

# THE LIFE-BOAT.

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## THE LATE SIR EDWARD BIRKBECK, BART., K.C.V.O.

THE subscribers and friends of the ROYAL NATIONAL LIFE-BOAT INSTITUTION will have heard with great regret that Sir Edward Birkbeck, who had been the Chairman of the Institution's Committee of Management for the long period of twenty-five years, passed away after a protracted illness on the 2nd September last. Sir Edward, who was remarkable for his business acumen and administrative capacity, first became connected with the Institution officially in 1865 as a Vice-President, and as such he was a member of the Committee of Management. In 1880 he became one of the three Trustees of the Institution, which position he held until his death. In 1881 he was elected Deputy-Chairman of the Committee of Management, and subsequently Chairman on the resignation of the late Mr. Thomas Chapman, F.R.S., in 1883.

At the meeting of the Committee of Management next following the death of Sir Edward Birkbeck, held on the 10th September, 1908, the following resolution was unanimously passed:—

“Resolved,—That the expression of the deepest regret of the Committee of Management be recorded on the occasion of the lamented death of Sir Edward Birkbeck, Bart., K.C.V.O., who had been their respected Chairman for twenty-five years.

“By the decease of Sir Edward Birkbeck the Life-boat cause has lost an earnest friend and a generous benefactor, and the Committee of Management of the Institution desire to express their deep sympathy with the Honourable Lady Birkbeck and with their colleague Mr. Robert Birkbeck and the rest of the family.

“Sir Edward Birkbeck's connection

with the Institution began forty-three years ago, when he was elected a Vice-President, and he had constantly at heart the prosperity of the Institution and the well-being of the gallant crews who man its Life-boats.

“The measures which in the interests of the Institution Sir Edward Birkbeck introduced into Parliament, and by his unremitting energy, perseverance and tact brought to a successful issue, largely contributed to the efficiency of the Life-boat Service and the Institution will ever be indebted to him for his continued and self-sacrificing services.”

At the meeting of the Committee of Management held on the 8th October, 1908, Colonel FitzRoy Clayton, the senior Member of the Committee of Management, which he joined in 1863, and the Deputy-Chairman since 1883,

was with acclamation unanimously elected to the vacant Chairmanship. Colonel Clayton, who has for so very many years taken an active interest in everything connected with the Institution, has been a Vice-President since 1885, and a Trustee since 1886. Colonel Clayton was also Chairman of the Preparatory Committees from 1895 to 1908. At the same meeting the Earl of Hardwicke, who has been a Member of the Committee of Management since 1896, was unanimously elected Deputy-Chairman. Lord Hardwicke succeeded Sir Edward Birkbeck as Chairman of the Life-boat Saturday Fund in 1905. It is interesting to note that Lord Hardwicke's father, the fourth Earl of Hardwicke, was for very many years an active Member of the Committee of Management, and when he died in 1873 was a Vice-President of the Institution.

#### SELECTION OF A NEW LIFE-BOAT.

THIS question was briefly touched on in the article in this Journal on “The Changes in the Institution's Life-boat Fleet since 1897,” published in February last. Not very many years ago it was brought as a charge against the ROYAL NATIONAL LIFE-BOAT INSTITUTION that it did not consult the Coxswains and crews of Life-boats sufficiently when new boats were sent to the coast. It may be of interest to readers of this Journal to know the steps that are taken to replace an old Life-boat by a new one, whenever it is found necessary or desirable to do so.

As a rule, Life-boats are condemned from old age, and the average life of a

boat varies from fifteen to twenty years; of course in some cases boats are seriously damaged on service and occasionally at an exercise, and on opening them out for examination and repair, the defects are found to be so extensive, and the cost of repair so great, that it would not be prudent to spend so much money on a comparatively old boat; and in these cases it is generally found cheaper in the long run to offer the Station a new Life-boat.

Then again the improvements in the design and fittings of Life-boats which have been effected in the last fifteen years, have had a tendency to make Life-boats that are now over twenty years of age

compare unfavourably with the newer boats. This improvement in design, however, is not likely to go on so rapidly in the future as it has done lately; although, of course, progress is always the aim of the Institution; and the principal thing now that is likely to cause a demand for new boats, apart from age, is the advent of the motor, which, as the various defects and difficulties now being experienced are overcome, is bound to be a valuable auxiliary power in the future.

Now let us take it that from one or other of the above reasons, a Life-boat has been condemned, and the Committee of Management decide to offer a new boat to the Station. The first thing done is to notify the Local Honorary Secretary and the District Inspector of this decision, and the latter is directed to send in a list of Life-boat Stations to which a deputation of the crew can be sent to look at the boats and to see them launched if the weather is rough enough, and to confer with the Coxswains as to their behaviour at sea, and suitability for launching at that particular Station. In making out this list the object is to show the visiting deputation several Life-boats of different types, any one of which might be suitable for the work, provided the deputation take a fancy to her; and of course the weight and size of the boat, and draught of water has principally to be considered. In bygone years it was almost invariably the custom to replace a self-righting boat by another self-righting boat of approximately the same size; and at many places the men were quite ignorant that non-self-righting boats of several different types existed, and did very excellent work on various parts of the coast.

In the year 1896 the Committee of Management decided that in all cases before new boats are built, a deputation of three men is to be sent to look at other boats, should they desire to do so, before they express an opinion about

the new boat they wish to have at their own Station.

This custom has proved completely successful, and it has done more to educate the men in these matters and to widen their ideas than all the argument in the world. Some men, of course, go away from home perfectly satisfied with the type of boat they have been used to, and coming back of the same opinion, ask to be supplied with a new boat similar to the one condemned; in which case of course every attention is paid to their wishes; but even in these cases they often see different methods of launching, different fittings and rigs, and many other things they have never seen before, and almost invariably suggest some improvements which they would like embodied in the new boat. Other men after seeing the non-self-righting types of boats, and carefully examining them in the boat-house, and then having a trip to sea and watching their behaviour under sail and oars, will form the opinion that such a boat would be even more suitable for the work they have to do than the self-righting type; and in such a case, if the remainder of the crew agrees with what they represent, and if there is no sound reason for not granting their request, the Committee, whilst keeping the final decision in their own hands, invariably build them what they ask for. It is an old saying that "a good workman works best with his own tools," and in Life-boat work it is impossible to expect the best results out of the undoubtedly fine and experienced crews who man the Life-boats, unless they are provided with the machine they prefer and understand. This newer system of selecting boats has undoubtedly given the Life-boat crews great satisfaction, and by removing all causes of discontent, has been greatly to the advantage of the service. The Local Honorary Secretary arranges about the selection of the deputation, usually composed of the Coxswain and two other men in whom the majority of the crew

have confidence. As soon as these preliminary steps are taken, and the programme decided, the Honorary Secretaries at the Stations to be visited are notified that the deputation is coming on a certain day, and authorised to launch the boats for the inspection of the deputation, should they wish to see them afloat, and should the weather be in any way suitable to test them properly; this being done the deputation is started on its travels.

To some of these men it is quite an experience to leave home and to see new places and fresh faces, indeed many of them say they have greatly enjoyed the trip and wished it had lasted longer. Of course all expenses are paid by the Institution and each man receives a certain sum for board and lodging, besides an equal sum for loss of time per day, together with all railway fares and other travelling expenses. As a rule they are not losers by leaving their own work, and if the deputations were made much larger there is no doubt there would be plenty of men eager to go. The trip generally lasts several days, and men from Yorkshire or Durham or Scotland are sometimes sent to the coasts of Wales or Devon or Cornwall, in order to see some special boat; the reader can imagine the yarns they hear and the yarns they spin about Life-boat experiences when they meet their brother Coxswains and crews who are often quite a different class of men with a strange language.

Many things are discovered, many new dodges of launching, peculiar, perhaps, to the locality they are visiting and which they have not seen before, and many improvements of various sorts that have not yet reached their own Stations. All they see is generally taken in and keenly discussed amongst themselves; and then it has to be described to the other men who form the crew of the Life-boat when they reach home, and if they think any of the new appliances they have been

shown would be useful at their own Station, they are not at all backward in asking to have them supplied. "Oh, but the boat-house we saw is grand, and I think we ought to have a new one." "Those new clappers we saw on the wheels are 'cannie,' and they hardly sank into the sand at all, and would do us famous." "They launch the boat there quite different to ours, and it seems a clever plan." "Why, Inspector, those chaps have got oilskins supplied them, why are we not allowed any?" "The oars we saw were fitted quite different to ours, and I like their plan the best." Such remarks are made in plenty, and generally have the effect that the old Stations are levelled up to the new, subject to cost not being prohibitive; which is all for the improvement of the service.

Then when the deputation reaches home again they generally have a grand palaver with their shipmates, and often a great deal of discussion goes on about the various boats and other things the deputation have seen, the hospitality they have received and the quality of the tobacco that was given to them; and when things are sufficiently ripe, the District Inspector would pay a special visit to meet the Local Committee and the men and to make a report on their requirements. The deputation are called into the room and give a report of what boats they have seen and what they recommend, especially whether they wish for a self-righting or a non-self-righting boat. Other men who man the boat are invited to express their opinion, and the whole question is thoroughly discussed by the crew, the Local Committee, and the Inspector. Finally, an official form is filled up by the District Inspector giving all details of the type, size, rig, and fittings of the boat selected, which is signed by him and sent to London.

