stormy westerly breeze was blowing in the early morning of the 27th January, and only three of the North Sunderland cobsles ventured out, two or three from Beadnell being out. During the forenoon the wind freshened until it blew a hurricane from W.N.W. As it was evident that the North Sunderland craft intended to try and make the harbour the Life-boat *Forster Fawsett* was launched to protect the men on board. With considerable difficulty and risk the cobsles got in, one being nearly capsized between the piers.

The Life-boat then proceeded to one of the Beadnell boats named the *Sea Nymph*. If the wind had held she could not have got in but must have been blown out to sea. The wind however eased somewhat and the coble made the harbour at Beadnell safely, being attended by the Life-boat the whole way.

YARMOUTH, NORFOLK.—Shortly after noon on the 28th January the brig

Fleetwing, of Carnarvonshire, whilst bound to King's Lynn, was observed to miss stays when close to the Scroby sands and let go her anchors. As it was thought that the vessel was on the sands, the Life-boat *John Burch* was launched to her assistance. On arrival it was found that she was not actually aground but in a very dangerous position, with the sea breaking quite close to her. The Life-boat's crew were employed by the captain to get the brig's anchors which had fouled, and to get the vessel into a safer position. With the assistance of a tug this was accomplished, and the vessel was towed into Yarmouth Roads and anchored.

ST. IVES, CORNWALL.—About 8 P.M. on the 28th January, during a very strong N.N.W. gale, signals of distress were seen from a ketch which had put into the bay for shelter and was riding heavily to her anchors. The Life-boat *James Stevens No. 10* was launched, and within half-an-hour had rescued the three men on board. The ketch was the *Yswith*, of Padstow, and was bound at the time from Llanelly to Falmouth.

When the Life-boat had rescued the crew she then proceeded to the trawler *Victor*, of Brixham, which was also riding heavily, and having rescued the four men on board, she made for the harbour, where all were landed in safety. Shortly afterwards the ketch parted her cables and was driven ashore on Carrack Gladden beach, where she became a total wreck.

The trawler *Victor* happily rode out the gale, and next morning the Life-boatmen replaced the crew on board and assisted to work the craft out of the bay.

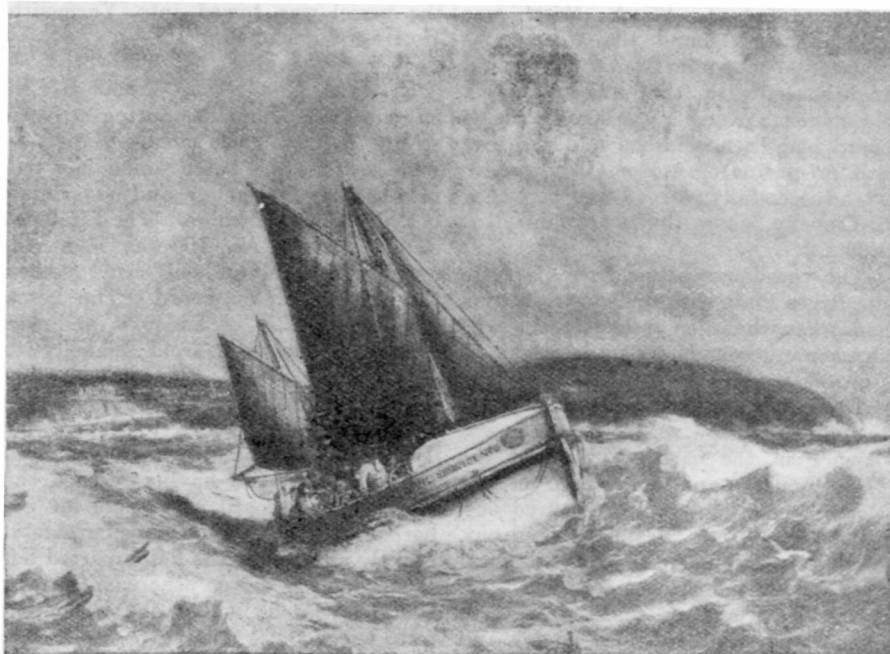
RAMSEY, ISLE OF MAN.—The Life-boat *Mary Isabella* was launched at about 8.45 P.M. on the 28th January, in a moderate N.E. gale, in response to distress signals from a schooner about two and a half miles off the harbour. She was riding at single anchor, her sails having been blown away, and it was feared she would drag. A heavy sea was running. On the arrival of the Life-boat the four men on board were

rescued and taken into safety. The vessel was the schooner *Guiding Star*, of Runcorn, and was bound at the time from Teignmouth to Glasgow with a cargo of clay.

YARMOUTH, NORFOLK.—On the 30th January the schooner *John Pickard*, of Goole, whilst bound to London with coal, sprang a leak when near the South Caistor Buoy. Her signals of distress were observed by the Coastguard, who reported them to the Coxswain of the Life-boat *John Burch*. The boat was at once

of the Life-boat *Civil Service No. 6*, considered it advisable to launch the Life-boat. The crew were summoned and the boat launched. On reaching the *Regalia*, the master stated the clew of the mainsail had started, and there was considerable danger of it blowing away. The Life-boat therefore stood by the vessel and accompanied her to land in case she should have been rendered helpless.

FLAMBOROUGH, YORKSHIRE. — At 6 A.M. on the 4th February a telephone



By permission of Mr. Henry Jackson, Liverpool.

launched and proceeded to the schooner, whose captain engaged the crew to save her. Men were placed on board to assist with the pumps, and by the united efforts of the Life-boatmen and a tug the vessel was taken into the roads.

DOUGLAS, ISLE OF MAN.—The fishing vessel *Regalia*, of Douglas, was under observation about seven miles off the shore on the 3rd January, on account of the very choppy sea and the strong W.N.W. gale prevailing. About noon the vessel was missed, and the Coxswain

message was received stating that a ship was burning flares as a signal of distress close to the headland. With all haste the No. 2 Life-boat *Matthew Middlewood* was launched and proceeded to her. They found that she was the ketch *Princess May*, of Littlehampton, bound for Sunderland loaded, and in the strong north-west gale had lost one of her masts. Assistance was offered but declined; the Life-boat therefore stood by the ketch until it was seen that she would be able to get into safety. The boat then returned ashore.

RUNSWICK, YORKSHIRE.—Fifteen of the fishing cobsles belonging to Staithes and two belonging to Whitby had gone off in the morning of the 7th February to the fishing, when a heavy sea came on, rendering it impossible for them to reach their own ports. Owing to the men's lack of knowledge of the peculiarities of Runswick Bay and the danger in the heavy sea, the Coxswain of the Life-boat *Cape of Good Hope* launched his boat and assisted them all into safety.