This report is always placed before the next monthly meeting of the Committee of Management with any remarks the

Chief Inspector wishes to make; if his remarks are favourable, it may be concluded that the Committee will approve of the request of the men, and the boat is ordered by the Secretary and put in hand as soon as possible; if the Chief Inspector does not approve of the selection, of course he gives his reasons to the Committee; and the matter is postponed for another month, whilst the District Inspector is probably sent down again to the station to try and adjust matters. This, however, does not often happen, as it is very seldom that the men ask for an unsuitable boat, and, as a general rule, if the wishes of the men are reasonable they are provided with the boat they have selected. And here it should be stated that sometimes a deputation goes round and looks at three or four different boats, and ends up by asking for a boat quite unlike any of those they have seen. They forget that a pulling Life-boat is designed for pulling, and a sailing Life-boat is designed for sailing; and it is impossible to select a pulling boat, and by the addition of masts and sails and centre-boards to transform her into a safe sailing boat. Thus some will take a great fancy to a certain boat and will want various alterations made in her such as a foot more length and three to six inches more beam, losing sight of the fact that this cannot be done without entirely altering the character of the boat, her shape, her weight, the draught of water, and her behaviour at sea. The number of different sizes of Life-boats cannot be multiplied indefinitely and there are certain standard boats of various sizes, both self-righting and non-self-righting, which are built by the Institution because by experience and trial on the coast they have proved satisfactory and reliable. These standard sizes cannot be departed from unless some very special reason is shown for doing so and deputations should remember this when they are making their choice.

Anyone will see that the most de-

liberate and conscientious care is taken in the selection of new boats, and that the Coxswains and crews who man them are consulted at all stages; and so the old extraordinary idea which even now exists amongst some of the critics of the Institution, that this or that sort of Life-boat was sent to the coast without consulting the crew who would have to go afloat and risk their lives in her, should be exploded; at any rate, by anyone who reads this Journal. In bygone years, before these deputations were sent round the coast to examine different Life-boats, there may sometimes have been cases where new boats were built without the crew being sufficiently acquainted with the various types of boats and all the latest improvements which are year by year introduced. Under the present system of selecting boats, that has become an impossibility, and in all cases if the men do not get the sort of boat they want and which they think is most suitable, it is entirely their own fault.

What is the general result of all this care and consultation? The Coxswains and crews are almost invariably satisfied with their new boats after they have been constructed and sent to their Stations; and after the test exercise, which is specially held in rough weather to try the boat both under oars and sails, in ninety-nine cases out of a hundred a favourable report is sent up to London on her behaviour; often indeed the men are loud in their praises and say she is in every way a very much better boat than the old one. Of course, the great aim and object of the Institution is to go on improving both boats and fittings, and not to stand still; and to do this it is necessary to utilize all the experience at their disposal, not only that of Inspectors and other officials, but also that of the Coxswains and other men who man the Life-boats, these naturally having more valuable experience of handling them in all conditions of wind and weather than anyone else.

## THE KING AND THE LIFE-BOAT INSTITUTION.

At a Life-boat demonstration, held at Southampton on Monday, the 3rd August, a loyal message was sent to the King, and the following acknowledgment was promptly received :

"I am commanded by the King to thank you for your telegram, and to

express his sincere hope that the Life-boat Day was a successful one, for there are few, if any, Institutions in the kingdom so deserving of support as the NATIONAL LIFE-BOAT INSTITUTION.

KNOLLYS."

## Patriotic Life-boat Song.

THE ocean lies in peaceful sleep,  
Its waters murmuring low,  
The tumult of the waves is gone,  
And Boreas presses slow.  
The sky now frowns and grim the arch  
That spans the watery way,  
The sea full rises in revolt  
And joins in angry fray.  
(Chorus.)—Three cheers for our Life-boat,  
Cheers for our Life-boat crew:  
Proud sons of Old England.  
Theirs but to die, or do.  
Crowning champions of glory,  
Conq'ring heroes true—  
True to their motto,  
"Ours to die, or do."

Erebus, the black king, reigns,  
And dark night has set in,  
The hissing, foaming waters roar,  
Their angry voices din.  
Amid the crashing thunder and  
The burning lightning's flash,  
A Life-boat fights the tempest seas,  
And blinding furies crash. (Chorus.)

MULVY OUSELEY, LL.D.

## LIFE-BOAT SATURDAY FUND.

THE Life-boat Saturday workers throughout the country, after reviewing the year's campaign thus far conducted, may well congratulate themselves on the very satisfactory results they have secured. Taking all things into consideration, and "all said and done," as the saying is, the summer's work has been crowned with much, and even unexpected, success. The work has been hard, like many of the hearts of those appealed to; but notwithstanding, the coppers—which go to make silver and then gold—have been gathered in in quite surprising numbers, having regard to the "bad times" and the "selfish times" we are passing through. The object has been good, and the workers and collectors have been enthusiastic and zealous. They fully deserve the thanks of the public—they have the gratitude of the Life-boat Institution—for their energy and self-denying efforts. We would cordially commend the great

cause to those who have as yet neither considered nor aided it. Everybody can do something, and give even a little help. If ever there was a work deserving the support and favour of the whole population of Great Britain and Ireland, it is that of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Could any philanthropic organisation have a nobler aim? And what is it? To save life from shipwreck on our coasts. The aim and the object, however, may be and are all that can be desired; but unless the necessary means is found to give effect to them, they must necessarily be practically useless. To find the money for this purpose is the one end in view, both of the Institution's branches and the Life-boat Saturday Fund and we would urge all to give a helping hand, and, if nothing better, at all events an encouraging and approving word to those kind friends who in so disinterested a way devote their time and attention to the work.

## UNITED STATES LIFE-SAVING SERVICE.

THE number of stations in the United States Life-Saving Service at the close of the year ended the 30th June, 1907, was 278, the same as that on the corresponding date in the previous year. Of this number, which was subdivided into thirteen districts, 200 were on the Atlantic and Gulf coasts, 61 on the coasts of the great lakes, and 17 on the Pacific coast. *Notwithstanding that a keeper is on duty throughout the year at each station, comparatively few of the stations are "open and manned" for more than some months in the year—ten at the most.*

During the year, as many as 347 documented vessels were involved in disaster within the area of the operations of the Service. There were on board these vessels 3,936 persons, of whom only 22 were lost. The value of these vessels was estimated at \$6,478,220, and that of their cargoes at \$1,824,045, making the total value of the endangered property \$8,302,265. The estimated value of the property saved was \$6,916,400, and of the property lost \$1,385,865. The number of vessels totally lost was 55. In addition, 491 casualties occurred to undocumented vessels, that is to vessels under 5 tons burden, such as sailing and pulling boats, small launches, etc., and these involved 1,176 persons, of whom 23 were lost. The estimated value of the property endangered in these disasters was \$530,320, of which \$516,585 was saved and \$13,735 lost. Assistance was rendered at the stations to 807 persons, to whom 1,140 days' relief was furnished.

There were 611 vessels, valued with their cargoes at \$5,661,235, saved in circumstances which doubtless would have involved serious or total loss had it not been for the timely help rendered by the life-saving crews. In 449 of these instances, in which the property imperilled was valued at \$1,270,995, the station crews saved property to the value of \$1,238,935 unassisted, except by the crews of the imperilled vessels. In the remaining 162 cases, the property involved was valued at \$4,390,240, and the amount saved was \$4,053,230. The station crews also assisted, more or less, 714 other vessels, making a total of 1,325 to which aid was given. 204 vessels were

warned by the signals of the watchmen and patrolmen in sufficient time to escape disaster. In 182 instances the warnings were given at night, and in 22 cases during the day, but in thick weather. Of the vessels so warned, 96 were steamers.

The surf-boat was used 997 times, making 1,318 trips; the self-righting and self-bailing Life-boat 57 times, making 75 trips; the power Life-boats 132 times, making 157 trips; the power launches 84 times, making 87 trips; the smaller boats 776 times, making 898 trips; the river life-skiffs at the Louisville (Kentucky) station 84 times, making 92 trips; the breeches buoy 12 times, making 212 trips; the wreck gun 17 times, firing 37 shots; the heaving stick 15 times. 1,147 persons were landed by the surf-boats, 89 by the Life-boats, 145 by the power boats, 176 by the power launches, 83 by the river life-skiffs, 518 by other station boats, and 198 by the breeches buoy.

At the close of the fiscal year there were 17 self-righting and self-bailing Life-boats in use at the stations which had been "equipped with power," several having been added to the total of the preceding year. A contract has also been entered into for installing similar equipment in 16 other boats of the same types. The reports received with reference to the power boats from the officers of the service are couched in thoroughly enthusiastic terms. It is stated that their performances on the occasions when they have been employed have fully justified every expectation. Indeed, in two or three instances they would seem to have accomplished rescues in circumstances which would have been impossible by any other means. The extreme length of any self-righting or self-bailing power Life-boat hitherto built for the service has been 34 ft., but one is now being built with a length of 36 ft., and a 40 h.p. gasoline motor is to be installed in her.

The cost of maintaining the United States Life-Saving Service during the year ended the 30th June, 1907, was \$1,790,198.97, to which must be added the payment of \$45,838.32 for the salaries and wages of the officers and other employees at the Head Office, making a grand total of \$1,836,037.29 (382,507*l.*).

## NEW LIFE-BOATS.

PORT LOGAN, WIGTOWNSHIRE.—It will be remembered that in the number of the *Life-Boat Journal* issued in November last it was mentioned that the boat on this station had been replaced by a new Life-boat of the latest self-righting type provided for by the legacy of the late Mr. WILLIAM McCUNN, of Largs, Scotland, and named as desired by him the *Thomas McCunn*. The inaugural ceremony took place on Saturday, the 18th July, and was attended by a very large gathering from all parts of the parish, the quiet little village with its pleasant outlook on the Irish Channel being given, for the time being, an unwonted appearance of bustle and activity. Though the wind was somewhat high and the sea choppy, the weather on the whole favoured a successful launch and satisfactory exercise of the boat and crew.