NEWHAVEN, SUSSEX.—At 10.30 A.M. on the 8th February the Coastguard reported that a fishing vessel was ashore about four miles to the eastward of Newhaven Harbour. The weather was moderate, but as the sea was making and the wind freshening, the motor Life-boat *Michael Henry* proceeded to her. The vessel proved to be the *Volunteer*, of Colchester, and at the request of the skipper the Life-boat stood by her until she floated. The Life-boat then returned to her station. To perform this service the motor, which had recently been fitted in the Life-boat, was used. The motor worked admirably and gave the greatest satisfaction.

WHITBY, YORKSHIRE.—During a very light N.N.W. breeze, on the 10th February, the coble *Robert and Mary*, belonging to Whitby, came from Runswick to work her crab-pots at the back of Whitby rock. There was a heavy sea on the Bar and a very strong outset; the Rocket brigade therefore had a line and life-buoys stretched between the piers. About 2.30 P.M. the coble made for the harbour, and as there was great risk to those on board, the Coxswain considered it advisable to launch the Life-boat *Robert and Mary Ellis*, more particularly as, should anything happen to the coble, the occupants would be driven outside the harbour and be out of reach of the life-buoys. After the Life-boat had started, the crew of the coble signalled to her to go to them. She accordingly did so and escorted the coble in.

KINGSTOWN, CO. DUBLIN.—On the 14th-15th February, shortly after midnight, the Coastguard reported that a

vessel was ashore near the Sutton Coastguard station, on the north side of Dublin Bay, and with all haste the No. 2 Life-boat *Dunleary* was sent to her assistance. There was a strong S. to W.S.W. gale at the time, and the sea was rough. On reaching the vessel, which was the schooner *Truthseeker*, of Runcorn, bound for Dublin, the crew declined to leave their vessel and stated that they did not require any help. The Life-boat then stood by her until morning, in case their services should be required, but the wind having then moderated, and the schooner being high and dry the Life-boat returned to Kingstown.

NORTH SUNDERLAND, NORTHUMBRLAND.—The steamer *Geir*, of Bergen, whilst bound for Blyth in ballast, stranded on the Knavestone Rock, Farne Islands, on the night of the 18th February, during a northerly gale and heavy sea. Information reached the North Sunderland Life-boat Station about 7 P.M., and within a few minutes the Life-boat *Forster Fawsett* was launched.

On arriving at the scene of the wreck, it was necessary for the Life-boatmen to use the greatest caution in approaching her, on account of the exceedingly dangerous nature of the locality. Even in fine weather the sea is heavy there, and the tide and current are very strong. To go alongside the steamer to rescue the crew was not possible. The Coxswain, James Robson, therefore, after fully considering the matter, decided to land on an adjoining small rock, taking a life-buoy with him. When he had safely accomplished this, the Life-boat was pulled out into a safer position. By means of lines the crew of the steamer, fourteen in number, got to the rock on which the Coxswain stood, and then, placing themselves in the life-buoy, they were one by one hauled through the sea to the Life-boat, the Coxswain being the last man to go aboard.

The conduct of the Coxswain, who was only twenty-eight years of age, in acting in the manner he did, was both gallant and praiseworthy, and a large number of people who awaited the Life-boat's return, loudly cheered the crew

when she entered the harbour about 11 P.M.

The Committee of Management, in recognition of the gallant conduct and zeal displayed by the Coxswain, awarded him the silver medal of the Institution. The presentation was made publicly, about a month later, by the Chairman of the Local Committee, and on the same occasion a framed certificate of service was presented to MICHAEL ROBSON, his father, who had recently relinquished the post of Coxswain Superintendent in favour of his son, after many years of faithful service.

FILEY, YORKSHIRE. — The fishing cobles belonging to Filey had, as usual, gone off for the fishing in the early morning of the 22nd February. The wind increased, until about 10.30 A.M. it was blowing a gale, and six of the cobles were to the northward of the Brigg. As it was realised that they could not reach home without danger to the crews, the Life-boat *Hollon the Third* was launched and proceeded to them. The wind continued to increase until a whole gale was blowing, but happily with the assistance of the Life-boat all the cobles were in safety by 2.15 P.M.

HOLYHEAD, ANGLESEY.—An exceptionally severe gale was experienced on all coasts of the United Kingdom on the 22nd February, and about 12.40 P.M. the steam Life-boat *Duke of Northumberland* was called out to the assistance of the s.s. *Bencroy*, of Liverpool. The wind was blowing W.S.W., and owing to the heavy seas outside the harbour the steamer was not under control. Before help could reach her the vessel let go her anchors, but they did not hold, and when the Life-boat reached her she was actually on the breakwater. Prompt help was given, two Life-boatmen being placed on board and ropes run to another steamer. By this means the vessel was towed clear and taken to a safe anchorage.

Very shortly after the Life-boat had returned she was again called out to the s.s. *Harold*, of Liverpool, and succeeded in rescuing her crew of nine hands. (For full particulars of this service see August LIFE-BOAT JOURNAL, page 542.)

PORT LOGAN, WIGTOWNSHIRE. — During a W.N.W. hurricane with sleet showers on the 22nd February a message was received from the Coastguard at Drummore stating that a vessel about half-a-mile to the east of the harbour was making signals of distress. The crew of the Life-boat *Thomas McCunn* were immediately summoned and the Life-boat was transported by road to Tirally Bay, where she was launched. The sea was very heavy, and the vessel was riding heavily to her anchors, the crew of three hands being afraid that she would founder. The Life-boat took the men off and landed them at Drummore Harbour about 6 P.M. The vessel was the ketch *Jane*, of Belfast, bound from Garlieston with stone.

THURSO, CAITHNESS-SHIRE.—At 4.45 P.M. on the 22nd February, the barometer having suddenly dropped to 28.2, with a full gale of wind from west, the schooner *Barbara*, which was lying in Scrabster Roads, made signals of distress. The crew of the Life-boat *Co-operator No. 3* were summoned, and at 5.20 P.M., the wind having increased to hurricane force, the boat was launched and proceeded to the *Barbara*. Having taken off the four men on board she proceeded to the schooner *Smethurst*, whose crew were also taken into the Life-boat. When this was safely accomplished, an attempt was made to return to Scrabster Harbour, but in the prevailing gale it was not possible. The boat therefore made for Thurso River Harbour, where they landed safely at 6.30 P.M.

PAKEFIELD, SUFFOLK.—On the 22nd February, during a whole W.S.W. gale, accompanied by thunder and lightning, the Assistant Coxswain of the Life-boat saw a vessel caught in a squall, her sails blown away and her foretopmast stay carried away. As the vessel appeared to be unmanageable he gave the alarm, and the crew of the Life-boat *The Two Sisters, Mary and Hannah*, were mustered. The boat proceeded under sail to the vessel, and on arrival the captain stated he wanted assistance. She proved to be the brigantine *Alroyd*, of London, bound to Shields with a cargo of burnt ore. She was about half-a-mile from the

Newcome Sands, where the sea was very heavy.