The proceedings were opened with devotional exercises, conducted by the Rev. F. J. GUTTRIDGE of St. Agnes, Logan. After prayer, in which the new boat was dedicated to the service of rescue at sea, passages of Scripture were read. A choir of young ladies then joined in singing the hymn, "Eternal Father, strong to save."

Lieut. BASIL HALL, R.N., District Inspector of Life-boats, said that it was a great pleasure to him to have the privilege of representing the ROYAL NATIONAL LIFE-BOAT INSTITUTION that day. He wished, in the first place, to publicly acknowledge the gift of that beautiful Life-boat, which was provided by the late Mr. Thomas McCunn. When it was found that a new Life-boat was required for the station at Port Logan, the Institution, as usual, allowed the crew to choose their own boat. The crew sent a deputation to see the different types, and eventually they selected the one which would be launched that day. In some respects the boat was unique, and there was only one other Life-boat of the same class on the coasts of the United Kingdom. This type of boat was built specially for places where a boat was required to

be light enough to transport, and at the same time to be a good sea boat. When the Institution sent a new Life-boat they thought that they might also have a new boat-house, and so keep Port Logan to the front as a Life-boat station. He was sure they could not have a better Life-boat crew than Coxswain Galloway and his gallant men. (Applause.) Lieutenant Hall then asked Sir Mark MacTaggart Stewart, Bart., to accept the Life-boat on behalf of the Port Logan Local Committee.

Sir MARK STEWART, in replying, said he was accustomed to addressing audiences on various subjects, but never yet had he addressed an audience on the occasion of launching a Life-boat. It was an interesting occasion on which they had met that day, and he thought he need hardly say that it gave them great satisfaction and great pleasure to receive this magnificent gift from the late Mr. William McCunn and the ROYAL NATIONAL LIFE-BOAT INSTITUTION. (Applause.) They lived on a dangerous coast, surrounded by perilous tides, but they had on the station a thoroughly seaworthy boat and a good crew. He was sure they joined with him in conveying the heartiest thanks of the Port Logan district to the Institution for such a splendid boat. (Applause.) He trusted that they would always have God-speed, and that the crew would always be ready to sacrifice their lives, if need be. They knew what gales were, and as no part of the coast suffered more than their own, they were glad to have this boat there. He concluded by asking Mrs. McDouall, of Logan, to christen the boat.

The Life-boat having been run out of the boathouse,

Mrs. McDouall said—I feel it a great honour to have been chosen to perform the ceremony of naming the new Life-boat, and it gives me great pleasure to associate myself with you all on this occasion. I have always taken a great interest in the Life-boat and her welfare—perhaps the more so, as it was at the launch of one of these boats



that I saw Port Logan for the first time. The Port Logan crew have always been ready at every call to do their duty. They have always done good work in the past, and I am quite sure when the occasion occurs they will do equally good work in the future. (Applause.) Wishing the new Life-boat and gallant crew God-speed, and every possible success and good luck, I name her the *Thomas McCunn*.

A bottle of champagne was then broken across the Life-boat's bows by Mrs. McDouall, and amid the cheers of the large company the boat was launched and put to sea in a strong breeze.

After the exercise the crew were entertained at dinner by Mrs. McDouall in the Port Logan Inn.

The success of the proceedings was in great measure due to the excellent arrangements made by the Local Committee and their Honorary Secretary, Mr. Gavin H. Love.

BUCKIE, BANFFSHIRE, AND SEATON CAREW, DURHAM.—The Life-boats placed by the Institution on these stations have been replaced by new ones. The Buckie Life-boat is of the Watson type and was provided from the legacy of the late Miss Maria Langton, of Chelsea, London. She is named the *Maria Stephenson* as requested by the donor. The new Seaton Carew Life-boat is of the latest self-righting type and was the munificent gift of Mr. Robert Lodge, and named at his wish the *Francis Whitbourn*.

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

CROMER, NORFOLK.—On the 1st March a N.E. gale was blowing with squalls of hail and snow. At about 6.30 P.M. signals of distress were seen from the barque *Lodore*, of Liverpool, which was at anchor about four miles off. The Life-boat *Louisa Heartwell* proceeded to her and found that the barque had lost all her sails and was in need of a tug. As the sea was rough the Life-boat stood by the vessel all night until the weather moderated. Three of the Life-boatmen were also placed on board, but their services were not required. The Life-boat reached Cromer again at 10 o'clock next morning.

YARMOUTH, NORFOLK.—At 2.35 P.M. on the 3rd March, a vessel was observed by the Coxswain standing into danger near the Scroby Sands. He therefore assembled his crew and launched the Life-boat *John Burch* and proceeded to her. She proved to be the schooner *Henny*, of Brake, Germany, bound from Hamburg to London with a cargo of salt. On getting alongside it was found that she was not actually on the sands but in a very dangerous position, and as there was a very heavy sea the Life-boat

at the request of the Master stood by her, while efforts were made to get her clear. After manœuvring the vessel for some hours he succeeded, and the Life-boat returned to her station.

BLYTH, NORTHUMBERLAND.—At about 9 P.M. on the 4th March the Coxswain of the Life-boat observed a vessel in the vicinity of the "Sow and Pigs" rocks, and about half-an-hour later she made signals indicating that something was wrong. The assembly signal was fired and within the short time of ten minutes the Life-boat *Dash* was smartly launched. A tug proceeding to the vessel towed the Life-boat into a good position for reaching the steamer, which proved to be on the rocks. Owing to the shallow water and heavy breakers the boat experienced great difficulty in rescuing the fourteen men aboard, but it was eventually successfully accomplished. The boat then made for the harbour and when nearing the entrance was assisted by a tug up the river. The vessel was the steam trawler *Begonia*, of Grimsby, bound for Blyth; she subsequently became a total wreck.

WICKLOW, CO. WICKLOW.—Shortly before 1 A.M. on the 6th March, it was reported that a vessel about a mile to the north of the harbour was making signals of distress. There was a strong S.S.E. gale at the time and the sea was very heavy. With great promptness the Life-boat *Robert Theophilus Garden* was launched, being in the water within fifteen minutes of the first intimation of the wreck being received. On reaching the vessel, which proved to be the schooner *J. H. Barrow*, of Lancaster, the Life-boat experienced considerable difficulty in rescuing the crew of four hands who were in an exhausted condition. It was however accomplished, and after some hard work due to the wind blowing straight out of harbour, the rescued men were safely landed.

At 9.20 A.M. the same day the Life-boat was again launched to a vessel in distress off the Head, the wind having changed to N.N.W. and increased to a strong gale. In her first attempt to get out of harbour the Life-boat was unsuccessful and damaged her stem, the second attempt she cleared the pier and stood for the vessel—the schooner *Aron Belle*, of Aberystwith, bound from Swansea to Dublin with coal—which in the storm had had sails, gear, and part of her bulwarks carried away. On reaching her it was found that the sea was much too heavy for anyone to board her, the Life-boat therefore guided her by signals into smoother water and four men were placed on board. At the request of the Master they took charge of her and got her to an anchorage in the Bay off Arklow about 1 P.M. As it was not possible for the Life-boat to get back to Wicklow she put into Arklow, leaving the four Life-boatmen and vessel's crew of four men on board, the weather having moderated. At about 5.15 in the afternoon the weather came on very bad again, and the men made signals of distress. The remainder of the crew and the Honorary Secretary, who had proceeded to Arklow, at once put off in the Life-boat and found all on board anxious to leave. Owing to the heavy seas and the rolling of the vessel great difficulty was experienced in taking the men into the Life-boat, especially the Master who was almost

helpless, he having had his ribs injured and head cut during the previous night. When it was accomplished they were conveyed to Arklow and landed, the Life-boat remaining there for the night.

ST. IVES, CORNWALL.—During a heavy W.S.W. gale signals of distress were seen at 2.20 A.M. on the 6th March from a vessel in close proximity to the "stones." The Life-boat *James Stevens No. 10* was promptly launched and with some difficulty, owing to the force of the wind and set of the tide, rescued the crew of three hands. The vessel was the ketch *Charles Francis* of Scilly, bound from Newport to St. Mary's with a cargo of coal. After the crew had been rescued she parted her cables and was swept ashore near Portreath, where she became a total wreck.

NEWHAVEN, SUSSEX.—The s.s. *Trouville* of Newhaven got broadside on to the bar outside Newhaven Harbour on the 6th March, during a S. by W. gale and very heavy sea, whilst bound from Caen with a cargo. The crew of the motor Life-boat were assembled promptly, and as it was seen that the steamer was drifting ashore, the boat was launched and proceeded to her. At the request of the Captain a line was taken from the distressed vessel to a tug and the Life-boat then stood by until she was towed off. The weather was exceptionally bad, but both the boat and the motor were reported to have behaved splendidly.

SKERRIES, CO. DUBLIN.—At about 9 A.M. on the 6th March during a strong N.E. gale signals of distress were observed from the brigantine *Walter J. Cummins*, of Irvine, which was at anchor about one-and-a-half miles to the north-east of the harbour. The crew of the Life-boat *William Maynard* were assembled with all haste and the boat proceeded to the brigantine. They found her in a very dangerous position in a heavy cross sea and promptly rescued the five men on board who were landed in safety at 11.45 A.M.

TENBY, PEMBROKESHIRE.—About 3.30 P.M. on the 6th March a ketch was

seen trying to beat up for Tenby Roads, but when about three-and-a-half miles off, her canvas was all blown away. There was a whole N.N.W. gale at the time and the sea was very heavy. The vessel's anchor was let go, but it was seen that she was in a very dangerous position; the Life-boat *William and Mary Devey* was therefore launched and rescued the crew of three hands. The ketch was the *Sultan* of Barnstaple loaded with granite. In the meanwhile signals of distress had been hoisted on the schooner *Pet* of Chester, lying in Caldly Roads; and these being observed by the Coastguard they signalled to the Life-boat when returning, to proceed to the schooner. She accordingly did so, and having taken off the four hands returned ashore and was refouled.