Life-boatmen were put on board and the vessel anchored. The Life-boat then remained with her until about 9 P.M., when a tug arrived, and the *Alroyd* was towed to Lowestoft.

PALLING, NORFOLK.—At 5.10 P.M. on the 22nd February, during a W.N.W. hurricane, the schooner *Lord March*, of Whitstable, was observed about five miles to the north of Palling, flying signals of distress. With all speed the crew of the No. 2 Life-boat *Hearts of Oak* were summoned and the boat launched. On nearing the vessel it was found that she had lost both sails and gear, and it was with considerable difficulty, owing to the wreckage, that the Life-boat approached her. One Life-boatman got on board, when the force of the wind and tide carried the boat away. After repeated efforts more men were placed on board, and with their assistance the vessel and her crew of seven hands were taken into Yarmouth Roads, where the vessel was anchored until towed into harbour by a tug next morning.

LOWESTOFT, SUFFOLK.—At about 6.45 P.M. on the 22nd February the Coastguard reported that a vessel was burning flares near the Pakefield Gateway. The Coxswain of the No. 1 Life-boat *Kentwell* at once assembled his crew and the boat proceeded in a whole W.S.W. gale and heavy sea to her assistance. On reaching the vessel, which proved to be the trawler *Arizona*, of Lowestoft, they found that her sails had blown away in a squall and all the ropes had been lost overboard. The Life-boat stood by the vessel for some time and then, at the request of the master, signalled for a tug. On the arrival of a tug the vessel was taken into Lowestoft Harbour, the Life-boat accompanying her.

GREENORE, CO. LOUTH.—At 10 A.M. on the 25th February the Coastguard at Kilkeel reported that there was a skiff apparently in difficulties and in want of assistance about five miles off. Within ten minutes of the message being received the Life-boat *Sir Arthur*

Blackwood was launched. When off Kilkeel she obtained the bearings of the boat, and proceeded to search for her. Fortunately, they succeeded in reaching her and found that she was the lugger *Golden Hope*, of Newry, with six men on board. She was in trouble owing to the heavy sea and wind, the latter in the squalls, blowing with the force of a gale. She was under close-reefed sails, and the Life-boat stood by her whilst beating into Kilkeel. In this they were happily successful, and the crew afterwards expressed their gratitude for the Life-boat's useful services.

GIRVAN, Ayrshire.—At 11 A.M. on the 25th February, during a strong N.N.W. gale, the fishing-boat *Renown*, of Girvan, was seen returning from the fishing-grounds. As the sea was heavy and the bar was very bad, it was thought advisable to launch the Life-boat *James Stevens No. 18*. When the fishing-boat was reached, the master was informed that the bar was too rough for him to attempt to cross. The *Renown*, therefore, accompanied by the Life-boat, made for the shelter of Woodland Bay. The crew of the Life-boat assisted in anchoring the fishing-boat, took the crew of four men off and landed them in the harbour about 3 P.M.

DOUGLAS, ISLE OF MAN.—The Life-boat *Civil Service No. 6* was launched at 10.20 A.M. on the 25th February to the assistance of three fishing-boats belonging to Douglas, which were caught by a whole N.W. to N.N.W. gale, which suddenly sprang up. Fortunately the Life-boat was able to render the assistance necessary, and by towing the three boats into safety saved them and their crews of nine men.

In the meanwhile, the fishing vessel *Regalia* had her mainsail blown away in a squall, and she was drifting in an almost helpless condition when another fishing-vessel, the *Marguerite*, went to her assistance. As soon as the three boats were in safety, the Life-boat again put to sea to render help. Having reached the disabled vessel, it was found that she was in tow of the *Marguerite*, the Life-boat therefore stood by them until they got safely into harbour.

SUMMARY OF THE MEETINGS OF THE COMMITTEE OF MANAGEMENT.

Thursday, 9th January, 1908.

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 Eyemouth and St. Abbs.

Decided that a new Life-boat Station be established at St. Abbs (Berwickshire).

Read the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Padstow and St. Ives Stations.

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

Northern District.—Berwick-on-Tweed, North Berwick and Crail.

Eastern District.—Filey, Gorleston (three boats), Winterton (two boats), Hasborough, Seaham, Hartlepool (two boats), Seaton Snook and Seaton Carew.

Southern District.—Teignmouth, Hope Cove, Salcombe, Lyme Regis, Sidmouth, Ramsgate, Dover, Bembridge, Totland Bay, Ryde, Shoreham and Swanage.

Western District.—Fishguard, Cardigan, New Quay (Cardigan), Burry Port, The Mumbles, Barry Dock, Aberystwyth, Aberdovey, Barmouth and Point of Ayr.

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

Reported the receipt of a contribution of 20,686l. 11s. 10d. from the Central Committee of the Life-boat Saturday Fund as the net proceeds of Life-boat Saturday, 1907.

Resolved that the sincere thanks of the Committee of Management be given to the Central Committee of the Life-boat Saturday Fund for their continued valuable and much appreciated services.

Reported also the receipt of 1,298l. 17s. 6d. from the Civil Service Life-boat Fund, per Mr. Harry Fincham, I.S.O., Honorary Secretary, towards recouping the Institution all the expenses incurred in 1907 in maintaining the seven Stations at which the seven Life-boats presented and endowed by the Fund are placed. The total sum thus contributed to the Institution by gentlemen in His Majesty's Civil Service has been 36,574l. 19s. 3d.

Resolved that the grateful thanks of the Committee of Management be conveyed to the Honorary Secretary, to his Committee, and to the subscribers to the Fund for their continued valuable assistance.

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

Licensed Victuallers' Life-boat Fund, per Mr. A. L. ANNETT (additional)	£	s.	d.
	50	—	—
Loyal Order of Ancient Shepherds, Ashton Unity (annual subscription)	25	—	—
Mr. F. O. BROWN, West Cromwell Road (contents of contribution box)	15	—	—
ANONYMOUS (Marseilles)	5	—	—
Brockdish Church, half of Christmas offertory (per the Rev. WILSON W. WHITE, M.A.)	3	4	8
Little Comberton Church offerings (per the Rev. WILLIAM D. LOWNDES, M.A.)	1	10	3
Darley Church offertory on Christmas Day (per the Rev. R. W. WHITTINGTON, M.A.)	3	17	6

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. SEPTIMUS SMITH	£	s.	d.
KERSWELL, of Plymouth (on account)	1,500	—	—
The late Mr. JAMES HODGE, of Manchester, for a Life-boat for the Coast of Scotland, to be named the <i>Helen Smitton</i>	1,000	—	—
The late Mrs. M. ANDERSON, of Glasgow (per Glasgow Branch)	101	15	2
The late Miss BESSIE SCOTT, of Dublin (per Dublin Branch)	100	—	—
The late Miss CHRISTIAN TAWSE, of Edinburgh	90	—	—

Paid 5,925l. for sundry charges in connection with various Life-boat establishments.