**Boulmer, Northumberland.**—During an easterly gale on the 6th March the schooner *Cæcilie* of Hamburg was sighted in the offing and she was kept under observation. It was then 2 P.M. and soon after 3 P.M. she stranded at Seaton Point. With all speed the Coxswain and the crew of the Life-boat *Meliscant* were assembled and the boat launched. They found three hands on board and without delay rescued them, arriving ashore at 4.30 P.M. The weather during the service was cold and wet and the sea heavy. When assisting to launch the boat the Assistant-Coxswain, named James Stanton, had a paralytic stroke due to plunging into the sea to assist in launching the boat. Although the man's life is not despaired of he will be a helpless invalid for the remainder of his life, and the Institution made a substantial grant to provide for his future care.

**Brixham, South Devon.**—During a whole N.N.W. gale with terrific squalls signals of distress were seen from a vessel at anchor in Torbay. The crew were summoned at once and the Life-boat *Betsy Newbon* launched. Owing to the gale blowing right on shore some difficulty was experienced in getting to windward of the breakwater head. The vessel was reached about 8 P.M. when it was found that she had parted both

cables but was then brought up by a spare anchor. She was in such a dangerous position on a lee shore that the life-saving apparatus was in readiness in case of necessity. Happily the Life-boatmen were able with considerable difficulty to extricate the vessel, but after they got her under weigh the main-sheet parted and some of the headsails were blown away. The vessel however was got into a sufficiently windward position to make the inner harbour, accompanied by the Life-boat. At the time of the casualty the vessel—which was the ketch *John Rees* of Plymouth—was bound from London to Dublin with explosives and carried a crew of four hands.

**Padstow, Cornwall.**—The No. 2 Life-boat *Edmund Harvey* and the Institution's steam-tug were called out for service at 8 P.M. on the 6th March. A telephone message stated that signals of distress had been reported N.N.E. from Pentire, and the crews were mustered. There was a strong N.N.W. gale with heavy squalls and the sea was very heavy. The Life-boat and tug after proceeding to the position indicated cruised about all night without being able to find the distressed vessel. They then returned within a short distance of Stepper Point, when the Coastguard signalled the position of the vessel. They immediately returned and at 9.20 fell in with the steamer *Fjordheim* of Christiania. Her propeller was broken and she signalled that she wanted to be towed into safety. Ropes were got on board from the tug and accompanied by the Life-boat she was taken to Barry, where they arrived at 10.35 P.M. on the 7th, the men in the attendant Life-boat being much exhausted from exposure. The next day the weather being very bad the tug and Life-boat remained at Barry and on the morning of the 9th March started for Padstow, which was reached about midnight. The *Fjordheim* was bound from Venice to London and carried a crew of 22 hands.

**Margate, Kent.**—At 5 A.M. on the 7th March the Coastguard reported that a vessel in the roads was making signals of distress. The crew of the No. 2

Life-boat, *Civil Service No. 1*, were promptly assembled and the boat proceeded to the vessel in question. She proved to be the sprit-sail barge *Teazer*, of Rochester, bound from London to Poole. She was riding heavily and her crew of three hands were afraid she would foul another barge which was practically alongside. Four men were put on board who assisted to get the vessel clear and she then started for Ramsgate. The Life-boat was then hailed by the other barge and the captain reported that he had broken his windlass and injured his hand. With some difficulty four Life-boatmen were placed on board, and having slipped the anchors, they took the barge to Ramsgate. This barge was the *Birthday*, of London, bound for Torquay. During this service the weather was very cold and squally, the sea very rough and a whole N.W. gale blowing.

ILFRACOMBE, NORTH DEVON.—The weather was so bad on the night of the 6th March that a watch was kept all night and at about 6.30 next morning it was reported that a schooner off the Bull Lighthouse was steering very badly. She was watched for some time until it could be seen that a distress signal was in the rigging. The crew of the Life-boat *Co-operator No. 2* were assembled, but just before she took the water a tug went off. When the Life-boat was about six miles from land a large steamer was seen coming up channel with signals flying. The Life-boat therefore proceeded to her and found the schooner's crew, five in number, were on board, but unfortunately one poor fellow had died from exposure in the boat which conveyed them from the schooner to the steamer. The Coxswain took the four men together with the body into the Life-boat, proceeding at once for Ilfracombe where they were landed. The rescued men on landing could hardly stand owing to exposure; for two days they had had neither food, drink, nor sleep, their vessel, the *Gracieuse*, of Granville, having been in trouble during the prevailing gales.

FORMBY, LANCASHIRE.—Between 7 and 8 A.M. on the 8th March a

steamer was observed on the Formby Spit, and as the westerly wind was increasing the Coxswain launched the Life-boat *John and Henrietta*. On reaching the vessel, which proved to be the s.s. *Carlston*, of Glasgow, it was found that she was not making water and was not in want of any immediate assistance. The Life-boat stood by her for some time and on the fast flowing tide she was able to get clear of the sand and proceed on her voyage. At the time of the accident she was bound from Manchester to Ardrossan with a cargo of pig iron.

PWLLHELI, CARNARVONSHIRE.—The ketch *Syren* of Beaumaris, whilst bound from Pwllheli to Runcorn stranded near the Gimblet Rock on the 8th March after dragging her anchors. Immediately on receipt of information of the casualty the crew of the Life-boat *Margaret Platt of Stalybridge* were assembled and the boat launched. On going alongside it was found that the vessel was bumping heavily and the Master asked the Life-boat to stand by her until she floated. They accordingly did so and later on landed the two men in the harbour. There was a strong S.W. gale at the time of the accident, but it afterwards veered to N.W. and the vessel was out of danger.

SOUTHWOLD, SUFFOLK.—At about 6 P.M. on the 8th March a vessel was seen to strike the Haile Sand, and a few minutes later she burnt a flare. In response a boat went off to her, and came back with a message that the Life-boat was required. The crew of the No. 2 Life-boat *Rescue* were summoned and the boat launched. There was a moderate W.S.W. wind with a moderate sea and the vessel was bumping. Seven Life-boatmen were put on board and they succeeded in getting the vessel clear; they then took her to Lowestoft. The vessel was the ketch *Charles Yvonne*, of Ostend, and was bound for Lowestoft in ballast.

KESSINGLAND, SUFFOLK.—The Coast-guard watchman observed flares from a vessel at 3.30 A.M. on the 11th March about a quarter of a mile to the south-

ward. He at once informed the Coxswain of the Life-boat and it was decided to launch the No. 1 *Bolton*. There was a strong northerly breeze with a rough sea and on arriving on the scene, the smack *Flora Bell*, of Lowestoft, with a crew of five hands was found ashore. With the assistance of the Life-boatmen the vessel was floated and she proceeded to Lowestoft accompanied by the Life-boat. The salvage of the vessel and her crew was most opportune as after the vessel got off a heavy ground sea made, and in all probability she would have become a total wreck if she had remained ashore for another tide.

EYEMOUTH, BERWICKSHIRE.—Shortly after 4.30 p.m. on the 11th March a telegram was received from St. Abbs stating that a large vessel was sinking off the Head with a fishing boat standing by her. The assembly signal for the Life-boat's crew was fired and within the short time of seven minutes the Life-boat *Sarah Pickard* was launched. She at once made for the vessel and on reaching her found the fishing-boat *Blossom* standing by her. The captain stated that tugs had been sent for and he declined the offer of any further assistance. Two of the fishing-boat's crew were put on board to assist at the pumps and the Life-boat stood by until a tug arrived about 10 p.m. and took the vessel in tow. As the services of the Life-boat were no longer required she returned to Eyemouth, arriving at 11.30 p.m. The vessel was the schooner *Terrier*, of Dartmouth; she was bound for Aberdeen with a cargo of china clay when she sprung a leak. The weather was moderate, but she had been at sea through all the recent gales.

BLAKENEY, NORFOLK.—The Life-boat *Zaccheus Burroughes* was launched for exercise on the morning of the 20th March, the District Inspector of Life-boats being on board. The wind was fresh from E.S.E. and a strong sea making. The sloop *Pioneer*, of Lynn, whilst attempting to sail out of harbour, bound for Boston, was struck by a heavy sea and missed stays at the lower part of the harbour, being driven ashore on the west sands where a heavy cross

sea was running. The Life-boat at once proceeded to her assistance and placed two men on board. After trying for an hour on a falling tide to get the vessel clear the crew of two men decided to leave her. They were therefore taken into the Life-boat which landed them at Blakeney. The vessel was hauled off on the next tide.

NEWBIGGIN, NORTHUMBERLAND. — Only a few of the fishing cobles belonging to Newbiggin went out to sea on the 26th March as the sea was rough. Towards low tide the landing became dangerous and some of them had difficulty in coming in. As there were three boats still out at 3 p.m. the Life-boat *Ada Lewis* was launched and stood by the cobles until all were in safety. The boats had to land on a lee shore with a considerable sea.

LITTLEHAVEN, PEMBROKESHIRE.—On the night of the 27th March the caretaker of the Board of Trade's Rocket Apparatus reported that a vessel in the Gold Top Roads was signalling for assistance. The crew of the Life-boat *William Roberts* were promptly assembled and the boat was smartly launched. The vessel, which was the ketch *Pioneer*, of Milford, was riding heavily at anchor in a very rough sea, and was dragging on to a lee shore. The wind had veered suddenly to the northward and was blowing a strong gale dead on shore, making the position of the two men on board very perilous. They were rescued by the Life-boat, which landed them about midnight. It was then too dark, and the sea was too heavy to attempt to re-house the Life-boat; she was therefore placed at moorings and hauled up next day, when the weather had moderated.