Voted 480l. 10s. 2d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Brixham . . .	Ketch <i>Lily</i> , of Falmouth. Landed 2 and later put them on board again.	
Brixham . . .	Fishing fleet of Brixham. Rendered assistance.	
Broadstairs . .	Schooner <i>Windermere</i> , of Chester. Assisted to save vessel and . .	6
Caister No. 1 . .	S.S. <i>Andalusia</i> , of London. Stood by vessel.	
Cromer . . .	Barge <i>Britisher</i> , of London	3
Folkestone . .	S.S. <i>Scheldestroom</i> , of Amsterdam	7
Hastings . . .	S.S. <i>Volano</i> , of Sunderland. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.
Hartlepool No. 3	S.S. <i>Hanna</i> , of Stavanger	23
Kingsdowne .	S.S. <i>Cap Lopez</i> , of Antwerp (also saved a dog)	14
Margate No. 2.	Ketch <i>Sleuthhound</i> , of Ramsgate. Stood by vessel.	
Mumbles . .	Schooner <i>John Ewing</i> , of Cardigan	6
	Afterwards assisted to save vessel.	
Newbiggin .	Fishing cobses of Newbiggin. Attended cobses.	
New Brighton. (Steam)	Sloop <i>Pilgrim</i> , of Cemaes. Rendered assistance.	
Rosslare Harbour.	Schooner <i>William Thompson</i> , of Wexford. Rendered assistance.	
Southsea . .	Barge <i>Blanche</i> , of London. Stood by vessel.	
Southwold No. 1	Barge <i>Decima</i> , of London. Assisted to save vessel and	2
Totland Bay .	Schooner <i>Hans</i> , of Brake. Rendered assistance.	
Yarmouth . .	S.S. <i>Andalusia</i> , of London. Stood by vessel.	

The Kessingland No. 1 Life-boat assisted to save the Smack *Young Bird*, of Lowestoft, and the Ramsgate Life-boat saved the Barge *Thames*, of Greenhithe, and two lives.

Also voted 84*l.* 18*s.* 5*d.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress: Aldeburgh No. 1, Barry Dock, Brancaster, Bridlington, Broadstairs, Clacton-on-Sea, Courtown, Dunmore East, Formby, Greencastle, Harwich (steam), Holyhead No. 2, Margate Nos. 1 and 2, North Deal, Poole, Port Logan, Rosslare Harbour, St. Agnes, St. Mary's, Selsey, Southend-on-Sea, Swanage, Totland Bay, Walmer, Walton-on-Naze (motor), Wells and Winchelsea.

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

Voted 200*l.*, with an expression of deep sympathy, to the fund raised for the dependant relatives of W. T. Hicks, a life-boatman, who lost his life on board the seven-masted schooner, *Thomas W. Lawson*, of Boston, wrecked at the Scilly Islands, 13th-14th December, 1907.

Voted the Silver Medal to FREDERICK CHARLES HICKS, son of the above man, who saved at imminent risk of his own life, the Captain of the schooner, who had been washed on to the Helwether rock. The sum of 12*l.* was also voted to the men who manned the shoreboat by means of which the rescue was effected.

Also voted the Silver Medal to ROBERT GREIG, Coxswain Superintendent of the Stromness Life-boat, together with an additional pecuniary reward to him and each of

the crew for a very gallant service on the 11th December, 1907, resulting in three lives being saved from the steam trawler *Shakespeare* of Hull, totally wrecked at Breckness, in a very heavy sea.

Voted 2*l.* 10*s.* to a man injured in the Life-boat service at Kingsdowne.

Also voted 1*l.* 10*s.* to three men for saving at moderate risk to themselves, a man whose boat was capsized off Burton Port in squally weather on the 2nd December, 1907.

Also 2*l.* 5*s.* to three men for saving, at considerable risk, two persons from the boat *Eleanor Mary*, which broke from her moorings in Lynmouth Harbour during a S.W. gale on the 5th December, 1907.

Seven other men assisted in the work of rescue, and they, together with a man who was hurt, were allowed 1*l.* 13*s.* 6*d.*

Also 1*l.* to two men for saving a sailor belonging to a vessel in Skerries Harbour, who was adrift in a boat without any oars on the 28th December, 1907. There was a moderate E.S.E. gale with a rough sea at the time and the salvors incurred moderate risk.

Thursday, 13th February, 1908.

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

Read and confirmed the minutes of the previous meeting.

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

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

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

Northern District.—Maryport, Whitehaven, Skateraw, Dunbar, Broughty Ferry, Anstruther and St. Andrews.

Eastern District.—Aldeburgh (two boats), Lowestoft (two boats), Yarmouth, Caister (two boats), Palling (two boats), Winterton (two boats), Southwold (two boats), Kessingland (two boats) and Pakefield.

Southern District.—Hythe, New Romney, Dungeness (two boats), Hastings, Walton-on-the-Naze, Clacton-on-Sea, Harwich (two boats), Swanage and Poole.

Western District.—Barry Dock, Ferryside, Barry Port, Fishguard, St. David's, Tenby, Burnham and Barmouth.

Irish District.—Killough, Newcastle (Dundrum), Portrush, Cudaff, Greencastle, Avonmore, Carrickfergus, Groomsport, Cloughy and Blackrock.

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

His Majesty the King, annual subscription £ s. d.
21 - -

Civil Service Life-boat Fund, per	£	s.	d.
Mr. Harry Fincham, I.S.O. (additional)	266	17	6
"J. P." (Mauritius)	15	-	-
St. Michael's, Paddington, per the Rev. G. F. Prescott, M.A.	9	17	6

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. SAMUEL VALLENTINE, of Brixton Road, S.W., on account of the <i>Jacob and Rachel Vallentine</i> Life-boat for Hasborough and her endowment	£	s.	d.
The late Miss E. C. MACBEAN, of Lancaster	1,000	-	-
The late Mr. J. P. MURPHY, K.C., of Norwood	900	-	-
The late Mr. AUGUSTUS KEMPSON, of Eastbourne	500	-	-
The late Miss A. C. HOWDEN, of Haddington	312	16	4
The late Mrs. I. F. LLOYD, of West Hampstead	50	-	-
The late Miss H. F. SADLER, of Thorpe Hamlet, Norwich	25	-	-
The late Miss CHARLOTTE ANDERSON, of Newburgh (interest)	18	15	1

Very great regret was expressed at the death of Mr. Robert A. B. PRESTON, who had for a long period been a valuable member of the Committee of Management of the Institution, as well as a great benefactor, and it was decided to send a letter conveying the sincere sympathy of the Committee to his Widow.

Reported also the decease of Mr. P. Baudains, Captain T. H. Williams and Mr. James Campbell, Honorary Secretaries respectively of the Jersey, Cardigan, Wick and Ackergill Branches of the Institution, and decided to send letters of condolence to the bereaved families.