WHITBY, YORKSHIRE.—Shortly before 8 a.m., on the 2nd April, it was reported that the fishing fleet were at sea and some of them were coming for the harbour. There was a strong W.N.W. breeze, and the sea was growing on the Bar as the tide fell, making it very dangerous for the cobles to enter. The No. 1 Life-boat, *Robert and Mary Ellis*, was sent to assist them, and made

repeated trips until all the cobsles, fifteen in number, were safely accompanied into harbour.

NEW BRIGHTON, CHESHIRE.—In response to a telephone message from Liverpool, on the 3rd April, stating

rough. The Coxswain of the Life-boat did not consider it safe to approach her. He therefore waited until the flood tide had made and went alongside. The Coxswain reported to the Captain that the vessel had lost her rudder, he being unaware of it, and the Life-boat stood



*By permission of the "Daily Graphic."*

The Harwich Steam Life-boat proceeding to the stranded schooner *Notre Dame de Toutes Aides* on the 7th April, 1908.

that a schooner was ashore on Taylor's Bank, the steam Life-boat *Queen* proceeded to her. On arrival they found the schooner *James O'Neil*, of Kinsale, stranded in a very dangerous position in very shoal water. It was blowing a moderate W.N.W. gale and the sea was

by her until she was towed off by a tug and taken into safety.

HARWICH, ESSEX.—A telephone message from the Kentish Knock Light Vessel, in the early morning of the 7th April, reported the stranding of the

schooner *Notre Dame de Toutes Aides*, of Nantes, on the sands. The Margate Life-boat attempted to launch, but the heavy sea so damaged her that she was unable to proceed. The information was then passed on to Harwich, and the steam Life-boat *City of Glasgow* was promptly dispatched to the assistance of those on board. In the meanwhile an attempt had been made by some of the men of H.M.S. *Dreadnought*, which was in the neighbourhood, to effect a rescue. A cutter was lowered, but after some time the sailors had to abandon their efforts. When the Life-boat arrived alongside the seas were so heavy that it was impossible to make fast. Two attempts were made, but the rope snapped. The Coxswain then steamed "head on" to the vessel, bringing the Life-boat as close as he dared, and thus enabled the crew to jump from the schooner. This manœuvre had to be repeated five different times before the survivors of the crew, nine in number, were safely on board the Life-boat. They were all in a very exhausted condition, and had the rescue not been effected when it was, they would in all probability have perished. One man had been washed overboard quite early in the morning, and another, who tried to leave the schooner in the ship's boat, was drowned. As soon as the Life-boat was safely clear of the wreck, the rescued men were supplied with biscuits and hot coffee, and everything possible done for their comfort. The Ramsgate Life-boat, in tow of a tug, was also sent to the wreck, but the men had been saved before her arrival. The service of the Harwich boat was a good one and splendidly performed, dogged determination playing a conspicuous part in it. Harwich was reached at 4.10 P.M., and the ship-wrecked men were landed.

The Committee of Management, in appreciation of the arduous nature of this service and the good work done, granted each of the crew and the engine-room staff an additional reward, and the captain of the vessel, in writing to the Press to express his gratitude for the gallant attempts made by the men of the *Dreadnought*, and the courageous

action of the Life-boatmen, said: "I also thank the men of the Life-boat *City of Glasgow*, of Harwich, who, at the risk of a thousand dangers, did not shrink or hesitate in face of the perils before them. Ten times they came to us and were repulsed by the force of the waves, which were really waves of sand saturated with water. When once on board, our saviours gave us every possible care, going so far as to divest themselves of their own clothes to cover us. I have also heard of, and I thank, the crew of the Ramsgate Life-boat accordingly, for their long struggle of twelve or fourteen hours on our behalf, and I appreciate that they safely returned to port. I am looking forward, on my return to France, to tell my compatriots how again has been proved the great courage and self-sacrifice of the English sailors when engaged in trying to save life."

In the August following, the International Conference on Life-Saving held at St. Nazaire and Nantes conferred diplomas upon the Coxswains, Crew and Engineers and each diploma was accompanied by the silver medal of the Society of the Hospitaliers Sauveteurs Bretons.

The awards were forwarded to the British Government delegate, who transmitted them to the Institution for presentation.

HARTLEPOOL, DURHAM. — The s.s. *Dresden*, of Hartlepool, whilst bound from Hamburg to Hartlepool with a general cargo, struck on the Longscar Rocks at 11.30 P.M. on the 9th April. In response to her signals the No. 2 Life-boat *Charles Ingleby* was launched at 2 A.M. and proceeded to her. On reaching the vessel the Coxswain hailed her, and the Captain informed him there was one passenger and also the stewardess, who wished to be landed. They were therefore taken into the Life-boat and conveyed ashore. Before the Life-boat left the vessel the Captain declined any further assistance, and stated that he would signal should he require any more help. At noon, the wind and sea having completely fallen, the vessel was got off and brought into Hartlepool.

GOURDON AND JOHNHAVEN, KINCARDINESHIRE.—A large number of fishing-boats belonging to Gourdon went off to fish on the morning of the 15th April, but had to return on account of the E.S.E. gale which came on suddenly. The Life-boat *Theophilus Sidney Echalas* was sent out from Gourdon at 9 A.M. to warn the small crab-fishing boats not to attempt to enter the harbour on account of the heavy sea, and they therefore made for Johnshaven. Ten other larger fishing-boats decided to enter Gourdon Harbour, and they were attended by the Life-boat, which was able to return ashore at 3 P.M.

When it was seen that the boats were approaching Johnshaven, the Life-boat *Sarah Ann Holden* was launched and stood by the boats until all were in safety; in some cases the Life-boatmen were placed on board the small craft and assisted in piloting them in.

SUNDERLAND, SOUTH OUTLET, DURHAM.—The fishing-boats put to sea in the early morning of the 21st April, but as there was a strong N.N.E. breeze and a heavy sea, the majority of them considered it advisable to return, and did so. At about 10 A.M. two of the boats were observed off the harbour in difficulties, and the Life-boat *Richard and Nellie Hodges* was launched to help them. The Life-boat met the cobsles about half-a-mile outside the harbour and piloted them safely in through the broken water.

WHITBY, YORKSHIRE.—Some of the fishing cobsles having gone to sea on the 22nd April in a moderate E.S.E. wind, it was seen about noon that the rough sea and outgoing tide would render their return dangerous. The No. 1 Life-boat *Robert and Mary Ellis* accordingly went to their assistance. The first coble came in about 1 P.M., and the second at 3 P.M., and as the bar was then no better the Coxswain remained and attended the others into safety, the work being completed at about 6 P.M.

STAITHES, YORKSHIRE.—A heavy sea suddenly made on the morning of the 24th April when three of the cobsles were at sea. There was a strong N.E.

breeze with snow showers at the time. The cobsles were observed from shore, and without loss of time the Life-boat *James Gowland* was sent to their assistance. One of the cobsles was swamped, but the other two were successful in reaching safety accompanied by the Life-boat.

HASTINGS, SUSSEX.—At 6.20 P.M. on the 25th April the Life-boat *Charles Arkcoll* was launched in a heavy sea and blinding snowstorm to the assistance of the barge *Amy*, of London. A moderate W.S.W. gale was blowing, and the barge had lost her top-mast and bowsprit. She anchored off St. Leonards, but her cable parted, and she was in danger of being driven ashore. Fortunately just before the Life-boat reached her the wind changed to a more favourable quarter. The Life-boatmen boarded the barge, and the captain requested them to take her to a position of safety as he and his crew were exhausted. She was therefore taken to Dungeness East Bay, the Life-boat Coxswain and crew taking turns at the wheel. The weather being too severe for the Life-boat to attempt to get back to Hastings she was beached at Dungeness at 2 A.M., and the crew returned home by train. Next day, the weather having moderated and the wind being more favourable, the Life-boat was taken back to the station. There were three men on the barge at the time of the accident, the barge being bound from London to Portsmouth with a cargo.

DUNGENESS, KENT.—During a moderate southerly gale on the 25th April the chief officer of Coastguard reported that a vessel was in the West Bay dismasted and in need of help. The crew of the No. 2 Life-boat *Thomas Simcox* were at once assembled and the Life-boat launched. On going alongside the vessel, which was the smack *Alice*, of Rye, the master stated that he wanted a tug, but asked the Life-boat to stand by him in case his cable should part. The Life-boat therefore remained with the smack until 2 P.M., when a tug arrived; she then returned ashore. The sea was heavy at the time and the weather cold.



BLYTH, NORTHUMBERLAND.—At 5.45 on the morning of the 2nd June the Coastguard at Blyth received information by telephone that a steamer was ashore on the rocky beach at Seaton Sluice, about four miles to the south of Blyth Harbour. The message was at once passed on to the Coxswain of the Life-boat *Dash*, who, after consulting the Honorary Secretary, decided to launch the boat. The sea was moderate with a light easterly wind, but it was very thick. The Life-boat proceeded to the vessel under oars until about half way, when a tug poked her up and they proceeded together. On reaching the vessel, the s.s. *Louisiana*, of Copenhagen, bound from Christiania to the Tyne for coal, the Captain stated that he did not wish to leave his vessel, but asked the Coxswain to stand by her and render assistance in saving her. Kedges were accordingly run out, and ropes conveyed to tugs. At 4.15, with the help of five tugs, the steamer was refloated and the services of the Life-boat not being required any more she returned to Blyth.

NEW BRIGHTON, CHESHIRE.—In response to a telephone message stating that a schooner was in distress off Formby with her sails torn and her topmast carried away, the steam Life-boat *Queen* was sent out. On arriving at the place indicated, they found the schooner *William Andrew*, of Garston, in a dangerous position. She had been in collision with a large barque, and was very much damaged. In addition to her masts having gone, the upper works were badly damaged, and she was making water. It was found that the crew were taking refuge on the colliding barque, and they were desirous of being landed by the Life-boat. The Coxswain however offered to replace them on their own vessel and remain in attendance whilst efforts were made to save her. The master and crew of two hands were taken to the schooner, and two Life-boatmen were put on board to pump the vessel out. When this was done, a hawser was conveyed to a tug, and the Life-boat stood by and accompanied the vessel until in safety. During this service there was a strong

S.W. squally wind, and the sea was rough.

ARANMORE, CO. DONEGAL.—The schooner *James Postlethwaite*, of Barrow, whilst bound for Burton Port in ballast, stranded on the north side of Eighter Island, on the 15th June. Information reached Aranmore by telegram about 2.15 p.m., and the Life-boat, *La Totitam*, was promptly launched to the assistance of those on board. For about five hours the Life-boat stood by the schooner whilst efforts were made by a small steamer, which had also gone to the vessel's assistance, to tow her off the rocks. The efforts eventually proved successful, and the vessel, accompanied by the Life-boat, was towed into a place of safety. After the vessel struck, the crew, fearing that she would founder, commenced to land their belongings on the rocks, two of the crew remaining with them. When the Life-boat had seen the vessel into safety, she returned to the rocks for the two men and conveyed them to their ship, which was reached at 10.30 p.m. She then made for Aranmore, where she arrived about 2 a.m. on the 16th June.

PALLING, NORFOLK.—The s.s. *Goole*, of Goole, whilst bound on the 24th June from that port to London with a cargo of coal, stranded on the middle Hasboro sands during a dense fog, and two barges which she was towing broke adrift.

The vessel having been seen from the Would light vessel, signals were fired, and the No. 1 Life-boat, *54th West Norfolk Regiment*, was launched. After proceeding a short way the Life-boat fell in with the s.s. *Trent*, of Hull, and the Master kindly towed them into a weatherly position for reaching the distressed steamer. On getting alongside, the Master stated he did not then require any help, but asked the Life-boat to stand by him, in case it became necessary to abandon the vessel. On the flowing tide the vessel cleared the sand, and the Life-boat not being required any longer returned ashore. The wind during the service was moderate from N.E., and the sea was smooth.

GORLESTON, SUFFOLK. — Soon after 1 P.M. on the 27th June, the Coxswain of the Life-boat was called, and informed by telephone that a fishing smack was aground on the Cross Ridge. The sea was rough and a strong N.E. breeze was blowing, he therefore decided to launch the No. 1 Life-boat, *Mark Lane*.

A tug being close at hand was engaged to tow the Life-boat to the vessel, which proved to be the smack *Shamrock*, of Lowestoft. The master at once engaged the Life-boatmen to save his vessel, as her position was dangerous in consequence of the heavy ground swell and her close proximity to an old wreck. Anchors were laid out, and by the aid of these and the tug the smack was towed clear and taken into harbour in a leaking condition. There were five men on board at the time of the accident.

FENIT, CO. KERRY.—A large four-masted barque, named the *Crown of Germany*, whilst bound from Portland to Limerick with a cargo of wheat, came into Ballyheigue Bay, in mistake for the mouth of the Shannon, on the morning of the 10th July, during a S.W. gale and heavy showers. The master found out his error and let go two anchors, which brought the vessel up about two and a half miles from a rocky lee shore. The dangerous position of the vessel being observed, the Life-boat *John Willmot* was promptly sent to her assistance. On arriving at the vessel help was offered, but as the anchors were holding the Captain declined any assistance, the Life-boat therefore returned ashore. Later in the day it was felt that the vessel was in a very insecure position, and that the lives of those on board were in danger. At 4.30 the Life-boat was again launched, and proceeded to the ship. A passenger on board was taken into the boat, and the Captain being nervous as to the safety of his ship, asked the Life-boat to stand by all night. She accordingly did so and towards morning the weather improved. Ropes were run to a steamer which also came to the vessel's assistance, and the cables having been slipped the

vessel was towed to the river Shannon. In the meanwhile six of the Life-boatmen assisted on board, and the Life-boat stood by, in case the tow rope should carry away, until she was clear of all danger.

The Life-boat returned ashore at 9.30 A.M., and landed the passenger who had been in the boat throughout the night.

WHITBY, YORKSHIRE.—At 9.30 A.M. on the 15th July the fleet of cobles belonging to Whitby were out fishing in a heavy ground swell. One of the cobles, with three men in her hanging on to their nets, was suddenly swamped by a heavy sea and sunk, the three men being thrown into the sea. Another of the cobles, named the *Blanche*, at once proceeded to their assistance and happily succeeded in rescuing them. Directly the accident occurred the alarm was raised on shore, and with great promptness the No. 1 Life-boat *Robert and Mary Ellis* was launched. She at once made for the scene of the accident, but finding the men were on board the *Blanche* she went alongside, took them off and landed them on the beach. Fishing by the other cobles was then stopped, and they waited the turning of the tide before making for the harbour. In the meanwhile the Life-boat went into the surf to the sunken coble, cleared the nets, righted her, and succeeded in saving her. She then stood by the cobles, and when the tide flowed accompanied them until all were in safety.

NEWHAVEN, SUSSEX.—At 5.15 A.M. on the 16th July a message was received from the Coastguard stating that a steamer was ashore at Beachy Head. A moderate S.W. gale was blowing at the time, with a very heavy sea, and without delay the motor Life-boat *Michael Henry* was sent out. On reaching the spot they found a small passenger steamer on the rocks rapidly sinking. Most of the crew had already escaped ashore in the ship's boat, but the captain and three others were still on board. With some difficulty the Life-boat was manœuvred close to the steamer, and the endangered men

rescued, the Life-boat being slightly damaged. They were then conveyed in safety to Newhaven Harbour. The steamer, which was a twin-screw and numbered *L 26*<sup>a</sup>, had recently been built in London for Turkish owners, and was being taken to Salonica. When going down channel she encountered a heavy sea, and a huge wave smashed in the fore-hatch, which rendered her unmanageable. She drifted ashore and shortly after the men had been rescued was completely submerged.

The day after the wreck the Captain of the steamer sent the following letter to the Hon. Secretary of the Branch :

"Dear Sir,—I wish to thank you and the crew of the Newhaven Life-boat for the gallant manner in which they came to my assistance yesterday, and standing by the vessel for several hours under most unfavourable conditions, and taking us—myself, the first and second engineers, and one seaman—off the wreck and landing us safely at Newhaven. I consider the Life-boat behaved splendidly under unfavourable conditions prevailing.

"I am, dear Sir,

"Yours faithfully,

"(Signed) W. B. HARDINGE,

"Late Master, s.s. *L 26*<sup>a</sup>."

"17th July, 1908."

PORT ST. MARY, ISLE OF MAN.—At 2.10 P.M. on the 17th July, during a moderate N.W. gale with a heavy ground swell, a fishing vessel named the *Elate*, belonging to Port St. Mary, was trying to make the inner harbour, and in so doing fouled the breakwater with her jibboom. The broken spar fell into the water and stove in the vessel below the water-line; she immediately began to fill with water. The coxswain of the Life-boat *James Stevens No. 1* witnessed the accident and at once hurried to the boathouse. With great promptness the crew also assembled, and within five minutes the Life-boat was launched. In the prevailing gale the fishing-boat drifted about two cables' lengths and commenced to sink. The crew of seven men and six others who were on board were seized with panic

and took to the small boat, which was only big enough to hold seven in fine weather. The Life-boat in the meantime was making for them with all haste, and although the vessel foundered before she could reach her, the whole of the thirteen persons were saved and taken ashore.

MARGATE, KENT.—A telephone message was received at Margate, about 4.30 on the morning of the 6th August, stating that a barge was in distress off Herne Bay, and steps were at once taken to launch the No. 1 Life-boat *Eliza Harriet*. Whilst this was being done a further message stated that the barge had sunk. It appeared that in a severe N.N.E. gale the barge *Caleb*, of Rochester, laden with granite, got into difficulties and then sank at her moorings, swamped by the heavy seas which broke over her. There were three men on board, who took to the rigging. With all haste the Life-boat made for Herne Bay, and happily the men were able to hold on until she arrived. On nearing the wreck the Life-boat was anchored and veered down, after several attempts the grapnel was successfully made fast in the rigging, and the work of rescue commenced. Owing to the heavy sea running and the shallowness of the water over the vessel's deck, there was considerable risk of the Life-boat being damaged on the wreck. Whilst getting the first man on board a heavy sea struck the boat, throwing her against the rigging, both the Life-boat and the man being injured, but the Life-boatmen succeeded in getting the man into the boat. With great difficulty the other two men were also rescued. When the Life-boat was clear of the wreckage it was found the rudder had been broken and rendered useless; it was therefore secured and the Life-boat, by means of an oar, was steered to Whitstable, where the rescued men were landed and taken charge of by the Shipwrecked Mariners' Society.

As the boat was disabled the crew returned to Margate by train, and proceeded to Whitstable again to fetch her when the repairs had been carried out.

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

THURSDAY, 4th June, 1908.

Colonel FITZ-ROY CLAYTON, V.P.,  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

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 on their recent visits to the following Life-boat Stations:—

Eastern District.—Staithes, Runswick, Robin Hood's Bay, Scarborough, Filey, Flamborough (two boats), Hornsea and Withernsea.

Southern District.—Ramsgate, Dover, Newhaven, Atherfield, Brighstone Grange, Brooke, Bembridge, Ryde, Hastings and Eastbourne (two boats).

Irish District.—Poolbeg, Skerries, Kingstown (two boats), Giles Quay, Greenore and Blackrock.