Voted the best thanks of the Committee of Management to Dr. Frank Harvey, in recognition of his long and valuable services as Honorary Secretary of the Padstow Branch of the Institution, which office he had just resigned.

Reported the transmission to their Stations of the Buckie and Seaton Carew new Life-boats.

Paid 9,285*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 393*l.* 19*s.* 8*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Clovelly	S.S. <i>Huddersfield</i> , of Cardiff	12
Douglas	Fishing vessel <i>Regalia</i> , of Douglas. Stood by vessel.	
Flamborough No. 2	Ketch <i>Princess May</i> , of Littlehampton. Stood by vessel.	
Giles Quay	Schooner <i>Ethel</i> , of Drogheda. Rendered assistance.	

Life-boat.	Vessel.	Lives saved.
Moelfre	Ketch <i>Margaret and Elizabeth</i> , of Beaumaris	2
Montrose No. 1	Fishing boat <i>Caledonia</i> , of Ferryden. Stood by boat.	
Newhaven	Fishing vessel <i>Volunteer</i> , of Colchester. Stood by vessel.	
Padstow No. 2 (and tug)	Barque <i>Europa</i> , of Oporto	7
North Sunderland	Coble <i>Sea Nymph</i> , of Beadnell. Attended coble.	
Ramsey	Schooner <i>Guiding Star</i> , of Runcorn	4
Rosslare Harbour	Schooner <i>Navigator</i> , of Arklow	6
Runswick	Cobles of Runswick and Whitby. Attended cobles.	
St. Ives	Schooner <i>Lizzie R. Wilce</i> , of Falmouth	5
"	Schooner <i>Mary Barrow</i> , of Barrow	5
"	Yacht <i>Ystwith</i> , of Padstow	3
"	Trawler <i>Victor</i> , of Brixham	4
Whitby No. 1	Coble <i>Robert and Mary</i> , of Whitby. Stood by coble.	
Yarmouth	Schooner <i>John Pickard</i> , of Goole. Rendered assistance.	

The Kessingland Nos. 1 and 2 Life-boats assisted to save the S.S. *Briton*, of Stettin; Lowestoft No. 1 Life-boat assisted to save the schooner *Janet*, of Carnarvon; Palling No. 2 and Winterton No. 2 Life-boats assisted to save the S.S. *Excellent*, of Sunderland, and 19; Penmon Life-boat rendered assistance to the schooner *Mary Brocklebank*, of Barrow; St. Ives Life-boat rendered assistance to the trawler *Victor*, of Brixham; Southend-on-Sea Life-boat saved the barge *Dorethea*, of Harwich, and 2; Walmer Life-boat stood by the four-masted barque *Lisbeth*, of Hamburg; and Yarmouth Life-boat rendered assistance to the brig *Fleetwing*, of Carnarvon.

Also voted 692*l.* 1*s.* 10*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Bembridge, Berwick-on-Tweed, Blackrock, Broadstairs, Caister No. 1, Clogher Head, Cullercoats, Dunbar, Flamborough No. 1, Formby, Gorleston Nos. 1, 2, and 3, Gourdons, Hartlepool No. 1, Hasborough, Llandudno, Lowestoft No. 1, New Brighton No. 2 (steam), North Deal, Palling No. 2, Selsey, Southend-on-Sea, Southsea, Tynemouth, Uppang, Whitby No. 2, Winterton Nos. 1 and 2.

The Ramsgate Life-boat also went out on service.

Voted 12*l.* 15*s.* to men injured in the Life-boat service at Aldeburgh, Aranmore and North Deal.

Voted 9*l.* to eight men for saving, at moderate risk to themselves, two of three men whose cable capsized off Flamborough in a sudden squall, on the 27th January.

Also 5*l.* to five men for saving, at great risk, the fishing boat, *Caledonia*, and her crew of three men on the 6th January. The *Caledonia* was dismasted and unmanageable in a whole westerly gale and heavy cross sea off Montrose.

Also 1*l.* to a man, for saving at moderate risk to himself, one of two men from a boat belonging to a pilot cutter, on the 17th January. The salvor was cruising off the Lizard when he saw the boat, which was swamped, with the two men clinging to her. Every effort was made to save the second man but without success.

Also 1*l.* to two men for putting off in a boat at Clacton-on-Sea on the 5th February to search for a man who was reported adrift in a boat. The boat could not be found.

Thursday, 20th February, 1908.

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

A special meeting of the Committee of Management was held to-day.

The meeting was called to consider the evidence given at the Board of Trade Inquiry into the action of the Alnmouth Life-boat in connection with the stranding of the *Ina Mactavish* on the 17th October last, and it was resolved to appoint a Sub-Committee, consisting of the Duke of NORTHUMBERLAND, K.G., The Right Hon. Sir JOHN C. R. COLOMB, K.C.M.G., Sir R. U. PENROSE FITZGERALD, Bart., and Colonel J. E. B. SEELY, D.S.O., M.P., with instructions to proceed to Alnmouth to meet the Branch Local Committee, and report as to the steps required to be taken by the Institution for increasing as far as possible the efficiency of the Life-boat Service in the locality.

Thursday, 12th March, 1908.

Colonel FITZROY CLAYTON, V.P.,
in the Chair.

Read and confirmed the minutes of the previous meeting.

Also those of the special meeting held on the 20th February, 1908.

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

Read the report of the Deputy Chief Inspector of Life-boats on his recent visit to the St. Anne's Station.

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

Northern District.—North Berwick, Berwick-on-Tweed, Cullercoats, Cambois, Blyth, Newbiggin, Tynemouth, Alnmouth, Boulmer and Hauxley.

Eastern District.—Sheringham, Cromer, Aldeburgh (two boats), Palling (two boats) and Winterton (two boats).

Southern District.—North Deal, Walmer, Kingsdowne, Folkestone, Broadstairs, Margate (two boats), Weymouth, St. Helier, St. Peter Port, Brighton and Southend-on-Sea.

Western District.—Appledore (two boats), Clovelly, Ilfracombe, Lynmouth, Minehead, Watchet and The Mumbles.

Irish District.—Giles' Quay, Greenore, Wicklow, Queenstown, Ballycotton, Fenit (Tralee Bay), Courtnacsherry, Youghal, Helvick Head, Fethard and Dunmore East.

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

	£	s.	d.
Mr. J. CORY (additional)	50	-	-
Collected on board H.M.T. <i>Soudan</i> , per Capt. S. DE B. LOCKYER, R.N.	10	-	-
"ANONYMOUS," Jamaica	8	9	3
Canteen Fund of H.M.S. <i>Encounter</i> , per Commander G. E. CORBETT, R.N.	3	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

	£	s.	d.
The late Mr. FREDERICK KITCHEN, of Carnarvon, for a Steam-power water-motor Life-boat for the North-West Coast of England (on account)	2,400	-	-
The late Mr. SAMUEL VALLENTINE, of Brixton Road, S.W. (balance)	2,000	-	-
The late Mr. H. L. SALTARN, of Lyndhurst	802	10	2
The late Mrs. ANN HAYS, of Bourne-mouth (on account)	100	-	-
The late Mr. G. H. TRAILL, of Blackrock, Victoria, Australia	100	-	-
The late Mr. WILLIAM CHURCHILL, of Dorchester	45	-	-
The late Mr. F. W. N. LLOYD, of Bromley (half year's interest)	15	4	-

Read the report of the Special Sub-Committee appointed to visit Alnmouth to meet the Branch Local Committee and to report as to the steps required to be taken for increasing as far as possible the efficiency of the Life-boat service in the locality.

Resolved that the best thanks of the Committee be tendered to the members of the Special Sub-Committee for their report and for the great amount of trouble they had kindly taken in the matter. Also that their recommendations be adopted.

Voted the best thanks of the Committee of Management to Mr. J. LUSKEY COAD in recognition of his long and valuable services

as honorary secretary of the Salcombe and Hope Cove Branch of the Institution, which office he had just resigned.

The Committee of Management conferred the Institution's Decoration for special services other than the personal saving of life on Mr. PATRICK HARNEY and Mr. BENJAMIN SIMONS in recognition of their zealous and very valuable services for upwards of twenty years as honorary secretaries of the Dunmore East and Sutton-on-Sea Branches of the Institution.

The Committee of Management also specially recognised the good services, extending over many years, of the following honorary secretaries of Branches of the Institution:—

Mr. G. WATERS BECK, Winterton; Mr. J. F. BURGIS, Leamington; Mr. WILLIAM CRAWFORD, Filey; Mr. ARTHUR FOX, Burton-on-Trent; Admiral J. F. G. GRANT, Malvern; Mr. H. A. HAWKEY, Newquay (Cornwall); Mr. ROBERT LEGERTON, Clacton-on-Sea; Mr. FRANK R. LEITH, Selsey; Mr. THOMAS ROSE, Banbury; Mr. SYDNEY H. RUSSELL, Malton, and Mr. T. PERCIVAL WHATELEY, Godalming.

Paid 3,532*l.* for sundry charges in connection with various Life-boat establishments.

Voted 458*l.* 10*s.* 9*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blyth . . .	Steam Trawler <i>Begonia</i> , of Grimsby.	14
Boulmer . .	Schooner <i>Caecilie</i> , of Hamburg	3
Cromer . . .	Barque <i>Lodore</i> , of Liverpool. Stood by vessel.	
Douglas . . .	Three fishing cibles of Douglas. Saved cibles and Fishing vessels <i>Regalia</i> and <i>Marguerite</i> , of Douglas. Stood by vessels.	9
Filey	Six cibles of Filey. Stood by cibles.	
Girvan	Fishing boat <i>Renown</i> , of Girvan. Landed 4.	
Greenore . . .	Lugger <i>Golden Hope</i> , of Newry. Stood by vessel.	
Holyhead . . . (Steam)	S.S. <i>Harold</i> , of Liverpool.	9
Ilfracombe . .	Schooner <i>Gracieuse</i> , of Granville. Landed 4.	
Kingstown No.2	Schooner <i>Truthseeker</i> , of Runcorn. Stood by vessel.	
Lowestoft No.1	Trawler <i>Arizona</i> , of Lowestoft. Stood by vessel.	
Newhaven . .	S.S. <i>Trouville</i> , of Newhaven. Rendered assistance.	
North Sunderland	S.S. <i>Geir</i> , of Bergen	14
Port Logan . .	Ketch <i>Jane</i> , of Belfast. Landed 3.	

Life-boat.	Vessel.	Lives saved.
Skerries . . .	Schooner <i>Walter J. Cummings</i> , of Irvine	5
Tenby	Ketch <i>Sultan</i> , of Barnstaple Schooner <i>Pet</i> , of Chester	3 4
Thurso	Schooner <i>Barbara</i> , of Wick. Landed 4. Schooner <i>Mary Smet-hurst</i> , of Wick. Landed 4.	
Wicklow	Schooner <i>J. H. Barron</i> , of Lancaster	4

The Brixham Life-boat saved the ketch *John Rees*, of Plymouth, and 4; Holyhead (Steam) Life-boat rendered assistance to S.S. *Bencroy*, of Liverpool; Pakefield Life-boat rendered assistance to Brigantine *Aloyda*, of London; Palling No. 2 Life-boat saved Schooner *Lord March*, of Faversham, and 7; and Southwold No. 2 Life-boat saved the Ketch *Charles Yvonne*, of Ostend, and 5.

Also voted 506*l.* 10*s.* 6*d.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Atherfield, Ayr, Balcary, Berwick-on-Tweed, Blackrock, Bridlington Quay, Caister No. 1, Cambois, Cromer, Gorleston No. 1, Grimsby, Hasborough, Holyhead (Steam), Holy Island No. 1, Kessingland No. 1, Littlehampton, Llandudno, New Brighton (Steam), Palling No. 2, Piel, Port St. Mary, and Seaton Carew.

Voted the Gold Medal to WILLIAM OWEN, Coxswain Superintendent of the Holyhead Steam Life-boat and the Silver Medal to each of the other members of the crew and the engine-room staff for an exceptionally gallant service on the 22nd February, resulting in nine lives being saved from the S.S. *Harold*, of Liverpool.

Also voted the Silver Medal to JAMES ROBSON, Coxswain Superintendent of the North Sunderland Life-boat, for gallantly saving the crew of fourteen persons from the S.S. *Geir*, of Bergen, wrecked on the Farne Islands, on 18th February.

Also the Silver Medal to ALEXANDER ARCHISON for gallantly saving, at the risk of his own life, a comrade when their fishing boat was capsized to the northward of Berwick-on-Tweed, on the 11th February.

Voted 200*l.*, together with an expression of sympathy, to the fund raised locally for the benefit of the widow and children of H. Storey, who lost his life in the Newquay (Cornwall) Life-boat accident, on the 6th March.

Voted 12*l.* 15*s.* to men for injuries sustained in the Life-boat service at Dunmore East, Hastings and North Deal.

Also 11*l.* 5*s.* to ten men for promptly putting off in a boat and saving two men whose boat was capsized about four miles to the N. of Berwick-on-Tweed in heavy weather on the 11th February.

Also 5*l.* to ten men for saving six persons from the S.S. *Mandalay*, of Hull, wrecked owing to foggy weather to the south of Robin Hood's Bay on the 14th February.

Also 2*l.* to four men for their promptness in saving four men from a salmon yawl, which had capsized in Youghal Bay in a strong N.W. wind and rough sea on the 19th February.