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

	£	s.	d.
Miss MARIA CLARK, to provide a motor Life-boat for Broughty Ferry to be named the <i>Maria</i> , and towards the maintenance of the boat, &c. (additional) . . . . .	2,500	-	-
St. Alban's, Holborn, Sunday Schools Lent offerings, per the Rev. W. A. PEARCES, M.A. . . . .	6	-	-
Ofertory at Royal Naval Hospital, Malta, per the Rev. J. D. MCCARTHY, R.N. . . . .	1	-	-
—To be severally thanked.			

Also the receipt of the following legacies:—

The late Mr. RICHARD BADGER, of Eastbourne . . . . .	1,000	-	-
The late Mr. EDMUND LYTHGOE, of Melbourne . . . . .	436	6	3
The late Miss A. J. BARLOW, of Congleton, per Manchester Branch . . . . .	142	4	8
The late Mrs. E. A. BUTLER, of Worthing . . . . .	100	-	-
The late Mr. W. H. DEAN, of Stratford, Essex (additional) . . . . .	68	15	5
The late Mrs. S. A. FEEL, of Great Yarmouth . . . . .	50	-	-
The late Mrs. M. E. WILLETT, of Uxbridge . . . . .	50	-	-
The late Miss MARY NOTT GRAHAM, of Hanwell . . . . .	31	11	2

Paid 2,800*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 67*l.* 6*s.* 11*d.* to pay the expenses of

the following Life-boat launches, &c., with the view of assisting persons on vessels in distress:—Blyth, Boulmer, Clacton-on-Sea, Dungeness No. 1, Gorleston No. 1 and Poole.

Also 1*l.* 10*s.* to three men for putting off in a boat at Peterhead and saving one of the crew of the trawler *Concord*, which stranded on the rocks near the harbour in a strong N.W. breeze and heavy sea on the 27th August, 1907.

Also 1*l.* 10*s.* to two men at Peterhead for rescuing two of the crew of the steam trawler *Ben Ledi* of Aberdeen, wrecked off Peterhead in a moderate S.E. breeze but very heavy ground swell on the 1st May. The remainder of the crew was saved by rocket apparatus.

THURSDAY, 9th July, 1908.

Colonel FITZ-ROY CLAYTON, V.P.,  
in the Chair.

Read and confirmed the minutes of the previous meeting.

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

Also the report of the Deputy Chief Inspector of Life-boats on his recent visits to the Balcary, Kirkcudbright, Whithorn, and Whitehaven Stations.

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

Northern District.—Broughty Ferry, Peterhead, Newburgh, Fraserburgh, Stonehaven, Johnshaven, Buckie, Banff and Macduff, Gourdon, Port Erroll, Montrose (two boats), Buckhaven, Arbroath and Stornoway.

Eastern District.—Bridlington Quay, Grimsby, Donna Nook, Mablethorpe, Sutton, Skegness, Gorleston (three boats), Caister (two boats), Lowestoft (two boats), Harborough, Yarmouth, Sunderland (two boats), Whitburn, Seaham, Seaton Carew and Hartlepool (three boats).

Southern District.—Totland Bay, Hayling Island, Selsey, Southsea, Littlehampton, Shoreham, Worthing, Southend-on-Sea, Brighton, Broadstairs, Margate (two boats), Newhaven, Lyme Regis, Sidmouth, Teignmouth, Exmouth, Yealm River, Plymouth, Salcombe, Hope Cove, Brixham and Torquay.

Western District.—Padstow (two boats and a tug), Aberystwith, Aberdovey, Barmouth, Abersoch, Porthdinllaen, Criccieth, Pwllheli, Llandudno, Point of Ayr, Rhyl, Llanddulas, Rhosneigr, Rhoscolyn, Bull Bay, Cemlyn, Cemaes, Moelfre, Penmon and Holyhead (two boats).

Irish District.—Fleetwood, Blackpool, St. Anne's (two boats), Ramsey, Peel, Port Erin, Port St. Mary, Douglas, Castletown, Killough and Newcastle (Co. Down).

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

	£	s.	d.
Friend B (additional) . . . . .	100	-	-
The Thorngate Trustees (annual subscription) . . . . .	80	-	-
Co-operative Wholesale Society, Ltd. (additional) . . . . .	21	-	-
"A Friend, Quebec" (additional) . . . . .	10	-	-
Collected on board the S.S. <i>Harewood</i> , per Captain COLBORNE . . . . .	3	4	6

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mrs. FANNY PEACH, of Balham . . . . .	1,000	-	-
The late Mr. CHARLES KITCHENMAN, of Halifax (and interest thereon) . . . . .	504	15	-
The late Mrs. FANNY CURTLER, of Putney . . . . .	450	-	-
The late Miss E. A. BAHAM, of Wellington Road, N.W. . . . .	450	-	-
The late Mr. WILLIAM THOMAS MUMFORD, of Bexhill-on-Sea . . . . .	270	-	-
The late Miss ANN WHITEHEAD, of Balton . . . . .	200	-	-
The late Miss CAROLINE GOLDSMID, of Wimbledon Common . . . . .	102	3	6
The late Mrs. JULIA RASPOLING, of Scarborough . . . . .	100	-	-
The late Mrs. URY NICHOLLS HANNAFORD, of Portscatho, Cornwall (balance) . . . . .	29	7	1

Deep regret was expressed at the death of Mr. J. W. LUDOLF, who had been the valued Honorary Secretary of the Leeds Branch of the Institution for twenty-four years, and it was decided to send a letter of condolence to his family.

Voted the best thanks of the Committee of Management to Mr. PETER MURRAY, in acknowledgment of his very long and valuable services as Honorary Secretary of the Newburgh Branch of the Institution, which office he had just resigned in consequence of ill-health.

Appointed Lieutenant EDWARD D. DRURY, R.N.R., a District Inspector of Life-boats to the Institution, vice Commander THOMAS HOLMES, R.N., promoted.

Paid 4,762*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 50*l.* 17*s.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Aranmore. . . . .	Schooner <i>James Postlethwaite</i> , of Barrow. Landed 2.	
Palling No. 1 . . . . .	S.S. <i>Goole</i> , of Goole. Stood by vessel.	
New Brighton (Steam) . . . . .	Schooner <i>William Edward</i> , of Garston. Assisted to save vessel.	

The Blyth Life-boat rendered assistance to the S.S. *Louisiana*, of Copenhagen, and the Gorleston No. 1 Life-boat assisted to save the smack *Shamrock*, of Lowestoft, and 5.

Also voted 189*l.* 12*s.* 6*d.* to pay the expenses of the assemblies of crews or launches of the

following Life-boats, with the view of assisting persons on vessels in distress:—Berwick-on-Tweed, Buckie, Cromer, Dunbar, Formby, Fraserburgh, Gorleston No. 1, Harwich No. 2 (steam), Hope Cove, Hoylake, Moelfre, Runswick and Yarmouth.

Also 3*l.* to a man for an injury incurred in the Life-boat service at Dunbar.

Voted 5*l.* to five Spittal fishermen for promptly putting off in a coble and rescuing two men from the smack *Rejoice*, which stranded on the rocks to the north of Berwick Harbour at about 4 a.m. on the 6th June. There was a strong N.N.E. breeze, with a rough to heavy sea, and the salvors incurred moderate risk.

Also 11*l.* to the crew, twenty-two in number, of the private Life-boat *Henry Ramey Upcher*, for putting off in a strong N.N.W. breeze and rough sea and landing eight men from four crab boats which were in danger off Sheringham on the night of the 5th June.

Also 1*l.* 17*s.* 6*d.* to five men for landing the crew of five hands and subsequently standing by the fishing boat *Star of the Sea*, of Sligo, on the night of the 31st May. The vessel stranded on the rocks near Aranmore, and the men by going to her assistance lost their fishing.

The crew of the steam drifter *Vintage* saved the crew of six hands of the fishing boat *Speedwell*, of Wick, off Buckie (Cluny) Harbour, on the 8th June. The *Speedwell* was being towed, with other boats, to the fishing, when her tow-rope broke and she drove on to the rocks. The master of the drifter with very commendable promptness proceeded to the spot, lowered his boat with four men in her, veered her down to the wreck and rescued the men.

There was a rough and choppy sea at the time and the fishing boat had foundered within a very short time of striking the rock.

Voted a letter of thanks and 1*l.* to the master of the drifter, 10*s.* each to the four men who manned the small boat, and 5*s.* each to the remainder of the crew, four in number.

THURSDAY, 13th August, 1908.

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

Read and confirmed the minutes of the previous meeting.

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

Read the report of the Deputy-Chief Inspector of Life-boats on his recent visits to the Runswick and Ackergill Stations.

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

Northern District.—Maryport, Whitehaven, Balcary, Kirkcudbright, Whithorn, Wick, Ackergill, Huna, Longhope, Stromness, Thurso, Lossiemouth, Nairn, Anstruther, Berwick-on-Tweed, Dunbar, Skateraw, Campbeltown, Southend, Troon, Ayr, Girvan,

Ballantrae, Port Patrick, Port Logan, Eyemouth and North Berwick.

Eastern District.—Southwold (two boats), Kessingland (two boats), Pakefield, Whitby (two boats) and Upgang.

Southern District.—New Romney, Dungeness (two boats), Folkestone, Hythe and Clacton-on-Sea.

Western District.—Lynmouth, Appledore (two boats), Coverack, Port Isaac, St. Ives, Hayle, Falmouth, Porthoustock, Mevagissey, Polkerris, New Quay (Cornwall), Cadgwith, The Lizard, Porthleven, Penzance, St. Agnes, St. Mary's, Port Eynon, Clovelly, Ilfracombe and Weston-super-Mare.