Also 3*l.* to six men for saving the fishing vessel *Regalia*, of Douglas, and her crew of five hands, which was disabled in a N.N.W. gale and rough sea off Douglas on the 25th February.

Thursday, 19th March, 1908.

The Annual General Meeting of the Governors and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was held this day at the Royal United Service Institution, Whitehall. The Rt. Hon. LORD BALFOUR OF BURLEIGH, K.T., P.C., in the Chair.

The Chairman having made some suitable observations on the great and national character of the operations of the Institution, the Annual Report (which will be found in the May number of *The Life-boat Journal*) was presented to the meeting.

The meeting was also addressed by Admiral A. J. CHATFIELD, C.B.; the Rt. Hon. Lord ELLENBOROUGH; Sir JOHN CAMERON LAMB, C.B., C.M.G.; Sir ROBERT U. PENROSE FITZGERALD, Bart.; Colonel JOHN E. B. SEELY, D.S.O., M.P.; Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Institution; and the Rt. Hon. the EARL OF HARDWICKE.

The officers for the current year were chosen and various resolutions were moved, seconded and carried unanimously, pledging the meeting to renewed exertions on behalf of the benevolent and national objects of the Institution and expressing the fullest confidence in the management.

The officers' names and the resolutions will be found in the May number of *The Life-boat Journal*.

Thursday, 9th April, 1908.

Sir EDWARD BIRKBECK, Bart., V.P., was unanimously elected Chairman, and Colonel FITZROY CLAYTON, V.P., Deputy-Chairman of the Committee of Management of the Institution for the ensuing year.

Colonel CLAYTON having taken the Chair (in the absence of the Chairman through indisposition), the members of the Sub-Committees were elected for the current year.

Also the delegates to the Central Committee of the Life-boat Saturday Fund.

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 Chief Inspector of Life-boats on his recent visits to The Mumbles, Newhaven and Penzance Stations.

Also the reports of the Deputy Chief Inspector of Life-boats on his visits to Crail, St. Andrew's Bay, Broughty Ferry, Holy Island, Arbroath and Goswick Sands.

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

Northern District.—Cresswell, Arbroath, St. Andrews, Broughty Ferry, North Sunderland, Eyemouth, and Holy Island (two boats).

Eastern District.—Filey, Sheringham, Whitby (two boats), Uppang and Brancaster.

Southern District.—Winchelsea.

Western District.—Looe, Mevagissey, Sennen Cove, Penzance, Hayle and Falmouth.

Irish District.—St. Anne's, Peel, Port Erin, Ramsey, Castletown, Port St. Mary, Douglas and Tramore.

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

Friendly Brothers of St. Patrick	£	s.	d.
(London Knot), per Mr. E. NASH			
(additional)	10	10	-

Readers of "The Christian," per			
Messrs. MORGAN and SCOTT			
(additional)	3	1	-

Collected at Sunday service on			
board S.S. <i>Putiala</i> , per Mr. L. M.			
NELSON, Chief Officer	2	-	-

Suffolk Volunteer Brigade, per the			
Rev. J. GARFORTH, Chaplain	1	18	-

Linden Grove Sunday School,			
Peckham, per Mr. RUPERT BEAR	1	10	3

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. LEWIS-HILL, of	£	s.	d.
Grosvenor Square, London, for			
endowment of Newbiggin and			
Skegness Life-boats (balance)	1,786	1	11

The late Mr. SEPTIMUS S. KERS-			
WELL, of Plymouth (additional).	952	-	1

The late Mr. WILLIAM BRINDLE, of			
St. Anne's-on-Sea	500	-	-

The late Madame STEPHANIE ROPER			
of Hampstead (on account)	225	-	-

The late Mr. WILLIAM MCCUNN, of			
Largs, Scotland, for the mainten-			
ance of the <i>Thomas McCunn</i>			
Life-boat at Port Logan (on			
account).	100	-	-

Ditto, for the benefit of widows and			
other dependent relatives of men			
who have lost their lives in con-			
nection with the Life-boat service			
in Scotland (on account)	50	-	-

The late Mr. SAMUEL LEWIS, of			
Cork Street, W. (additional)	150	-	-

The late Mr. EDWIN ADAMS, of			
Landport, Portsmouth	100	-	-

The late Mrs. ANN HAYS, of £ s. d.
Bournemouth 79 17 8

The late Mr. GEORGE WHITELAW,
of Glasgow 20 7 4

Voted the best thanks of the Committee of Management to Mr. AENEAS M. MACKENZIE, Mr. HERBERT E. COOKE, Mr. J. M. JOHNSON and the Rev. J. ASHTON, in recognition of their past valuable services as Honorary Secretaries, respectively, of the Stornoway, Fowey and Polkerris, Dundalk and Blackrock and Courtown Branches of the Institution, which offices they had just resigned.

Paid 4,195*l* for sundry charges in connection with various Life-boat establishments.

Voted 265*l*. 6*s*. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Blakeney . .	Sloop <i>Pioneer</i> , of Lunn. Landed 2.	
Eyemouth . .	Schooner <i>Terrier</i> , of Dartmouth. Stood by vessel.	
Formby . .	S.S. <i>Carlston</i> , of Glasgow. Stood by vessel.	
Littlehaven .	Ketch <i>Pioneer</i> , of Milford	2
Newbiggin .	Three cobsles, of Newbiggin. Stood by cobsles.	
New Brighton (Steam)	Schooner <i>James O'Neil</i> , of Kinsale. Stood by vessel.	
Pwllheli . .	Ketch <i>Syren</i> , of Beaumaris. Stood by vessel and landed 2.	
St. Ives . .	Schooner <i>Charles Francis</i> , of Scilly	3
Whitby No. 1 .	Fifteen cobsles of Whitby. Remained in attendance.	
Wicklow . .	Schooner <i>Aeron Belle</i> , of Aberystwith. Saved vessel and	4
	Afterwards landed 7 at Arklow.	
Yarmouth . .	Schooner <i>Henny</i> , of Brake. Stood by vessel.	

Kessingland No. 1 Life-boat assisted to save the smack *Flora Bell*, of Lowestoft, and 5. Margate No. 2 Life-boat saved the barge *Teazer*, of Rochester, and 3; and Padstow No. 2 Life-boat and tug assisted to save the S.S. *Fjordheim*, of Christiania, and 22.

Also voted 297*l*. 16*s*. 8*d*. to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Berwick-on-Tweed, Caister No. 1, Cambois, Clacton-on-Sea, Drogheda, Dunbar, Formby, Gorleston No. 3 (Steam), Ilfracombe, Newquay (Cornwall), Padstow No. 2, Pakefield, Poolbeg, Southend-on-Sea, Southsea, Southwold No. 1, Teignmouth, Walmer and Winterton No. 2.

Voted 6*l*. to a Life-boatman at Yarmouth for illness contracted in the Life-boat service.

Thursday, 14th May, 1908.

Colonel FITZROY CLAYTON, V.P.,
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Reported that His Royal Highness the PRINCE OF WALES, as President of the Institution, presented the Institution's Gold Medal to WILLIAM OWEN, Coxswain Superintendent of the Holyhead Steam Life-boat, awarded by the Committee of Management on the 12th March, 1908. The ceremony took place at Marlborough House on the 4th May, there being present Colonel FITZROY CLAYTON (Deputy Chairman of the Life-boat Institution), Mr. CHARLES DIBDIN (Secretary) and Commander ST. VINCENT NEPEAN, M.V.O., R.N., Chief Inspector of Life-boats. The Medal was awarded to OWEN in recognition of his gallant conduct and very skilful seamanship on the 22nd February, when the Holyhead (Steam) Life-boat saved nine lives from the S.S. *Harold*, of Liverpool, in a westerly hurricane and exceptionally rough sea.

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

Northern District.—Nairn, Buckie, Lossiemouth, Banff and Macduff, Alnmouth, Troon, Ballantrae, Ardrossan, Irvine, Girvan, Ayr, Thurso, Stromness, Huna, Longhope, Ackergill, Wick, Balcary, Kirkcudbright, Whithorn, Port Logan and Port Patrick.

Eastern District.—Wells, Hunstanton, Blakeney, Seaham, Whitburn, Sunderland (three boats), Hartlepool (three boats), Saltburn, Redcar, Seaton Carew and Seaton Snook.

Western District.—St. Ives.

Irish District.—Wexford, Kilmore, Ross-lare Harbour, Cahore, Arklow, Courtown, Hilbre Island, Hoylake, Formby, New Brighton (two boats), Piel (Barrow), Lytham, Southport, Clogher Head, Drogheda and Howth.

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

"In memoriam K. M. E. CAMP-BELL," to assist in maintaining the Campbelltown and Southend (Cantyre) Stations.	£ s. d.
100	- -
Mr. and Mrs. JAMES HUTCHINSON (additional).	25 - -
Collected on board H.M.S. <i>Bri-tannia</i> (per the Rev. G. H. HEWETSON, R.N., Chaplain).	4 10 1

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. ELIZABETH STORER, of Lowdham, Notts	£ s. d.
1,015	4 8

	£	s.	d.
The late Captain CHARLES CARTER, of Bedale	500	-	-
The late Mrs. MARGARET JOHNSTON, of Bangor, co. Down	463	10	-
The late Mrs. MARIA STAGG, of Mortlake	450	-	-
The late Mrs. MARY PARMINTER, of Williton, Somerset (per Ilfracombe Branch).	110	5	11
The late Mrs. SARAH HIND, of Birkdale, Lancaster	20	-	-
The late Mr. STEPHEN KNIGHT, of Newbury	10	-	-

Read letter from Commander CHARLES E. F. CUNNINGHAME GRAHAM, M.V.O., R.N., Deputy Chief Inspector of Life-boats, giving notice of his resignation of that post. He had been in the service of the Institution for 22 years.

Resolved unanimously that the resignation of Commander CUNNINGHAME GRAHAM be accepted with great regret.

Also that Commander THOMAS HOLMES, R.N., Inspector of the Eastern District, be appointed Deputy Chief Inspector of Life-boats on and from the 1st August next.

Voted the best thanks of the Committee to Mr. JOHN RAMSAY and Mr. H. A. GLIDDON in recognition of their valuable services respectively as Honorary Secretaries of the Musselburgh and Weston-super-Mare branches of the Institution, which offices they had now resigned.

Paid 2,089l. for sundry charges in connection with various Life-boat establishments.

Voted 82l. 14s. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Dungeness No. 2	Smack <i>Alice</i> , of Rye. Stood by vessel.	
Gourdon . .	Fishing boats of Gourdon. Remained in attendance.	
Hartlepool No. 2	S.S. <i>Dresden</i> , of Hartlepool. Landed	2
Harwich . .	Schooner <i>Notre Dame de Toutes Aides</i> , of Nantes	9
Johnshaven .	Fishing boats of Gourdon. Remained in attendance.	
Staithes . .	Two fishing cibles of Staithes. Assisted cibles.	
Sunderland .	Two cibles of Sunderland. Remained in attendance.	
(South outlet)		

Life-boat.	Vessel.	Lives saved.
Whitby No. 1.	Fishing cibles of Whitby. Attended cibles.	

The Hastings Life-boat saved the barge *Amy*, of London, and her crew of three hands.

Also voted 270l. 1s. 11d. to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Atherfield, Blyth, Broadstairs, Eastbourne No. 2, Gorleston No. 1, Hope Cove, Holyhead (Steam), Margate No. 1, Pakefield, Palling No. 2, Poole, Southend (Cantyre), Southwold No. 1., Totland Bay, Winterton No. 2, and Yealm River.

The Ramsgate Life-boat was also out on service, but rendered no service.

Voted 3l. 10s. to a Life-boatman for illness contracted on Life-boat service at Holyhead.

Voted 11l. as an additional grant to the crew and engine-room staff of the Harwich Steam Life-boat for saving the crew of the schooner *Notre Dame de Toutes Aides* on the 7th April.

Also granted 4l. and 3l. 10s. to nine men and seven men at Hornsea and Withernsea respectively for putting off in cibles for the purpose of assisting the crew of a vessel supposed to be in distress off Aldeburgh, in calm but foggy weather on the 2nd May. Also 6s. to three men who assisted in launching one of the boats.

Also 1l. to four men for putting off in a boat from Ardrossan, and saving a man named A. Muir from Horse Island, on the 2nd April.

In this case Muir had gone with two other men to their lobster pots when a heavy sea swamped the boat and washed out one of the men. Muir at once dived after him and conveyed him to a rock. In the meantime the boat foundered, Muir thereupon proceeded to search for the other man but without avail. He then returned to the rock only to find that the man whom he had originally rescued had been washed away and drowned. He then made for Horse Island and made signals, and in response the four men went off and saved him. The Committee granted Muir 3l. in recognition of his gallant attempts to save his companions.

Granted 4l. to four men for saving five men whose boat capsized and sunk, in a strong southerly breeze and rough heavy sea in Portland Firth on the 16th March.

The salvors were fishing in a similar sized boat and incurred considerable risk.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 2nd November, 1908.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

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

Chairman—SIR EDWARD BIRKBECK, BART., K.C.V.O., V.P. Deputy-Chairman—COL. FITZROY CLAYTON, V.P.

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

Telegraphic Address:

"LIFE-BOAT
INSTITUTION
LONDON."



Telephone:

No. 2964
("GERRARD
EXCHANGE.")

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (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.

Number of Lives rescued by Life-boats, in addition to 43	£	s.	d.
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, 387 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.—August, 1908.