Irish District.—Portrush, Cudaff, Greencastle, Aranmore, Groomsport, Carrickfergus, Wicklow, Cloughy, Poolbeg, Fenit, Ballycotton and Youghal.

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

	£	s.	d.
Worthing Branch (Sunday collections)	88	17	10
“S. D. R. S. D.” (additional)	75	—	—
Mr. E. F. WHITE (annual subscription)	50	—	—
Miss S. E. WHITE (annual subscription)	25	—	—

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. JAMES MILLER, of Ashill, Norfolk	899	5	7
The late Mr. GEORGE RILEY, of Rishton, Lancaster	500	—	—
The late Miss MARY ANN CORNELLIE, of Ranelagh Mansions, S.W.	500	—	—
The late Mr. EDMUND LYTGOE, of Melbourne (additional)	148	17	6
The late Miss E. H. GILL, of Chester	100	—	—
The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional)	70	—	—
The late Mr. F. W. N. LLOYD, of Branley (half-year's interest)	15	4	—

Very great regret was expressed at the death of Mr. FREDERICK PINNOCK, the esteemed Honorary Secretary of the Isle of Wight Branch of the Institution, and it was decided to send a letter of condolence to his family.

Voted the best thanks of the Committee of Management to Captain MALCOLM McNEILE, R.N., in recognition of his long and valuable services as Honorary Secretary of the Lewes Branch of the Institution, which office he had resigned, as he was about to leave the locality.

Paid 3,920*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 76*l.* 2*s.* 1*d.* to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Gorleston Nos. 2 and 3	Smack <i>General Gordon</i> , of Lowestoft. Stood by vessel.	
Margate No. 1	Barge <i>Caleb</i> , of Rochester	3
Newhaven (Motor)	S.S. <i>L 26<sup>a</sup></i> , of Constanti-nople	4
Port St. Mary	Dandy <i>Elate</i> , of Port St. Mary	13

Life-boat.	Vessel.	Lives saved.
Whitby No. 1	Coble <i>Chance II</i> , of Whitby. Landed 3. Cobles of Whitby stood by cibles.	

The Fenit Life-boat landed one person and rendered assistance to the four-masted barque *Crown of Germany*, of London; and the Lowestoft No. 2 Life-boat assisted to save the trawler *Integrity*, of Lowestoft, and 6.

Also voted 184*l.* 5*s.* 9*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:—Arklow, Berwick, Caister No. 2, Douglas, North Sunderland, Port Erin, Port Erroll, Sheringham, Swanage, Walton-on-Naze, Winterton No. 2 and Yarmouth.

Voted 12*l.* 19*s.* to men injured in the Life-boat service at Dunbar and Gorleston.

Voted the thanks of the Institution, inscribed on vellum, and 1*l.* each, to JAMES E. MIRFIELD, WILLIAM STORRY, and WILLIAM STORRY, junior, for gallantly saving the crew of three men of the coble *Chance II*, of Whitby, which was capsized in a very heavy ground sea off Whitby on the 15th July.

The salvors, observing the accident, proceeded, at great risk to themselves, to the assistance of the men, and when effecting the rescue their coble became entangled in the nets belonging to the sunken boat.

Voted 7*s.* 6*d.* to three men for putting off in a boat, and at slight risk to themselves, rescuing a Norwegian sailor who was adrift in a boat without either anchor or thole-pins near Appledore on the night of the 2nd July.

Also 10*s.* to two men for their promptness in putting off in a boat and rescuing a gentleman visitor who, in a strong S.W. wind and rough sea, had drifted a long way in a small boat to leeward off Clovelly, on the 14th July.

Also 10*s.* to a man for his promptness in putting off in a boat and at slight risk rescuing one of two lads whose boat was capsized in a moderate W.S.W. breeze and smooth sea off Port Charlotte, Islay, on the 20th July. The other lad unfortunately perished before help reached him.

THURSDAY, 10th September, 1908.

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

The announcement of the decease of Sir EDWARD BIRKBECK, Bart., K.C.V.O., for twenty-five years the Chairman of the Committee of Management of the Institution and a generous benefactor, was received with the deepest regret, and it was resolved to forward a message of sympathy to the Honourable Lady Birkbeck. Sir Edward Birkbeck's connection with the Institution began forty-three years ago, when he was elected a Vice-President, and he had constantly at heart the prosperity of the Institution and the well-being of the gallant crews who man its Life-boats. The Committee felt that the loss sustained by the Institution was a serious one, and one to be regretted.

Read and confirmed the minutes of the previous meeting.

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

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

Northern District.—Ardrossan, Crail, St. Andrews, Holy Island (two boats), Cullercoats, Cambois, Blyth, Cresswell, Hauxley, Newbiggin, Boulmer, Alnmouth, North Sunderland, Dunbar, Skateraw, Irvine, and Anstruther.

Southern District.—North Deal, Walmer, Kingsdowne, Margate (two boats), Harwich (two boats), Walton-on-the-Naze, Ramsgate, Broadstairs, Dover, Weymouth, St. Helier, St. Peter Port.

Western District.—Fishguard, Cardigan, New Quay (Cardigan), Burry Port, Ferryside, Tenby, Angle, Little Haven and St. David's.

Irish District.—Courtmacherry, Queens-town, Helvick Head, Tramore, Dunmore East, Fethard, Rosslare Harbour, Kilmore, Wexford, Cahore, Courtown, Arklow, Clogher Head and Drogheda.

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

	£	s.	d.
Court "Fountain of Friendship" 2634, Ancient Order of Foresters, collected at Church Parade, per Mr. H. T. Beadle, Snodland, Kent	5	7	9
London Diocesan Church Lads Brigade, offertory at drumhead service at Eastbourne Redoubt, per Mr. C. E. Bartholomew . . .	1	-	-

—To be severally thanked.

Also the receipt of the following legacies:—

The late Mr. WILLIAM GILLINS, of Camden Road, N.W. . . . .	3,508	10	1
The late Mr. GEORGE CLAY, of Doncaster (with interest). . . .	212	-	-
The late Mr. W. M. TREWIN, of Bradford (per Appledore branch)	100	-	-
The late Mr. H. D. Griffith, of Caer- hŷn, Carnarvon . . . . .	100	-	-

Paid 9,045l. for sundry charges in connection with various Life-boat Establishments.

Voted 238l. 2s. 6d. to pay the expenses of the following Life-boat services:—

Life-boat.	Vessel.	Lives saved.
Barry Dock . . . . .	Ketch <i>Trebiskin</i> , of Padstow. Stood by vessel.	
Bembridge . . . . .	Schooner <i>Agenoria</i> , of Chester. Stood by vessel.	
Cahore . . . . .	Schooner <i>Helen McGregor</i> , of Dublin	4
Hoylake . . . . .	Flat <i>Evening Star</i> of Liverpool. Stood by vessel.	

Life-boat.	Vessel.	Lives saved.
Hoylake . . . . .	Yacht <i>Mea</i> , of Liverpool. Stood by vessel.	
Padstow No. 2 and Tug.	Ship <i>Talus</i> , of Greenock. Stood by vessel.	
Selsey . . . . .	P.S. <i>Queen</i> , of Southampton. Landed 57.	
Tenby . . . . .	Helwick Light Vessel.	7
Walton-on-Naze	Barque <i>Barden</i> , of Mariehaven. Stood by vessel.	

The Aldeburgh No. 2 Life-boat assisted to save the s.s. *Lady Ann* of Sunderland; the Bull Bay and Cemlyn Life-boats assisted to save the schooner *Flower of Portsoy*, of Plymouth; and Maryport Life-boat assisted to save the schooner *Engelbert* of Barsel and her crew of 5.

Voted 489l. 17s. 6d. to pay the expenses of assemblies of crews or launching the following Life-boats, &c., with the view of rendering assistance to persons on distressed vessels:—Broadstairs, Cardigan, Castletown, Cemlyn, Dungeness No. 2, Fife, Gorleston No. 3 (steam), Harwich No. 2 (steam), Hayling Island, Ilfracombe, Littlehampton, Lowestoft No. 2, Mumbles, Newhaven, New Romney, North Deal, Penzance, Port Eynon, Porthoustock, Port Logan, St. Ives, St. Mary's, Swanage, Walmer, Weymouth and Yarmouth.

Voted 2l. 5s. to a man injured on service in Swanage Life-boat.

Voted 2l. to the Master and 10s. to each of the crew of the tug *Imperial* of Lowestoft for taking the tug on to the edge of the Newcome Sands and saving three boys adrift in a boat, in a strong W.S.W. breeze and very heavy sea, on the 27th August.

Also 3l. to three men for saving, at considerable risk, a visitor who in a small boat was drifting towards the Newcome Ridge off Lowestoft, in a strong northerly wind and tide, on the 13th August.

Also 2l. 10s. to four men for saving, at some risk in a strong tideway, two persons whose boat had been capsized off Exmouth on the 14th August.

Also 10s. to a man for his promptness in rescuing two men whose boat was capsized off Exmouth in moderate weather on the 20th August. The salvor's boat was damaged and the cost of the repairs, amounting to 1l., was defrayed by the Institution.

Voted 10s. to the Coxswain of the Angle Life-boat for his promptness in saving four men whose small boat was capsized between Milford and Angle, in fine weather, on the 4th August.

Also 10s. to two men for their promptness in saving a man whose boat was drifting to sea near the Annat Bank off Montrose, in moderate weather, on the 24th August.

NOTICE.

The next number of the LIFE-BOAT JOURNAL will be published on the 1st February, 1909.

# 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—  
COLONEL FITZROY CLAYTON, V.P.

Deputy=Chairman—  
THE RIGHT HON. THE EARL OF HARDWICKE.

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.

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

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 290 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, CHABING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COURTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—November, 1908.